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Ex-post evaluation of PRF Directive

Relevant findings on environmental sustainability

Pan-European dialogue between cruise operators, ports and coastal tourism stakeholders

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Outline presentation

- Introduction of the study
- Key findings
- Coherence with environmental legislation
- PRF Directive and environmental sustainability: current discrepancies
- Good practice as inspiration
- Conclusions

Evaluation for European Commission

- **Relevance:** To what extent do the (original) objectives (still) correspond to the needs within the EU?
- **Effectiveness:** To what extent did the Directive cause the observed changes/effects? To what extent do the observed effects correspond to the objectives?
- **Efficiency:** Were the costs involved justified, given the changes/effects which have been achieved? What factors influenced the achievements observed?
- **EU-added value:** What is the additional value resulting from the Directive, compared to what could be achieved by Member States at national and/or regional levels?
- **Coherence:** To what extent is the Directive coherent with other legislation with similar objectives?

Data collected

- Various reports, studies, evaluations done over the years
- Stakeholder consulted
 - Member States
 - Port authorities
 - Port users
 - PRF operators
 - Other (non-governmental) organisations

Main findings

- Relevant instrument to meet the objectives on reducing discharges at sea
- Effective in improving the availability of adequate PRF in EU
- Partially effective in improving waste management practices
- Type of cost recovery system in place impacts waste deliveries
- Enforcement is currently not sufficiently effective
- Moderate costs against substantial benefits
- EU added value by common understanding of MARPOL requirements, which ensures level-playing field for MS / ports – although not all aspects of MARPOL are covered.
- Largely coherent with other legislation: currently ongoing integration of reporting requirements into national single window by July 2015
- Fits in larger legislative framework to protect marine environment and prevent ship-source pollution

Coherence with other maritime environmental legislation

- Largely coherent with other maritime legislation; key instrument towards the objectives of 'zero-waste in maritime environment'.
- Fits in larger legislative framework to protect marine environment and prevent ship-source pollution
- Possible contribution of PRF Directive to meeting the objectives of the Sulphur Directive by improving the adequacy of port reception facilities to receive MARPOL Annex VI waste

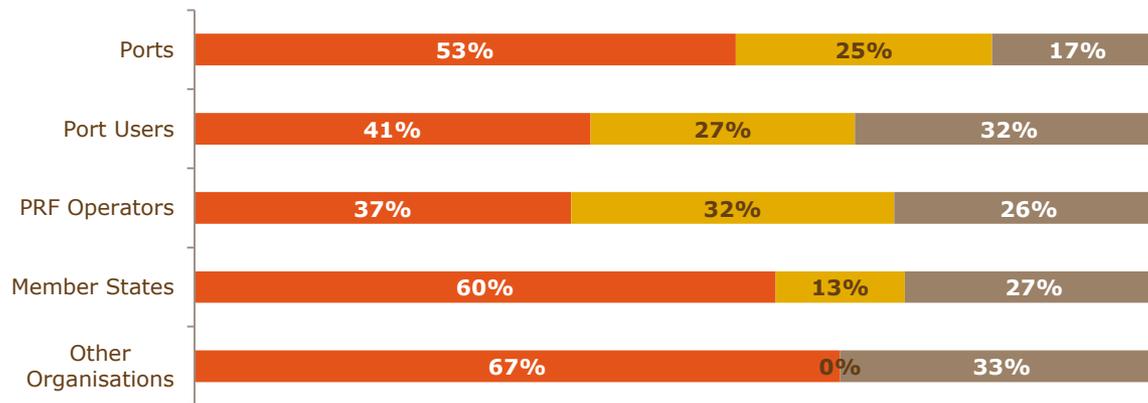
Environmental sustainability - PRF Directive

- PRF / WFD Directive; shared objective to reduce adverse impacts related to the generation of waste
- “Polluter pays principle” as incentive to reduce amounts of waste generated by ships
- PRF Directive allows *reduced waste fees* for ‘green ships’ who generate less waste due to sound waste management practices: introduced by a minority of ports
- However, in view of various developments in on-board waste management practices, PRF Directive does not provide for efficient waste collection in ports
- This is problematic because the willingness to separate waste is easily diminished if the separated waste streams are mixed

Discrepancies between PRF Directive & waste legislation

- Limited possibility in ports to allow re-use or recycling of collected wastes (everything collected as waste)
- Local waste management practices hamper efficient collection of segregated solid waste for recycling: WRH plans developed in ports do not solve this
- Different definitions in use for ship generated waste (MARPOL Annexes) and land-side waste

Discrepancies between PRF Directive and land-based waste legislation



Good practice – “Green Deal” NL

- Agreement between maritime sector (ship suppliers, ship owners, port reception facilities), an NGO, five Port Authorities and the Dutch Government
 - Aim: *“optimize the delivery of ship generated waste at port reception facilities”*
 - Aim: *“stimulate the separated delivery of plastics to make it more suitable for recycling or processing it into fuel”*
- Based on 4 pillars:
 - **Prevention:** minimising (packaging) waste from supply deliveries
 - **Enforcement:** study the possibilities to select vessels for inspection on the basis of new / stricter criteria
 - **Plastic waste separation:** PRF will separately collect plastics, and offer financial incentive to reflect higher value
 - **Harmonisation:** promote harmonisation of PRF procedures in EU ports at bilateral and EU level

Conclusions

- PRF Directive is an important contribution to improving adequacy of port reception facilities in the EU
- PRF Directive is broadly coherent in EU legislative framework, but offers insufficient guidance to improve re-use, recycling and sustainable disposal
- Reception and handling of waste at ship-port interface can be improved
- Close interaction with all relevant stakeholders important, as shown by Dutch “Green Deal”