

PRESS RELEASE

International Workshop on the Implementation of Part B of the CDNI

Follow-up of the 2015 online survey



Strasbourg, 04.10.2017 - On 4 October 2017, the Contracting Parties and their executive authorities organised an international workshop on implementing Part B of the CDNI Convention (cargo residues). The implementation of Part B requires optimal co-operation between all cargo stakeholders, in particular the charterer, consignee, carrier, handling facility operator and boatmaster. The unloading certificate is used to record that the cargo residues have been received as per the regulations.

This workshop was organised on the back of an anonymous online survey of all participating parties in order specifically to address the findings – in some need of explanation – and to improve the implementation of Part B of the CDNI Convention.

Based on specific case studies, the participants discussed possible measures to improve the implementation of Part B. As a result it was agreed:

- to enhance future cross-border collaboration between the executive authorities, it still being important to publicise and explain the CDNI Convention, as well as ensuring effective enforcement in the event of infringements that takes account both of ship and shore considerations and the associated responsibilities;
- to exchange information on education and training programmes;
- to make the competent authorities readily accessible;
- to organise the next international workshop in approx. two years, which could deal with Part C.

The executive authorities suggested not amending the model unloading attestations at too short intervals, so that the correct models are actually used, thus promoting controllability.

Further information:

The CDNI is currently dealing more in depth with Part B:

Revised unloading standards come into force on 1.1.2018

A revised version of the unloading standards (appendix III of annex 2: Unloading standards and deposit/reception requirements for the permissibility of discharging water water (incl. rainwater and ballast water) with cargo residues) will come into force on 1 January 2018 (see press release dated 16 December 2016: http://www.cdni-iwt.org/wp-content/uploads/2017/02/cpccp17_01de.pdf)

The electronic search and information tool **WaSTo** (Waste Standards Tool) is available on the following website: <http://wasto.cdni-iwt.org/>.

Compatible transport operations are considered in the CDNI

Requirements for compatible transport operations are being introduced, complementing the already existing requirements for exclusive transport operations. The new regulation came into force on 01 July 2017. The change also requires new versions of the unloading attestations, which came into force at the same time. The old versions may still be used until 30 June 2018.

Adoption of the provisions on the handling of gaseous residues: Atmospheric protection incorporated into the CDNI in close consultation with the interested parties.

The first amendment of the Convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways (CDNI) and its Implementing Regulation was approved in July 2017. The amended Convention will come into force following ratification by all contracting parties (see press release dated 26 June 2017: http://www.cdni-iwt.org/wp-content/uploads/2017/07/cpccp17_02de_endg.pdf)

Leaflets, FAQ and WaSTo: accessible information

Several **leaflets** are published on the website:

- "Handling cargo-related waste" leaflet
- "Waste disposal and the use of cleaning products" leaflet

The following is currently in hand:

- leaflet: Exclusive transport operations

- Revision of the “Handling cargo-related waste” leaflet
- leaflet: Unloading standards

Answers to frequently asked questions (**FAQ**) are regularly published on the website <http://www.cdni-iwt.org/faq/retribution/>. These are intended to simplify application of the CDNI Convention and assist consistent interpretation.

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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