

Ship-Source Pollution Directive

Official reference	Directive 2005/35/EC of the European Parliament and of the Council of 7 September 2005 on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences	
Relevant dates	Document	7/09/2005
	Publication	30/09/2005
	Entry into force	1/10/2005
	Implementation by Belgium	19/12/2006; 6/02/2007; 13/03/2011
	Implementation deadline	1/03/2007
Policy level	European	
Type of instrument	Directive	
Geographical reach	EU Member States	
(Legal) coverage in the BNS	Internal waters (incl. inland waters), territorial sea, exclusive economic zone, high sea	
European contact point	Directorate-General Mobility and Transport (DG MOVE)	
Competent authorities in Belgium	Federal authorities; FPS Mobility and Transport; DG Shipping	
Transposition on the federal level	<p>Wet van 19 december 2006 tot wijziging van de wet van 6 april 1995 betreffende de voorkoming van verontreiniging van de zee door schepen met betrekking tot aangelegenheden als bedoeld in artikel 78 van de Grondwet</p> <p>Wet van 6 februari 2007 tot wijziging van de wet van 6 april 1995 betreffende de voorkoming van verontreiniging van de zee door schepen met betrekking tot aangelegenheden als bedoeld in artikel 77 van de Grondwet</p> <p>Wet van 13 maart 2011 houdende diverse bepalingen betreffende Mobiliteit</p>	

// abstract:

The material standards for discharges of harmful substances from ships are based on the *MARPOL Convention* (p.38) in all Member States. However, these rules are violated on a daily basis by a very large number of ships navigating in Community waters without corrective actions being taken. Moreover, the Member States do not implement MARPOL 73/78 in a uniform way, and harmonisation of its implementation and of penalties for illegal discharges is therefore required at Community level.

The aim of this directive is to implement the international standards on ship-source pollution in the European legislation, to make sure that the persons responsible of the discharges are subject to adequate penalties, to improve maritime safety and to protect the marine environment in a better way. This directive covers the measures that need to be taken with respect to both ships within a Member State's port and ships in transit.