

HELCOM Ministerial Declaration

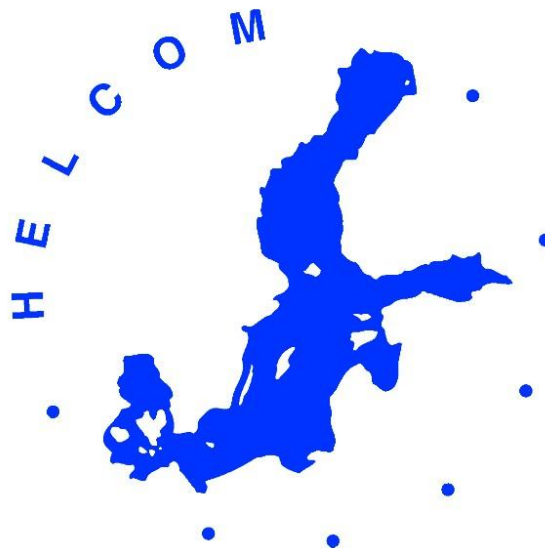
on the implementation of the HELCOM Baltic Sea Action Plan

20 May 2010, Moscow

The document

Roadmap for upgrading the availability of port reception facilities for sewage in major passenger ports

is agreed by the 2010 HELCOM Ministerial Meeting and is part of the HELCOM Ministerial Declaration.



Helsinki Commission
Baltic Marine Environment Protection Commission

HELCOM Road Map for upgrading port reception facilities for sewage in passenger ports in the Baltic Sea area

In the HELCOM Baltic Sea Action Plan the Contracting States agreed to have in 2009 a joint submission by HELCOM countries to IMO in order to elaborate relevant new regulations for ships covered by the existing Annex IV to MARPOL Convention, including further consideration of designation of the Baltic Sea as a Special Area, with the aim to eliminate the discharge of sewage from ships, especially from passenger ships and ferries.

The Contracting States also agreed to encourage voluntary activities in ports and shipping companies to dispose of sewage to the port reception facilities and to undertake all the necessary improvements in the availability of these port reception facilities.

As agreed, in December 2009 HELCOM Contracting States have submitted a joint proposal to the sixtieth session of the IMO's Marine Environment Protection Committee (MEPC 60) to designate the Baltic Sea as a Special Area for prevention of pollution by sewage under Annex IV of MARPOL Convention, whereby any discharge of sewage into the sea from a passenger ship will be prohibited unless the ship uses an approved sewage treatment plant capable to reduce nutrients (nitrogen and phosphorus) according to the established concentrations (or parameters) in addition to the current effluent standards. Alternatively, the passenger ship may discharge all sewage into port reception facilities.

1. The precondition for entering into force of any stricter regulations for discharges of sewage by passenger ships is the availability of adequate port reception facilities. Therefore, the HELCOM Contracting States should take all the necessary measures to ensure availability of adequate port reception facilities for sewage in their passenger ports as soon as possible, preferably by 2013, and the latest by 2015¹ according to the IMO "Guidelines for ensuring the adequacy of port waste reception facilities (resolution MEPC.83(44))" and the requirements of the new regulations of Annex IV to MARPOL Convention.
2. Adequacy of port reception facilities for sewage in a given port mostly depends on the passenger traffic volume and the size of the passenger ships visiting the port. Adequate port reception facilities in large cruise ports should mean the direct discharge of sewage from a ship to municipal sewage systems at quays where passenger ships berth without causing undue delay. Average duration of a ferry voyage is much shorter than duration of a cruise voyage, and smaller amounts of sewage are produced, which can be effectively handled by tank barges. Therefore, in case of passenger ports with ferry traffic, discharge of sewage to tank barges of sufficient capacity can also be considered adequate.
3. Copenhagen, Tallinn, Stockholm, Helsinki, St. Petersburg, Rostock, Gdynia and Riga are the biggest cruise ports in the Baltic Sea, receiving 95% of sewage from cruise ships. Some of these ports, like Riga, Gdynia and St. Petersburg are smaller than many other passenger ports in the Baltic Sea, however, important to address as they are visited by large cruise liners requiring port reception facilities to be able to receive large quantities of sewage at one time. St. Petersburg had less than 0.5 million passengers in 2009, however the increase in cruise ship calls to this port is expected in future. Adequate port reception facilities are available in Helsinki, St Petersburg, and Stockholm, and also in Klaipeda and Visby. The Baltic Sea countries should take all appropriate measures to upgrade port reception facilities to a standard sufficient for large passenger ships in the first priority ports listed in the table below.

¹ Implementation date for the new IMO regulations will be decided at IMO MEPC 61 (27 September – 1 October 2010)

4. The HELCOM Contracting States should evaluate how to undertake that the “no-special-fee” system for sewage delivery in the first priority ports and other big passenger ports like St. Petersburg can be applied according to HELCOM Recommendation 28E/10 at the date of entry into force of new IMO regulations at the latest.
5. The HELCOM Contracting States should investigate if also the second priority passenger ports listed in the table below need upgrading of their port reception facilities to meet the new IMO requirements. Also ports currently assessed as having adequate port reception facilities available should be re-visited.
6. It is essential that municipal sewer systems and waste water treatment plants are in place.
7. Ports and municipalities are encouraged to co-operate in handling ships sewage and improving, if needed, the municipal sewer systems and waste water treatment plants in order to receive sewage effluent from ships and treat it according to the HELCOM municipal waste water treatment requirements.
8. Ports are encouraged to standardize connection systems to municipal sewer systems if these are available of their sewage port reception facilities.
9. The HELCOM Contracting States should report the progress in implementing these recommendations on regular basis to the HELCOM Maritime Group.

