

## **Article 6.03**

### *Attestation of unloading*

*Amended by Resolutions CDNI 2012-I-2, CDNI 2017-I-4, CDNI 2021-I-5, CDNI 2023-I-5 and 2024-II-4*

- (1) Any vessel that has been unloaded within the geographical jurisdiction of the present Convention must have on board a valid attestation of unloading that complies with the model in Appendix IV.

This attestation of unloading must be kept on board for at least six months after its issue.

Where this is a vessel with neither a wheelhouse nor accommodation, the attestation of unloading may be kept by the carrier in a place other than on board.

- (1b) An attestation of unloading in electronic format may be used when:

- a) data protection is ensured in accordance with regulation (EU) 2016/679<sup>1</sup> (the General Data Protection Regulation), in its current version, or in accordance with the comparable requirements of the Swiss Confederation;
- b) there is provision for an unfalsifiable signature in accordance with regulation (EU) No. 910/2014<sup>2</sup> (eIDAS), in its current version, or in accordance with the comparable requirements of the Swiss Confederation;
- c) data security is ensured by implementing the corresponding demands of the requirements referred to in (a) thereby also preventing unauthorised access;
- d) the attestation of unloading is guaranteed to be verifiable aboard or in the vessel operator's registers;
- e) there is guaranteed verifiability, in the registers, of the identity of the person who generated the attestation of loading, and of the reception station operator.

It must be possible to provide the competent authorities' agents with the attestation of uploading upon request. The attestation of unloading may be provided in a readable electronic format.

- (2) When unloading the residual cargo and depositing and receiving cargo-related waste, the following shall apply
- a) in the event of washing, the unloading standards and the requirements of Appendix III concerning deposit and reception;
  - b) in the event of degassing, the degassing requirements and standards in Appendix IIIa.
- (3) After loading, the vessel may not continue its journey until the boatmaster has satisfied himself that the handling residues have been removed.

---

<sup>1</sup> Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation)

<sup>2</sup> Regulation (EU) No. 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC

- (4a) The craft may only continue its journey after unloading on the following conditions:
- The consignee or, if the consignee or charterer is availing itself of a handling facility, the handling facility operator has presented an attestation of unloading (Article 7.08);
  - The boatmaster has confirmed by signing Part 2 a) of the attestation of unloading that all the measures relating to the unloading of the craft have been completed as stated by the consignee or the handling facility in fields 1 to 10. This includes the assignment of a collection point for receiving the craft's waste or vapours (Article 7.01 (1)).
- (4b) During the voyage the boatmaster shall be obliged to elucidate the following information in Part 2 b) of the attestation of unloading by means of a signature:
- whether wash water has been produced (in the course of washing during the voyage);
  - what quantity of wash water has been produced on board and where it is stored;
  - whether a compatible following cargo was present after leaving the handling facility (Article 7.04(3)(c)).
- (5) Aboard craft conducting exclusive transport operations, only the removal and receipt of handling residues apply.
- (6) If cargo holds or cargo tanks are washed and if the wash water produced in the process is not permitted to be discharged into the river in accordance with the unloading standards and the deposit/reception regulations in Annex III, the vessel may only resume its voyage once it has been confirmed in the attestation of unloading:
- that the handling facility has received the wash water; or
  - the boat master was assigned a collection point and
  - The boatmaster has stated whether the cargo holds or cargo tanks had been washed during the voyage."
- (7) Paragraphs 1 and 4 do not apply to vessels used for:
- a) transporting containers,
  - b) transporting mobile cargo (ro-ro), break bulk and heavy cargo and large equipment,

Paragraphs 1 and 4 do not apply to vessels used solely for:

- a) delivering fuels, drinking water and shipboard supplies to seagoing and inland navigation vessels (supply vessels),
- b) collecting oily and greasy waste from seagoing and inland navigation vessels,
- c) transporting liquefied gases (ADN type G),
- d) transporting liquid sulphur, cement powder, fly ash and comparable loads that are carried as bulk material or a pumpable cargo, employing an appropriate and dedicated system for loading, unloading and storing the cargo onboard,
- e) transporting sand, gravel or dredged material from the dredging location to the place of unloading.

12 December 2024

This provision shall not apply to the carriage of mixed cargoes using such vessels.

Should equivalent conditions exist, the competent authority may, on a case by case basis, exempt a vessel from applying paragraphs 1 and 4 when engaged in special transport operations. Proof of this exemption is to be carried on board the vessel.

- (8) Paragraphs 1 and 4 also shall not apply to transport movements entailing unloading into a seagoing vessel. The boatmaster shall be required to provide evidence of this unloading in the form of the relevant transport documents and present the papers to the supervisory authorities on request.