



**CDNI**

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**CONVENTION ON THE  
COLLECTION, DEPOSIT  
AND RECEPTION OF WASTE  
GENERATED DURING NAVIGATION  
ON THE RHINE AND  
OTHER INLAND WATERWAYS**

**2026 EDITION**



**CONVENTION ON  
THE COLLECTION, DEPOSIT AND RECEPTION  
OF WASTE  
GENERATED DURING NAVIGATION ON THE  
RHINE AND OTHER INLAND WATERWAYS**

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## FOREWORD

The Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI) was signed in Strasbourg in 1996 by Germany, Belgium, France, Luxembourg, the Netherlands and Switzerland. Following ratification by all the signatory states it came into force on 1 November 2009.

The Convention's bodies are headquartered in Strasbourg.

The Convention has since been amended by the Contracting Parties Conference several times to take account of topical developments in the environmental and water protection arena, as well as making the provisions even more practicable in the real world.

This consolidated version contains all the changes that have come into force no later than August 2025.

### **Most important changes to the CDNI**

#### Part A of annex 2 (oily and greasy waste produced from the operation of the vessel)

An electronic payment system was introduced in 2010 for waste covered in Part A. This system came into operation on 1 January 2011.

In 2015, article 3.03 was amended to clarify certain disposal fee collection procedures.

A new trilingual version of the model used-oil log came into force in 2019 (Appendix I of the Implementing Regulation).

In 2019, a new trilingual version of the model used oil log (Appendix I to the implementing regulation) came into force.

In 2020, the Conference of the Contracting Parties decided to increase the amount of the disposal fee for oily and greasy waste to 8.50 euros per 1000 litres of zero-rated bunkered gasoil and amended Article 3.03 of the Implementing Regulation accordingly. The new amount is applied from 1 January 2021.

In 2022, the Conference of the Contracting Parties decided to increase the amount of the disposal fee for oily and greasy waste to 10.00 euros per 1000 litres of zero-rated bunkered gasoil and amended Article 3.03 of the Implementing Regulation accordingly. The new amount is applied from 1 January 2023.

In 2024, the Conference of the Contracting Parties decided to increase the amount of the disposal fee for oily and greasy waste to 12.00 euros per 1000 litres of zero-rated bunkered gasoil and amended Article 3.03 of the Implementing Regulation accordingly. The new amount is applied from 1 January 2026.

Article 2.02 was amended in 2022 to provide a clearer definition of bilge water.

In July 2023, it was stated that biofuels and synthetic fuels fall within the term "gasoil" as construed in article 1(m) of the CDNI and are therefore liable for a disposal fee as per article 6 in conjunction with Annex 2 article 3.03 of the CDNI.

Articles 3.01, 3.03 and 3.04 of the Implementing Regulation were amended with effect from August 2023 to take account of the migration of the SPE-CDNI electronic payment system to the new application SPE-CDNI 3.0.

## Part B of annex 2 (cargo-related waste)

In 2012 certain types of transportation were exempted from the obligations on attestations of unloading (article 6.03).

The format of the attestation of unloading (Appendix IV) was amended in 2013 to enable two distinct attestations to be used depending on whether the shipping in question is of the dry or tanker variety.

Articles 7.02 and 7.04 were amended in 2015 to simplify the application of the washing requirements and to clarify responsibility for cleaning vessels.

In 2016 the term “compatible transport” (article 5.01 and 7.06) was incorporated into the Convention in addition to the term “exclusive transport operations”.

The most complex change was a root and branch revision of the unloading standards in annex III. The new version came into force on 1 January 2018. The electronic tool “WaSTo” was developed and went online on the CDNI’s website to facilitate day-to-day use of the standards and provide useful additional information.

The introductory provisions were amended in 2022 to enable rainwater and ballast water to be treated in an equivalent manner to that of wash water.

Article 6.03 was amended in 2022, enabling the attestation of unloading to be used in an electronic format. This was a first step towards the dematerialisation of documents required by the CDNI.

A new attestation of unloading for tanker shipping was introduced in July 2023. The Implementing Regulation was amended accordingly.

In December 2023, the provisions in Article 7.04 governing the return of a vessel with a compatible next load were determined in order to take account of handling gaseous residues from a liquid load.

In addition, Article 6.03 was amended to simplify the provisions of the attestation of unloading with regard to the transport of containers, mobile cargo (Ro-Ro), break bulk and special or heavy cargo, or large equipment, and the transport of sand and gravel.

In December 2024, the temperature specification for sulphur was deleted from Article 6.03, as specifying a numerically defined maximum permissible transport temperature for liquid sulphur has no impact on the objectives of the CDNI and is therefore irrelevant for the purposes of the attestation of unloading.

In July 2025, the definitions of exclusive and compatible transport operations were amended to bring them into line with the ban on ventilation. It was further clarified that Appendix IIIa C 4 refers to goods which, according to ADN Section 1.2.1 under ‘Packing group’ and Subsection 2.1.1.3, fall into packing group III, with a view to creating clear, workable provisions which permit necessary exceptions and prevent unlawful exceptions.

## **Amendment concerning the treatment of gaseous residues in need of ratification**

In June 2017, for the first time since the Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways was signed in 1996, the Contracting Parties Conference decided to amend the Convention (Resolution 2017-I-4<sup>1</sup>). The subject of this amendment is the adoption of provisions on the treatment of gaseous residues and, as such, marks an important milestone in environmental protection. The amendment came into force on 1<sup>st</sup> October 2024.

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<sup>1</sup> Resolution CDNI 2024-I-4 established a consolidated version of Part B of Annex 2 and Appendix IV, taking into account Resolutions CDNI 2017-II-1, 2018-II-5, 2023-I-5 and 2023-II-5.

Part C of Annex 2 (other waste produced from the operation of the vessel)

In 2012, the geographical scope of the CDNI in Germany was clarified. The CPC also confirmed that recreational craft do not come within the CDNI's scope.

An addition was made to Article 9.03 in 2013 to stipulate that the responsibility for ensuring compliance with the ban on the discharge of domestic waste water by a passenger vessel carrying more than 50 passengers resides with its boatmaster. For vessels carrying more than 50 passengers which are equipped with onboard waste-water treatment plants, fitted before 1.1.2011, a transitional regime was introduced in 2011. Finally, Appendix V had already been the subject of an amendment in 2009 concerning the limit and control values for onboard waste-water treatment plants accompanied by harmonisation with the corresponding standards applicable on the Danube.

In 2021, the prohibition on the discharge of domestic waste water was extended to vessels carrying between 12 and 50 passengers, where they are subject to mandatory installation under the technical requirements (articles 8.02 and 9.01). Article 9.23 was also amended in 2021 to promote the collection and selective sorting of waste on board to further reduce the proportion of non-recyclable waste.

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# **CONVENTION ON THE COLLECTION, DEPOSIT AND RECEPTION OF WASTE GENERATED DURING NAVIGATION ON THE RHINE AND OTHER INLAND WATERWAYS**

The Federal Republic of Germany,  
The Kingdom of Belgium,  
The French Republic,  
The Grand Duchy of Luxembourg,  
The Kingdom of the Netherlands,  
The Swiss Confederation,

considering that the prevention and the collection, deposit and reception of waste with a view to its recycling and disposal in order to protect the environment and to ensure the safety and well-being of shipboard personnel and transport users are a requirement for inland navigation and for the related branches of the economy, and that the latter wish to make a greater contribution in this respect,

convinced of the importance to that end of implementing internationally coordinated, uniform regulations in order to avoid any distortion of competition,

convinced furthermore that the collection, deposit, reception and disposal of shipboard waste should be financed according to the “polluter pays” principle,

noting in particular that the levying of a uniform international charge for the reception and disposal of the oily and greasy waste produced in the course of operating the vessel, based on the amount of gas oil sold to inland navigation vessels, does not infringe the principle of exemption from customs duty and other taxes in the States bordering the Rhine and in Belgium, as stated in the Agreement of 16 May 1952 on the customs and tax regime for gas oil used by vessels navigating the Rhine,

expressing the wish that other States whose inland waterways are connected to those of the Contracting States should adhere to the present Convention,

are agreed on the following:

# GENERAL PROVISIONS

## Article 1

### Definitions

Amended by Resolution CDNI 2017-I-4

In this Convention the terms below shall have the following meanings:

- a) **“Waste generated on board”**: matter or objects defined under letters b) to f) below and which the holder disposes of or has the intention or obligation to dispose of;
- b) **“Waste generated from the operation of the vessel”**: waste and waste water generated on board as a result of the operation and maintenance of the vessel; this includes oily and greasy waste and other waste generated from the operation of the vessel;
- c) **“Oily and greasy waste generated from the operation of the vessel”**: used oil, bilge water and other oily or greasy waste, such as used grease, used filters, used rags, and the containers and packaging of such waste;
- d) **“Bilge water”**: oily water from the engine room bilges, the peak, the cofferdams and wing voids;
- e) **“Other waste generated from the operation of the vessel”**: domestic waste water, domestic refuse, cleansing slurry, slops and other special waste as defined in Part C of the Implementing Regulation;
- f) **“Cargo-related waste”**: waste and waste water produced on board the vessel deriving from the cargo; this does not include residual cargo, vapours and handling residues as defined in Part B of the Implementing Regulation;
- ff) **“Vapours”**: gaseous compounds that evaporate from the liquid cargo (gaseous residues from liquid cargo);
- g) **“Vessel”**: an inland waterway vessel, seagoing vessel, or floating equipment<sup>1</sup>;
- h) **“Passenger vessel”**: a vessel built and fitted out for the transport of passengers;
- i) **“Seagoing vessel”**: a vessel permitted to undertake maritime or coastal navigation and used principally for such navigation;
- j) **“Reception station”**: fixed or mobile facility approved by the competent authorities for receiving waste generated on board or vapours;
- k) **“Boatmaster”**: the person under whose authority the vessel is placed;
- l) **“Motorised vessel”**: a vessel whose main or auxiliary engines, apart from anchor windlass motors, are internal combustion engines;
- m) **“Gas oil”**: the fuel exempt from customs duty and other duty, for use by inland navigation vessels;
- n) **“Bunkering station”**: a station where vessels take on supplies of gas oil;
- nn) **“Operator of a reception station”**: person who operates a reception station on a professional basis;
- o) **“Operator of the handling facility”**: person loading or unloading vessels on a professional basis;

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<sup>1</sup> Cf. Resolution CDNI 2012-I-4

- p) “**Charterer**”: party issuing the transport order;
- q) “**Carrier**”: party responsible for transporting goods on a professional basis;
- r) “**Consignee**”: party authorised to take delivery of the cargo;
- s) “**Release of vapours**”: any emission of vapours from a closed cargo tank, except when relieving pressure in the tank with a view to opening the hold hatches and measuring fume concentration, and when actuating the safety valves.

## **Article 2**

### *Geographical scope*

The present Convention shall apply on the waterways referred to in Annex 1.

## **PARTICULAR PROVISIONS OBLIGATIONS INCUMBENT ON THE STATES**

## **Article 3**

### *Prohibition of dumping and discharging*

*Amended by Resolution CDNI 2017-I-4*

- (1) Dumping, discharging or permitting the outflow of waste generated on board, or any part of the cargo from vessels into the waterways, or releasing vapours into the atmosphere on the waterways referred to in Annex 1 shall be prohibited.
- (2) The Contracting States shall ensure compliance with the prohibition referred to in paragraph 1 of the present Article.
- (3) Exceptions to this prohibition shall only be authorised in compliance with the provisions contained in Annex 2 and its appendices, referred to hereafter as the “Implementing Regulation”.

## **Article 4**

### *Reception stations*

- (1) The Contracting States shall undertake to install or have installed on the waterways referred to in Annex 1 a sufficiently dense network of reception stations and to coordinate it internationally.
- (2) The Contracting States shall introduce, in compliance with the Implementing Regulation, a uniform procedure for the collection and deposit of waste generated on board at reception stations. This procedure shall involve, for the waste referred to in sub-sections c), d) and f) of Article 1, the production of an attestation of correct deposit for that waste. The correct deposit of slops and cleansing slurry as defined in Part C of the Implementing Regulation must be attested on the basis of national provisions.
- (3) The reception stations shall be required to receive waste generated on board in accordance with the rules and procedures laid down in the Implementing Regulation.

