

INTERNATIONAL CONFERENCE ON THE ENVIRONMENTALLY SOUND MANAGEMENT OF WASTES GENERATED AT SEA

MARSEILLE – FRANCE
24, 25 and 26 November 2008

Under the Haut Patronage of the Ministre d'Etat à l'Ecologie, au Développement et à l'Aménagement Durables, France

In partnership with the Région Provence – Alpes – Côte d'Azur, the Autonomous Port of Marseille and the UN Secretariat of the Basel Convention

Issue

The conference is driven by the need to respond swiftly to the current inadequacy of arrangements for managing wastes generated at sea. The conference will seek to illustrate and debate the extent of this problem, propose solutions and encourage partnerships to address the situation in different parts of the world.

Programme highlights

The conference will address the following themes:

- ◆ Current situation: gaps and challenges
- ◆ The environmentally sound management of wastes generated on board ships
- ◆ Partnerships and cooperation: identifying assets and creating workable solutions

Key debates

Two workshops will be organised during the conference to consider the following issues :

- ◆ Certification of ports qualified to receive wastes generated on board ships
- ◆ Traceability of wastes generated on board ships from their reception at shore in port facilities to their recycling or final disposal on land

Attendance

The conference will be open to representatives from governments (transport and environment), intergovernmental organisations and conventions, industry and civil society. It will be held over a three-day period and will offer the possibility of a visit to the Autonomous Port of Marseille.

PRELIMINARY PROGRAMME

Monday 24 November

Opening (13:30)

Session I – Current situation: gaps and challenges (14:00)

International perspectives

The adequacy of port reception facilities for wastes generated on board ships, and of the arrangements for their proper and safe management on land, should be an important component of the global drive towards the environmentally sound management of wastes. To what extent has this component been recognised, and what more remains to be done ?

Regulatory perspectives and experience

Is the regulatory framework covering the full life-cycle of these wastes complete? What more needs to be done to join up the maritime and land-based waste management rules? How might best practice be identified and promulgated?

Maritime industry perspectives and experience

Many different types of industry and regulatory organisation are involved in this picture. In this session we shall hear from some of them, and consider how they might work together to improve the management of wastes generated on board ships.

Discussions (15:15)

Break (16:00 – 16:15)

Experience in the implementation of the European Directive 2000/59/EC on port reception facilities

A discussion of the work done by the Member States of the European Union to implement this law will provide an interesting picture of the situation of ports in Europe, their diversity, the difficulties experienced and options for improving waste reception facilities.

Challenges faced by ports

To what extent is there a gap between the demand for waste reception and management facilities in ports and their provision? What obstacles do port authorities face in managing these wastes. How might such problems be addressed?

Cooperation and regional partnerships

Opportunities exist to demonstrate regional and partnership-based solutions. The Mediterranean Sea region will be discussed as a case study, and other possible pilot regions will be considered.

Discussions (17:15)

Summary of the session

Tuesday 25 November

Session II – Drivers for change (09:30)

[International cooperation to improve capacity to manage wastes generated on board ships](#)

Following on from the case studies of cooperation within a region, how might the lessons learned be extended to a global scheme?

[Applying the principles of environmentally sound management to wastes generated at sea](#)

How might the principles of environmentally sound management (ESM) be applied to waste generated at sea? For instance, how do the principle of extended individual producer responsibility or the precautionary principle apply to these wastes?

The environmentally sound management criteria developed by OECD for waste facilities, the so called “Core Performance Elements”, will be discussed as a possible model that could be applied to the management of wastes generated on board ships.

[Best practice for the collection and management of wastes generated on board ships](#)

What tools would be needed to reduce uncertainty about the types of waste onboard ships and the suitability of shore-based facilities for managing them? Is there a role for an international ESM standard for wastes generated at sea that could be build into a certification system for ports? Are there other tools that might be developed?

[Expectations, barriers and opportunities for maritime operators](#)

To what extent is information about port reception facilities available to maritime operators and how might it be improved to help them manage their wastes better? Would certification or tracking systems be of value?

Discussions (11:00)

Break (11:45 – 12:00)

Session III – Options for managing wastes and the role of waste managers

The large variations in ability and capacity between the various operators present a challenge in improving the management of these wastes. How might overall standards be raised in the light of these challenges?

Discussion of the roles of: legislation; standards; mechanisms for validation, reporting and monitoring of the quality of services provided; proper storage and transport; and measures for preventing and reducing pollution and contamination.

Summary of the session and introduction to the workshops

Lunch (13:30)

WORKSHOPS (14:45 – 17:45)

These two workshops will build on the foregoing sessions and discuss opportunities for developing tools that would assist the different stakeholders to address the challenges discussed at this conference in a context of an increased global maritime trade. Three complementary tools are proposed here for discussion: certification, standards and traceability.

Workshop 1: Certification and standards

Certification would provide shipowners, operators and ports with additional information to assist them to comply with international environmental regulations applied to shipping. One way forward would be for a number of ports and terminals to design and develop a certification scheme for wastes reception facilities operating in their premises.

There is a need to develop a unified source of reliable information at the international level about the extent of compliance of port reception facilities and terminals with MARPOL. For this purpose the workshop might consider the development of a performance standard for port reception facilities and terminals handling MARPOL Annex I and/or Annex II wastes.

Workshop 2: Traceability of wastes

The management of wastes would be enhanced by better information on the way wastes are handled once they are discharged or delivered at shore. This workshop will consider means to track the wastes once they are received in ports and are sent for treatment, recycling or disposal on land.

Reception (19:30)

Wednesday 26 November

Report from the Workshops

Discussion of proposals – Moving the agenda forward

Break (11:00 – 11:30)

Remarks

Close of the conference (12:30)

Visit to the Autonomous Port of Marseille (14:00 – 18:00)