



Waste management & facilities in Black Sea – an operator's view



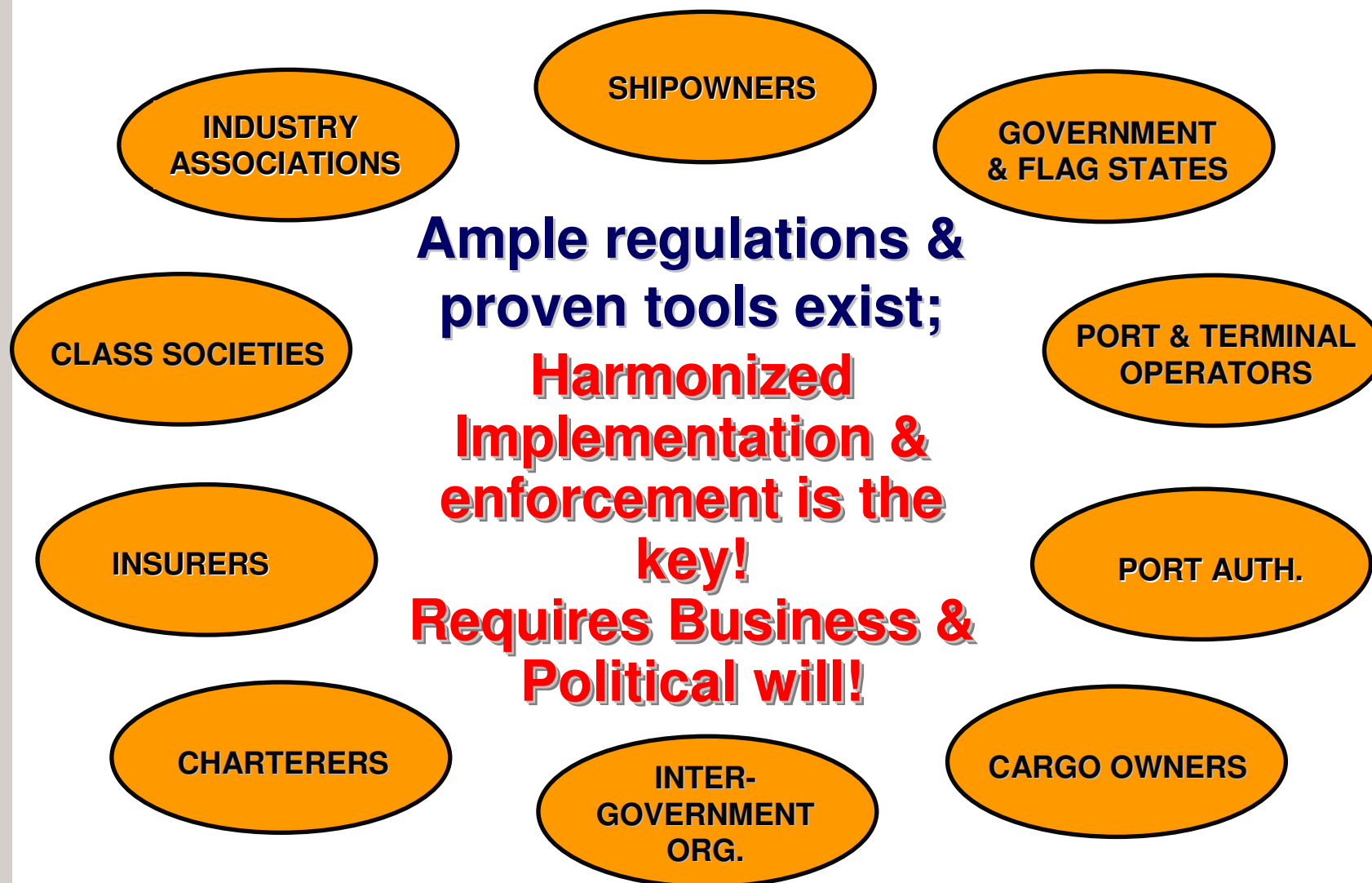
**Capt. Kjell T. Landin,
Marine Manager - Marine Team, EBU M&T
Chairman of OSPRI**

