WASTE MANAGEMENT FOR INLAND NAVIGATION ON THE DANUBE

Title of Report: Final Ship waste management concept BG

Work Package 3: Elaborating Ship Waste Management Concepts

Activity 3.4: SMWC for the Lower Danube Section

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1. SUMMARY

River Danube is the second largest river in Europe. The Danube River on its way from the origin in the Black Forest in Germany is 2845 kilometers long. The river flows through Germany to the Black Sea. The river and its catchment area cover 817000 square meters. The biggest feeders in Bulgaria are following rivers like Lom, Ogosta, Iskar, Vit, Osam, Yantra.

National ship waste management concept is elaborated on the base of the requirements of the WANDA project which is funded by the South East Europe Transnational Cooperation Programme of the European Union. The aim of the WANDA is to find common solutions for a sustainable, environmentally sound and cross border approach to ship waste management along the Danube.

2. AIMS OF DOCUMENT/AIMS OF SHIP WASTE MANAGEMENT CONCEPT

The reasons for elaboration of the national ship waste management concept generated by cargo vessels:

- Stimulating environmental protection and prevention of possible pollution caused by inland navigation on the Danube.
- To prevent water pollution by implementing measures defined in transnational coordinated concepts for ship waste management.

The main goal of the national ship waste management concept is to contribute to the sustainable development through an integrated framework for ship waste management to reduce the environmental impacts caused by generated wastes, improving the efficiency of the used resources, increasing the responsibilities of the polluters, stimulate the investments for ship waste management.

The basic principle in determining the rules for ship waste management is avoidance of pollution, not mixing different type of wastes and maximum use of receiving wastes mainly by regeneration.

National ship waste management concept determines strategy for sustainable ship waste management and decision making framework in compliance with the legislation and the EU policy. During its elaboration the requirements of the following directives must be reflected:

• Directive 2006/12/EC of the European Parliament and of the Council on waste, regulating the obligation of the EU member states to elaborate plans for ship waste management in order to achieve the objectives set in the directive (art. 7);

• Directive 91/689/EEC on hazardous waste amended by Directive 94/31/EC, regulating the obligation of the EU member states to elaborate plans - in the context of their common programmes for waste management or separately - for hazardous waste management;

• Council Directive 99/31/EC on landfill of waste regulating the obligation of the EU member states to elaborate strategy for reducing landfill of biodegradable waste;


• Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy - provides for the management of inland surface waters, groundwater, transitional waters and coastal waters in order to prevent and reduce pollution, promote sustainable water use, protect the aquatic environment, improve the status of aquatic ecosystems and mitigate the effects of floods and droughts.


• Basel convention on the control of the transboundary movement of hazardous waste and their disposal signed 1989, published in Official gazette №1/

• Recommendations of the Danube Commission

The ship waste management concept gives a framework in elaboration of the policy in the field of ship waste management including introduction and promotion of the pollution prevention of along the Danube River, separate collection of household waste and industrial waste, waste flow management.
The waste shipment notification within and out of Republic of Bulgaria is implemented following the requirements of the Law for waste management and Regulation 1013/2006 on shipments of waste. The Regulation allows taking the necessary measures to prevent shipments of waste which are not in conformity with the National programme for management of waste activities.

**Geographical and territorial characteristics of the Republic of Bulgaria**

The Republic of Bulgaria is situated on the Balkans in Southeastern Europe. Bulgaria borders to the north with Rumania, to the east with Black Sea, to the south - with Turkey and Greece and to the west with Macedonia and Serbia. Country's territory is 110,994 sq. km.

![Map of Republic of Bulgaria](image)

*Figure: 1 Map of Republic of Bulgaria*

**National legal framework**

The planning in the field of waste management started in 1999. The current National programme for management of waste activities is the third one in Bulgaria.


1999: Law for the waters (Prom. SG. 67/27 Jul 1999)- this law shall provide the ownership and management of waters on the territory of the Republic of Bulgaria as a national indivisible natural resource and the ownership of the water economic systems and facilities.
2000: Law for the sea waters, the internal water ways and the ports of the Republic of Bulgaria (Prom. SG. 12/11 Feb 2000) - this law shall provide the legal regime of the sea waters, the internal water ways and the ports of the Republic of Bulgaria.

2003: Law for waste management (Prom. SG. 86/30 Sep 2003) - this law shall provide the ecological waste management as combination of rights and obligations, decisions, actions and activities, connected with waste formation and treatment, as well as the forms of control over these activities.


2004: Ordinance № 3 for classification of waste (Prom. SG. 44/25 May 2004) – this ordinance shall specify the conditions and procedure for the classification of waste by types and properties.

2004: Ordinance № 9 for methodology and templates for providing information for activities related to waste as well as the regulation for filling and keeping the public register for the issued permits, documentation for registration and for indoor activities and facilities (Prom. SG. 95/26 Oct 2004) published by Ministry of environment.

2004: Ordinance № 11 on inspections of ships and shipowners (Prom. SG. 52/2004)

2004: Ordinance № 15 (Prom. SG. 94/2004) for delivery and reception of the ship generated wastes and cargo residues – this ordinance shall specify conditions and procedure for delivery and reception of the ship generated wastes and cargo residues.

2005: Ordinance № 9 for the requirements of the operational fitness of the ports (Prom. SG. 65/2005) published by the Ministry of the transport, information technology and communications. This ordinance shall specify requirements of the operational fitness of the ports and ports terminals.


**Scope**

The Bulgarian section of the Danube River with length 471.45 km - from km 845 (the mouth of Tomik river) to km 374.5 (Silistra)
Object

Object of the conception are generated wastes in the course of shipping and port activities and measures that are necessary to be undertaken by the competent authorities and organizations in order to prevent the water pollution of the Danube River.

In accordance with the Regulations for navigation along the Bulgarian sector of the Danube River (Prom. SG. 55/2005):

Art. 9.03 Disposal prohibition:

1. Disposal and effusion into waterways of used oils, bilge waters, greasy and other wastes containing oil or grease are prohibited as well as pouring waste products, industrial wastes and the other specific wastes.

2. In case of unintentional disposal of wastes indicated in p. 1 or in case of threat of such disposal the skipper must immediately inform the nearest competent authorities and point the type and location of disposal with maximum precision.

Art. 9.04 Collections and treatment of wastes on board

1. The skipper must ensure on the ship separate collection of wastes indicated in p. 1 of art. 9.01 in this special equipment for this purpose as well as collection of bilge waters in the holds where the engine room is. The equipment must be placed in such way in order to allow finding and eliminating in short time and easy the discharge.