- (4) The Contracting States shall ensure that the reception stations meet their obligation to receive waste generated on board in compliance with the national provisions.

#### **Article 5**

##### *Financing principle*

The Contracting States shall introduce a uniform process for financing the reception and disposal of waste produced on board.

#### **Article 6**

##### *Financing the reception and disposal of oily and greasy waste generated from the operation of the vessel*

- (1) The reception and disposal of oily and greasy waste generated from the operation of the vessel shall be financed by a disposal fee levied on motorised vessels, except seagoing vessels, that use gas oil. The amount of the payment shall be the same in all the Contracting States. It shall be determined in accordance with the procedure laid down in Part A of the Implementing Regulation, on the basis of the total cost of reception and elimination, less any revenue generated by recycling the oily and greasy waste generated from the operation of the vessel, and of the quantity of gas oil delivered. It shall be adapted in line with changing costs. With a view to promoting a reduction in the quantity of waste, criteria should be laid down and taken into consideration when determining the amount of the disposal fee.

The disposal fees paid shall be allocated exclusively to financing the reception and disposal of oily and greasy waste generated from the operation of the vessel.

- (2) The procedure referred to in paragraph 1 above shall be re-examined if necessary in the light of experience once the system is functioning.
- (3) Payment of the disposal fee shall confer entitlement to deposit oily and greasy waste generated from the operation of the vessel at the reception stations designated by the national institutions.
- (4) The Contracting States shall ensure that the boatmaster and the bunkering stations, more particularly at each delivery of gas oil, meet the obligations incumbent on them by virtue of Part A of the Implementing Regulation.

#### **Article 7**

##### *Financing the reception and disposal of other waste generated from the operation of the vessel*

- (1) In the ports, at the handling facilities, and at holding areas and locks, there shall be no specific charge made for the reception and disposal of domestic refuse.

- (2) For the reception and disposal of other special waste, the Contracting States shall take concerted steps to set up a financing system providing for the cost of reception and disposal of this waste to be included in port or berthing fees, or charged to the vessel in another way, whether or not the vessel does or does not deposit such waste.
- (3) For passenger vessels, the cost of the reception and disposal of domestic waste water and cleansing slurry and of domestic refuse and other special waste may be charged to the boatmaster separately.
- (4) The cost of the reception and disposal of slops may be charged to the boatmaster separately.

### **Article 8**

*Financing the unloading of residual cargo, washing, and the reception and disposal of cargo-related waste*

*Amended by Resolution CDNI 2017-I-4*

- (1) The charterer or the consignee shall bear the cost incurred by unloading residual cargo and washing the vessel and by the reception and disposal of cargo-related waste in compliance with Part B of the Implementing Regulation.
- (1a) The charterer shall bear the cost of degassing the vessel in accordance with Part B of the Implementing Regulation.
- (2) If prior to loading, the vessel does not comply with the required unloading standard and if the charterer or the consignee concerned by the preceding transport has fulfilled his obligations, the carrier shall bear the cost incurred by unloading residual cargo and
  - a) in the event of washing, the washing costs
  - b) in the event of degassing, the degassing costsof the vessel, and the reception and disposal of cargo-related waste.

### **Article 9**

*National institution*

- (1) Each Contracting State shall designate the national institution responsible for organising the uniform system for financing the reception and disposal of oily and greasy waste generated from the operation of the vessel under the conditions laid down in Part A of the Implementing Regulation.
- (2) The national institution's composition, organisational arrangements and working practices shall be laid down by the national provisions adopted by the Contracting States. The national institution must include representatives of the inland navigation industry.
- (3) The operating and administrative costs of each national institution shall be borne by each of the Contracting States.

## **Article 10**

### *International financial clearance - International Clearance and Coordination Body*

- (1) International financial clearance shall be assured in compliance with the provisions of the present Convention and those of Part A of the Implementing Regulation.
- (2) An International Clearance and Coordination Body shall be set up. Its main tasks shall be:
  - a) to ensure the financial clearance between the national institutions for the reception and disposal of oily and greasy waste generated from the operation of the vessel in accordance with the methods laid down by it on the basis of the provisions of Part A of the Implementing Regulation;
  - b) to examine to what extent the existing network of reception stations needs to be adapted in the light of the requirements of shipping and the efficiency of elimination;
  - c) to carry out an annual assessment of the system for financing the reception and disposal of oily and greasy waste produced in the course of operating the vessel in compliance with Article 6, on the basis of practical experience;
  - d) to make proposals for adapting the amount of the disposal fee to changing costs;
  - e) to make proposals for taking into account in financial terms technical measures intended to reduce the quantity of waste.

It shall be composed of two representatives of each national institution, one of whom shall represent the national inland navigation industry.

- (3) The International Clearance and Coordination Body shall draw up its rules of procedure unanimously; these rules shall lay down the methods for the international financial clearance.
- (4) The organisation of the International Clearance and Coordination Body shall be laid down in Part A of the Implementing Regulation.
- (5) The Secretariat of the International Clearance and Coordination Body shall be assured by the Secretariat of the Central Commission for the Navigation of the Rhine.
- (6) The expenses of the International Clearance and Coordination Body shall be provided for in advance for the following year in a forecast budget to which the Contracting States shall contribute in equal proportions.

# OBLIGATIONS INCUMBENT ON THE PARTIES CONCERNED, AND THEIR RIGHTS

## **Article 11**

### *General duty of vigilance*

*Amended by Resolution CDNI 2017-I-4*

The boatmaster, the other members of the crew, the other people on board, the charterer, the carrier, the consignee, the operators of handling facilities and the operators of the reception stations shall be required to demonstrate the utmost vigilance required by the circumstances in order to avoid polluting the waterway and atmosphere, limit as much as possible the quantity of waste generated on board, and avoid as far as possible any mixing of the different categories of waste.

## **Article 12**

### *Obligations incumbent on the boatmaster, and his rights*

*Amended by Resolution CDNI 2017-I-4*

- (1) The boatmaster may deposit waste generated on board at the reception stations in each of the Contracting States subject to the conditions provided for in the Implementing Regulation.
- (2) The boatmaster shall be required to abide by the obligations provided for in the Implementing Regulation. More specifically, he must comply with the prohibition incumbent on him, save for the exceptions provided for in the Implementing Regulation, to dump, discharge or permit the outflow from the vessel into the waterway or to release into the atmosphere any waste generated on board and any part of the cargo.
- (3) If a boatmaster cannot be held liable, the carrier, operator or the owner of the vessel shall be liable, in that order, for compliance with the obligations laid down in the present Convention.

## **Article 13**

### *Obligations incumbent on the carrier, the charterer and the consignee, and on the operators of cargo handling facilities and reception stations*

*Amended by Resolution CDNI 2017-I-4*

The carrier, the charterer, the consignee, and the operators of handling facilities or reception stations shall be required to comply with their respective obligations, under the conditions laid down in the Implementing Regulation. They may use a third-party to comply with their obligations.

## CONFERENCE OF THE CONTRACTING PARTIES

### **Article 14**

#### *Organisation and competencies*

- (1) The Contracting Parties shall institute a Conference of Contracting Parties responsible for monitoring the application of the provisions of the present Convention.

The Conference shall meet annually. An extraordinary session may be convened at the request of at least two Contracting Parties.

- (2) The Conference shall examine and decide on any amendments to be made to the present Convention and its annexes in accordance with the procedure laid down in Article 19.
- (3) The Conference, on a proposal by the International Clearance and Coordination Body, shall adopt:
  - a) the annual financial clearance,
  - b) the determination of the amount of the disposal fee for the following year in accordance with the procedure laid down in Article 6 of the present Convention,
  - c) any changes to the procedure for the provisional and annual financial clearance,
  - d) any reductions in the amount of the disposal fee as a result of technical measures to reduce the amount of waste generated on board vessels.

The Conference shall recommend to the Contracting States, on a proposal from the International Clearance and Coordination Body, changes to the existing reception station network.

- (4) The Conference shall settle any disputes concerning the interpretation and application of the present Convention and any disputes that may arise within the International Clearance and Coordination Body, but this may not have the effect of suspending the provisional financial clearance in hand.
- (5) The Conference shall establish its rules of procedure unanimously.
- (6) The Conference shall determine in advance for the following year its forecast budget, to which the Contracting States shall contribute in equal proportions.

### **Article 15**

#### *Secretariat*

For the purposes of the present Convention, the Secretariat of the Conference of the Contracting Parties shall be assured by the Secretariat of the Central Commission for the Navigation of the Rhine.

## **SANCTIONS**

### **Article 16**

#### *Sanctions*

The Contracting States shall sanction any infringements of the obligations and prohibitions stipulated in the present Convention and its Implementing Regulation committed on their territory, in compliance with their respective national provisions.

## **FINAL PROVISIONS**

### **Article 17**

#### *Signature, ratification and accession*

- (1) The present Convention shall be open for signature by the Federal Republic of Germany, the Kingdom of Belgium, the French Republic, the Grand Duchy of Luxembourg, the Kingdom of the Netherlands, and the Swiss Confederation from 1 June 1996 to 30 September 1996.
- (2) The present Convention shall be subject to the ratification, acceptance or approval of the Signatory States. The instruments of ratification, acceptance or approval shall be deposited with the Secretary General of the Central Commission for the Navigation of the Rhine.
- (3) After it has entered into force, the present Convention shall be open to accession by all those States that have inland waterways connected to those of the Contracting States. The instruments of accession shall be deposited with the Secretary General of the Central Commission for the Navigation of the Rhine.

### **Article 18**

#### *Entry into force*

The present Convention shall enter into force on the first day of the second month following the deposit of the last instrument of ratification, acceptance or approval of the Signatory States. It shall enter into force in respect of every other Party on the first day of the second month following the deposit of its instrument of accession.

### **Article 19**

#### *Amendments to the present Convention and its annexes*

- (1) Each Contracting Party may propose amendments to the present Convention and to its annexes. The amendments proposed shall be examined by the Conference of the Contracting Parties.

- (2) The wording of each proposed amendment and its rationale shall be submitted to the depositary, which shall communicate the proposal to the Contracting Parties no later than three months before the start of the Conference. The depositary shall notify the Contracting Parties of all communications received on positions adopted in respect of such proposals.
- (3) Amendments to the present Convention and to its annexes shall be adopted unanimously.
- (4) Amendments to the present Convention shall be subject to the ratification, acceptance or approval of the Contracting Parties. They shall enter into force on the first day of the sixth month after deposit with the depositary of the last instrument of ratification, acceptance or approval.
- (5) Amendments to the annexes to the present Convention shall enter into force on the agreed date, no later than nine months after their adoption, unless within a period of six months one of the Contracting Parties has indicated its rejection of the amendments.

## **Article 20**

### *Denunciation*

- (1) The present Convention may be denounced by any one of the Contracting Parties by means of written notification sent to the depositary at any time five years after the date on which the Convention came into force in respect of that Party.
- (2) The denunciation shall take effect on the first day of the month following expiry of a period of one year starting on the date on which the notification is received, but no earlier than upon completion of the annual financial clearance for the previous financial year, or upon expiry of any longer period specified in the notification.

## **Article 21**

### *Depositary*

- (1) The Secretary General of the Central Commission for the Navigation of the Rhine shall be the depositary for the present Convention. A record of the deposit of instruments of ratification, acceptance, approval or adhesion shall be drawn up by the depositary, which shall transmit to each of the Parties referred to in paragraph 1 of Article 17, and to each of the Parties having acceded to the present Convention, a certified true copy of the said instruments and of the record of deposit.
- (2) The depositary shall transmit certified true copies of the present Convention, in the languages referred to in Article 22, to each of the Parties referred to in paragraph 1 of Article 17, and to each of the Parties having acceded to the present Convention.

- (3) The depositary shall ensure the notification and communication without delay to each of the Parties referred to in paragraph 1 of Article 17, and to each of the Parties having adhered to the present Convention, of:
- a) any new signature and the date on which such signature occurred;
  - b) the documents referred to in paragraph 2 of Article 19;
  - c) the texts of each amendment to the present Convention and to its annexes, in the languages referred to in Article 22;
  - d) the date of the entry into force of the present Convention, and of the amendments to the present Convention and its annexes;
  - e) communications from the Contracting Parties notifying their opposition to an amendment to the annexes, and any other communication prescribed in any of the articles of the present Convention;
  - f) any notice of termination of the present Convention and the date on which it is to take effect.