**OSCE Conference
Odessa, June 24, 2008**

Regional Maritime Risk Reduction Through Cooperation

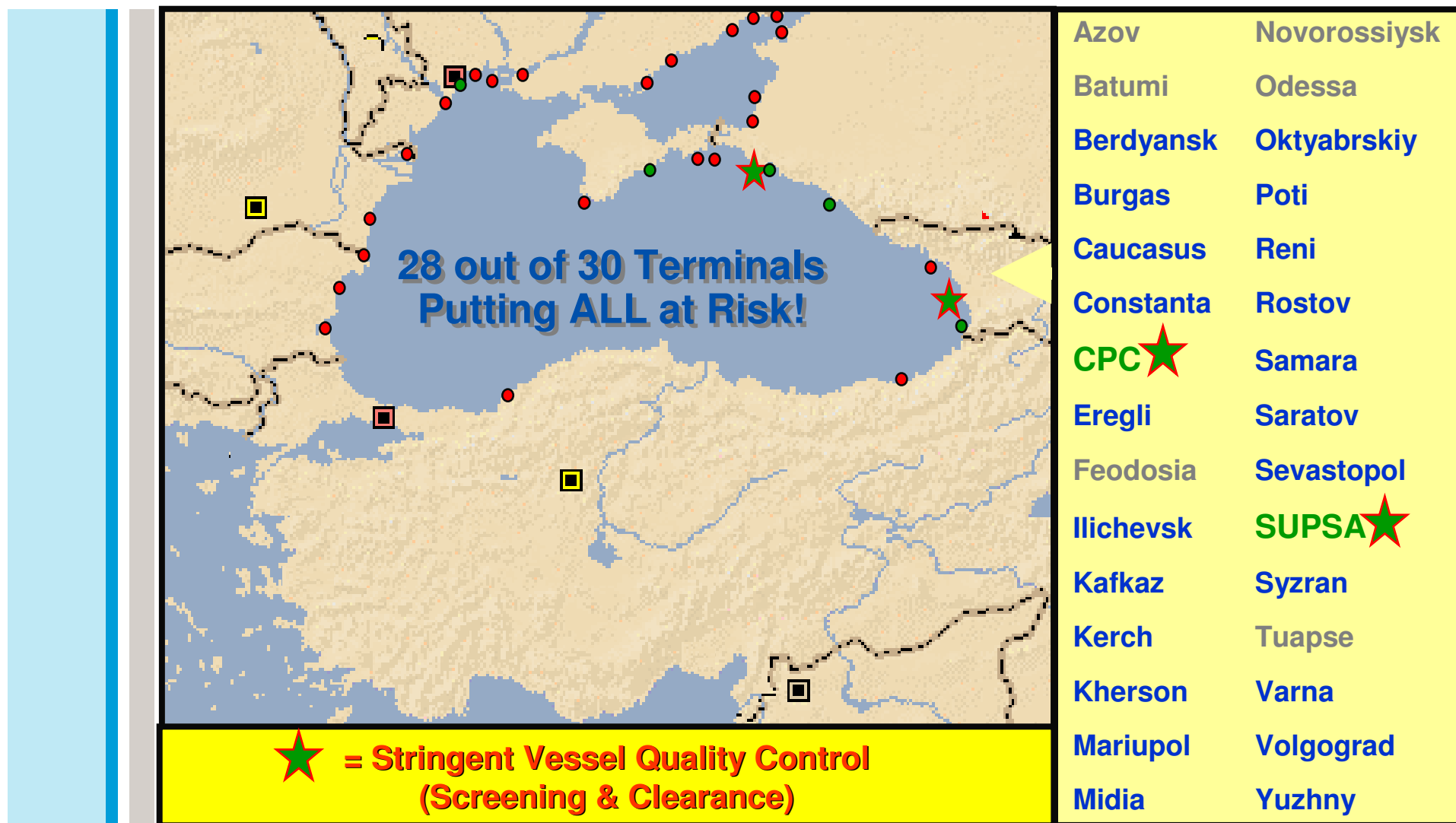


Regional Maritime Risk Reduction Through Cooperation



