

NINTH ORDINARY MEETING OF THE
RAC/REMPEITC-Caribe STEERING COMMITTEE
Agenda item 6

OSC 9/6/1
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**MARPOL Convention Recommendations for the 2018-2020 Work Plan
Submitted by RAC/REMPEITC-Caribe**

SUMMARY

Executive Summary: This document provides important recommendation generated over the 2016-2017 Work Plan regarding implementation of the MARPOL Convention in the Wider Caribbean Region.

Action to be Taken: Paragraph 9

Related documents: *Feasibility study on the development of a Regional Reception Facilities Plan for the Small Island Developing States of the Wider Caribbean Region available at:*
<http://www.racrempeitc.org/activities-archive?year=2017>

General

1. Following recommendations from the *Regional Workshop on Port Reception Facilities and Waste Management* that was conducted 04 - 06 October, 2016 in Port of Spain, Trinidad and Tobago, a proposal was submitted by RAC/REMPEITC-Caribe and subsequently approved and funded by IMO to conduct a:

Feasibility study on the development of a Regional Reception Facilities Plan for the Small Island Developing States of the Wider Caribbean Region.

2. The study involved: detailed analysis of shipping data; site visits and assessments of ports in 16 U.N. Member Small Island Developing States (SIDS) of the Wider Caribbean Region (WCR); multiagency government, non government and industry stakeholder meetings; and the identification of possible measures to address the inadequacy of port reception facilities (PRFs) throughout the Region.
3. The resulting documents from the study, that includes a main summary report and 16 individual national-level reports, may be found at RAC/REMPEITC-Caribe website at:
<http://www.racrempeitc.org/activities-archive?year=2017>

Background

4. The feasibility Study was conducted by RAC/REMPEITC-Caribe for the possible development of a regional reception facilities plan for the SIDS of the WCR in accordance with IMO guidelines set out in Resolution MEPC.221(63): *2012 Guidelines for the Development of a Regional Reception Facilities Plan*

5. The project was funded by the IMO through the support of The Government of Norway following: a series of workshops conducted by IMO, United Nations Environment and RAC/REMPEITC-Caribe over the years; requests made by WCR maritime authorities; and the proposal submitted by RAC/REMPEITC-Caribe to IMO.
6. The premise and proposal for this project was also presented by Mr. Keith Donohue of RAC/REMPEITC-Caribe and received support by the respective Government representatives at the *Regional IMO Workshop for Senior Maritime Administrators held in Bridgetown, Barbados from 7-8 Feb 2017*; and the *Seventeenth Intergovernmental Meeting on the Action Plan for the Caribbean Environment Programme and Fourteenth Meeting of the Contracting Parties to the Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region that was held in Cayenne, French Guiana, on Mar15-17, 2017*.
7. The outputs of this study complement other strategies for improving management of ship generated wastes (SGW) and cargo residues within the WCR, and contributes to efforts towards improving the ability of WCR States to effectively fulfill their obligations under MARPOL, or to accede to MARPOL where a State is not already a Party.

Recommended Actions Following the Feasibility Study

8. It is recommended that the options contained in Annex A be considered in future MARPOL-related efforts and Activities conducted in the WCR. Additionally, following the publication of the feasibility study report, it is highly recommended that efforts regarding a Regional Port Reception Facility Plan in the WCR first focus on the following priorities:
 - 8.1. Establishing robust cradle to grave waste management techniques for SGW using stakeholder collaboration, market-based mechanisms and reduction, prevention, waste to energy and recycling methods in the key rotational ports of Jamaica, Trinidad and Tobago, Dominican Republic, and The Bahamas, Barbados.
 - 8.2. Encouraging the governments of the United States, Netherlands, United Kingdom, France, Mexico, Panama and Colombia to become part of and RRF process due to their authorities over other major rotational and home ports in the WCR, with possible greater capacities to receive SGW from the 16 SIDS of the Region;
 - 8.3. Establishing for all WCR countries that may become port of a RPRFP, a standardized minimum for reception and disposal fees; as well as standardized licenses for service providers to receive SGW within the Regional plan;
 - 8.4. Securing international funding to revise or develop new National Waste Management Strategies for all WCR SIDS, taking into account the reception of SGW and changes in maritime commerce and tourism that have may impact the ability of these SIDS to accept and/or properly manage international waste concurrently with current and projected domestic waste management challenges.
 - 8.5. Continued stakeholder engagement, with facilitated assistance by international bodies towards adopting and implementing national guidelines for reception, tracking, monitoring, licensing, enforcing and proper disposal of SGW, even in lieu of the adoption of national legislation.
 - 8.6. An initiative to establish Annex I (oil) reception facilities, in all ports throughout the Wider Caribbean Region, and additional Annex II capabilities in key regional areas.

