

NATIONAL INSTITUTIONS ASSOCIATED IN THE MANAGEMENT OF PART A OF THE CDNI

For the organisation of the collection of oily and greasy waste that is regulated by Part A of the Implementing Regulation, the CDNI provides that the following national institutions shall be more particularly responsible for receiving the disposal fees and/or for setting up and operating the network of reception facilities nationally.

GERMANY



- Bilgenentwässerungsverband (BEV)
- <http://www.bilgenentwaesserung.de>

BELGIUM



- Institut pour le Transport par Batellerie asbl (ITB) / Instituut voor het Transport langs de Binnenwateren vzw
- <http://www.cdni.be>

NETHERLANDS



- Stichting Afvalstoffen & Vaardocumenten Binnenvaart (SAB)
- <http://www.sabni.nl>

FRANCE



- Voies navigables de France (VNF)
- <http://www.vnf.fr>

SWITZERLAND



- Stiftung für die Innerstaatliche Institution der Schweiz (NI-CH)
- <http://www.port-of-switzerland.ch>

LUXEMBOURG



- managed by the BEV
- <http://www.bilgenentwaesserung.de>

MORE INFORMATION AT THE FOLLOWING ADDRESS:

www.cdni-iwt.org



CDNI SECRETARIAT

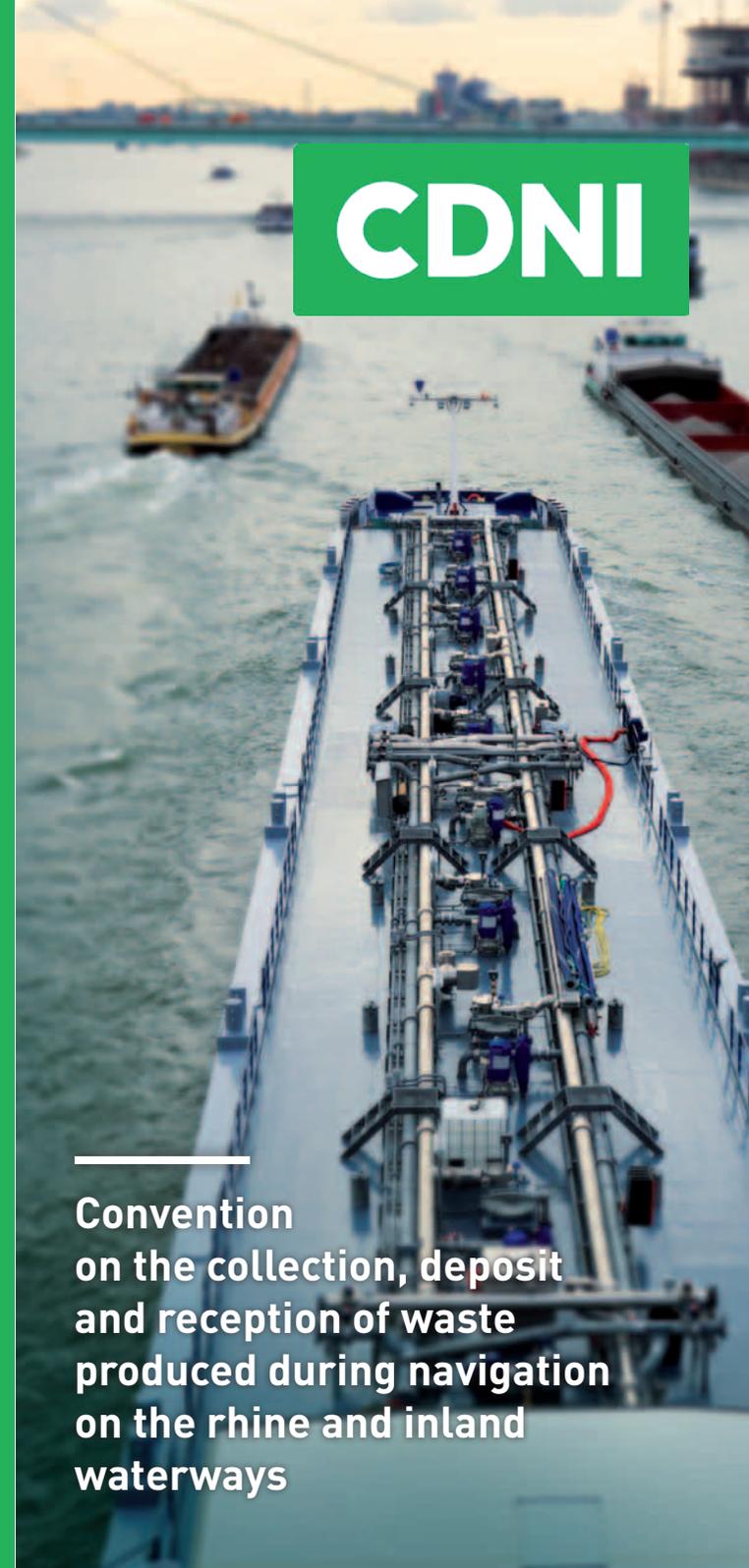
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CDNI

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CDNI

Convention
on the collection, deposit
and reception of waste
produced during navigation
on the rhine and inland
waterways

WHY IS IT NECESSARY TO HAVE A CONVENTION ON THE COLLECTION, DEPOSIT AND RECEPTION OF INLAND NAVIGATION WASTE?