Port	No. of international passengers ²	No. of cruise passengers ³	Baltic Sea market share 2008	Arrangement of port reception facilities for sewage (2010)	Application of the "no-special-fee" system for sewage delivery (2010)	Additional information
First priority passenger ports (cruise ports are underlined)						
<u>Tallinn (EE)</u>	2007: 6 514 294 2008: 7 247 366 2009: 7 257 646	2007: 294 738 2008: 377 522 2009: 416 605	8%	Tankers and tank trucks, no direct discharge to sewer system	Yes Waste fee charged on every ship with some exceptions. Sewage exceeding 7m ³ subject to extra payment.	Fixed reception points connected to public sewage system* (30m ³ /h) only available at Old City Harbour quays no. 1 and 3. Port of Tallinn is planning a construction of fixed reception points connected to public sewage system at Old City Harbour quays no 24 and 25. Expected start: 2011
<u>Rostock (DE)</u>	2007: 2 583 043 2008: 2 689 551	2008: 172 000 2009: 160 000	3%	Tankers, no direct discharge to sewer system	Yes	The cruise port of Rostock-Warnemünde is planning a connection of the berths to the municipal sewer system
<u>Copenhagen (DK)</u>	2007: 871 000 2008: 1 397 000	2008: 560 000 2009: 620 000	2%	Tankers, no direct discharge to sewer system	Yes	The port committed to establish PRF at the new 1100 m cruise quay for sewage (not covering all cruise ship traffic). The local authorities' approval process is ongoing. The financing is in place. Expected start and completion: 2011 and March 2013, respectively.
<u>Riga (LV)</u>	2007: 441 914 2008: 503 174 2009: 691 508	2008: 100 253 2009: 138 703	0.6%	Tank trucks, no direct discharge to sewer system	Not applied to sewage from passenger ships, which are charged at fixed rates per m ³	A feasibility study and a construction design have been undertaken for a new RoPax and cruise terminal to be placed on Eksportosta. Timeline for the project - until 2017.
<u>Gdynia (PL)</u>	2007: 432 158 2008: 375 000 2009: 350 585	2008: 124 000 2009: 134 895	0.6%	Tank trucks, no direct discharge to sewer system	1/3 of all delivered amount of sewage from ferries and cruise ships without additional fee	The upgrade of reception of sewage from passenger ships would require reconstruction of the whole sewerage system in the port, which could be done by 1 January 2015.
Helsingør (DK)	2007: 10966 000 2008: 10 912 000		12%	No	Yes	
Rodby Faergehavn	2007: 7 058 000 2008: 6 756 000		7%	No	Yes	
Świnoujście (PL)	2007: 930 864 2008: 868 623			No	Yes	Port is equipped with sewage system connected directly to the treatment plant in the port area but the installation has very limited technical capacities and is not ready to accept sewage from passenger ships so uptake of sewage is currently carried by the tank cars which transport sewage to municipal WWTP.

² Baltic Port List, 2007 and 2008; Information source for 2009: national administrations

³Source: Cruise Baltic; Bain analysis for 2008; national administrations for 2009

Port	No. of international passengers ⁴	Baltic Sea market share 2008	Arrangement of port reception facilities for sewage / Application of the “no-special-fee” system for sewage delivery (2010)
Second priority passenger ports			
Helsingborg (SE)	2007: 10 973 554 2008: 10 914 193	12%	Yes/yes
Fredrikshavn (DK)	2007: 2 624 000 2008: 1 979 000	2%	No/yes
Gedser (DK)	2007: 1 612 000 2008: 1 643 000	2%	No/yes
Turku (FI)	2007: 3 022 447 2008: 3 008 546	3%	Yes/Yes
Mariehamn (FI)	2007: 2 707 864 2008: 2 859 067	3%	Yes/Yes
Kiel (DE)	2007: 1 543 703 2008: 1 754 326	2%	Yes/yes At the seaport Kiel, sewage can be transferred directly into the municipal sewage treatment plant. The seaport has separate suction devices and takes only a transit function. Practical experience shows that in the Port of Kiel, the disposal of the sewage capacity is currently unproblematic. In case of an increasing volume, a detailed analysis would have to be carried out on any arising restrictions or consequences.
Ystad (SE)	2007: 1 878 383 2008: 1 856 865	2%	Yes/yes
Göteborg (SE)	2007: 2 102 663 2008: 1 856 088	2%	Yes/yes
Trelleborg (SE)	2007: 1 816 301 2008: 1 820 810	2%	Yes/yes

⁴ Baltic Port List, 2007 and 2008