## **Article 22**

### *Languages*

The present Convention is drawn up in a single original copy in German, French and Dutch, each text having equal authority.

In witness whereof the undersigned, duly authorised for the purpose, have signed the present Convention.

Done at Strasbourg, 09 September 1996.

#### **For the Federal Republic of Germany**

(s.) Adolf RITTER von WAGNER

(s.) Hans Jochen HENKE

#### **For the Kingdom of Belgium**

(s.) Théo L.R. LANSLOOT

The signature also commits the Flemish Region,  
the Walloon Region, and the Brussels-Capital region.

#### **For the French Republic,**

(s.) Marc PERRIN de BRICHAMBAUT

#### **For the Grand Duchy of Luxembourg**

(s.) Carlo MATHIAS

#### **For the Kingdom of the Netherlands**

(s.) Anne-Marie JORRITSMA-LEBBINK

#### **For the Swiss Confederation**

(s.) Mathias KRAFFT

## ANNEX 1

### TO THE CONVENTION ON THE COLLECTION, DEPOSIT AND RECEPTION OF WASTE GENERATED DURING NAVIGATION ON THE RHINE AND OTHER INLAND WATERWAYS

*Amended by Resolution CDNI 2012-I-1*

#### Waterways referred to in Article 2

##### **Germany:**

All inland waterways intended for general traffic with the exception of the German part of Lake Constance and the stretch of the Rhine upstream of Rheinfelden.

##### **Belgium:**

All waterways accessible to inland navigation.

##### **France:**

Part A of the Implementing  
Regulation:

The Rhine, the canalised Moselle as far as  
Metz (km 298.5)

Parts B and C of the  
Implementing Regulation:

The Rhine, the canalised Moselle as far as  
Neuves-Maisons (km 392.45), the Niffer-  
Mulhouse canal, the canal between the lock at  
Pont Malin (km 0.0) and the border between  
France and Belgium (km 36.561), the wide-  
gauge canal between the lock at Pont Malin (km  
0.0) and the lock at Mardyck (km 143.075), the  
canal between Bauvin (km 0.0) and the border  
between France and Belgium (km 33.850).

##### **Grand Duchy of Luxembourg:**

The Moselle.

##### **Netherlands:**

All waterways accessible to inland navigation.

##### **Switzerland:**

The Rhine between Basel and Rheinfelden.



## ANNEX 2

### TO THE CONVENTION ON THE COLLECTION, DEPOSIT AND RECEPTION OF WASTE GENERATED DURING NAVIGATION ON THE RHINE AND OTHER INLAND WATERWAYS

#### Implementing Regulation

- Part A**      The collection, deposit and reception of oily and greasy waste generated from the operation of the vessel
- Part B**      The collection, deposit and reception of cargo-related waste
- Part C**      The collection, deposit and reception of other waste generated from the operation of the vessel
- Part D**      Transitional provisions and derogations

#### Appendices:

- I.**            Model used-oil log
- II.**           Requirements concerning the stripping system
- III.**           Unloading standards and requirements on deposit and reception with a view to authorising the disposal of wash water, rainwater and ballast water containing cargo residues.
- IIIa.**          Degassing standards
- IV.**           Model unloading attestation
- V.**            Limit and control values for sewage treatment plants on board passenger ships



## **PART A**

### **THE COLLECTION, DEPOSIT AND RECEPTION OF OILY AND GREASY WASTE GENERATED FROM THE OPERATION OF THE VESSEL**

#### **CHAPTER I**

##### **Obligations incumbent on the reception stations**

###### **Article 1.01**

###### *Attestation of deposit*

Reception station operators attest to the vessel the deposit of oily and greasy waste generated from the operation of the vessel in the used-oil log in accordance with Annex I.

## CHAPTER II

### Obligations incumbent on the boatmaster

#### **Article 2.01**

##### *Prohibition of dumping and discharging*

- (1) Dumping or discharging oily and greasy waste generated from the operation of the vessel into the waterway is prohibited.
- (2) In the event of the waste referred to in paragraph 1 above being discharged or the threat of such a discharge, the boatmaster must notify the nearest competent authority without delay, indicating as precisely as possible where the incident has occurred and the quantity and nature of the substance involved.
- (3) The prohibition referred to in paragraph 1 shall not apply to the discharge into the waterway of water separated by approved oil separator vessels if the maximum residual oil content at the outlet is at all times and without prior dilution in compliance with national regulations.

#### **Article 2.02**

##### *Collection and treatment on board*

*Amended by Resolution CDNI 2022-I-5*

- (1) The bilge water as construed by article 1 (d), originating from the areas of the vessel referred to therein, shall only be deemed bilge water if the oily water was produced during the operation and maintenance of the vessel and has not been contaminated by any substances other than the oil. Bilge water that has been otherwise contaminated is deemed to belong to "other special waste" as construed by article 8.01(e).

The boatmaster must ensure the separate collection on board of oily and greasy waste generated from the operation of the vessel in containers provided for that purpose and the bilge water in the bilge of the engine rooms.

The containers must be stored on board in such a way that any leak may be readily noticed and preventive measures adopted in good time.

- (2) The following shall be prohibited:
  - a) the use of mobile reservoirs stored on deck as reservoirs for the collection of used oil;
  - b) the burning of waste on board;
  - c) the addition to engine room bilges of cleaning products that dissolve oil and grease or have an emulsifying effect, with the exception of products that do not make it any more difficult for the reception stations to treat the bilge water.

**Article 2.03***Used-oil log, deposit at reception stations*

- (1) Each motorised vessel that uses gas oil must have on board a valid used-oil log, issued by the competent authority in accordance with the model in Appendix I. This logbook must be kept on board. After renewal, the previous logbook must be kept on board for at least six months after the last entry made in it.
- (2) Oily and greasy waste generated from the operation of the vessel shall be delivered, against a receipt, to the reception stations at regular intervals, depending on the condition and operation of the vessel. This proof shall consist of an entry in the used-oil log made by the reception station.
- (3) Seagoing vessels that have an Oil Control Book as provided for in the International Convention for the Prevention of Pollution from Ships (Marpol) are not required to keep the logbook referred to in paragraph 1.

## CHAPTER III

### Organisation and financing of the elimination of oily and greasy waste generated from the operation of the vessel

*Amended by Resolution CDNI 2010-II-1*

#### **Article 3.01**

##### *Definitions*

*Amended by Resolution CDNI 2023-I-3*

As construed in this chapter, the expressions below shall have the following meaning:

- a) **“Vessel operator”** the natural or legal person who bears the current expenditure relating to the operation of the vessel, in particular the purchase of the fuel used, alternatively the vessel owner;
- b) **“SPE-CDNI”** the electronic payment system comprising accounts (ECO-accounts), ECO-IDs and an app for paying the disposal fee;
- c) **“ECO-account”** an account in the name of the vessel operator with a national institution that is intended for payment of the disposal fee mentioned in article 3.03;
- d) **“ECO-ID”** a unique identification number linked with a vessel and an associated ECO-account via the vessel operator and enabling access to the authorised use of the app;
- e) **“App”** an application containing software for paying the disposal fee and which is available as an application via a mobile device or via a website, and which contains the following functionality:
  - the generation and display of the 2-D barcodes containing the ECO-ID,
  - the triggering of a transaction for the disposal fee by the bunkering station and
  - the authorisation of the payment of the disposal fee by the boatmaster or vessel operator.
- f) **“2D barcode”** a unique barcode enabling identification. 2D barcodes can be displayed on a smart phone, tablet, PC or generated as an analog print out.

## **Article 3.02**

### *National institution*

The national institution levies the disposal fee and submits to the International Clearance and Coordination Body proposals for defining the network of reception stations necessary at the national level. Its tasks also include the regular recording in accordance with an internationally uniform model of what quantities of oily and greasy waste generated from the operation of the vessel have been disposed of, and the sum of the disposal fees received. The national institution or competent authority shall monitor disposal costs. The national institution is represented on the International Clearance and Coordination Body and must in particular pay the provisional and definitive amounts determined by that body that are due to other national institutions under the financial clearance scheme on the appointed dates.

## **Article 3.03**

### *Levying of the disposal fee*

*Amended by Resolution CDNI 2022-I-4, CDNI 2023-I-3 and CDNI 2024-II-3*

- (1) The disposal fee shall be 12.00 euros (plus VAT) per 1000 litres of gas oil supplied. The volume of gas oil sold is the volume at 15°C.
- (2) The party liable for paying the disposal fee is the vessel operator.
- (3) The disposal fee shall be due when bunkering. As a transaction amount it must be in proportion to the quantity of gas oil dispensed.
- (4) The disposal fee is paid using the SPE-CDNI. The SPE-CDNI is operated by the national institutions.
- (5) The procedure for paying the disposal fee using SPE-CDNI is based on the principle of the payment of an appropriate amount by the vessel operator to a national institution, out of which disposal fees that are owed in future will be paid. The process comprises the following elements:
  - a) the opening of an ECO-account by the vessel operator or his agent with the national institution of his choice;
  - b) the inputting of the individual bunkering stations into the electronic system by the bunkering station's operators;
  - c) the inputting by the ECO-account holder into the electronic system of the email addresses required to register the boatmasters in the electronic system;
  - d) the inputting by the bunkering station's operator into the electronic system of the email addresses required to register the bunkering stations in the electronic system;
  - e) the sending by the electronic system of the data required for registration in the electronic system to the boatmasters and bunkering stations;
  - f) the creation of an ECO-ID for each of the vessel operator's, or his agent's, vessels, which is linked by the electronic system with the ECO-account involved in the future fee transactions;

- g) the remittance by the vessel operator or his agent to the bank account of the national institution in question in favour of the relevant ECO-account of a sufficient amount to pay the disposal fee;
  - h) the debiting of the disposal fee from the relevant ECO-account when bunkering and the processing of the transaction by the electronic system. To this end, the boatmaster presents the 2D barcode to the fuel facility.
- (6) In derogation to paragraph 4 the vessel operator shall pay the disposal fee by means of a written process in the following instances:
- a) the SPE-CDNI is unavailable or out of operation;
  - b) the boatmaster is unable to present a 2D barcode, or the 2D barcode that is presented is invalid;
  - c) there is insufficient credit on the ECO-account.
- (7) In the cases specified in paragraph 6, the bunkering station shall, within a period not exceeding seven calendar days, furnish the national institution of the country in which the bunkering has taken place with the information required to pay the disposal fee pertaining to the corresponding supply of gas oil. The national institution shall take the required measures to levy the outstanding fees. If required, it may refer the case to one of the other national institutions.
- (8) For transactions falling under (6)(b) and (c), the vessel operator shall be required to pay administrative charges to the creditor national institution; the amount of these charges shall be determined by the International Clearance and Coordination Body for all the Contracting Parties on a consistent basis.
- (9) In individual cases in which, from these national institutions' perspective, it is inappropriate to apply the process according to paragraphs 4 and 5 as regards payment of the disposal fee, a national institution may enact individual exceptional regulations in relation to the supply of gas oil and the payment of the disposal fee. These exceptional regulations, which are to be notified to the International Clearance and Coordination Body, must otherwise comply with the provisions of this chapter.
- (10) The methods for this procedure are to be determined at the national level after coordination within the International Clearance and Coordination Body.