Inland navigation has the reputation of being the most environment-conscious mode of transport, and that is why treatment of the waste that is inevitably produced in the course of operating vessels is a particular concern for river operators.

For this reason, rules directed at those players who use inland waterways have been set up. These rules are brought together in the convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways (CDNI), which has been in force since 1 November 2009.

The main aim of the Convention is to protect the aquatic environment and to improve the safety of inland navigation by using suitable technical procedures while seeking to improve control over the production of waste by **applying the “polluter pays principle”**.



TYPES OF WASTE COVERED BY THE CDNI

The operator of a ship is not able to ensure the proper disposal of all the waste that is produced on board. The CDNI Application Regulation therefore distinguishes between types of waste according to their origin and defines the corresponding responsibility of the parties actually concerned. These rules are directed at boatmen and sometimes also at the operators of vessels, where the waste is a direct result of operation of the vessel – this includes oily and greasy waste, household refuse, and special waste. For waste produced during the transport of goods, however, the Convention determines the obligations of shippers and addressees of the cargo as well as boatmen. The Convention is therefore divided into three “Parts” to cover these different types of waste; they are defined as follows:

MORE THAN
800T
OF OILY AND
GREASY WASTE
COLLECTED UNDER
THE CDNI IN 2011

PART A COLLECTION, DEPOSIT AND RECEPTION OF OILY AND GREASY WASTE PRODUCED IN THE COURSE OF OPERATING THE VESSEL

- Those concerned: ship owner/vessel operator
- Method applied: collection free of charge by an international network of reception facilities, in conjunction with an indirect system of financing
- Tool: Eco card/Eco account and an electronic payment system



PART B COLLECTION, DEPOSIT AND RECEPTION OF WASTE CONNECTED WITH THE CARGO

- Those concerned: ship owner/vessel operator
- Method applied: regulated procedures for loading and unloading, techniques to be applied and charging the costs to the shippers and addressees of the cargo
- Tool: discharge standards and discharge form



PART C COLLECTION, DEPOSIT AND RECEPTION OF OTHER WASTE PRODUCED IN THE COURSE OF OPERATING THE VESSEL (SEWAGE, GARBAGE, CLEANSING SLURRY AND SLOPS)

- Those concerned: ship owner/vessel operator
- Method applied: cleaning passenger vessels and cargo ships
- Tool: dedicated arrangements at river terminals for passenger vessels; specific equipment (on-board processing); local deposit of waste at river terminals and indirect financing (included in existing charges and deductions)



ACTUAL APPLICATION OF THE CDNI

The CDNI has been ratified by six countries – the Grand Duchy of Luxembourg, Switzerland, the Netherlands, Belgium, Germany, and France. It applies on the entire length of the Rhine and on all the navigable inland waterways of Germany, the Netherlands and Belgium, and on the international section of the Moselle in the Grand Duchy of Luxembourg and France as well as on certain French canals (more information under www.cdni-iwt.org).

PART A WASTE: For river stakeholders concerned by oily and greasy waste, the CDNI institutes the principle of the deposit of this waste free of charge in conjunction with indirect financing through a disposal charge. This charge is calculated on the basis of the volume of fuel oil purchased for each vessel. Users are required to register with the relevant national institution, so that payment can be made using an electronic payment system.

This system takes the form of an “eco-account” related with an “eco-card” that enables users to pay the charge each time they refuel (with tax-exempt fuel for inland navigation) without this having any effect on the commercial transaction.



Payment of the charge allows them to deposit oily and greasy waste free of charge at the reception facilities provided throughout the territory covered by the Convention. The network currently (2012) comprises more than 50 facilities. Most of the facilities are oil reception vessels which come alongside while the vessel is moving, although there are also some fixed facilities. A map showing the existing reception facilities is available on the website of the CDNI www.cdni-iwt.org under *service/points of acceptance*.

PART B WASTE: For river stakeholders concerned by cargo-related waste, appropriate provisions should be included in their transport contracts covering the prevention of cargo residue and its treatment. The discharge standard to be applied is laid down in the Convention. The purpose of these rules is to optimise unloading, so that only the absolute minimum amount of residue is left in holds or tanks. In certain cases, thorough washing may be necessary. The orderly termination of the unloading procedure is confirmed through a discharge form that has to be signed by both parties. This form allows the organisation and monitoring of the collection and deposit of this type of waste.

PART C WASTE: Part C mainly concerns waste connected with cleaning. In the case of passenger vessels with more than 50 passengers, this represents a substantial volume. For domestic sewage, the Convention introduces a scheme based on a ban on discharging into surface water, and organising treatment or storage in special tanks on board. On-board treatment involves the use of approved installations that meet very stringent standards. For cargo vessels, the Convention mainly lays down rules for the smooth functioning of the collection of waste in harbours and at other structures for land-based networks (household refuse, special waste).