

PRESS RELEASE

**Winter session of the Contracting Parties Conference
and consultation with the profession**



Strasbourg, 20.01.2016 - The Contracting Parties Conference (CPC) held its winter session in Strasbourg on 18 December 2015. The conference was chaired by Mr. Kliche, representing Germany. This session was preceded by the CPC's third consultation with the profession, attended by representatives of AQUAPOL, CEFIC, EBU, ESO, IG Rivercruise and Euroshore. The hearing provided the CPC with the opportunity to discuss topical issues and the profession's expectations with recognised associations and observers.

Oily and greasy waste: retention of the €7.50 disposal fee

At the proposal of the International Clearance and Coordination Body (ICCB), on 18 December 2015 the CPC decided to retain the disposal fee for oily and greasy waste. The fee will thus remain at €7.50 per 1000 l of gas oil, unchanged since 2011.

The CPC has also taken note of the provisional findings of the benchmarking project, which aims in particular to improve the efficiency of the reception stations and services provided.

Once the work on the methodology has been concluded, the shipping industry is to be closely involved in the next steps, because the reception station network for oily and greasy waste is funded by the disposal fee on the 'polluter pays' principle, and should thus be organised to be as fit for purpose as possible.

Liquid cargo gaseous residues: work progressing well

The CPC meeting on 18 December 2015 took note of the current state of work on the incorporation of regulations governing the handling of liquid cargo gaseous residues into the CDNI Convention. The CPC noted that the principles of the CDNI Convention – waste prevention, 'polluter pays' principle and a general ban on releases – have been observed.

To that end, the current draft amendment, with which industry representatives and delegations alike have been busily engaged over the past two years, proposes incorporation into part B, which should abide by the latter's principles and responsibilities while taking account of the specific characteristics of liquid cargo gaseous residues.

The aim of the draft, at an international level, having regard to the international ADN framework and European Union requirements (VOCs Directive), is gradually to make it possible to avoid the release of undesirable substances, especially those that are carcinogenic, mutagenic, toxic for reproduction, and which emit odours, using methods appropriate to the shipping context, or to enable systematic disposal. It should be noted that there is as yet inadequate availability of the necessary degassing facility infrastructure.

The CPC noted that a large measure of agreement on amending the basic text of the Convention was achieved. The entry into force of these amendments requires ratification by all the contracting parties.

The work that lies ahead will therefore concentrate primarily on the rules governing application and practical implementation. The focus will be on the following points:

- Devising concrete arrangements for dealing with liquid cargo gaseous residues in accordance with the rules in part B,
- Drawing up a concrete proposal as to which substances fall within the degassing ban and within which time frame, and how its introduction is to be handled in practice,

- Evaluation and, if applicable, expansion of the impact assessment.

In particular, the CPC emphasised that there is an ongoing need for active participation by all parties and that the industry representatives concerned should remain closely involved.

The CPC instructed the working group to submit a complete draft, with an impact assessment, for the next meeting at the end of June. This draft is to be completed by the end of the year, with the continued close involvement of the profession, and submitted for a decision.

Responsibility for cleaning ships /amendment of implementation arrangements

The CPC clarified the responsibility for cleaning ships and passed an amendment to the implementation arrangements (article 7.04 and 7.02), which will come into force on 1 July 2016.

This amendment aims to simplify the way in which these arrangements are handled, with the responsibility of the parties in question continuing to comply with the principles of the CDNI Convention (waste prevention, 'polluter pays' principle, general ban on discharges).

Accordingly,

- 1) the carrier is required to make the vessel available in accordance with the unloading standard, typically in accordance with the "cargo hold swept clean" or "cargo hold stripped" unloading standard. Prior agreement of a higher unloading standard will also be possible in future, although this will have to be **in writing** as of 1.7.2016. Typically, the "higher unloading standard" refers to "cargo hold washed" (article 7.02);
- 2) The cargo recipient (dry cargo) / the carrier (liquid cargo) is required to ensure that the cargo hold is handed over in accordance with the unloading standard once the cargo has been unloaded. He shall be required in particular to ensure a cargo hold has been washed clean if the unloading standard prohibits the wash water from being discharged into the river or if a higher unloading standard was agreed under article 7.02 (article 7.04).

It was also decided to initiate work on the handling of exclusive transport and compatible operations.

Cargo-related waste: Online survey and FAQ

- **Online survey**

An online survey is currently being conducted on cargo-related waste to gain insights into practical application. Both ship and shore have taken an active part in this survey so that representative results are to be anticipated.

- FAQ

The CPC regularly notes answers to frequently asked questions (FAQ) and releases them for publication on the www.cdni-iwt.org > FAQ website. These are intended to simplify application of the CDNI Convention and assist consistent interpretation. The current focus is currently on questions about part B (collection, deposit and reception of cargo-related waste).

Leaflet on waste disposal and the use of cleaning products in inland navigation

The CPC has taken note of a completely revised leaflet on waste disposal and the use of cleaning products in inland navigation and authorised its publication.

This leaflet is intended primarily for vessels and provides a clear and practical summary of recommendations and tips on the collection, deposit and reception of oily and greasy waste, cargo-related waste and other waste. There is also advice on how to use cleaning products in inland navigation.

The leaflet will be available shortly on the www.cdni-iwt.org website.

Newly recognised CDNI association: Internationale Arbeitsgemeinschaft der Wasserwerke im Rheineinzugsgebiet (IAWR - International Association of Waterworks in the Rhine Catchment Area)

The CPC has granted the International Association of Waterworks in the Rhine Catchment Area (IAWR) the status of a recognised association and looks forward to a close collaboration particularly in the fields of sustainable water and environmental protection.

More information about the IAWR www.iawr.org.

Activity report 2012-2015

The CPC has noted the activity report for the period 2012 to 2015 and authorised its publication. The report will be available shortly on the www.cdni-iwt.org website.

Analysis of CDNI data for statistical purposes

The CPC has made it clear that any analysis of CDNI data for statistical purposes requires its explicit prior consent.

About the CDNI (www.cdni-iwt.org)

The Convention of 9 September 1996 on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways (CDNI) came into force on 1 November 2009. It comprises six Contracting States (Belgium, Germany, France, Luxembourg, Netherlands and Switzerland) and its goal is to protect the environment and in particular rivers. As such it contains provisions that aim to promote waste prevention, organise the disposal of waste by means of a special network of reception points along the waterways, ensure the funding of these initiatives at international level based on the 'polluter pays' principle and monitor compliance with the ban on discharging the waste in question into surface water.

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