#### **Article 3.04**

##### *Monitoring the levying of the disposal fee and the cost of reception and elimination*

*Amended by Resolution CDNI 2023-I-3*

- (1) Attestation of receipt is to be issued by the bunkering station for each gas oil withdrawal. It must include the following information as a minimum: the vessel's name, unique European Vessel Identification Number or other information uniquely identifying the vessel, name of the vessel operator or boatmaster, quantity of gas oil supplied/dispensed (in litres equating to the volume at 15°C, rounded down to the nearest full litre), date and place, signature of the boatmaster and bunkering station.
- (2) The receipt issued by the SPE-CDNI for the fee transaction is created electronically. The boatmaster receives a copy of the document attesting to the supply of the gas oil and of the electronic receipt as per sentence no. 1. The boatmaster shall be required to retain on board for twelve months the document attesting to the supply of the gas oil and the electronic receipt, which is to be made readable at all times. An additional copy of the document attesting to the supply of the gas oil and the electronic receipt, which is to be made readable at all times, respectively shall remain with the bunkering station for twelve months.
- (3) When using the written procedure in paragraph 6 of Article 3.03, the bunkering station shall note on the proof of supply of gas oil that the vessel operator has not paid the disposal fee.
- (4) The national institution or the competent authority shall check that the quantities of gas oil supplied to vessels matches the total disposal fees paid based on the documentation to be presented by the bunkering stations attesting to the supply of the gas oil.
- (5) The competent authority may board vessels or remotely inspect the electronic payment system to verify payment of the disposal fee and the quantities of oily and greasy waste generated from the operation of the vessel, in particular by comparing the journeys carried out entered in the appropriate shipboard documents with the information shown in the document attesting to the supply of the gas oil or in electronic receipts.
- (6) The national institution or the competent authority may check with the reception stations the data on the quantities disposed of and the cost of disposal based on the appropriate documents.
- (7) The national institution or the competent authority may check with the bunkering stations the data on the quantities of gas oil supplied to vessels liable to payment of the fee.
- (8) The methods for this procedure are to be determined at the national level after coordination within the International Clearance and Coordination Body.

## CHAPTER IV

### International Financial Clearance

#### **Article 4.01**

##### *International Clearance and Coordination Body*

*Amended by Resolution CDNI 2010-II-1*

- (1) The International Clearance and Coordination Body shall meet once a year in the final quarter in order to decide on the financial clearance for the previous year and, if appropriate, to propose to the Conference of Contracting Parties a change in the amount of the disposal fee and any change that may be necessary in the network of reception stations in place in the light of the requirements of navigation and the efficiency of elimination. It may meet at any time if the representatives of two national institutions so request.
- (2) The International Clearance and Coordination Body defines standard processes and arrangements for effecting the provisional and annual financial clearance.
- (3) All financial transactions to do with the disposal fee are in euros.

#### **Article 4.02**

##### *Provisional financial clearance*

*Amended by Resolution CDNI 2010-II-1*

- (1) The national institutions report to the Secretariat of the International Clearance and Coordination Body each quarter, on 1 February, 1 May, 1 August and 1 November
  - a) the quantities of oily and greasy waste received and disposed of in the course of the previous quarter;
  - b) the total cost of the reception and disposal of the quantities indicated under sub-section a) above;
  - c) the quantities of gas oil dispensed to vessels liable to payment of a disposal fee;
  - d) the total amount of disposal fee receipts;
  - e) the financial consequences of the measures referred to in the fifth sentence of paragraph 1 of Article 6 of the present Convention.

The details of the process are defined by the International Clearance and Coordination Body.

- (2) On the basis of the figures communicated in compliance with paragraph 1 above and by applying the clearance procedure provided for in Article 4.04 below, the International Clearance and Coordination Body shall calculate the provisional amounts for the quarterly financial clearance and transmits them to the national institutions within two weeks of receipt of the reports.

- (3) Those national institutions in a debtor position under the quarterly financial clearance shall be required to make the payments due to the national institutions in a creditor position within a period of four weeks following receipt of the payment order.

### **Article 4.03**

#### *Annual financial clearance*

*Amended by Resolution CDNI 2010-II-1*

- (1) The national institutions shall present their annual accounts for the previous year to the Secretariat of the International Clearance and Coordination Body no later than 15 October of the current year. At its ordinary meeting, the International Clearance and Coordination Body shall determine the financial clearance for the previous year.
- (2) The national institutions shall be required to make payments due under the definitive financial clearance for the previous year in compliance with paragraph 3 of Article 4.02.

### **Article 4.04**

#### *Financial clearance procedure*

- (1) The financial clearance referred to in Articles 4.02 and 4.03 above shall be determined as follows for each national institution:

$$C_n = \frac{Z_n}{\sum Z_n} \cdot \sum X_n - X_n$$

Where

$C_n$  = amount of clearance of a national institution N.  
 positive sign: the institution receives a financial clearance payment  
 negative sign: the institution is required to make a financial clearance payment

$X_n$  = revenue of a national institution N from disposal fees under paragraph 1 of Article 4.02 above;

$Z_n$  = actual cost to a national institution N of reception and disposal under paragraph 1 of Article 4.02 above;

$\sum X_n$  = total revenue from disposal fees of all the national institutions;

$\sum Z_n$  = sum of the actual cost of reception and disposal of all the national institutions.

- (2) Clearance amounts  $C_n$  that are less than a minimum percentage of a national institution N's revenue from the disposal fee shall not be included in clearance. The minimum percentage is laid down by the International Clearance and Coordination Body.

## PART B

### COLLECTION, DEPOSIT AND RECEPTION OF CARGO-RELATED WASTE

#### CHAPTER V

##### General provisions

##### Article 5.01

###### *Definitions*

*Amended by Resolutions CDNI 2016-I-5, CDNI 2017-I-4 and 2025-I-4*

As construed in this part, the terms below shall have the following meanings:

- a) **“Exclusive transport operations”**: successive transport operations during which the same cargo, the carriage of which does not require the prior cleaning or degassing of holds or cargo tanks, is carried in the vessel’s hold or cargo tank, provided this can be demonstrated;
- aa) **“Compatible transport operations”**: successive transport operations during which a cargo, the carriage of which does not require the prior washing or degassing of holds or cargo tanks, is carried in the vessel’s hold or cargo tank, provided this can be demonstrated;
- b) **“Residual cargo”**: liquid cargo remaining in the cargo tanks or in the piping after unloading when a stripping system has not been used, and dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;
- c) **“Cargo residues”**: liquid cargo which cannot be discharged from cargo tanks or piping using the stripping system and dry cargo which cannot be removed from the hold by the use of manual or mechanical sweepers or suction facilities;
- d) **“Stripping system”**: system in compliance with Appendix II for draining the cargo tanks as completely as possible and stripping the cargo piping except for the cargo residues that cannot be evacuated;
- e) **“Handling residues”**: cargo that falls on the vessel outside the hold in the course of handling;
- f) **“Swept hold”**: hold cleared of residual cargo by cleaning methods such as brooms or mechanical sweepers, but without the use of suction or washing apparatus and containing only cargo residues;
- g) **“Stripped cargo tank”**: cargo tank from which residual cargo has been removed using a stripping system and containing only cargo residues;

- h) **“Vacuum cleaned hold”**: hold from which residual cargo has been removed using suction equipment and containing considerably fewer cargo residues than a swept hold;
- i) **“Unloading of residual cargo”**: removal of residual cargo from the holds and from the cargo tanks and piping using suitable means (e.g. brooms, mechanical sweepers, suction equipment, stripping system) enabling the unloading standard “swept hold”, or “vacuum cleaned hold”, or “stripped tank” to be achieved, as well as the evacuation of handling residues and packaging and stowage materials;
- j) **“Washing”**: removal of cargo residues from the swept or vacuumed hold or the stripped cargo tank using steam or water;
- k) **“Washed hold or tank”**: hold or tank which following washing is suitable for any category of cargo;
- l) **“Wash water”**: water from the washing of swept or vacuumed holds or stripped cargo tanks; it also includes ballast water or rainwater from these holds or cargo tanks;
- m) **“Degassing”**: removing vapours originating from a stripped cargo tank, at a reception station, using appropriate procedures and techniques, in accordance with Appendix IIIa;
- n) **“Venting”**: direct release into the atmosphere of vapours originating from the cargo tank;
- o) **“Degassed or vented cargo tank”**: cargo tank from which vapours have been removed in accordance with the degassing standards referred to in Appendix IIIa.

## **Article 5.02**

### *Obligation incumbent on the Contracting States*

*Amended by Resolution CDNI 2017-I-4*

The Contracting States shall undertake to set up, or to have set up, the infrastructure and other conditions necessary for the deposit and reception of residual cargo, handling residues, cargo residues, wash water and vapours within a period of five years following the present Convention entering into force.

## **Article 5.03**

### *Seagoing vessels*

*Amended by Resolution CDNI 2016-II-5*

This Part B shall not apply to either the loading or unloading of seagoing vessels

- a) in maritime ports of maritime waterways;
- b) in inland ports subject to Directive (EU) 2019/883<sup>1</sup>.

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<sup>1</sup> Directive 2000/59/EC of the European Parliament and Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (J.O.L 151 of 7.6.2019, p. 116-142).

#### **Article 5.04**

##### *Application of Part B for vapours*

*Inserted by Resolution CDNI 2017-I-4*

- (1) Part B shall apply without prejudice
  - a) to the provisions of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) of 26 May 2000 in conjunction with Directive 2008/68/EC of the European Parliament and Council of 24 September 2008 on the inland transport of dangerous goods
  - b) to Directive 94/63/EC as amended of the European Parliament and Council of 20 December 1994, on the control of volatile organic compound (VOC) emissions resulting from the storage of petrol and its distribution from terminals to service stations,  
in their respective current versions.
  
- (2) The provisions of Appendix IIIa apply in addition to the provisions of the directive referred to in (1) (b).  
The vessel for which it can be confirmed in writing that they have degassed in accordance with the requirements outside the scope of the CDNI are deemed to be vessels that have degassed as construed by these regulations once the values of Appendix IIIa have been complied with. Besides Directive 94/63/EC and the ADN, it is the Conference of the Contracting Parties that identifies the requirements that are deemed to be equivalent as concerns the provisions governing degassing.

## CHAPTER VI

### Obligations incumbent on the boatmaster

#### **Article 6.01**

##### *Prohibition of dumping and discharging*

*Amended by Resolution CDNI 2017-I-4*

- (1) Dumping, discharging or permitting the outflow of any part of the cargo or cargo-related waste from vessels into the waterway, or releasing vapours into the atmosphere is prohibited.
- (2) The following shall be exempted from the prohibition in (1) above
  - a) wash water containing cargo residues the discharge of which into the waterway in accordance with Appendix III
  - b) vapours for which release into the atmosphere by venting in accordance with Appendix IIIaare explicitly permitted, subject to compliance with the provisions in the said appendices.
- (3) If
  - a) substances for which Appendix III prescribes that they be only deposited with a view to special treatment or
  - b) vapours for which Appendix IIIa prescribes degassinghave been released or risk being released, the boatmaster shall notify the nearest competent authority forthwith.  
He shall be required to notify the location of the incident as accurately as possible as well as the nature and quantity of the substance or vapours concerned.
- (4) The competent national authority shall assess the permissibility of discharging cargo-related waste from goods that are not included on the list of goods set out in Appendix III and lay down a provisional discharge standard.

The Conference of the Contracting Parties shall examine the proposal and complement the list of goods as appropriate.

- (5) By way of derogation from the prohibition referred to in (1), vapours may be released if so required in the course of an unforeseen stay in the shipyard or an unforeseen repair in situ by a shipyard or other specialised firm where it is not possible to evacuate the vapours to a reception station. The provisions of Appendix IIIa, A4 and subsection 7.2.3.7 ADN are to be complied with in this regard.

#### **Article 6.02**

##### *Transitional provisions*

*Repealed by Resolution CDNI 2017-I-4*

Void.

### **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 unloading 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.

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<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.

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.

## CHAPTER VII

### Obligations incumbent on the carrier, the charterer, the consignee, and on the operator of the handling facility

#### Article 7.01

##### *Attestation of reception*

*Amended by Resolutions CDNI 2017-I-4 and CDNI 2017-I-5*

- (1) In the attestation of unloading referred to in Article 6.03 above, the consignee shall attest to the vessel the unloading of the cargo, the unloading of residual cargo, and, insofar as is incumbent on him, the washing of the holds or cargo tanks or degassing of the cargo holds and reception of cargo-related waste or, as appropriate, the assignment of a reception station. He shall retain a copy of the attestation of unloading, completed and signed by him and the boatmaster, for at least six months after it has been issued.
- (2) If the consignee does not himself collect the wash water that may not be discharged into the waterway, the operator of the reception station shall attest to the vessel the reception of the wash water. He shall retain a copy of the attestation of unloading, completed and signed by him, the consignee and the boatmaster, for at least six months after it has been issued.
- (3) If a reception station for degassing has been assigned to the vessel, the station's operator shall confirm that the vessel has been degassed in the attestation of unloading. The station's operator shall retain a copy of the attestation of unloading, completed and signed by him and the boatmaster, for at least six months after it has been issued.

