



Outcome of the Seventh Meeting of the Cooperation Platform on Special Area According to MARPOL Annex IV (CP PRF 7-2017)

Introduction

The Seventh Meeting of the Cooperation Platform on Special Area According to MARPOL Annex IV (CP PRF 7-2017) was held at the premises of the Federal Maritime and Hydrographic Agency (BSH) (Bernhard-Nocht-Str. 78, 20359 Hamburg).

The Meeting was opened on **Wednesday, 13 September 2017, at 10:00** and ended **16:30** on the same day.

The Meeting focussed on the ongoing project of the development of a “Best Practice Guidance for the handling of waste water in ports”, as well as the results of the CLIA simulation exercise on MARPOL Annex IV Special Area and practical case studies of specific ports, including proposals for next steps for consideration by HELCOM MARITIME 17-2017.

The Meeting was welcomed to BSH and Hamburg by Monika Breuch-Moritz, President of BSH.

Susanne Heitmüller, BSH, acted as moderator of the Meeting. Hermann Backer, HELCOM Professional Secretary, acted as Secretary of the Meeting.

The Meeting completed a round of introductions.

Part I: Presentations and Discussions

The Meeting took note of the current status of PRF Directive revision – DG Mobility and Transport (Anna Bobo Remijn, **Presentation 1**) including, i.a. the following points:

- [Supporting study for an Impact Assessment for the Revision of Directive 2000/59/EC on Port Reception Facilities](#) has been published on the [DG MOVE maritime studies website](#).
- The selected policy option was MARPOL alignment of the PRF Directive – with a special focus on Marine Litter, including a 100% No-Special-Fee for Garbage, but also covering MARPOL Annex VI waste and cargo residues.
- SA draft is in EU Commission inter service consultations, translation will be completed during November 2017. The proposal is expected to be adopted by the Commission in December 2017, followed by the legislative process in Council and the European parliament.
- An Information and monitoring system will be set up, linking a PRF module in THETIS and EU Safe Sea Net system.

The Meeting took note of results of the CLIA simulation exercise on MARPOL Annex IV Special Area as presented by CLIA Europe (Paul Altena, **Presentation 2**) including, i.a. the following points:

- CLIA coordinated a simulation exercise in the Baltic Sea during the 2016 season (May -September) to test the availability and adequacy of PRFs in the area and identify challenges and bottlenecks.

- During the season the participating ships operated in the Baltic as if the MARPOL Annex IV Special Area provisions were already in effect. Ships documented their experiences using a template and ports were provided with a similar template.
- Of the total 565 port calls there were issues documented in 220 calls.
- Some ports in the Baltic Sea which have adequate facilities do not include the service in the port fee and require an additional charge. In 32% of the calls the cruise ship considered the fees disproportionately high and created a disincentive to utilize the PRFs.
- Some ports continue to have only trucks available. While trucks may be sufficient for ships intending to discharge only black water to PRF, they do not meet the needs of ships intending to discharge black and grey water due to larger volumes.
- The preparations for and ending of discharge took commonly time, especially when trucks were used, and needed involvement of ship personnel. Information which pump to use (ship or port) was partly insufficient.
- Ships with biological waste water treatment systems have 2 different waste streams (bio residue and effluent) but are only able to land one at a time if there is only one PRF connection. Single connection arrangements require the ship to discharge one waste stream, disconnect and then discharge the other waste stream. With a port stay of only 7-8 hours, it is not possible to complete in time.
- A larger part of ships mixing Black Water (BW) and Grey Water (GW) provided negative feedback to the adequacy of the PRFs overall and in terms of discharge volume.
- Those ports receiving ships on an extended sea time voyage through the Baltic Sea should take this into account when developing adequate PRFs for sewage.
- In half of the trips the next port of call was not the next port of delivery.
- In 98% of the calls the assigned berth was equal to the one indicated in advance by the port. In cases with a last minute berth change the cruise ships experienced a problem in 80% of cases.
- More detailed berth specific PRF information is needed and very important for advance planning. Ports need to update their individual Port Waste Management Plans and cruise industry should be included in those discussions.
- It would be recommendable to develop (Key Performance) Indicators for PRF providers and to benchmark them against Best of Class and to include safety and environmental (risk) more prominently.
- The Standard Format of the Advance Notification Form (ANF) for waste delivery to Port Reception Facilities should include specific definitions and quantities for the following waste streams: Grey Water (GW), Black Water (BW) (sewage) consisting of: Only Black Water and Mixture of BW and GW, Other waste waters including EGCS/Marpol Annex VI, Caustic Soda delivery.
- The delivery of sewage to ports should be the default option when implementing the new MARPOL Annex IV Special Area Baltic Sea. Even if some CLIA members are interested to/can invest in advanced onboard treatment this is not the case for all members.
- Direct involvement of cruise industry in PRF infrastructure developments would be welcomed.

The Meeting participants thanked CLIA for the valuable report on the simulation exercise, discussed the results with the following remarks:

- Port investments involve large costs and from the port side include arrangements and negotiations with the local MWWTP (Municipal Waste Water Treatment Plants), which can be complicated. Ports are commonly squeezed between the demands from WWTPs and ships.
- Sewage quality is sometimes highlighted by MWWTPs as a cause of concern and the key is usually the higher hydrogen sulphide level, as well as the high heterogeneity of ships sewage. Some information on quality of sewage from passenger ships is available by studies such as a report commissioned by the Swedish administration and CLIA (documents 5-4 and 5-3 of HELCOM MARITIME 15-2015).