3. SHIPPING PROCEDURES

3.1 BASIC SHIPPING DATA

Total of 1546 inland vessels are registered in the Republic of Bulgaria until the end of 2009.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Big vessels</td>
<td>19</td>
</tr>
<tr>
<td>Self propelled vessels</td>
<td>12</td>
</tr>
<tr>
<td>Non-propelled vessels</td>
<td>7</td>
</tr>
<tr>
<td>Passenger vessels</td>
<td>1</td>
</tr>
<tr>
<td>Small vessels</td>
<td>132</td>
</tr>
</tbody>
</table>
Table 1: Number registered vessels in Port Lom (till end of 2009) by Maritime administration, Directorate Lom

<table>
<thead>
<tr>
<th>TYPE</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger vessels</td>
<td>10</td>
</tr>
<tr>
<td>Small vessels with engine</td>
<td>626</td>
</tr>
<tr>
<td>Small vessels without engine</td>
<td>739</td>
</tr>
<tr>
<td>Total</td>
<td>1375</td>
</tr>
</tbody>
</table>

Table 2: Number registered vessels in Port Ruse (till end of 2009) by Maritime administration, Directorate Ruse

3.2 TYPES, AMOUNTS AND FLOW OF GOODS

Generally inland waterway transport on the Danube River in Bulgaria increased significantly in the recent years. However the financial crisis considerably affected the volume of goods transported along the river.

The main imported cargo units processed in the national ports are Ro-Ro and general cargo. The exported goods to the EU member states are predominantly agricultural products and metals.

In the future it can be expected to increase the transit transport as the main destination is among Western and Central Europe and the Near and Middle East.
Figure: 2 Goods transported according to different kind of transport during 2003 – 2008 in thousand tones

<table>
<thead>
<tr>
<th>Year</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>international transport</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Liquid cargos</td>
<td>982</td>
<td>53592</td>
<td>51150</td>
<td>29658</td>
<td>224998</td>
<td>351556</td>
<td>401361</td>
</tr>
<tr>
<td>Loose cargos</td>
<td>1631049</td>
<td>2250150</td>
<td>1999495</td>
<td>2516036</td>
<td>2366659</td>
<td>2632695</td>
<td>3032738</td>
</tr>
<tr>
<td>General cargos</td>
<td>650937</td>
<td>724674</td>
<td>820188</td>
<td>836060</td>
<td>806181</td>
<td>999567</td>
<td>994576</td>
</tr>
<tr>
<td>Cargos turnover</td>
<td>2282968</td>
<td>3028416</td>
<td>2870833</td>
<td>3381754</td>
<td>3397838</td>
<td>3983818</td>
<td>4428675</td>
</tr>
<tr>
<td><strong>Cabotage cargos</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>521834</td>
<td>550399</td>
<td>822653</td>
<td>906468</td>
<td>1875295</td>
<td>2034176</td>
<td>2231691</td>
</tr>
<tr>
<td><strong>All, without ferryboats</strong></td>
<td>2804802</td>
<td>3578815</td>
<td>3693486</td>
<td>4288222</td>
<td>5273181</td>
<td>6017993</td>
<td>6660366</td>
</tr>
</tbody>
</table>

Source: National statistical institute

* Note: Data for 2008 are preliminary
Table 3: *Cargo turnover passed through Bulgarian Danube ports for the period 2001-2007 in tones*

<table>
<thead>
<tr>
<th>Year</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ships</td>
<td>11,000</td>
<td>14,500</td>
<td>15,000</td>
</tr>
</tbody>
</table>

Table 4: *Transit traffic flow through the Bulgarian part of the Danube River during 2003-2005*

![Graph showing cargo turnover in Bulgarian Danube ports 2001-2007](image)

Figure 3: *Cargo turnover in Bulgarian Danube ports 2001-2007*

In the following table is presented the number of traffic flow in the Bulgarian Ports of the Danube River that are in the scope of action of Executive Agency Maritime administration, Directorate Ruse.

<table>
<thead>
<tr>
<th>Years</th>
<th>Number of traffic flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>6690</td>
</tr>
<tr>
<td>2006</td>
<td>6534</td>
</tr>
</tbody>
</table>
3. WATERWAY INFRASTRUCTURE COMPONENTS

3.3 PORTS

The competent authority in the field of ports, navigational safety and prevention from environmental pollution caused by ships is Executive Agency Maritime Administration.

- Maritime administration, Directorate Ruse is responsible for the region from km 374.100 to km 645 of the Bulgarian sector of Danube River
- Maritime administration, Directorate Lom is responsible for the region from km 645 to km 845.650 of the Bulgarian sector of Danube River

Within their territorial competence the two Directorates in compliance with the Rules of procedure of the Agency carry out:
- control on the implementation of the plans of reception and treatment of ship wastes;
- control the observance of the requirements of the operational fitness of the ports implementing planning, targeted checks of the operational fitness;
- control for preserving the Danube river from pollution by ships;
- organise and manage the fight with accident spilling in the Danube River.

In accordance with Law for the sea waters, the internal water ways and the ports of the Republic of Bulgaria the Bulgarian ports are:
- for public transport - regardless whether they implement internal or international traffic;
- fishing;
- yacht;
- with special designation;
- military, including border police;

The ports for public transport are:
- of national importance;
- of regional importance.
The ports for public transport of national importance along the Bulgarian section of the Danube River are Ruse, Lom and Vidin

- Port Ruse includes: Ruse-East, Ruse-Centre, Ruse-West, Silistra, Ferryboat Terminal – Silistra,
  - Toutrakan, Svishtov, Ferryboat Terminal – Nikopol and Somovit
- Port Lom includes: Lom and Oryahovo
- Port Vidin includes: Viden-Centre, Vidin-South, Vidin-North and Ferry-boat complex Vidin

3.3.2 HANDLING STAGES AND LOCKS

According to the Law for the sea waters, the internal water ways and the ports of the Republic of Bulgaria regarding the river ports the requirements for availability of adequate port reception facilities and for a plan of reception and treatment of waste, including for a system for determination of the amount of fees for reception and treatment of waste, shall apply as from 1 January 2013.

Port Lom possesses installed tanker with capacity 49 m³ for collection of bilge waters. In the aquatory of ports Vidin, Lom and Oryahovo there are available mobile collection services for ship generated waste.

There are no locks built in the Bulgarian section of the Danube River.