#### Article 7.02

##### *Making the vessel available*

*Amended by Resolutions CDNI 2015-II-3 and CDNI 2017-I-4*

- (1) The carrier shall make the vessel available to the charterer under an unloading standard such that the cargo may be transported and delivered unimpaired. As a general rule, this means the "swept hold" or "stripped tank" unloading standard, with the vessel free of any handling residues.
- (2) A more demanding unloading standard, washing or degassing may be agreed in advance, in writing. A copy of the corresponding agreement must be kept on board the vessel at least until the attestation of unloading has been drawn up after the vessel has been unloaded and cleaned.
- (3) When loading operations commence, the vessel is deemed to have been made available by its operator in a condition that corresponds to the demands provided for in paragraph 1 or 2 above.

### **Article 7.03**

#### *Loading and unloading*

*Amended by Resolution CDNI 2017-I-4*

- (1) The loading and unloading of a vessel shall also include the measures required for unloading the residual cargo
  - a) in the event of washing, for the washing and
  - b) in the event of degassing, for the degassing,envisaged by the provisions of this Part B. The residual cargoes shall as far as possible be added to the cargo.
- (2) When loading, the charterer must ensure that the vessel remains free of handling residues. Should such residues be produced nevertheless, the charterer shall ensure their removal after loading, unless otherwise agreed.
- (3) When unloading, the consignee must ensure that the vessel remains free of handling residues. Should such residues be produced nevertheless, the consignee shall ensure their removal. Handling residues must, as far as possible, be added to the cargo.

### **Article 7.04<sup>1</sup>**

#### *Return of the vessel*

*Amended by Resolutions CDNI 2016-I-5, CDNI 2017-I-4 and CDNI 2023-I-5*

- (1) For dry cargoes, the consignee must ensure that, after unloading, the hold is returned in a swept or vacuumed condition in accordance with the unloading standards and the requirements concerning deposit and reception set out in Appendix III. He shall be required to collect any residual cargo and any handling residues produced on board the unloaded vessel.

For liquid cargoes, the charterer must ensure that, after unloading, the tank is returned in a stripped condition. Unless provided for otherwise in the transport contract, the boatmaster shall carry out the unloading, including the unloading of residual cargo, using a stripping system. The piping intended for collecting residual cargo must be fitted with a connection system that complies with Model 1 in Appendix II. When the on-board stripping system is being used, the counter-pressure in the piping system of the consignee, before the stripping operation commences, must be less than 3 bars. The operator of the handling facility shall be required to receive the residual cargo.

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<sup>1</sup> See Resolution CDNI 2016-I-4.

(2) In the case:

- a) of dry cargo, the obligation to return the hold or tank in a washed condition shall be incumbent on the consignee in the case of a dry cargo and on the charterer in the case of a cargo if the vessel has transported goods for which the cargo residues mixed with the wash water may not be discharged into the waterway pursuant to the unloading standards and deposit and reception requirements referred to in Appendix III.
- b) of liquid cargo, it shall be incumbent on the charterer to return the cargo tank in
  - aa) a washed condition if the vessel has transported goods for which the cargo residues mixed with the wash water may not be discharged into the waterway pursuant to the unloading standards and deposit and reception requirements referred to in Appendix III,
  - bb) a degassed condition if the vessel has transported goods for which the vapours may not be vented into the atmosphere pursuant to the degassing standards and deposit and reception requirements referred to in Appendix IIIa.

Furthermore, the persons responsible referred to in sentence 1 above must return a washed hold or washed and/or degassed cargo tank if it was in a washed or degassed condition before loading as agreed within the meaning of Article 7.02 (2).

- (3) a) Paragraphs 1 and 2 do not apply to cargo holds and cargo tanks of craft conducting exclusive transport operations if in the case of a following cargo the vapours were collected by the handling facility in accordance with Annex IIIa and not released into the atmosphere. The carrier must be able to corroborate this in writing. In this case, field 6a) of the attestation of unloading needs to be ticked. The evidence is to be kept on board.
- b) Paragraph 2 shall not apply to the holds and cargo tanks of vessels carrying out compatible transport operations provided that during a subsequent loading, the vapours within the meaning of Appendix IIIa are collected by the handling facility and not released into the atmosphere. The carrier shall be able to provide documentary proof. In this case, box 6b of the attestation of unloading needs to be ticked. The document must be retained on board until the next compatible cargo is unloaded.

The provisions of Appendix IIIa shall no longer apply if, once unloading is complete and before leaving the handling facility, the boatmaster can prove

- that, for each separate cargo tank, the three subsequent cargoes consisted of a product that does not fall under the prohibition set out in Appendix IIIa, if the tanks were filled to at least 50%, or
- that each separate cargo tank was filled to at least 95% with a product that does not fall under a prohibition set out in Appendix IIIa, or
- that the vapours were collected in accordance with the conditions laid down in Appendix IIIa.

- c) If the next cargo is unknown at the time of unloading, but will in all probability be a compatible cargo, the application of paragraph 2 may be deferred. The charterer (in the case of a liquid cargo) or consignee (in the case of a dry cargo) shall designate a provisional reception station for the wash water or the degassing, which shall be entered in the attestation of unloading. Box 6c of the attestation of unloading also needs to be ticked. If the compatibility of the next cargo is established and can be demonstrated before the carrier reaches the reception station indicated in the attestation of unloading, this shall be noted in 13 of the attestation of unloading. Further, if during the next unloading operation, it is possible to collect the vapours that under the provisions of Appendix IIIa (tables I to III) may not be released into the atmosphere, the boatmaster shall indicate this in 13 of part 2 b) of the attestation of unloading. In this case, washing or degassing is not required. If this is not the case, the provision relating to washing or degassing shall apply in full.

The documentary proof related to the next cargo needs to be retained on board until the next compatible cargo is unloaded.

The provisions of Appendix IIIa shall no longer apply if, once unloading is complete and before leaving the handling facility, the boatmaster can prove

- that, for each separate cargo tank, the three subsequent cargoes consisted of a product that does not fall under the prohibition set out in Appendix IIIa, if the tanks were filled to at least 50%, or
  - that each separate cargo tank was filled to at least 95% with a product that does not fall under a prohibition set out in Appendix IIIa, or
  - that the vapours were collected in accordance with the conditions laid down in Appendix IIIa.
- (4) If, on completion of the agreed loading duration or agreed number of lay days, the consignee or the charterer does not return the vessel in compliance with the provisions of the present Article and those of Article 7.03 above, the carrier may put the vessel in the prescribed condition or have this done. All costs incurred, including consequential demurrage costs, unless the costs are for the carrier's account, shall be borne by the consignee or the charterer.

## **Article 7.05**

### *Cargo residues and wash water*

*Amended by Resolution CDNI 2017-I-4*

- (1) For dry cargoes, the consignee shall be required to receive the wash water produced after washing in compliance with paragraph 2 of Article 7.04 or, after consultation with the carrier, to assign a reception station to the boatmaster.
- (2) For liquid cargoes, the charterer shall be required, in the transport contract, to assign the carrier a reception station for the wash water produced after washing in compliance with paragraph 2 of Article 7.04.
- (2a) For liquid cargoes that give rise to vapours requiring degassing in accordance with article 7.04, (2), the charterer shall be required in the transport contract to designate to the carrier a reception station where the vessel shall be required to be degassed after unloading (including the unloading of the residues and the disposal of the handling residues).
- (3) The reception station should be located near the handling facility or en route to the vessel's next place of loading or unloading.

## **Article 7.06**

### *Cost*

*Amended by Resolution CDNI 2017-I-4*

- (1) For dry cargoes, the cost incurred in discharging remnants and washing holds in accordance with Article 7.04 above and in receiving wash water in accordance with paragraph 1 of Article 7.05 above, including any costs incurred by waiting time and detours as a consequence, shall be borne by the consignee. The same shall also apply in respect of the costs incurred for rainwater that has penetrated the holds after loading has commenced and before completion of the unloading referred to in paragraph 1 of Article 7.03, where there has been no agreement to transport the cargo in a covered hold.

In the case of exclusive transport for the same charterer, the latter shall be required to collect, at his expense, prior to loading, the rainwater that has penetrated the holds since the end of the previous unloading.

- (2) For liquid cargoes, the costs incurred in unloading the residues and, in the case of
  - a) washing, the cost
    - aa) of washing the tanks in accordance with article 7.04, (2) and
    - bb) of receiving the wash water in accordance with article 7.05, (2), above,
  - b) of degassing, the cost of degassing the cargo tanks in accordance with article 7.04, (2) in conjunction with article 7.05, (2a), including, as the case may be, consequential waiting or detour costs, shall be borne by the charterer.
- (3) The cost incurred in depositing wash water from the holds and tanks or by the degassing of cargo tanks that do not comply with the prescribed unloading standards shall be borne by the carrier.

**Article 7.07***Agreement between the charterer and the consignee*

The charterer and the consignee may also agree between themselves a distribution of their obligations that is different to that provided for in the present Annex on condition that this does not impact on the carrier.

**Article 7.08***Transfer of rights and obligations incumbent on the charterer or the consignee to the operator of the handling facility*

If the charterer or the consignee makes use of the services of a handling facility when loading or unloading a vessel, the operator of this installation shall subrogate the rights and obligations incumbent on the charterer or the consignee referred to in paragraph 1 of Article 7.01, and in Articles 7.03, 7.04 and 7.05. As regards Article 7.06, such subrogation shall only apply to the cost of the removal and reception of the handling residues.

**Article 7.09***Transport documents**Amended by Resolution CDNI 2023-I-5*

The charterer shall provide the following information in the transport order and in the transport documents:

- the name and four-digit number as per Annex III for each type of goods which he has ordered to be transported, and
- the UN number as per Annex IIIa and
- the variable AVFL value (depending on the composition of the mixture) if it is not stated in column 3 of tables I to III in Annex IIIa.

## PART C

### COLLECTION, DEPOSIT AND RECEPTION OF OTHER WASTE GENERATED FROM THE OPERATION OF THE VESSEL

#### CHAPTER VIII

##### General provisions

###### Article 8.01

###### *Definitions*

As construed in this part, the terms below shall have the following meanings:

- a) “**Domestic waste water**”: waste water from galleys, dining rooms, washing facilities and laundry facilities, and water containing faecal matter;
- b) “**Domestic refuse**”: organic and inorganic waste from household and galley sources on board, but not containing any other defined types of waste generated from the operation of the vessel;
- c) “**Cleansing slurry**”: residue produced on board the vessel by the operation of an on-board sewage plant;
- d) “**Slops**”: cargo residues mixed with leftover water from swabbing, rust and sludge, which may or may not be suitable for pumping;
- e) “**Other special waste**”: waste generated from the operation of the vessel other than oily and greasy waste and other than the waste referred to in sub- sections a) to d);
- f) “**Cruise vessel**”: passenger vessel with cabins for the overnight accommodation of passengers.

###### Article 8.02

###### *Obligations incumbent on the Contracting States*

*Amended by Resolution CDNI 2021-I-6*

- (1) The Contracting States shall undertake to make reception stations for domestic refuse available, or to have them made available
  - a) at cargo handling facilities or in ports,
  - b) at dedicated berthing locations for passenger vessels mooring there,
  - c) at certain holding areas and locks for vessels passing through.

- (2) The Contracting States shall undertake to install reception stations for slops and for other special waste in ports, or to have them installed, within no more than five years of the present Convention entering into force.
- (3) The Contracting States undertake to install reception stations for domestic waste water at certain mooring locations used as habitual or overnight berthing positions, or to have them installed, in compliance with the provisions of the first paragraph of Article 4 of the present Convention.

The reception stations at the mooring locations for the vessels referred to in paragraph 3 of Article 9.01 shall be installed by the deadline indicated in paragraph 3 of Article 9.01.