Regional Marine Risk Profile

- Not a common view on risks in Black Sea

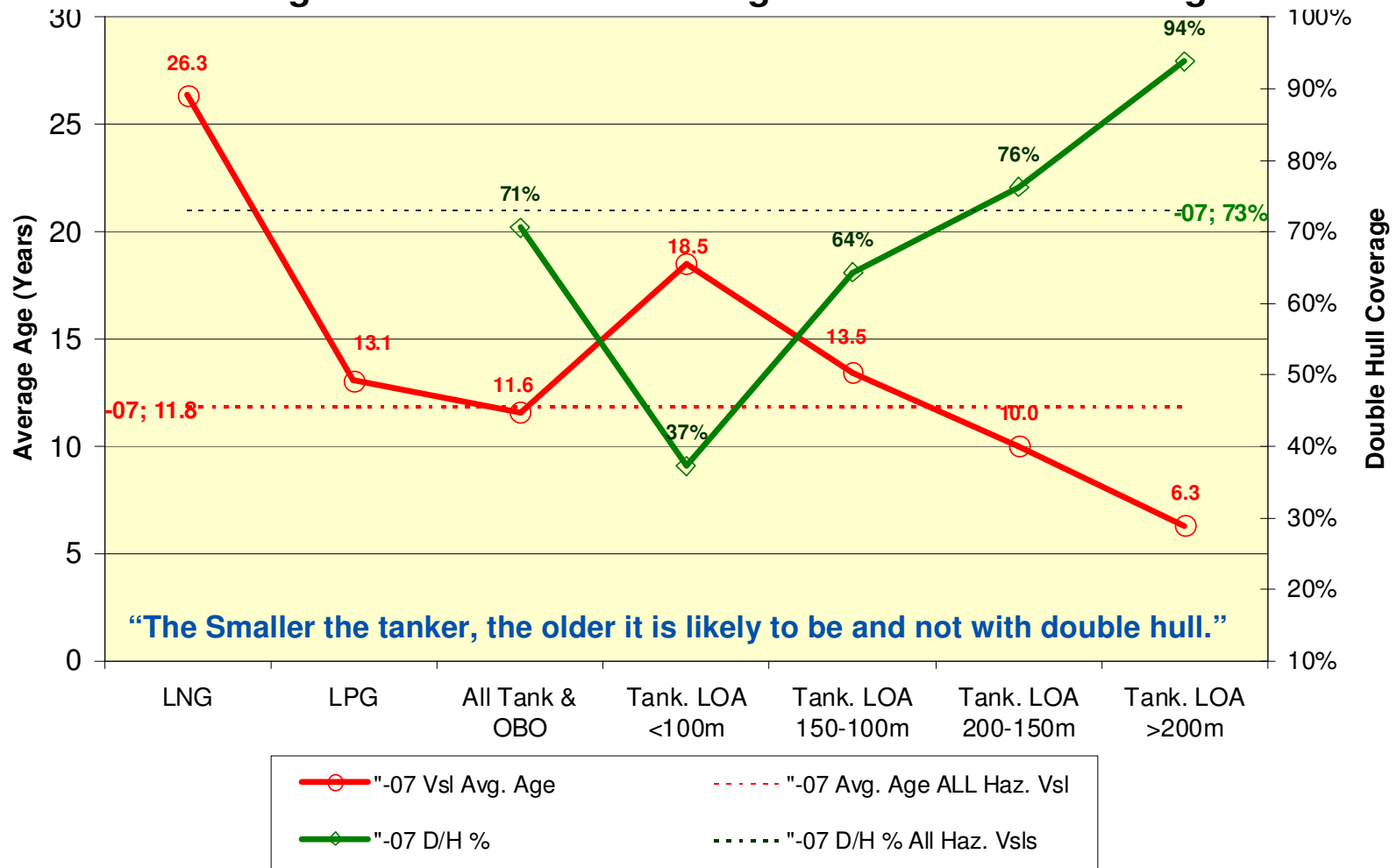


Marine Advocacy

Business driven risk reduction...