4. NATIONAL LEGAL FRAMEWORK

4.1 OVERVIEW OF NATIONAL LEGISLATION
### 4.1.1 WATER MANAGEMENT

<table>
<thead>
<tr>
<th>Legislation</th>
<th>Legal base</th>
<th>Area of application</th>
</tr>
</thead>
<tbody>
<tr>
<td>e. g. Laws for the waters (Prom. SG. 2000 amend. SG 47/2009)</td>
<td>e. g. European Water Framework Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy</td>
<td>e. g. Surface and ground water</td>
</tr>
</tbody>
</table>

### 4.1.2 INLAND NAVIGATION

<table>
<thead>
<tr>
<th>Legislation</th>
<th>Legal base</th>
<th>Area of application</th>
</tr>
</thead>
<tbody>
<tr>
<td>e. g. Law for the sea waters, the internal water ways and ports of the Republic of Bulgaria (Prom. SG. 2000 amend. SG 47/2009)</td>
<td>e. g. European Water Framework Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy</td>
<td>e. g. Chapter 3 – inland waterway</td>
</tr>
</tbody>
</table>

### 4.1.3 WASTE MANAGEMENT

<table>
<thead>
<tr>
<th>Legislation</th>
<th>Legal base</th>
<th>Area of application</th>
</tr>
</thead>
<tbody>
<tr>
<td>e. g. Law on waste management (Prom. SG. 2003 amend. SG 105/2008)</td>
<td>e. g. Directive 2006/12/EC of the European Parliament and the Council of 5 April 2006 on waste</td>
<td>e. g. Waste management</td>
</tr>
<tr>
<td>e. g. Ordinance № 15 for delivery and reception of the ship generated wastes and cargo residues (Prom. SG. 94/2004)</td>
<td>e. g. Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for</td>
<td>e. g. Ship generated waste and cargo</td>
</tr>
</tbody>
</table>
4.1.4 ENVIRONMENT

<table>
<thead>
<tr>
<th>Legislation</th>
<th>Legal base</th>
<th>Area of application</th>
</tr>
</thead>
<tbody>
<tr>
<td>e. g. Law for protection of the environment (Prom. SG. 2002 amend. SG 47/2009)</td>
<td>e. g. European Water Framework Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy</td>
<td>e. g. Chapter 3 – waste management</td>
</tr>
</tbody>
</table>

4.2 REGULATION FOR INLAND NAVIGATION

4.2.1 REGULATIONS FOR INLAND VESSELS ACCORDING TO WATER RIGHT

Under **LAW FOR THE SEA WATERS, THE INTERNAL WATER WAYS AND THE PORTS OF THE REPUBLIC OF BULGARIA:**

"Internal water ways" is the sector of the river Danube from kilometre 845.650 to kilometre 374.100, enclosed between the right bank of the river and the demarcation line of the border between the Republic of Bulgaria and Romania, determined according to the Convention for determining the river border between Bulgaria and Romania of 1908.

The guard of the state river border and the control over the observing of the border regime in the internal water ways shall be implemented by the bodies of the Ministry of Interior.

4.2.2 REGULATIONS FOR INLAND VESSELS ACCORDING TO NAVIGATION RIGHT

Under **LAW FOR THE SEA WATERS, THE INTERNAL WATER WAYS AND THE PORTS OF THE REPUBLIC OF BULGARIA:**
The Minister of Transport, Informational Technology, and Communications, through Executive Agency "Exploration and maintenance of the Danube" shall organise, manage and control the exploration and the maintenance of the conditions for shipping in the internal water ways of the Republic of Bulgaria in compliance with the internal and international law.

The ships passing through the internal water ways of the Republic of Bulgaria and transporting dangerous loads shall be obliged to observe the standards prescribed by the Rules for transport of dangerous loads through the internal water ways, approved by the Danube commission and by the European economic commission.

At entering the internal water ways of the Republic of Bulgaria the ships transporting dangerous loads shall be obliged to announce to the captain of the nearest port data about the quantity, the disposition, the kind of the dangerous loads and the unload port.

The prohibition of art. 53 shall not refer to discharge or throwing out waste when the content of harmful substances meets the national standards for coast sources and for ships provided in the Regulation for sailing in the Bulgarian part of the Danube river.

**4.2.3 REGULATIONS FOR INLAND VESSELS ACCORDING TO WASTE MANAGEMENT RIGHT**

Under **LAW FOR THE SEA WATERS, THE INTERNAL WATER WAYS AND THE PORTS OF THE REPUBLIC OF BULGARIA**:

In the zone of the internal water ways the Republic of Bulgaria shall implement:

1. sovereignty at exploration, development, use, preservation and management of the biological, the mineral and the energy resources on the river bottom, in its bowels and in the waters covering them as well as other activities connected with the exploration and the use of this zone;
2. exclusive rights and jurisdiction connected with:
   a) creating and use of artificial islands, installations and hydro-technical facilities;
   b) implementing scientific researches;
   c) laying cables and pipelines;
   d) preservation of the river environment;
   e) other rights ensuing from international agreements to which the Republic of Bulgaria is a party and from the generally recognised principles and standards of international law.

Pouring out, discharging and sinking from vessels of any kind of solid and liquid waste and of any other harmful for the health of humans or living resources of the internal water ways substances shall be prohibited in the internal water ways, as well as any other contamination,
including air pollution, unless subject to observance of the norms, provided in international conventions, ratified by the Republic of Bulgaria and in our national legislation.

4.2.4 REGULATIONS FOR INLAND VESSELS ACCORDING TO ENVIRONMENTAL RIGHT

Under **LAW FOR THE SEA WATERS, THE INTERNAL WATER WAYS AND THE PORTS OF THE REPUBLIC OF BULGARIA**:

The supervision over shipping shall be implemented with objective to be observed the Rules form sailing on the Danube river, preserving the hydro-technical and the port facilities, the navigation signs and protection from pollution the waters of the Danube river by the ships sailing on the internal water ways of the Republic of Bulgaria.

In case of break, accident or other event in the internal water ways of the country which creates danger of polluting the environment, the banks or damage of the interests connected with them the Ministry of Transport shall, with the co-operation of the interested departments, undertake all the necessary measures for prevention, restriction and removal of the danger.

The sea administration shall prohibit the departure of a ship on the Danube river from a Danube port or roadstead if the technical status of the ship does not ensure the observing of the norms and standards for prevention and restricting the pollution of the sea environment approved by the Republic of Bulgaria or the technical status of the documents does not meet the requirements of the Rules for sailing on the Danube river and of the Recommendations about the technical prescriptions for the ships for internal sailing.

When there is real danger the pollution of in the sea waters of the country to spread in the waters of a Danube country it shall be notified by diplomatic channels.

Each captain sailing in the zone of the internal water ways of the Republic of Bulgaria shall immediately inform with all possible means the captain of the nearest port about pollution admitted by the ship, about premeditated throwing out with objective to be saved human life on board or about a pollution found by him.