- Incentives to ships to take measures for lower hydrogen sulphide levels in their sewage could be one way to improve sewage quality.
- If there are several ships in the port at the same time this might influence the perceived adequacy.
- Proactive incentives, such as the 20% reduction in waste fee if the ship discharges sewage applied in Helsinki is very efficient if it can be arranged.
- Joint discussions and planning of PRF infrastructure developments involving the port and its cruise line customers would be a good way to ensure best possible results for all parties.
- While harvesting of Phosphorus from wastewaters on board ships could be interesting it is not cost efficient today.
- Ports were requested to provide input/comments in both general level to the CLIA survey but could not fill in berth specific information due to administrative burden. For future years the port questionnaire could be developed and ESPO is open to cooperate with CLIA with that aim.
- Advance planning of cruise routes, which is already today carried out well in advance are of critical importance and could be further developed to ensure smooth PRF delivery over the whole route in the Baltic Sea.
- Even if justified, formal complaints of the inadequacy of PRFs are rarely filled in by cruise lines to avoid conflict. More dialogue and even some informal feedback mechanism would be needed. In some cruise companies feedback to the ports visited is provided as part of the quality management and part of the business operations.

The Meeting took note of update of HELCOM PRF Overview (Document 2 submitted to the Meeting based on contributions by Ports and Contracting Parties received in advance) by the HELCOM Secretariat (Hermann Backer, **Presentation 3**) including, i.a. the following points:

- Secretariat has received updates or new information from 25 ports compared to the 2014 HELCOM PRF overview.
- Updates are still welcome.
- The updated PRF overview report will be submitted to HELCOM Maritime 17-2017 and finalized for release planned for December 2017/January 2018.
- An optimized long-term arrangement for future updating and keeping track of PRF developments in the region should be developed and considered. If possible, this could in the future be carried out as updates to a database, possibly beyond HELCOM and linked to regulatory process such as IMO GISIS or the THETIS PRF module.

The Meeting took note of interim results of the project “Development of a Best Practice Guidance for the handling of waste water in Ports of the Special Area Baltic Sea” by PIA (Markus Joswig, **Presentation 4**) including, i.a. the following points:

- PIA, contracted by BSH is working on a best practice guidance for the handling of waste water in ports of the Special Area Baltic Sea which will include identified issues as well as recommendations/solutions with both benefits and drawbacks for solutions. Dependent on possible different wastewater composition the Guidance will identify specific instructions on how to deal with potential problems concerning the reception, handling and treatment. PIA has carried out a survey addressing ports in the region for the necessary background information and will also contact WWTPs in the Baltic Sea to get information on their experiences with sewage from ships.
- The guidance will include a chapter on general information and provide a comprehensive collection of data from existing reports and literature.
- While the final report will be delivered in 2018 and presented at HELCOM Maritime 2018 some advance material will be available earlier to enable better preparations to the MARPOL Annex IV first application date in 2019.

Part II: Practical case studies of specific ports and technical solutions

The Meeting took note of the presentation by Port of Kiel on recent developments in the port of Kiel (Timo Rosenberg, **Presentation 5**) including the new fixed connection PRF which was opened in June 2017.

The Meeting took note of the presentation by TUI cruises (Lucienne Damm, **Presentation 6**) on the experiences and practices related to sewage delivery at ports in the Baltic Sea.

The Meeting took note of the presentation by Ports of Stockholm (Anna Wallinder, **Presentation 7**) on the experiences by the Ports of Stockholm in providing sewage PRFs.

The Meeting took note of short oral reports of other participating ports:

- Port of Lübeck: Lübeck has very little passenger traffic but there are plans to upgrade the sewage PRF capacity to 300m³ per day.
- Gdynia: There are currently two direct connections available in Gdynia and these are only serving Stena Line. Other ships are served by trucks. A new project is planned for upgrades with anticipated start in 2 years.
- Port of Szczecin: Tank trucks are currently the only available service but a project is planned for fixed connections. In addition, connections for green heat and green electricity have been made [in order to dry sewage sludge on site.]
- Copenhagen Malmö Port: In Copenhagen the new key and its PRF reception facility is likely to further expand in the future. Several keys in Copenhagen are old and there has been efforts to retrofit them with fixed connections but it is not that easy. In Malmö the passenger traffic is not that high level.

The Meeting took note of Microbiotechnological solutions to sewage quality by ProtectPipe Oy (Klas Alfthan, **Presentation 8**) on trials of a novel microbiological method to reduce hydrogen sulphide levels on board ships.

Part III: Next Steps

The Meeting agreed that the work plan of the Cooperation Platform on Special Area According to MARPOL Annex IV (CP PRF) is still valid and only needs some editorial changes (i.e. take out outdated deadlines).

The Meeting agreed that the platform is a very useful tool to communicate and exchange information on the possible solutions and remaining challenges with respect to the MARPOL Annex IV Special Area. In this context, the Meeting pointed out, that it would be of great value if the Platform could use its dedicated HELCOM website to make this information available also in between meetings, i.e. intersessional.

The Meeting thanked BSH for the excellent facilities and especially Susanne Heitmüller for the excellent moderation.

The Meeting agreed to this outcome by correspondence after the Meeting.

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