Transiting "Hazardous Vessels" Age & Double Hull Coverage



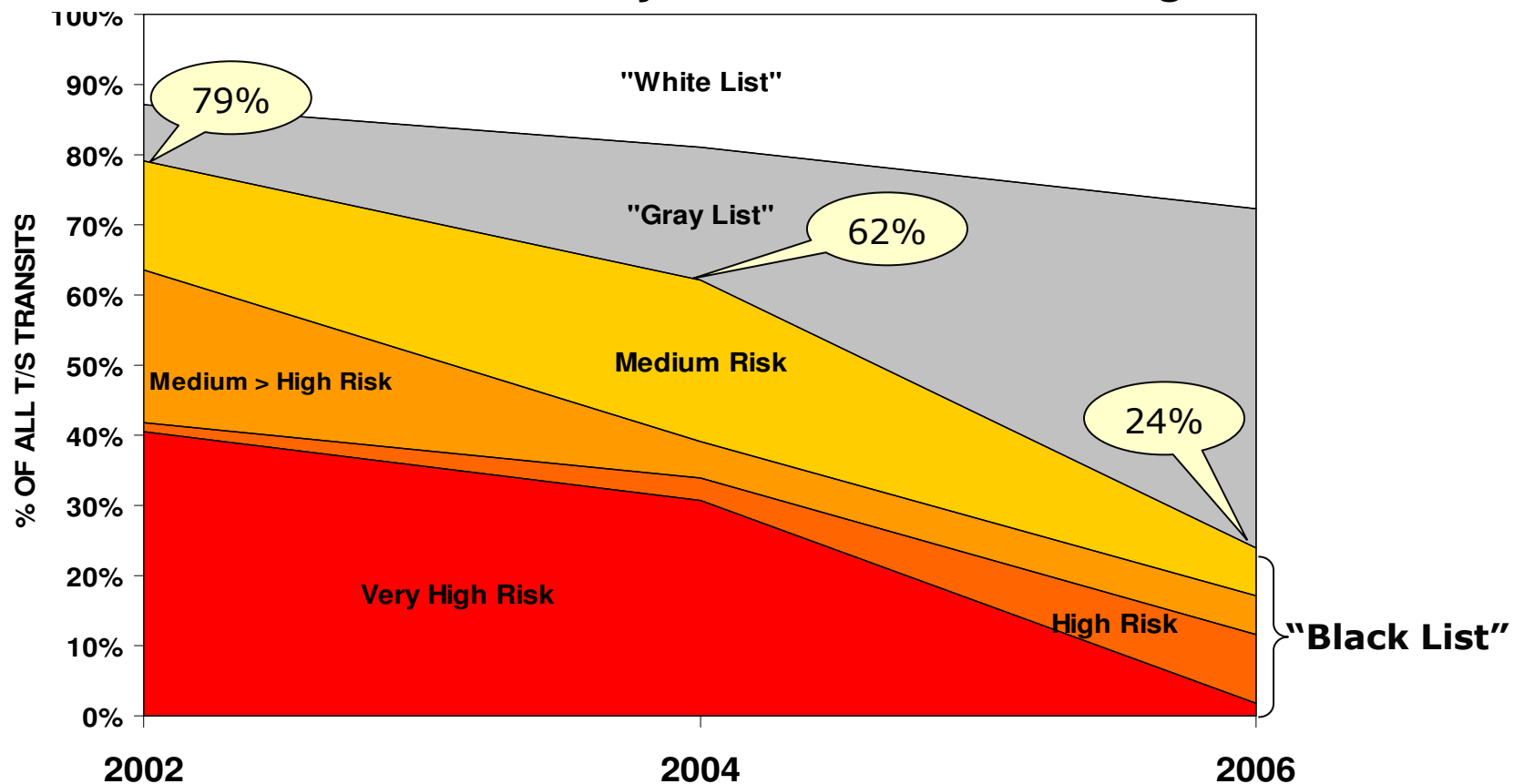
Industry Demand; drives vessels' age improving as well as Double Hull coverage, where larger tankers substantially above average.