4.3 REGULATION FOR PORTS

4.3.1 REGULATIONS FOR PORTS ACCORDING TO WATER RIGHT

Under **LAW FOR THE SEA WATERS, THE INTERNAL WATER WAYS AND THE PORTS OF THE REPUBLIC OF BULGARIA**: 
The port shall be a section including aqua terry, territory and infrastructure on the Black sea coast, the Danube river the islands and the canals, located on the territory of one or more municipalities and enclosing natural, artificially created and organisational conditions of safe landing, stay and servicing of ships.

The ports shall be:
1. for public transport - regardless whether they implement internal or international traffic;
2. fishing;
3. yacht;
4. with special designation;
5. military, including border police;

The port operators and the owners of ports or of port facilities shall concede to the Ministry of Transport statistical information connected with their activity under conditions and by order defined by an ordinance of the Minister of Transport in coordination with the chairman of the National Statistics Institute.

The Bulgarian non-military ships shall raise the national flag of the Republic of Bulgaria in the internal sea waters and in the internal water ways.

4.3.2 REGULATIONS FOR PORTS ACCORDING TO NAVIGATION RIGHT

Under **LAW FOR THE SEA WATERS, THE INTERNAL WATER WAYS AND THE PORTS OF THE REPUBLIC OF BULGARIA:**

Port for public transport shall be any port providing against payment port services and other accompanying activities to/on ships and ground transport vehicles, which is accessible without restriction to all ships and cargo.

The ports for public transport shall have at least the following natural, artificially created and organizational conditions:
1. aqua terry;
2. safe roadstead, quays or facilities for berthing, allowing the stay on anchor, the approaching and mooring of ships, to enable them to carry out their operations under the required conditions of safety;
3. operative zone designated for loading and unloading services;
4. railway and/or automobile approaches providing connection with the road network and the railway infrastructure;
5. organization allowing effective servicing of the ships and their crews;
6. A plan of reception and treatment of waste, including the opportunity to conclude contracts with providers of services for accepting waste of shipping activity, as well as suitable receiving port faculties.

The port terminals shall include an operative zone equipped in compliance with the designation of the terminal and the technology of processing of the respective kind of cargos. According to the technology of processing the respective kind of cargo and the designation of the terminal it may include a zone for storing cargo and parts of the total technical infrastructure of the port.

A part of a port for public transport, which is technologically connected with the process of processing and storing of cargo, may be located on a territory which is not located immediately on the coast.

The ports under art.107-109 shall have a plan of reception and treatment of waste and adequate receiving port facilities.

4.3.3 REGULATIONS FOR PORTS ACCORDING TO WASTE MANAGEMENT RIGHT

Under LAW FOR THE SEA WATERS, THE INTERNAL WATER WAYS AND THE PORTS OF THE REPUBLIC OF BULGARIA:

§ 1a. (new – SG 98/08) The plans of reception and treatment of waste shall be drawn up in compliance with the requirements of the ordinance referred to in Art. 95, par. 1, respectively by the State Enterprise "Port Infrastructure" – for the ports for public transport of national importance, and by the owners – for the ports for public transport of regional importance and the ports of Art. 107 – 109, shall be agreed upon with the Minister of Environment and Waters or with an official authorized by him/her and shall be approved by the Executive Director of the Executive Agency "Maritime Administration".


4.3.4 REGULATIONS FOR PORTS ACCORDING TO ENVIRONMENTAL RIGHT

Under LAW FOR THE SEA WATERS, THE INTERNAL WATER WAYS AND THE PORTS OF THE REPUBLIC OF BULGARIA:
Executive Agency "Marine Administration" shall execute the regulatory and the controlling functions of the state in the field of the ports.

4.4 REGULATION FOR HANDLING STAGES

4.4.1 REGULATIONS FOR HANDLING STAGES ACCORDING TO WATER RIGHT

Under LAW ON WASTE MANAGEMENT:
Waste shall be managed for the purpose of prevention, mitigation or limitation of the harmful impact of waste on human health and on the environment.

This Act shall apply to:
1. household waste;
2. industrial waste;
3. construction and demolition waste;
4. hazardous waste.

The Minister of Environment and Water shall keep a public register of the permits issued under Article 37 herein, of the registration documents issued under Article 12 (4) herein, and of the closed projects and operations.

The Ministry of Environment and Water shall elaborate a National Waste Management Programme and shall lay the said Programme before the Council of Ministers.

The Minister of Environment and Water shall lay before the Council of Ministers an annual report simultaneously with the report on the implementation of the action plan under the National Environmental Strategy. If necessary, the programme shall be updated.

4.4.2 REGULATIONS FOR HANDLING STAGES ACCORDING TO NAVIGATION RIGHT

Under LAW ON WASTE MANAGEMENT:
The import of waste into, export from, and transit through, the territory of the Republic of Bulgaria shall be allowed:
1. provided there is a permit or a registration document issued by the Minister of Environment and Water according to the procedure established by this Section
or a licence issued according to the procedure established by Chapter Five, Section III herein;
2. provided the requirements of safety are complied with;
3. provided the movement is consistent with the requirements established by the law.

The Minister of Environment and Water shall keep a register of the import, export and transit permits and of the registration documents issued according to the procedure established by this Section.

Import of waste into the territory of the Republic of Bulgaria shall be allowed where:

1. the waste is used solely for recovery and provided there is a written contract with a person operating a planned recovery facility, describing the technology and the resulting products;
2. the competent Municipal Council has passed a resolution granting consent to the acceptance of the waste for recovery within the territory of the municipality where the facility referred to in Item 1 is located;
3. the persons who or which shall recover the waste hold a permit for the relevant operation under Article 37 herein and an environmental impact assessment decision in the cases where such a decision is required according to the Environmental Protection Act;
4. the waste has exactly identified physical and chemical characteristics and is accompanied by the relevant documents, including a specification, a certificate and an invoice;
5. the use of the waste in the relevant production results in the formation of smaller amounts of waste than the use of conventional raw materials, or replaces valuable or organic natural resources; in the cases of pneumatic tyres, they should be pre-processed to a degree for use as fuel possessing better characteristics than the conventionally used fuel;
6. the waste is stored and recovered within a period of time not exceeding six months as from the date of import thereof and in a manner presenting no risk to human health or to the environment;
7. the import is consistent with the National Waste Management Programme and with the programmes referred to in Item 1 of Article 29 (1) herein.

Export of waste shall not be allowed without the written consent of the competent
authorities of the State of import and of the States of transit, if so required under an international treaty whereto the Republic of Bulgaria is a party.