## CHAPTER IX

### Obligations incumbent on the boatmaster

#### **Article 9.01**

##### *Prohibition of dumping and discharging*

*Amended by Resolution CDNI 2021-I-6 and CDNI 2024-I-5*

- (1) Dumping or discharging domestic refuse, slops, cleansing slurry and other special waste into the waterway from vessels is prohibited.
- (2) In the event of the accidental discharge of waste referred to in paragraph 1 above or the threat of such a discharge, the boatmaster must notify the nearest competent authority without delay, indicating as precisely as possible where the incident has occurred and the quantity and nature of the substance involved.
- (3) The discharge of domestic waste water is prohibited in the case of vessels carrying more than 12 passengers and to cabin vessels with more than 12 sleeping berths. With effect from 1.1.2025, this prohibition shall apply to cruise vessels with fewer than 50 sleeping berths and to passenger vessels authorised to carry fewer than 50 passengers.
- (4) This prohibition does not apply to passenger vessels
  - that are not subject to the technical requirements governing the mandatory installation either of collection tanks for domestic waste water or on-board sewage treatment plants, or
  - are individually exempted from this obligation,in accordance with the relevant provisions of the Rhine Vessel Inspection Regulations or Directive (EU) 2016/1629<sup>1</sup>.
- (5) The above prohibition shall not apply to passenger vessels with an on-board sewage treatment plant that meets the limit and control values mentioned in Appendix V.
- (6) The prohibition provided for in paragraph 3 above shall not apply to seagoing vessels in seaports located on maritime navigation routes on condition that they are subject to the provisions of the International Convention for the Prevention of Pollution from Ships (Marpol).

#### **Article 9.02<sup>2</sup>**

##### *Waivers of the prohibition on discharging domestic waste water*

The Contracting States may agree, for those vessels referred to in paragraph 3 of Article 9.01 for which the prohibition on discharging domestic waste water is difficult to achieve in practice or would incur unreasonable expense, an appropriate procedure for making waivers possible and lay down the conditions under which such waivers may be considered as being equivalent.

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<sup>1</sup> Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC

<sup>2</sup> See Resolution CDNI 2013-II-5

**Article 9.03***Collection and treatment on board; deposit at reception stations**Amended by Resolutions CDNI 2013-II-6 and CDNI 2021-I-7*

- (1) The boatmaster must ensure that the waste referred to in paragraph 1 of Article 9.01 is collected and deposited separately.  
If possible, domestic waste shall be deposited separately in accordance with the following categories:
  - paper,
  - glass,
  - rigid plastics/synthetic materials,
  - packaging waste (synthetic, metal or cardboard),
  - residual waste and
  - other waste.
- (2) The waste referred to in paragraph 1 of Article 9.01 may not be incinerated on board.
- (3) The operators of passenger vessels fitted with an on-board sewage treatment plant that complies with Appendix V must themselves ensure that the cleansing slurry is properly deposited and appropriately corroborated in accordance with national regulations.
- (4) The master of a passenger vessel subject to the prohibition on the discharge of domestic waste water under paragraph 3 of article 9.01 shall be required to ensure that the domestic waste water is collected onboard the vessel in an appropriate manner and deposited at a reception station or facility in accordance with paragraph 3 of article 8.02 where the passenger vessel does not possess an on-board sewage treatment plant in accordance with paragraph 5 of article 9.01.
- (5) The collected waste referred to in paragraph 1 is to be stored on board in appropriate collection receptacles displaying the relevant symbols.

## CHAPTER X

### Obligations incumbent on the operator of the reception station

#### **Article 10.01**

##### *Reception by the reception stations*

- (1) The operator of the reception station must ensure that the waste referred to in paragraph 1 of Article 9.01 can be deposited separately.
- (2) The operator of the reception station must attest to the boatmaster that the slops have been deposited in compliance with the national regulations.

## PART D

### TRANSITIONAL PROVISIONS AND DEROGATIONS

#### CHAPTER XI

#### TRANSITIONAL PROVISIONS AND DEROGATIONS

##### **Article 11.01**

###### *Transitional provisions*

*Inserted by Resolution CDNI 2017-I-4*

The application of the provisions of this annex resulting from the amendment of the Convention with the aim of incorporating the prohibition of the release of vapours into the atmosphere shall be subject to the following transitional provisions:

- a) For vapours given off by goods mentioned in table I of Appendix IIIa, the prohibition shall be applicable from the date the amendment came into force, determined in accordance with article 19, (4), of the Convention;
- b) For vapours given off by goods mentioned in table II of Appendix IIIa, the prohibition shall be applicable upon expiry of a two-year period from the date specified in a);
- c) For vapours given off by goods mentioned in table II of Appendix IIIa, the prohibition shall be applicable upon expiry of a two-year period from the date specified in a)<sup>1</sup>.

##### **Article 11.02**

###### *Derogations*

*Inserted by Resolution CDNI 2017-I-4*

The Contracting Parties may agree derogations from the provisions of this annex on a case-by-case basis provided that they are deemed to be equivalent. Derogations shall be approved by the Conference of the Contracting Parties and may be authorised by the competent authorities with immediate effect for the defined scope and subject to the defined conditions.

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<sup>1</sup> Provided that any evaluation conducted on or after the date specified in a) concludes that it causes no problems. Failing which, the prohibition shall be applicable upon expiry of a four-year period from the date referred to in a).

# **APPENDICES**



**APPENDIX I  
to the Implementing Regulation**

*Amended by Resolution CDNI 2018-II-4*

**Model used-oil log**

**USED-OIL LOG**

Sequential no.:

.....

.....  
Vessel type

Vessel name

Official number:

Issuing location:

Date issued:

This book contains ..... pages.

Stamp and signature of the authority that issued this used-oil log

### **Issuing of used-oil logs**

The first used-oil log, bearing the sequential number 1 on page 1, is issued by a competent authority upon presentation of the valid inspection certificate or another certificate of recognised equivalence. It also enters the information provided for on page 1.

All subsequent used-oil logs will be numbered with the next sequential number and issued by the local authority in charge but only against presentation of the previous used-oil log. The previous used-oil log is indelibly stamped "void" and returned to the vessel's master. It is to be retained on board for a further six months after the last entry.

**1. Acceptable oily and greasy waste generated from the operation of the vessel**

1.1 Used oil ..... l

1.2 Bilge water from the  
aft engine compartment ..... l  
forward engine compartment ..... l  
other compartments ..... l

1.3 Other oily and greasy waste  
Used cloths ..... kg  
Used grease ..... kg  
Used filters ..... units  
Containers ..... units

**2. Remarks:**

2.1 Rejected waste:  
.....  
.....

2.2 Other remarks:  
.....  
.....

Place ..... Date .....

Stamp and signature of the reception station

.....

**APPENDIX II**  
**to the Implementing Regulation**

(Article 5.01, Sub-section d)

**Requirements concerning the stripping system**

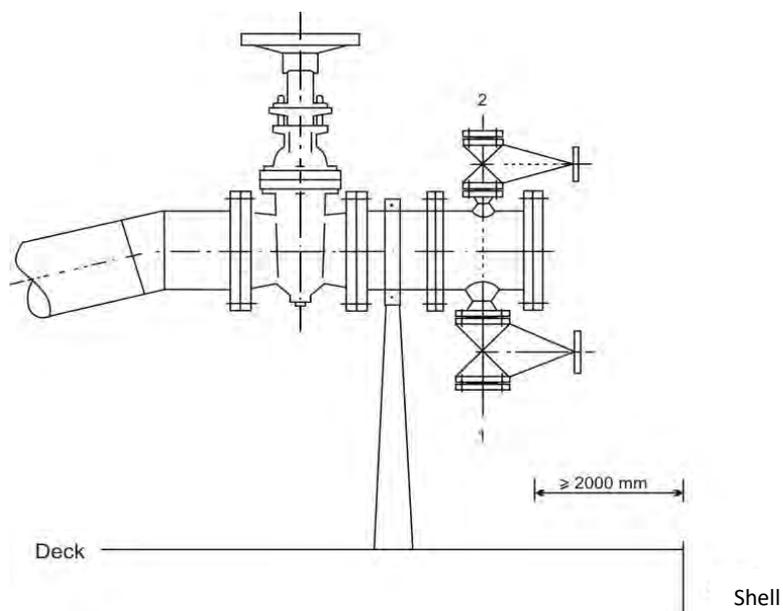
- (1) The stripping system must be permanently installed aboard the vessel.
- (2) The shore connection of the loading and unloading pipes used for loading and unloading must be fitted with a system for depositing the residual cargo in compliance with model 1.
- (3) Prior to commissioning, the stripping system must be checked by an inspecting body accredited by the competent authorities using water as the test medium. The residues will be checked and classified in compliance with model 2. Should the system be subsequently modified the same check is to be performed prior to recommissioning.

The following residue volumes may not be exceeded:

- i) for double hull vessels
  - a) 5 litres on average per tank
  - b) 15 litres per piping system
  
- ii) for single hull vessels
  - a) 20 litres on average per tank
  - b) 15 litres per piping system

The residues found upon conclusion of the stripping inspection must be entered in an attestation in compliance with model 3. This attestation must be held on board the vessel.

**Residue discharge system**  
*Amended by Resolution CDNI 2011-I-4*



Connection for depositing residues.

Connection pursuant to standards:

- EN 14 420-6 DN 50 (male connector) or
- EN 14 420-7 DN 50 (male connector).

Connections/couplings complying with more stringent or equivalent safety requirements may be used as an alternative.

### Testing the stripping system

- (1) Before the test commences, the cargo tanks and associated piping must be clean. It must be possible to enter the cargo tanks without risk.
- (2) While the test is in progress the vessel's trim and heel angle must not exceed normal operating limits.
- (3) During the test, there must be a guaranteed counter-pressure of at least 300 kPa (3 bar) at the discharge system of the unloading pipe.
- (4) The test must comprise:
  - a) the filling of the cargo tank with water until the suction intake in the tank is below water;
  - b) the pumping out of the cargo tanks and the emptying of the tank and associated piping by means of the stripping system;
  - c) the collection of the water residues at the following locations:
    - in the vicinity of the suction intake;
    - on the floor of the tank in which water has remained;
    - at the lowest point of the discharge pump;
    - at the lowest points of the associated piping as far as the discharge system.
- (5) The quantity of water collected under paragraph 4 of letter c must be precisely determined and entered in the test attestation in accordance with model 3.
- (6) The competent authority or recognised classification society must define all the operational processes required for the test in the test attestation.

This attestation must contain the following information at a minimum:

- The vessel's trim during the test;
- The vessel's heel angle during the test;
- Sequence in which the cargo tanks were unloaded;
- Counter-pressure at the discharge system;
- Amount of residue per tank;
- Amount of residue per piping system;
- Duration of the stripping process;
- Completed tank schematic.

**Attestation of the testing of the stripping system**

**Accredited inspecting body /**

**Name** .....

**Address:** .....

1. Vessel name : .....

2. Official number  
or measurement number : .....

3. Tanker of type : .....

4. Certificate of approval number: .....

5. Test date : .....

6. Test location : .....

7. Number of cargo tanks : .....

8. The following residue quantities were measured during the test:

cargo tank 1: ..... litres                      cargo tank 2: ..... litres

cargo tank 3: ..... litres                      cargo tank 4: ..... litres

cargo tank 5: ..... litres                      cargo tank 6: ..... litres

cargo tank 7: ..... litres                      cargo tank 8: ..... litres

cargo tank 9: ..... litres                      cargo tank 10: ..... litres

cargo tank 11: ..... litres                      cargo tank 12: ..... litres

Average per cargo tank : ..... litres

Piping system 1: ..... litres

Piping system 2: ..... litres

9. During the test the counter-pressure at the discharge system was: ..... kPa.

10. The cargo tanks were unloaded in the following sequence:

cargo tank .....,  
cargo tank ....., cargo tank ....., cargo tank ....., cargo tank ....., cargo tank ....., cargo tank .....

11. The vessel's trim during the test was.....m,  
and the vessel's heel angle during the test was ..... m to starboard/port.

