



SEAS AT RISK

Ship waste dumping and the Clean Ship Concept

Chris Carroll
'Green ports, Green shipping' - **European Parliament**
Brussels, 27 June 2012

Introduction

How does the Clean Ship concept relate to ship waste?

Is ship waste dumping still a problem?

What role does the EU have?

What can the EU achieve?





The Clean Ship concept and ship waste

*"The Clean Ship is a ship designed and operated in an integrated manner **to eliminate harmful operational discharges** and emissions; it is a ship that is constructed and can ultimately be recycled in an environmentally acceptable way, and one that is energy and resource efficient in its daily operation."*

Still just a concept?

Just under 10 years ago, North Sea Ministers acknowledged that a new approach would be needed to minimise the environmental impact of commercial shipping. The 'Clean Ship concept' was born.

According to the OSPAR Commission the approach "**still needs to be implemented in maritime and environmental policies**" and **further efforts are needed** "to mitigate adverse effects of shipping" (2009).

On-board

'Zero discharge' policy

To be encouraged: Utilizing technologies such as compactors; separating waste for recycling on land.

To be avoided: Incineration - Air pollution and difficult to ensure compliance with regulations as incinerator ashes are difficult to associate to types and quantities of garbage items.

In-port

Common scenario entails a ship pulling up beside a barge that is not equipped with separation units.

Many ports in Europe have technologically adequate facilities – but often there is a lack of capacity to meet demand.

Green ports need green ships Green ships need green ports

Legislation that is primarily intended to incentivise either one of the ship operator or the PRF owner will also indirectly incentivise the other. For example, the **2011 adoption of new IMO Annex V regulations** acts as an incentive for **ship owners not to dump waste at sea** – Also acts as an **incentive for ports to provide better facilities** as demand for discharging waste at ports should increase.

Is ship waste dumping still a problem?

Oily waste – Discharges from ships still account for **45% of the estimated average annual input of oil** entering the marine environment (GESAMP, 2007)

Marine Litter – In 1982 8 million items of marine litter entered the world's oceans and seas every day - **5 million items from ships**. Those figures are now thought to be much higher (Barnes, 2005). As much as **90% of the plastic** found Dutch beaches originates from shipping and fisheries (Van Franeker, 2010). - In Europe, only **50% of ship's solid waste** is delivered to reception facilities.

Economic impact

Estimated cost of oil pollution from ships is **EUR 8 billion** for the EU fleet in 2006 (Maffi et al, 2007).

Marine litter has a huge economic burden on coastal municipalities – beach cleaning costs the UK, Belgium, Netherlands approx **EUR 28 million each year** (KIMO, 2010)

If **20 – 40% of marine litter is ship waste**, the economic cost is clearly substantial.

Companies plead guilty to dumping ship wastes into ocean through 'magic pipe,' agree to \$1 million penalty

Published: Tuesday, April 12, 2011, 5:53 PM Updated: Tuesday, April 12, 2011, 6:24 PM

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U.S. Charges New Zealand Fishing Company Allegin Environmental Crimes and Obstruction of Justice

BY GCAPTAIN STAFF ON DECEMBER 7, 2011

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A New Zealand fishing company has been charged by the U.S. Department of Justice for violating environmental laws and obstruction of justice. The case is the latest in a crackdown by the USCG targeting foreign vessels violatin Act to Prevent Pollution from Ships law.

The seven-count indictment was handed d

Liberian Shipper Fined \$1.3 Million for Dumping Oily Bilge Water

Wednesday, January 25, 2012

Two Shipping Corporations Plead Guilty and Are Sentenced in Maryland for Obstruction of Justice and Environmental Crimes

Companies Each Sentenced to Pay \$1.2 Million, Including \$550,000 to Benefit Chesapeake Bay

WASHINGTON – Two corporations pleaded guilty today in separate hearing their role in managing and owning a ship engaged in deliberate discharges of plastic garbage. The companies were each sentenced by U.S. District Judge N pay \$1.2 million and serve three years of probation during which they will be implement a government approved environmental plan that includes audits cc independent firm and review by a court appointed monitor.

Company Fined For Dumping Oily Waste Into Hawaiian Waters

January 11th, 2012 · 2 Comments · Comments Via Facebook (0) · Maui News

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By Wendy Osher

A Korean shipping company and its chief engineer were convicted in Hawaii for environmen dumping oily waste, obstructing justice and covering up pollution.

Kooie Marine Co. Ltd. and two engineers from the M/T Kooie Tiger pleaded guilty to the of

Secret Pipes Illegally Dump Oil-Contaminated Waste Into Ocean



3, 2009 (ENS) - A Liberian shipping company ters of untreated oily bilge water from one of its

pany with offices in Athens, Greece, was senter vable for the two counts which the company ad

Caribbean cruise ships dump garbage at sea

Mike Melia, Associated Press

Sunday, March 1, 2009

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What Role does Europe have?
**Port Reception Facilities
Directive**



Opportunity to provide policy for environmentally friendly ship waste disposal

PRF Directive currently under review by the European Commission

Golden opportunity to ensure that ship waste is delivered to European port facilities

Parliament has key role to ensure improvement

What are the problems

Direct Costs for delivering waste – Ships can still save money by dumping waste at sea.

Sub-optimal availability and use of PRF
ambiguity and distortion of the level-playing-field.

Weak control and enforcement – garbage record books, notification procedures.

What changes are needed?

A clear, more **uniform system** across European ports

Tighter control on discharge of waste at reception facilities

Provision of **adequate facilities** to handle and recycle waste types

Stricter control through better/more frequent **monitoring**

Removal of direct fees for discharging waste

Better notification procedures between stakeholders

Fishing vessels to **report lost or abandoned fishing gear**

Introduce mandatory **environmental education** for seafarers

Economic incentives for clean shipping through fee differentiation

Member States must be obliged to **report all waste** delivered at

The review of the Directive has been ongoing for several years.

The Commission needs to make a proposal for a strengthened Directive ASAP

If the goals of the **MSFD** are to be achieved, the PRF Directive needs improving

The **MSFD is on the only European legal instrument that requires member states to reduce marine litter** – If ship source litter is to be reduced, the PRF Directive must be improved.



SEAS AT RISK

Thank you for listening

For more information:

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To download a copy of our policy paper
on the PRF Directive review

www.seas-at-risk.org