If the waste exported is denied permission to enter the State of import or to proceed through the States of transit, the exporter of the waste shall be obligated to ensure the safe disposal or recovery of the said waste at its own expense.


4.4.3 REGULATIONS FOR HANDLING STAGES ACCORDING TO WASTE MANAGEMENT RIGHT

Under LAW ON WASTE MANAGEMENT:

The Director of the Regional Inspectorate of Environment and Water or an official authorized thereby shall exercise control as to compliance with the requirements for treatment of waste and with the conditions of the permit or of the registration document, as the case may be, in respect of:

1. the operations related to formation, collection, including separate collection, storage, transport, recovery and/or disposal of waste within the territory covered by the said Inspectorate;
2. the waste storage, recovery and/or disposal installations and facilities.

The Director of the Inspectorate of Hygiene and Epidemiology or an official authorized thereby shall exercise sanitary control over the operations comprehended in the treatment of hazardous waste.

Ordinance № 15 for delivery and reception of the ship generated wastes and cargo residues - Executive agency Maritime administration should exercise control on meeting the requirements of this Ordinance through its territorial directorates. The above mentioned Ordinance № 15 is in compliance with 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.

4.4.4 REGULATIONS FOR HANDLING STAGES ACCORDING TO ENVIRONMENTAL RIGHT

Under LAW ON WASTE MANAGEMENT:

Hazardous waste shall be treated by persons holding a permit under Article 37 herein
or an integrated permit issued according to the procedure established by the Law for protection of the environment.

The collection and temporary storage of hazardous waste shall be done separately in specialized receptacles within the territory whereon the holder exercises a real right. Hazardous waste shall be packaged, labeled and transported in accordance with the international-law instruments on carriage of dangerous goods as have been ratified by the Republic of Bulgaria by law.

In cases of serious hazard posed to human health and the environment resulting from the formation of or operations related to hazardous waste, the Council of Ministers, acting on a motion by the Minister of Health and the Minister of Environment, shall designate by a decision the measures necessary to eliminate the hazard, regardless of whether the conditions under Article 12 herein are fulfilled or not.

The requirements that the sites designated for placing of waste treatment installations must satisfy shall be established by an ordinance of the Minister of Environment and Water, the Minister of Regional Development and Public Works, the Minister of Agriculture and Forestry, and the Minister of Health.

Upon occurrence of pollution, the persons referred to in Paragraph (1) shall take immediate action to limit the effects of the said pollution on human health and the environment.

4.5 REGULATION FOR MOBILE SERVICES

There is no regulation with significance for mobile services in Bulgaria except some recommendation of the Danube commission in these areas. The Bulgarian national policy for ship waste management is still not fully in line with the recommendation of the Danube commission.

4.6 RESPONSIBLE AUTHORITIES

In accordance with the regulations of the Law for the sea waters, the internal water ways and ports of the Republic of Bulgaria, the Executive Agency “Maritime Administration” within the Ministry of Transport, Informational Technology, and Communications controls the navigation safety in the Bulgarian maritime spaces and along the Bulgarian section of the Danube River. The institution responsible for the control and maintenance of the navigational conditions along the inland waterways of the Republic of Bulgaria is Executive Agency for Exploration and
5. WASTE RELATED PROCEDURE

5.1 TYPES, AMOUNTS AND FLOW OF SHIP WASTE

Directive 2000/59/EC and Ordinance No 15 from 28.09.2004 for delivery and reception of ship – generated waste and cargo residues give definitions to the following terms:

- "ship-generated waste" are all waste, including sewage and residues other than cargo residues, which are generated during the service of a ship and fall under the scope of Annexes I, IV and V to MARPOL 73/78 and cargo-associated waste as defined in the Guidelines for the implementation of Annex V to MARPOL 73/78;

- "cargo residues" are the remnants of any cargo material on board in cargo holds or tanks which remain after unloading procedures and cleaning operations are completed, including loading/unloading excesses and spillage;

- "port reception facilities" mean any facility, which is fixed, floating or mobile and capable of receiving ship-generated waste or cargo residues;

- "oil-containing waste – result from the normal operation of a ship” are used oils, fuel residues, oil residues and bilge waters;

- "waste from cargo of oil tankers” are dirty ballast and cleaning waters, generated from cleaning cargo tanks of oil tankers;

- "waste from cargo of chemical tankers” are cleaning waters generated on board of ship in result of cleaning the cargo tanks of the chemical tankers;

- "ships sewage" are all drainage waste waters, generated on board ship, from toilets, urinals, medical premises and spaces containing living animals, during its normal operation;

- "domestic ship waste” are food, medical, packaging materials – plastic and tins and others, glass bottles, food wastes, paper and cardboard.

- "ship waste – result from the normal operation of a ship” are:

  - oil rags, waste from the maintenance of the machine, packaging materials – paper, plastic, metals and glass bottles, ash and fireproof materials, rust, paint and others;

  - materials, used on board for processing of cargo, like supporting pillars, pallets, padding and packaging material, plywood, paper, cardboard, wire, steel ropes and others;

  - mixed waste – from livestock, fishing nets, ash and slag from the ships furnaces and caldrons
and others.

As a whole waste caused by inland navigation can be divided into two major groups – ship born waste and waste caused by cargo.

![Diagram of Waste caused by Inland Navigation]

Figure 5: *Waste caused by Inland Navigation (based on CCNR, 1996; edited by via donau, 2009)*

All wastes are defined according to the European Waste Catalogue by codes. The codes are 6 digits long, with the first two digits defining the over-arching category of waste, the next two defining the sub-category, and the last two defining the precise waste stream.

According to ordinance No 3 for classification of waste, this is harmonized with the European legislation in this field, ship waste fall under the following two-digit categories:

13 Oil wastes (except edible oils, and those in chapters 05 and 12)

15 Waste packaging; absorbents, wiping cloths, filter materials and protective clothing not otherwise specified

16 Wastes not otherwise specified in the list
19 Wastes from waste treatment facilities,
20 Municipal wastes (household waste and similar commercial, industrial and institutional wastes) including separately collected fractions

The conditions and order for delivery and reception of ship – generated waste and cargo residues are defined in Ordinance No 15 from 28.09.2004 for delivery and reception of ship – generated waste and cargo residues.

This Ordinance introduces the requirements of Directive 2000/59/EC of the European parliament and of the Council regarding the port reception facilities for waste from ship operation and cargo residues. Executive Agency Maritime Administration implements control on meeting the requirements of this ordinance through its territorial directorates.

According to the ordinance:

Art. 6. (1) The master of a ship calling at a Bulgarian port shall, before leaving the port, deliver all ship-generated waste and cargo residues.

