

The situation concerning port reception facilities in Croatian ports

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Main characteristics of the maritime traffic in Croatian ports

- a huge predominance of the domestic over the international traffic (**93% vs. 7%**)
- the major part of the international traffic is to and from other ports in the Adriatic (**67%**)
- the most important element of the domestic traffic is by far passenger (ferry) traffic between mainland and the islands (**80-85 %**), with one company providing major part of the services
- a very large number (**up to 45 %**) of arrivals of ships below 300GT
- a significant increase, during the summer season, of passenger traffic, including also cruise lines (**3-fold**)

The characteristics of the current port reception facilities system (1)

- Legal system is in place
- Port Waste Management Plans exist
- Collection of ship generated liquid oily wastes and garbage is regularly provided to the ships
- Cost recovery is based on direct payment regime
- Port Authorities are not directly engaged in waste collection

The characteristics of the current port reception facilities system (2)

- Port Authorities issue concessions to waste operators
- Liquid oily waste is collected by specialized licensed companies
- Garbage is collected by 'communal' waste garbage removal companies
- Local ports and marinas are generally equipped with small containers for liquid oily wastes and with containers for garbage

The characteristics of the current port reception facilities system (3)

- There are no fixed reception facilities in Croatian ports
- Waste removal services are provided by mobile units
- Treatment and disposal of liquid oily waste occur outside ports
- Garbage is disposed of in communal landfill sites
- Treatment and disposal of liquid oily waste is generally in line with the modern standards
- Garbage treatment is below modern standards

Observations and shortcomings (1)

- The implementation of the legal regime is not always satisfactory, there are different interpretations, some provisions are not implemented due to the lack of control and enforcement procedures
- Monitoring and control of the whole waste removal process are not clearly defined and implemented
- There are differences among the ports in the implementation of the fee regime and tariffs
- Tariffs differ significantly and are generally higher than those in other Adriatic ports

Observations and shortcomings (2)

- Different types of garbage segregated on board ships are often mixed upon collection by the waste collectors
- Practices regarding collection, segregation, treatment, recycling and disposal of solid wastes (garbage) need to be revisited and improved
- All liquid oily waste operators in the northern part of the Croatian coast are at present heavily relying on the treatment capacities of INA Refinery Rijeka: the question of availability of specialized facilities for the treatment and disposal of such wastes needs to be addressed



Observations and shortcomings (3)

Certain shortcomings and discrepancies that were observed in:

- Legal regime
- Institutional and organizational set up
- Cost recovery regime

are addressed in other presentations.