Actions

9. The Steering Committee is invited to review the information presented in this document and its Annex, and further considering the presentation provided by Mr. Keith Donohue during Agenda Item 6, incorporate these recommendations into the final meeting report and relevant future actions conducted during the 2018-2020 Work Plan.

- ANNEX A -

**Potential options suited to vessels calling at ports in WCR SIDS that will
not encourage any illegal discharge into the sea**

5 Potential Options

The following recommendations garnered from this study are potential options suited to vessels calling at ports in these SIDS that will not encourage any illegal discharge into the sea:

5.1 Shipboard-level Recommendations

1. Investigate possibilities of how vessels on worldwide shipping routes may best store waste on board and plan to deliver waste ashore to proper PRFs in non-SIDS ports.
2. When possible, manage SGW on board to minimize delivery to Ports with Limited Facilities and maximize delivery to those ports identified as being potential Regional Waste Reception Centers.
3. When possible, segregate, compact, prepare and store all wastes on board to be ready for efficient, effective and environmentally sound disposal at proper PRFs.
4. Always encourage best practices to reduce, reuse and recycle SGW (especially plastics) onboard vessels operating in the WCR.
5. Ensure adequate crewman training to educate on: the shipboard requirements under MARPOL, the Special Area Designations for the Caribbean, as well as best practices for efficiently managing, disposing of SGW.
6. Ship management should employ the following practices:
 - a. require the receipt of manifests indicating final disposal of all SGW sent to PRFs
 - b. require that SGW is only received by those service providers properly authorized for receiving specific categories of wastes each ports of arrival.
7. Encourage and facilitate the use of the Standard Format of the Advance Notification Form for Waste Delivery to Port Reception Facilities (MEPC.1/Circ.644), with shipping agents, port facilities, service providers and maritime authorities when not already in use.
8. When adequate port reception facilities are not available, ensure the Master of a ship having encountered difficulties in discharging waste to reception facilities, forwards the IMO Revised Consolidated Format for Reporting Alleged Inadequacies of Port Reception Facilities Form, together with any supporting documentation, to the Administration of the flag State and, if possible, to the competent Authorities in the port State. The flag State shall notify the IMO and the port State of the occurrence.

5.2 National-Level Recommendations

1. Each State should implement the necessary legal authorities to enforce compliance by ships with the MARPOL Convention;
2. National Waste Management plans should be developed, updated and/or revised; and not done so already, the issue of ship-generated waste should be fully integrated into the plans and policies for land-generated wastes, including manifests and certificates of disposal to ensure cradle to grave tracking.
3. Recommend continued Stakeholder engagements to develop and implement guidelines for the receipt, disposal, handling, tracking, enforcement, and funding for adequate port reception facilities and the handling of SGW. Stakeholders are encouraged to look to the IMO guidebook: [Port Reception Facilities – How to do it](#) for guidance as well as material found in the following best practice documents produced by other WCR SIDS:

- a. The National Guidelines on the Collection of MARPOL 73/78 ANNEX 1 Waste, and National Guidelines on the Collection of MARPOL 73/78 ANNEX 1 Waste, (SEE) developed by Jamaica’s National Guidelines Subcommittee of the National Oceans & Coastal Zone Management (NOCZM) Committee;
 - b. Government of Saint Lucia Strategy on the Management of Used Oil, Prepared by the Saint Lucia Solid Waste Management Authority;
 - c. Final Draft, National Waste Management Strategy for Grenada; and
 - d. Belize National Solid Waste Management Strategy & Plan – Draft Final Report v1 25 June 2015
4. Employ the use of the IMO Advanced Notification Forms for ship arrivals and requests to discharge waste to help identify, classify and track the types, amounts and nature of SGW received from the international “generator” to final disposal, or reuse.
 5. Each State should consider the implementation of a service provider/ SGW hauler license system that could help control the different waste handling operations, with respect to: types of operations; requirements for obtaining licenses; applicable fees; public review; and industry appeal provisions.
 6. The data collected in this report should be used by the relevant authorities in each SIDS to generate appropriate Port Waste Management Plans;
 7. Further consider alternatives to reuse, recycle and reduce impacts of SGW in all SIDS, which can be found in IMO guidebook: Port Reception Facilities – How to do it.
 8. Ensure there is a proper costs structure in place, with appropriate fees, that follows the polluter pays principle.
 9. Ensure robust market incentives for entrepreneurship, with adequate oversight, are in place to further encourage business opportunities for receiving, handling, disposing, and recycling SGW.
 10. Complete assessments of all Port Reception Facilities and Waste Haulers /Service Providers that may have been left out of the study, and ensure all PRF data, and lists of all Service Providers, are entered into IMO’s GSIS;
 11. Consider opportunities that may be available with a regional plan to best handle SGW.

5.3 Regional-Level Recommendations

1. As per the guidance in Paragraph 16 of the IMO Resolution MEPC.83 (44), *Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities, and as indicated in Chapter 4.2.1*, consideration should be made for designating RAC/REMPEITC-Caribe as the *Regional Central Point of Contact* for the development and implementation of any future WCR RRFP.
2. Initiate a campaign to improve the reception of Annex I Oil wastes at all port and port facilities throughout the WCR.
3. Conduct technical assistance focused on assisting WCR States in implementing the necessary legal measures to enable their government to confidently ratify, implement and then enforce the MARPOL Convention.
4. Further discussions and considerations of a regional plan that may allow those SIDS with Limited Port Facilities, due primarily to limited land space and capacity for final disposal of wastes, to secure regional arrangements with other ports that may be able to better meet the obligations for providing adequate facilities;
5. Focus initial efforts, and international assistance, on improving Annex I, II and V PRF capabilities, oversight and enforcement mechanisms in those SIDS that have ports identified in this report as potential Regional Waste Reception Centers. In most all cases, these ports

are also regional hubs, whereby the biggest impacts on receiving SGW throughout the WCR can be made.

6. Further discussions and possible agreements for common costs structures for the reception of different types of SGW throughout the WCR to prevent low cost location from becoming dumping sites at the expense of the investments needed to develop and operate proper waste management systems.
7. Further discussions and encourage innovative solutions for possible regional arrangements that may allow for environmentally and legally sound aggregation of different categories of ANNEX IV garbage wastes when doing so would help generate the necessary volumes of waste needed for economic entrepreneurship with sound market mechanisms.
8. Initiate a MARPOL Training Campaign that educates all levels of port and shipboard mariners, operators and managers on: the shipboard requirements under MARPOL, the Special Area Designations for the Caribbean, as well as best practices for efficiently managing, disposing of SGW.
9. Deliver ANNEX II PRF training to those ports identified as Regional Port Reception Centers and any others having shipyards or ship repair facilities.
10. Further investigate the needs for Annex IV PRFs throughout the region, and any potential environmental impacts on the region associated with the limited availability of such facilities throughout the WCR.
11. Initiate a regional outreach campaign, through internationally recognized organizations, to encourage reduction, prevention and recycling of waste (especially plastic wastes) on board passenger ships operating in the WCR.
12. International funding should be identified to help develop, update and/or revise the National Waste Management Plans of each WCR SIDS.