Art. 7. For issuing a certificate for leaving of the ship from the Bulgarian inland port, the master of the ship should provide to the inspectors from Executive Agency Maritime Administration a declaration, containing information about type and quantity of the collected wastes – ship-generated waste and cargo residues.

DECLARATION
FOR WASTE DISPOSAL AT THE PORT OF ...............!

Name of the ship: ...............................................
IMO number: ..................................................
Flag State: ..................................................
Port of registry ............................................

<table>
<thead>
<tr>
<th>DATE</th>
<th>TYPE OF WASTE</th>
<th>QUANTITY m³/bags/kg</th>
<th>NAME OF THE WASTE OPERATOR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

I, the undersigned Master of
..........................................................

herewith declare, that above mentioned information is identical with the original receipts for waste disposal
at the port of
..........................................................
Art. 8. (1) Inspectors from Executive Agency Maritime Administration authorize leaving of the ship without implementing to Art. 6. (1), when the ship has enough capacity to store existing wastes as well as those generated to the next shipyard when it is located in an EU member State.

(2) Permission under Para 1 is not issued when next shipyard to visit is either not known or does not have port reception facilities for ship borne waste.

Art. 10 (2) Every 3 months directors of territorial directorates of Executive Agency Maritime Administration should provide to the corresponding Regional inspectorate of environment and water summary statistic information about type and quantity of the collected ship - generated waste.

Art. 11. Activities for collecting, transporting, storing and treatment of ship - generated waste and cargo residues are being made by natural and legal persons with issued licenses, according to the Law for waste management.

Art. 12. Collecting and transporting of ship - generated waste is proceeded while the ship is on mooring place or dock, and of waste residues – on dock.

Art. 13. (1) Oil-containing waste – result from the normal operation of a ship are being collected and transported:

1. by specialized vessels, equipped with special technical instruments, booms, skimmers etc. for localizing and cleaning of the aquatory in case of pollution during delivering and transporting of the oil wastes.

2. by onshore car – tanks

(2) Collecting and transporting of oil-containing waste – result from the normal operation of a ship in public transport ports of regional importance can be implemented with sealed oil – tanks or other suitable capacities, transported by ships.

(3) Waste from cargo of oil- and chemical tankers are collected under Para 1.

(4) Ship cleaning waters, containing oil products are being delivered under Para 1 or in the
terminals for treating of oil- and chemical products on ship.

(5) Activities for localizing and cleaning of the aquatory in case of pollution are performed in accordance with emergency plans of procedure, developed by the officials form Art. 11 and approved by Executive Agency Maritime Administration.

(6) In cases defined by obligatory regulations for particular ports, ship-borne wastes and ship cargo residues are delivered or received under a special technological scheme, approved by Executive Agency Maritime Administration.

Art. 14. Ship sewage are collected and transported by:

1. Specialized vessels;
2. Onshore car - tanks.

Art. 15 (1) Household ship wastes are collected and transported by:

1. Specialized vessels;
2. Onshore car - tanks.

(2) Skippers have to ensure separated collecting and delivering of household ship waste in sealed plastic bags or drums in order to avoid spilling on the pier and in the aquatory of a port. Wastes from ship pharmacy must be collected in separate clearly labeled plastic bags or drums.

(3) Household wastes in ports for public transport with regional importance can be collected in special containers marked for different types of waste, waste from pharmacies must be collected in separate marked containers.

Art. 16. Ship wastes – result from the normal operation of a ship shall be collected and transported under conditions of Art. 15.

Art. 17. The suitability of specialized vessels and their technical instruments under art. 13 para. 1, item 1 and para. 2, Art. 14 para. 1, item 1 and art. 15 para. 1, item 1 shall be certified by Executive Agency Maritime Administration under Ordinance № 11 on inspections of ships and shipowners.

The following table provides statistical information about received bilge waters and ballast waters from ships in the Bulgarian section of Danube for the period from 2000 to 2007. Data are taken from the National Statistical Institute.

<table>
<thead>
<tr>
<th>Received bilge waters and ballast from ships (Danube River) in tons</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Received bilge waters and ballast from ships (Danube River) in tons</td>
<td>91</td>
<td>85</td>
<td>99</td>
<td>144</td>
<td>61</td>
<td>89</td>
<td>76</td>
<td>65</td>
</tr>
</tbody>
</table>

Table 6: Received bilge water and ballast from ships in tons
<table>
<thead>
<tr>
<th>Year</th>
<th>Delivered solid wastes from vessels (m³, bags, kg)</th>
<th>Delivered liquid wastes from vessels (m³, bags, kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>plastics</td>
<td>food</td>
</tr>
<tr>
<td>2008</td>
<td>5 bags</td>
<td>2 bags</td>
</tr>
<tr>
<td></td>
<td>3,255 m³</td>
<td>23,847 m³</td>
</tr>
<tr>
<td>2009</td>
<td>11,401 m³</td>
<td>0,441 m³, 5 kg</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>till June</td>
<td>0,124 m³, 15 kg</td>
<td>0,096 m³, 45 kg</td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 7: Delivered ship generated wastes during 2008 – 2010 in the region of Maritime Administration, Directorate Ruse

The "polluter pays" principle has been introduced in the Law for waters, requiring polluter to be liable for damages.

The polluter pays principle

The purpose of this principle is the cost incurred to eliminate the pollution to be covered by the polluter.

According to Ordinance № 9 for methodology and templates for providing information for activities related to waste as well as the regulation for filling and keeping the public register for the issued permits, documentation for registration and for indoor activities and facilities the Minister of environment and waters shall keep the public register of the issued permits in accordance with Art. 26, Para. 1 of the Law for waste management.
5.2 WASTE RECEPTION FACILITIES AND WASTE LOGISTICS

5.2.1 PORTS

According to the Law for the sea waters, the internal water ways and the ports of the Republic of Bulgaria all ports shall have:

- suitable port reception faculties for ship generated wastes and cargo residues;
- waste management plan for ship generated waste and cargo residues;
- fee for waste management collected from all ships, whether they deliver waste or not.

Ordinance № 9 for the requirements of the operational fitness of the ports introduces detailed requirements in compliance with Directive 2000/59/EU for:

- the fee for receiving and treatment of wastes;
- the contents of the plan for reception and treatment of ship wastes;
- Procedures for approval and control of the plans.

Law for waste management regulates the general procedure for waste management and obtaining permits for activities under their management.

According to Ordinance № 9 for the requirements of the operational fitness of the ports:

Art. 11a Each port (terminal) must have:

- adequate reception facilities, which provide the waste to be received without undue delay to ships;
- plan for the reception and handling of waste;
- programme for the management of waste - from the operation of the port (terminal); program shall be prepared and approved in cases and in the order stipulated by the Law for Waste Management.