12. The entire stripping process lasted..... hours.

Stamp

.....  
(Date)

.....  
(Inspector's name and signature)

**APPENDIX III**  
**to the Implementing Regulation**

*Amended by Resolution CDNI 2016-II-4*

**Unloading standards and requirements**  
**on deposit and reception**  
**with a view to authorising the discharge of**  
**wash water, rainwater and ballast water**  
**containing cargo residues**

**Unloading standards and requirements on deposit and reception with a view to  
authorising the  
discharge of wash water<sup>1</sup> containing cargo residues  
(Edition – 2018)**

*Replaced by Resolution CDNI 2016-II-4 and amended by Resolutions CDNI 2017-II-1,  
CDNI 2018-I-2 and CDNI 2022-I-7*

**Provisions governing implementation of the table**

When discharging wash water<sup>1</sup> with cargo residues from holds or cargo tanks that comply with the unloading standards defined in Part B, Article 5.01 of the Implementing Regulation, the requirements governing deposit/reception applicable to the cargo and to the hold and cargo tank unloading standard will be found in the following table. The columns of the table have the following meaning:

1. Column 1: Goods number according to the standard goods classification for transport statistics (NST) with a minor adjustment in the allocation of the goods to the goods numbers owing to their chemical nature and environmental risk assessment.
2. Column 2: Type of goods as described in the NST with minor rearrangement owing to their chemical nature and environmental risk assessment.
3. Column 3: Wash water, may be discharged into the waterway provided that prior to washing the relevant unloading standard has been complied with

A: swept hold or stripped tank  
or

B: vacuum cleaned hold.

4. Column 4: Deposit of the wash water

a) by discharge into an appropriate sewer system (leading to a sewage treatment plant) or

b) by evacuation to a sewage treatment plant or

c) into a water treatment plant at the cargo recipient or handling facility or wash water reception station via the connections provided for that purpose,

provided that prior to washing the relevant unloading standard has been complied with

A: swept hold or stripped tank  
or

B: vacuum cleaned hold.

If the wash water contains settleable substances (such as particles or sand) that could clog the sewer system, these substances are to be disposed of if possible by appropriate devices and technologies before being discharged into the public sewer (for example in a settling tank or by means of coalescent separators).

The reception stations specified in a to c above (sewage-treatment plant or water treatment plant) must be approved, where this is provided for by the national provisions of the Contracting Parties.

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<sup>1</sup> Please note when implementing unloading standards: wash water also includes rainwater and ballast water from the relevant cargo hold or tank (see definition in article 5.01 I).

5. Column 5: Depositing of the wash water to reception stations for special treatment S. The treatment process depends on the type of cargo, typically removal of the wash water to a suitable treatment plant for processing (not deposited with a local sewage treatment plant). An alternative process, for example spraying onto stored cargo, is possible if there is a comment to this effect in column 6.  
In the case of special treatment of the wash water as well – where technically possible – unloading standard A (swept hold or stripped tank) is to be complied with prior to washing.
6. Column 6: Reference to comments in the footnotes.
7. Depositing of the wash water in application of the unloading standards as laid down in columns 3 to 6.  
An “X” in column 3 or 4 means that disposing of wash water in this way is prohibited.  
If column 4 contains no information, the wash water may nevertheless be deposited in this way, provided that at a minimum the unloading standard specified in column 3 is complied with (a more stringent unloading standard is always permitted).
8. Additional information on the use of this table
- a) If before washing the cargo holds or cargo tanks do not at least comply with the appropriate unloading standard A or B, then the wash water is to be then offloading for special treatment S.
  - b) If cargo residues from different types of goods are present, their disposal will be dictated by the goods with the most stringent deposit/reception regulations in the table. Additives to the wash water (e.g. cleaning agents) are also to be taken into account. Wash water containing cleaning agents must not be discharged into the waterway.
  - c) For the goods itemised in annex III, contaminated with petroleum or other substances requiring special treatment in accordance with annex III, special treatment S of wash water is required when cleaning cargo tanks or cargo holds.
  - d) When transporting shipments such as vehicles, containers, intermediate bulk containers, palletised and packaged goods, the deposit/reception regulations shall be determined by the loose or liquid goods contained in these shipments if goods have leaked out or otherwise escaped as a result of damage or loss of integrity.
  - e) Rainwater and ballast water from washed holds or cargo tanks may be discharged into the waterway. Rainwater and ballast water from unwashed holds or cargo tanks may be discharged into the waterway provided that the unloading standard required in column 3 has been complied with, subsequent to the last product transported being unloaded.
  - f) Wash water from swept side decks and other slightly soiled surfaces such as hold hatch covers, roofs, etc. may be discharged into the waterway.
  - g) The depositing of wash water for special treatment (column 5) is also possible, even if not required in column 5.  
Prior to washing and even in the case of special treatment of the wash water, unloading standard A (swept hold or stripped tank) shall be complied with at a minimum when technically possible.

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
			sewerage	special treatment	

<b>0</b>	<b>AGRICULTURAL, FORESTRY AND RELATED PRODUCTS (incl. live animals)</b>				
<b>00</b>	<b>LIVE ANIMALS</b>				
<b>001</b>	<b>Live animals (except fish)</b>				
0010	Live animals (except fish)	X	A		
<b>01</b>	<b>CEREALS</b>				
<b>011</b>	<b>Wheat</b>				
0110	Wheat	A			
<b>012</b>	<b>Barley</b>				
0120	Barley	A			
<b>013</b>	<b>Rye</b>				
0130	Rye	A			
<b>014</b>	<b>Oats</b>				
0140	Oats	A			
<b>015</b>	<b>Maize</b>				
0150	Maize	A			
<b>016</b>	<b>Rice</b>				
0160	Rice	A			
<b>019</b>	<b>Other cereals</b>				
0190	Buckwheat, millet, cereals, unspecified, mixed cereals	A			
<b>02</b>	<b>POTATOES</b>				
<b>020</b>	<b>Potatoes</b>				
0200	Potatoes	A			
<b>03</b>	<b>FRESH FRUIT, FRESH AND FROZEN VEGETABLES</b>				
<b>031</b>	<b>Citrus fruit</b>				
0310	Citrus fruit	A			
<b>035</b>	<b>Other fresh fruit</b>				
0350	Berries and fruit, fresh	A			
<b>039</b>	<b>Fresh and frozen vegetables</b>				
0390	Vegetables, fresh or frozen	A			
<b>04</b>	<b>TEXTILES AND WASTE OF TEXTILE MATERIALS</b>				
<b>041</b>	<b>Wool and other animal hair</b>				
0410	Wool and other animal hair	A			
<b>042</b>	<b>Cotton</b>				
0421	Cotton, cotton fibres, cotton wool	A			
0422	Cotton waste, linters	A			
<b>043</b>	<b>Man-made fibres</b>				
0430	Man-made fibres, e.g. synthetic fibres, rayon	B	A		
<b>045</b>	<b>Other vegetable textile materials, silk</b>				
0451	Flax, true hemp, jute, coconut fibres, sisal, tow	A			
0452	Fibre waste	B	A		
0453	Silk	A			
0459	Textile fibres, unspecified	B	A		

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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<b>049</b>	<b>Rags and waste of textile material</b>				
0490	Rags, cotton waste, textile waste	<b>B</b>	<b>A</b>		
<b>05</b>	<b>WOOD AND CORK</b>				
<b>051</b>	<b>Paper and other pulp wood</b>				
0511	Pulp wood, paper pulp	<b>A</b>			
0512	Wood for distillation	<b>A</b>			
<b>052</b>	<b>Pit props</b>				
0520	Pit props	<b>A</b>			<b>1)</b>
<b>055</b>	<b>Other wood in the round</b>				
0550	Wood in the round, logs	<b>A</b>			<b>1)</b>
<b>056</b>	<b>Railway or tramway sleepers and other processed wood (except for pit props)</b>				
0560	Beams, wood for floor boards, for parquet flooring, planks, boards, rafters, masts, stakes, poles, squared timber, battens, parquet boards, sawn timber, sleepers	<b>X</b>	<b>A</b>		
<b>057</b>	<b>Fuel wood, wood charcoal, cork, wood waste, waste cork</b>				
0571	Fuel wood, wood waste, contaminated waste wood, wood chippings, wooden slabs, wooden strips	<b>X</b>	<b>A</b>		
0572	Fascines	<b>A</b>			
0573	Wood charcoal, charcoal briquettes	<b>A</b>			
0574	Cork, unworked, cork bark scrap	<b>A</b>			
<b>06</b>	<b>SUGAR BEET</b>				
<b>060</b>	<b>Sugar beet</b>				
0600	Sugar beet	<b>A</b>			
<b>09</b>	<b>OTHER RAW VEGETABLE, ANIMAL AND RELATED MATERIALS</b>				
<b>091</b>	<b>Raw hides and skins</b>				
0911	Hides and skins, raw	<b>X</b>	<b>X</b>	<b>S</b>	
0912	Leather waste, leather flour	<b>B</b>	<b>A</b>		
<b>092</b>	<b>Natural and synthetic rubber, raw and reclaimed</b>				
0921	Gutta-percha, raw, rubber, natural or synthetic, rubber milk, latex	<b>B</b>	<b>A</b>		
0922	Reclaimed rubber	<b>B</b>	<b>A</b>		
0923	Rubber waste, rubber goods, old, missing	<b>B</b>	<b>A</b>		
<b>099</b>	<b>Other non-edible vegetable and animal materials (except for pulp and waste paper)</b>				
0991	Vegetable raw materials, e.g. bamboo, raffia, esparto grass, dye-woods, resins, copal, quilting cotton, quilting wool, barks for dyeing, for tanning, seeds, grain, unspecified, reed, seaweed	<b>A</b>		<b>S</b>	<b>3)</b>
0992	Animal raw materials, e.g. coagulum, blood meal, fathers, bonemeal	<b>B</b>	<b>A</b>		
0993	Vegetable raw material waste	<b>A</b>			
0994	Animal raw material waste	<b>X</b>	<b>A</b>		

Remarks : 1) guaranteed untreated  
3) for dressed seed: S

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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1	2	3	4	5	6
<b>1</b>	<b>OTHER FOODSTUFFS AND FODDER</b>				
<b>11</b>	<b>SUGAR</b>				
<b>111</b>	<b>Raw sugar</b>				
1110	Raw sugar (cane sugar, beet sugar)	X	A		
<b>112</b>	<b>Refined sugar</b>				
1120	Sugar, refined, candy sugar	X	A		
<b>113</b>	<b>Molasses, syrup, artificial honey</b>				
1130	Molasses, syrup, artificial honey	X	A		
<b>114</b>	<b>Glucose, fructose, maltose</b>				
1140	Glucose (= dextrose = grape sugar), fructose, maltose	X	A		
<b>115</b>	<b>Sugar confectionery</b>				
1150	Sugar confectionery	X	A		
<b>12</b>	<b>BEVERAGES</b>				
<b>121</b>	<b>Wine of fresh grapes, grape must</b>				
1210	Wine of fresh grapes, grape must	A			
<b>122</b>	<b>Beer</b>				
1220	Beer	A			
<b>125</b>	<b>Other alcoholic beverages</b>				
1250	Alcoholic beverages e.g. brandy, undenatured, fruit wine, must, spirits	A			
<b>128</b>	<b>Non-alcoholic beverages</b>				
1281	Non-alcoholic beverages, e.g. lemonade	A			
1282	Natural mineral water, mineral water, unspecified	A			
<b>13</b>	<b>STIMULANTS AND FOOD PREPARATIONS, UNSPECIFIED</b>				
<b>131</b>	<b>Coffee</b>				
1310	Coffee	A			
<b>132</b>	<b>Cocoa and chocolate</b>				
1320	Cocoa and chocolate	A			
<b>133</b>	<b>Tea and spices</b>				
1330	Tea and spices	A			
<b>134</b>	<b>Unmanufactured tobacco and tobacco products</b>				
1340	Unmanufactured tobacco, manufactured tobacco, tobacco products	A			
<b>136</b>	<b>Honey</b>				
1360	Honey	X	A		
<b>139</b>	<b>Food preparations, unspecified</b>				
1390	Vinegar, yeast, coffee substitutes, mustard, soup concentrates, food preparations, unspecified	X	A		

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
			sewerage	special treatment	