Marine Advocacy

Flag & Port State Control



Turkish Straits Risks by Paris MOU Risk Categories



In 2002, 79% of All Vessels navigating the Straits & the Region flew flags classified to be on the "Risk – Black List" as per Paris MOU. Combined efforts have resulted in a strong downward trend, to 24% in 2006

Waste & Reception management

- Clear Rules & Guidelines



■ SHIP GENERATED WASTE (SGW)

- Oily Waste (Bilge & Sludge) – Marpol Annex 1
- Sewage – Marpol Annex IV
- Garbage (Plastic, Chemicals, Batteries, wood & Food) Marpol Annex V
- Cargo Associated Waste (Dunnage etc.) - Marpol Annex V Guidelines

■ CARGO RESIDUES

- Remnants of Cargo in cargo holds or tanks

■ IMO resolution MEPC.107 (49) Jan. 1, 2005:

- Bilge water separators to be tested also with a stable emulsion
- Oil-in-water monitor to include a recording function for date, time, alarm and operating status. The recording of the operation to be stored for 18 months

Waste & Reception management

- Clear Rules & Guidelines



■ **EU Directive 59/2000**

- Article 5 Port shall prepare waste management plans
- Article 6 Ships/agents shall notify ports regarding waste delivery
- Article 8 Ports shall implement a cost recovery systems with significant indirect fee
- Article 9 Ships can be exempted due to "regular traffic" or if categorized as "green ship"

- EU Pollution caused by 'serious negligence' is deemed sufficient for criminal liability

■ **Canada C-15 Bill**

- Presumption of criminal liability unless proven otherwise and that the accused took all reasonable steps to prevent the pollution

■ **US Dept of Justice**

- \$133 million in corporate criminal fines since 1998

Waste & Reception management

- Takes corporation & a common view...



- Vessels needs to demonstrate Compliance to Port State Control
 - Oil Record Book – Incl. Receipt from Marpol approved Reception Facility
 - Waste management plan – Garbage Disposal where/when/how much...
- Port State Control officers – some does a good computation of realistic waste...
 - Approx 2% of Vessel HFO is waste....
- Port State & Coastal State needs to facilitate vessels and its officers to comply....
- Political will to assume obligation & responsibility
- Business community will to push for solutions...

Waste & Reception management

- Facilitate Industry's desire to comply..



- Ship Generated waste not to be a “cash cow” nor a penal opportunity, but unite around a common interest to protect the marine environment.....
- Waste handling & reception not to be a “burden” to vessels or operation, or cause delay –
- Facilities & Service to be available and adequate..
- “One stop job” with indirect fee preferable...
- “Indirect fees” as part of overall port charges and regardless if waste services utilized incentivise compliance...or fee for not disposal of waste....
- If waste management “outsources”; oversight and responsibility to remain coastal state admin.
- Baltic & HELCOM excellent source for “lessons learned” no need to reinvent the wheel...

OSPRI

- *Oil Spill Preparedness Regional Initiative*
- a cooperative industry effort in region...



- Without diminishing focus and efforts on preventive measures:
 - **Oil Companies are committed to working with partners to develop effective oil spill preparations in the light of increased regional oil field developments and sea transport**
- Overall objective is for:
 - **Industry & governments works cooperatively to promote proven, credible, integrated, sustainable national and regional oil spill response capability**

Regional Incident Response

- BSC, Turkey & OSPRI – a success....



- First regional Tier 3 Oil Spill exercise, led by Turkish agencies & Black Sea Commission
- Years of dedicated OSPRI support & initiatives, including training & facilitation
- Exercise modeled to set standards for future cooperation to enhance regional response preparedness
- Months of exercise preparation by the Turkish Maritime Authorities exemplifies the strong lead in executing Black Sea Commission's plans for the region, demonstrating an excellent cooperation with oil industry organizations which has been supportive to improve regional capability



Marine Advocacy Black Sea

-Opportunity for genuine cooperation...



- Frequent oil slicks still observed in Black Sea mainly due to remarkable lack of reception facilities for **ALL** vessels – and lack of monitoring...
- Inconsistent ballast water rules & application of policies rewards different “entrepreneuric solutions”...but not the environment....
- Exceptional high number of small vessels fly the flags out of the region associated with a higher risk according PMOU
- Regional business community is first line of defence ensuring use of good quality operators & vessels
- Need for ship owners & managers, together with regional government authorities to work cooperatively demonstrating to future officers and staff a desire to improve regional maritime standards & to protect its marine environment
- “With all the littoral states of the Black Sea now signatory to CLC92 would it not be a sign of genuine regional cooperation and desire to protect its marine environment to allow Turkey to act as a “gate-keeper” verifying CLC92 certification of vessels?????”

THANK YOU