Art. 11b. (1) Suitable port reception facilities are those, which are capable to accept the types and quantities of waste - result of shipping activity and cargo residues from ships normally using that port (terminal), taking into account the operational needs of users of services in that port (terminal), the importance, size and its geographical location, number and type of ships that visit it.

(2) Skippers notify the Executive Director of Executive Agency Marine Administration in case of inadequacy of port reception facilities.

Art. 11c (1) The plan for reception and treatment of waste contains a description of the procedures of collection, preservation and preliminary processing of ship waste and cargo residues without undue delay of the ships, that are in conformity with the geographical location and size of the port, the number and type of ships normally visiting it, and the type and volume
of ship-generated waste and of cargo residues.

(2) The plan should include:

1. Description of geographical location and the size of the port;
2. Description of the number and the type of the ships which normally visit it;
3. Evaluation of the necessity of waste reception facilities according to the needs of ship which normally visit it;
4. Description of the type and capacity of the port reception facilities;
5. Description of the procedure for delivering and processing of ship-generated waste and the cargo residues;
6. Description of the methodology for determining of the amount of the taxes for delivering and processing of ship generated wastes;
7. Procedures for notification of non-conformity of the port reception facilities;
8. Procedures for ongoing consultation with the users of services in the ports, the persons contracted for processing of waste, the port operators and other stakeholders;
9. Statistical data for the types and the quantity of delivered and processed ship generated wastes and cargo residues;
10. Summary of the current legislation and the requirements for delivery of ship generated waste, and the cargo residues;
11. Identification of the persons to be responsible for implementation of the plan;
12. Description of the pre-treatment equipment and processes in the port, if any;
13. Description of methods of recording actual use of the port reception facilities;
14. Description of methods of recording amounts of ship-generated waste and cargo residues received;
15. Description of how the ship-generated waste and cargo residues are disposed of.
16. Information available to all users of the ports and which must include:
   a) short explanation about the importance and necessity of delivery of ship generated wastes and cargo residues;
   b) Scheme of localization of the port reception facilities serving each pier;
   c) List of ship generated wastes and cargo residues which are usually accepted in the port (terminal);
   d) List of operators of wastes and the services that they provide;
   f) List of location and contact data with operators of the wastes;
   g) Description of the delivery procedures;
i) Tariff for delivering and processing of wastes and description of the system for determining their amount;

j) Description of the procedure for notification of non-conformity of port reception facilities;

(3) The procedure which are described in the plan for reception, collection, storing, processing and disposing should be in compliance with a programme for environmental management leading to decrease of the impact of these activities on the environment. Presumably, such compliance is available if the procedures are in accordance with Regulation No 761/2001 (EC) of the European parliament and of the Council allowing voluntary participation of organizations in a Community eco-management and audit scheme (EMAS) as amended by Regulation No 196/2006 and Regulation No 1791/2006.

(4) The methodology described in the plan for calculating the taxes for reception and processing of waste should be based on the following principles:

1. Fees to be collected from all ships which are at ports or operate at the ports nevertheless they use port reception facilities or not;

2. Amount of the fees should not encourage the disposal of waste at the sea respectively at the Danube River;

3. Collected fees to be consistent with the type and the size of ships and covering not less than 30% of the cost to provide the port reception facilities and for reception and processing of the ship generated waste;

4. Part of the cost that is not covered by the fees (if any) to be paid on the basis of actually delivered waste by type and quantity;

5. It is permissible to reduce the amount of fees if the management, design, equipment and operation of the ships from environmental point of view are such that it can be proven that it produces reduced quantities of waste from operation;

(5) Plans are prepared by Ports infrastructure company for port of public transport with national importance and by port owners for the ports of public transport with regional importance and the ports with special designation.

Art. 11d. (1) The plan for reception and processing of ship generated waste can be elaborated on a regional level for several ports or terminals.

(2) In the cases under Para 1 the plan for delivering and processing of the wastes should contain explanation for the need of port reception facilities and description of available facilities and organization of work for each port (terminal).
In Law for the sea waters, the internal water ways and the ports of the Republic of Bulgaria is pointed that regarding the river ports the requirements for availability of adequate port reception facilities and for a plan of reception and treatment of waste, including for a system for determination of the amount of fees for reception and treatment of waste, shall apply as from 1 January 2013.

The external control is managed by authorized organizations like Regional inspectorate of the environment and water, Ports Infrastructure Company, Maritime administration.

Under art. 10 of the Ordinance № 15 territorial directorate of the Maritime administration prepares reports for the delivered ship generated waste by ships visited the ports on the basis of declaration submitted by skippers and submit every three months to the Regional inspectorate of the environment and water statistical information about the type and the volume of ship generated wastes.

5.2.2 HANDLING STAGES AND LOCKS

In Law for the sea waters, the internal water ways and the ports of the Republic of Bulgaria is pointed that regarding the river ports the requirements for availability of adequate port reception facilities and for a plan of reception and treatment of waste, including for a system for determination of the amount of fees for reception and treatment of waste, shall apply as from 1 January 2013.

There are no locks in the Bulgarian sector of the Danube River.

6. OBJECTIVES

6.1 OBJECTIVES ACCORDING NATIONAL LEGISLATION/REGULATIONS

Under Law for waste management the objectives are as follows:

Art. 31. (1) The programmes for management of the activities with waste shall provide measures for achieving the following objectives:

1. reduction or restriction of the formation of waste as well as the degree of their danger;

2. recycling, regeneration or other forms of utilisation;

3. ecological disposing;

4. cleaning of the old pollutions with waste.

(2) The programmes of para 1 shall include:
1. analysis of the status and prognosis for the kind, the origin, the properties and the quantities of the waste, formed and subject to treatment;

2. the objectives, the stages and the terms for their achieving;

3. the ways and the facilities for treatment or safe preservation;

4. description of the specialised installations for treatment, as well as of the terrains, appropriate for treatment of waste;

5. scheme of the movement of the waste to the installations for treatment;

6. solutions for management of the activities with waste, specific for the respective territory or enterprise;

7. the financial resources for implementing of the programme;

8. measures for construction of facilities and installations for utilisation and disposing of waste at places, located as near as possible to the source of their formation, and through using of the most appropriate methods and technologies;

9. plan for bringing operating installations and facilities for disposing of waste in compliance with the requirements of this law and the by-law normative acts for its implementation, including concrete measures, means and terms for their fulfilment;

10. measures for treatment of bio-decomposable waste with objective staged reduction of their quantities and not admitting their depositing;

11. co-ordination with other programmes, having relation with the activity;

12. system for account and control of the fulfilment;

13. system for assessment of the results and for updating of the programme;

14. information about contact with the authorised persons, responsible for the waste management;

15. (new – SG 41/10) information provided by the persons, who carry out activities of waste collection about the facilities where they deliver waste for utilization and/or disposal.

