

Directive on port reception facilities

Official reference	Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues	
Relevant dates	Document	27/11/2000
	Publication	28/12/2000
	Entry into force	28/12/2000
	Implementation by Belgium	1/09/2004
	Implementation by Flanders	14/03/2003; 17/02/2012
	Implementation deadline	28/12/2002
Policy level	European	
Type of instrument	Directive	
Geographical reach	EU Member States	
(Legal) coverage in the BNS	(Port areas)	
International contact point	International Maritime Organization (IMO)	
Transposition on the federal level	Koninklijk besluit van 1 september 2004 betreffende de afgifte van scheepsafval en ladingresiduen en tot wijziging van het koninklijk besluit van 20 juli 1973 houdende zeevaartinspectiereglement	
Transposition on the Flemish level	Besluit van de Vlaamse regering van 14 maart 2003 tot wijziging van het besluit van de Vlaamse regering van 17 december 1997 tot vaststelling van het Vlaams reglement inzake afvalvoorkoming en -beheer	
	Besluit van de Vlaamse Regering van 17 februari 2012 tot vaststelling van het Vlaams reglement betreffende het duurzaam beheer van materiaalcringlopen en afvalstoffen (VLAREMA)	

// abstract:

The aim of this directive is to reduce the illegal discharge of waste and cargo residues from ships calling at, or operating within, a port of an EU Member State. This is achieved by improving the availability and use of port reception facilities in order to contribute to the protection of the marine environment. This directive implements the 'International Convention for the Prevention of Pollution from Ships (1973), as amended by the 1978 Protocol (*MARPOL Convention* p.38). This convention regulates what wastes can be discharged into the marine environment, and requires State Parties to ensure the provision of adequate reception facilities in ports.

Directive 2000/59/EG stipulates that (1) every port needs to create a waste reception and handling plan; (2) every port needs to provide appropriate port reception facilities for waste from ships that 'normally' call at that port; (3) all ships calling at a port need to deliver their ship-generated waste, except when enough storage capacity is available to call at a next port. The polluter pays principle is used in this case. The Member States are responsible for compliance with the directive, through targeted inspections.