(3) At the development of the programmes for management of the activities with waste in the municipalities shall be attracted also representatives of public ecological movements and organisations. The mayor of the municipality shall ensure public access to the municipal programme for management of the activities with waste.

(4) In the plans for development of the territories shall be reflected the sites with facilities and installations and the terrains of para 2, items 3 and 4.
The National programme of art. 28, para 1, shall include also measures for creating of network of facilities and installations, ensuring treatment of waste:

1. through the best available techniques;

2. at the nearest facilities/installations, located by the source of formation, using the most appropriate methods and technologies, ensuring high degree of protection of human health and environment.

### 6.2 OBJECTIVES ACCORDING TO INTERNATIONAL FRAMEWORK CONCEPT

The main general goal is, taking account recommendations on the Danube Commission, CCNR and Sava Commission and other international regulations, to undertake adequate internationally harmonized steps to efficiently prevent the Danube River pollution that is to equip all the river ports with adequate infrastructure facilities to provide the ship waste reception and disposal. It is necessary to establish international cross border cooperation in order to achieve efficient ship waste waters management.

**Integration with RIS system**

Within the River Information System everyone should act towards including the ship waste collection and treatment to ensure faster information flow and to improve traffic monitoring system and prevention of possible disposal of waste water into Danube.

**Financial model**

The appropriate financial model for ship waste reception and treatment is needed to be obtained. This model should be defined in the same way in whole Danube region with the objective to assure sustainability in service providing.

Under Law for waste management:

Art. 34. (1) Every year with the Law of the state budget of the Republic of Bulgaria upon proposal by the Minister of Environment and Water shall be determined purposed resources for construction of facilities and installations for treatment of household, mass widespread and hazardous waste, as well as for cleaning and reclamation of places, polluted with waste.
(2) Only programmes and projects for construction of facilities and installations for treatment of waste, corresponding to the consequence of measures, introduced in art. 4 and approved by the Minister of Environment and Water, shall be financed.

(3) Facilities and installations for treatment of waste, already constructed or being constructed with resources, ensured with the Law of the state budget of the Republic of Bulgaria or other national or international financing, shall be used according to the measures, provided in the action plan of the National programme for management of the activities with waste of art. 28, para 1.

(4) When the facilities and the installations are not used according to the requirements of para 3, the municipalities shall restore the funds from the state budget or the international programmes to the Enterprise for management of the activities for preservation of environment.

6.3 OTHER OBJECTIVES/ OBJECTIVES FOR CERTAIN KIND OF WASTES

National programme for management of waste activities 2009-2013 is elaborated under the requirements of art. 77 of the Law of preservation of environment and art. 28 of the Law for waste management.

National plans and programmes for components of environment and factors, influencing them, shall be developed on the basis of the principles, the objectives and the priorities of the National strategy for environment and in compliance with the requirements of the special laws for environment.

6.3.1 OBJECTIVES FOR OILY AND GREASY SHIP WASTE

In National programme for management of waste activities 2009-2013 there is no chapter for oily and greasy ship waste.

6.3.2 OBJECTIVES FOR CARGO WASTES

In National programme for management of waste activities 2009-2013 there is no chapter for cargo residues.
6.3.3 FOR RESIDUES /OTHER SHIP WASTES/

In National programme for management of waste activities 2009 – 2013 there is no chapter for other hazardous ship waste.

7 MEASURES

To reduce the negative impact of the navigation along the Danube River the following measurements are foreseen:

- Prevention of accidental spills of waste oils. The main measures are connected with maintenance of good organization of cargo activities and maintenance of technological readiness for effective activities in cases of oil spills.
- Reduction of pollution from not organized sources. Sewage system must be periodically inspected and maintained in good conditions.
- Prevention of pollution from liquid ship generated wastes. The main measures are maintenance of good condition of the port reception facilities and effective running of loading operations.

The main measures to be taken at national level are:

- Analysis of the current situation of the equipment of the ships and the ports to prevent the pollution of the Danube river from ship generated wastes;
- Developing the system and technique for improving the situation;
- Common rules for ensuring the ships and the ports with equipment to prevent the pollution of the Danube River.

7.1 MEASURES FOR INTERNATIONAL HARMONIZATION

Measurements for international harmonization are:

- Provision of port reception facilities for acceptance, processing and distraction of the hazardous ship generated wastes;
- Realization of drastic and operational control of ships which visiting different ports.

It is necessary to identify funding sources for implementation of measures defined in this document as well as possible additional measures in the future. There are several possible funding sources:

1. EU funding programmes – identification of appropriate programme and preparation of
project application;
2. National funding sources – identification of national funding programmes compatible with objectives defined;
3. International projects – identification of existing projects or projects in preparation, compatible with objectives defined.

7.2 FURTHER MEASURES ON NATIONAL LEVEL

Measurements that will be taken on national level are:

- Adoption of the recommendation of the Danube commission and EU rules in structuring and treatment of different kind of wastes;
- Provision of bigger sanctions in events of pollutions.

There is a project of the National Programme for the Development of public transport ports 2010 - 2020, which is under priority 5 - Bringing the Bulgarian ports in accordance with EU requirements in terms of environmental protection.

Based on Directive 2000/59/EC of the European Parliament and of the Council on port reception facilities for ship-generated waste and cargo residues, Law for waste management, MARPOL 73/78 and the recommendation for the prevention of water pollution adopted by the Danube Commission the following measurements are foreseen:

- Measurement 1 – Preparation of plans for reception and processing of ship generated wastes in accordance with the requirements of Directive 2000/59/EC for ports of public transport with national importance and assuring the preparation of such plans for the other ports.
- Measurement 2 – Preparation of plans for reception and processing of ship generated wastes in accordance with the requirements of the Danube commission and EU for port reception facilities in inland waterways of the EU – deadline is 2013.
- Measurement 3 – Improvement of the legislation in the field of waste management for inland navigation.
- Measurement 4 – Modernization of the port reception facility for waste oil waters from ships in port Lom.
8 EVALUATION OF THE NATIONAL SHIP WASTE MANAGEMENT CONCEPTS

The Concept authors are obliged to ask the stakeholders and project observers to give their opinion and objections which will be integrated into this document.

For possible regulation changes, if they are necessary, port operator should deliver such suggestion to the ministry for the transport, information technology and communications. After that the ministry will continue the procedure.

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