<b>14</b>	<b>MEAT, FISH, MEAT AND FISH PRODUCTS, EGGS, MILK AND DAIRY PRODUCTS, EDIBLE FATS</b>				
<b>141</b>	<b>Meat, fresh or frozen</b>				
1410	Meat, fresh or frozen	X	A		
<b>142</b>	<b>Fish, crustaceans and molluscs, fresh, frozen, dried, salted and smoked</b>				
1420	Fish, fish products	X	A		
<b>143</b>	<b>Fresh milk and cream</b>				
1430	Buttermilk, yoghurt, kefir, skimmed milk, milk beverages, whey, cream	A			
<b>144</b>	<b>Other dairy products</b>				
1441	Butter, cheese, cheese products	A			
1442	Milk, condensed	A			
1449	Milk products, unspecified	A			
<b>145</b>	<b>Margarine and other edible fats</b>				
1450	Margarine, edible fats, edible oils	X	A		
<b>146</b>	<b>Eggs</b>				
1460	Eggs	A			
1461	Egg powder	B	A		
<b>147</b>	<b>Meat, dried, salted, smoked, preserved meat and other meat products</b>				
1470	Meat products: meat, dried, salted, smoked, and other meat products	X	A		
1471	Preserved meat	A			
<b>148</b>	<b>Fish and mollusc products of all types</b>				
1480	Fish marinades, fish salads, fish and mollusc products, unspecified	X	A		
1481	Fish conserves	A			
<b>16</b>	<b>CEREAL, FRUIT AND VEGETABLE PRODUCTS, HOPS</b>				
<b>161</b>	<b>Flour, cereal meal and groats</b>				
1610	Cereal meal, cereal mixtures, brown flour, meal, groats, soya meal	B	A		
<b>162</b>	<b>Malt</b>				
1620	Malt, malt extract	A			
<b>163</b>	<b>Other cereal preparations (incl. pastry products)</b>				
1631	Pastry products, all varieties of pasta	A			
1632	Cereal flakes, grains, cereal products, unspecified	B	A		
1633	Wet starch, potato starch meal, starch, starch products, dextrin (soluble starch), gluten	X	A		
<b>164</b>	<b>Dried fruit, preserved fruit and other fruit products</b>				
1640	Fruit, dried, preserved fruit, fruit juices, jams, marmalade, fruit products, unspecified	A			
<b>165</b>	<b>Dried pulses</b>				
1650	Pulses, dried	A	=		

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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<b>166</b>	<b>Dried vegetables, preserved vegetables and other vegetable products</b>				
1661	Vegetables, dried, preserved vegetables, vegetable juices	A			
1662	Vegetable products, unspecified, e.g. potato flour, sago, tapioca flour	B	A		
<b>167</b>	<b>Hops</b>				
1670	Hops	A			
<b>17</b>	<b>ANIMAL FEEDSTUFFS</b>				
<b>171</b>	<b>Straw and hay</b>				
1711	Hay, hay chaff, straw, straw chaff	A			
1712	Grass meal, clover meal, lucerne meal, including in pellet form	B	A		
<b>172</b>	<b>Oil cake and other residues resulting from the extraction of vegetable oils</b>				
1720	Expeller, extraction flour, whole grain flour, oil cake, soy meal, including in pellet form	A, B	A		14)
<b>179</b>	<b>Other animal feedstuffs incl. waste from food industries</b>				
1791	Animal feedstuffs, of mineral origin e.g. calcium phosphate, dicalcium phosphate (phosphoric acid chalk), chalk mixtures	X	A		
1792	Animal feedstuffs, of vegetable origin, e.g. fodder crops, fodder molasses, fodder root crops, cereal middlings, gluten feed, potato pulp, potato scraps, glutens, bran, cassava roots	A, B	A		14)
1793	Animal foodstuffs or animal origin, e.g. fish meal, shrimps, mollusc shells, including in pellet form	X	A	S	16)
1794	Sugar beet pulp, after extraction of the sugar or dry, including in pellet form	A			
1795	Animal feedstuffs, of vegetable origin, other food industry waste products and residues, including in pellet form	X	X	S	
1799	Animal feedstuffs, additives, unspecified, including in pellet form	X	X	S	
<b>18</b>	<b>OIL SEEDS, OLEAGINOUS FRUITS, VEGETABLE AND ANIMAL OILS AND FATS (except edible fats)</b>				
<b>181</b>	<b>Oil seeds and oleaginous fruits</b>				
1811	Cotton seed, groundnuts, copra, palm kernels, rape, rape seed, soya beans, sunflower seed, oleaginous fruits, including in pellet form, unspecified	A			
1812	Oleaginous fruits, oleaginous seeds for use as a recognised seed	A			
1813	Meal of oleaginous fruits	B	A		
<b>182</b>	<b>Vegetable and animal oils and fats (except edible fats)</b>				
1821	Oils and fats, of vegetable origin, e.g. groundnut oil, palm oil, soya bean oil, sunflower-seed oil	X	A		
1822	Oil and fats, of animal origin, e.g. from fishes and marine creatures, fish oil, tallow	X	A		
1823	Industrial vegetable and animal oils and fats, e.g. fatty acid, varnish, oleic acid (olein), palmitic acid, stearin, stearin pitch, stearic acid	X	A		

Remarks : 14) if flour: B  
16) if waste : S

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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2	SOLID MINERAL FUELS				
<b>21</b>	<b>HARD COAL AND HARD COAL BRIQUETTES</b>				
<b>211</b>	<b>Hard coal</b>				
2110	Anthracite, fine washery tailings, bituminous coal, steam coal, gas coal, hard coal, unspecified	<b>A</b>			<b>18)</b>
<b>213</b>	<b>Hard coal briquettes</b>				
2130	Anthracite briquettes, hard coal briquettes	<b>A</b>			<b>18)</b>
<b>22</b>	<b>LIGNITE, LIGNITE BRIQUETTES AND PEAT</b>				
<b>221</b>	<b>Lignite</b>				
2210	Lignite, pitch coal	<b>A</b>			<b>18)</b>
<b>223</b>	<b>Lignite briquettes</b>				
2230	Lignite briquettes	<b>A</b>			<b>18)</b>
<b>224</b>	<b>Peat</b>				
2240	Fire peat, fertiliser peat, peat briquettes, peat litter, peat, unspecified	<b>A</b>			<b>18)</b>
<b>23</b>	<b>HARD COAL COKE AND LIGNITE COKE</b>				
<b>231</b>	<b>Hard coal coke</b>				
2310	Hard coal coke, gas coke, foundry coke (carbon coke), coke briquettes, semi-coke	<b>A</b>			<b>18)</b>
<b>233</b>	<b>Lignite coke</b>				
2330	Lignite coke, lignite briquettes, lignite semi-coke	<b>A</b>			<b>18)</b>

**Remarks :** 18) Alternatively, spraying onto stored cargo is also possible where cleaning is to be waived in conjunction with the required unloading standard.

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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3	OIL, PETROLEUM, PETROLEUM PRODUCTS, GASES				
<b>31</b>	<b>CRUDE OIL, PETROLEUM</b>				
<b>310</b>	<b>Crude oil, petroleum</b>				
3100	Oil, crude, petroleum, crude (crude naphtha)	X	X	S	
<b>32</b>	<b>FUELS AND HEATING OIL</b>				
<b>321</b>	<b>Motor spirit (gasoline) and other light oils</b>				
3211	Gasoline, gasoline-benzole mixture	X	X	S	
3212	Light petroleum oil, naphtha, motor gasoline, unspecified	X	X	S	
<b>323</b>	<b>Petroleum, turbo-combustion engine fuel</b>				
3231	Petroleum, heating petroleum, paraffin	X	X	S	
3232	Kerosene, turbo-combustion engine fuel, jet fuel, unspecified	X	X	S	
<b>325</b>	<b>Gas oil, diesel oil and light heating oil</b>				
3251	Diesel fuel, diesel oil, gas oil	X	X	S	
3252	Heating oil, light, extra light	X	X	S	
3253	Fatty Acid Methyl Ester (FAME, biodiesel)	X	X	S	
<b>327</b>	<b>Heavy heating oil</b>				
3270	Heating oil, medium, medium heavy, heavy	X	X	S	
<b>33</b>	<b>NATURAL, REFINERY AND RELATED GASES</b>				
<b>330</b>	<b>Natural. refinery and related gases</b>				
3301	Butadienes	X	X	S	
3302	Acetylenes, cyclohexane, gaseous hydrocarbons, methane, other natural gases	X	X	S	
3303	Ethylene (=ethene), butane, butylene, isobutane, isobutylene, hydrocarbon mixtures, propane, propane-butane mixtures, propylene, refinery gases, unspecified	X	X	S	
<b>34</b>	<b>NON-FUEL DERIVATIVES, UNSPECIFIED</b>				
<b>341</b>	<b>Lubricating oils and greases</b>				
3411	Mineral lubricating oils, engine oils, lubricating greases	X	X	S	
3412	Waste oil, drain oil	X	X	S	
<b>343</b>	<b>Bitumen and bituminous mixtures</b>				
3430	Bitumen, bitumen emulsions, bitumen solutions, bitumen adhesive mass, cold tar, cold asphalt, pitch emulsions (cold bitumen), pitch solutions, tar emulsions, tar solutions, bituminous mixtures, unspecified	X	X	S	
<b>349</b>	<b>Non-fuel derivatives, unspecified</b>				
3491	Acetylene coke, petroleum coke (pet coke)	X	X	S	4)
3492	Carbon Black Oil, paraffin wax, pyrolysis oil, pyrolysis residues (pyrotar), heavy oil, not for heating	X	X	S	
3493	Paraffin, transformer oil, wax, non-fuel derivatives, unspecified	X	X	S	

**Remarks :** 4) As an alternative to "S", spraying onto stored cargo is possible where this is not prohibited by national regulations. If spraying onto stored cargo is prohibited by domestic regulations, the wash water must be removed to a facility for the harmless disposal of the sewage.

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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4	ORES AND METAL WASTES				
<b>41</b>	<b>IRON ORE (except roasted pyrites)</b>				
<b>410</b>	<b>Iron ores and concentrates (except roasted pyrites)</b>				
4101	Iron ores, haematite concentrates, bog iron ore	A		S	5), 18)
4102	Waste and intermediate products generated in preparing ores for metal extraction	X	A	S	4), 5)
<b>45</b>	<b>NF ORES, COMBUSTION PRODUCTS, WASTE AND SCRAP</b>				
<b>451</b>	<b>NF metal waste, combustion products, ash and scrap</b>				
4511	Aluminium and aluminium alloy waste, ash, residues, slag and scrap	A, B	A	S	5), 15)
4512	Lead and lead alloy waste, ash, residues, slag and scrap	X	X	S	
4513	Copper and copper alloy (brass) waste, ash, residues, slag and scrap	B	A, B	S	5), 15)
4514	Zinc and zinc alloy waste, ash, residues, slag and scrap	B		S	5)
4515	Tin and tin alloy waste, ash, residues, slag and scrap	B	A	S	4), 5)
4516	Vanadium and vanadium alloy waste, ash, residues, slag and scrap	B		S	4), 5)
4517	NF metal and NF metal alloy (unspecified) waste, ash, residues, slag and scrap	X	X	S	
4518	NF metal ores combustion products	X	X	S	
<b>452</b>	<b>Copper ores and concentrates</b>				
4520	Copper ores, copper concentrates	X	A	S	4), 5)
<b>453</b>	<b>Bauxite, aluminium ores and concentrates</b>				
4530	Bauxite, including calcined bauxite, aluminium ores, aluminium concentrates, corundum, lepidolite	A			18)
<b>455</b>	<b>Manganese ores and concentrates</b>				
4550	Manganese dioxide, natural, manganese carbonate, natural, manganese dioxide, natural, manganese ores, manganese concentrates	A			18)
<b>459</b>	<b>Other NF metal ores and concentrates</b>				
4591	Lead ores, lead concentrates	X	X	S	
4592	Chrome ores, chrome concentrates	X	X	S	4), 5)
4593	Zinc ores (calamine), zinc concentrates	X	A		18)
4599	NF metal ores, concentrates, unspecified, e.g. ilmenite (titanium iron ore), cobalt ore, monazite, nickel ore, rutile (titanium ore), tin ore, zircon ore, zircon sand	X	X	S	4)

**Remarks :**

- 4) As an alternative to "S", spraying onto stored cargo is possible where this is not prohibited by national regulations. If spraying onto stored cargo is prohibited by domestic regulations, the wash water must be removed to a facility for the harmless disposal of the sewage.
- 5) S obligatory for water soluble metal salts; precludes spraying onto stored cargo.
- 15) if waste and scrap: A, otherwise B
- 18) Alternatively spraying onto stored cargo is also possible where cleaning is to be waived in conjunction with the required unloading standard.

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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<b>46</b>	<b>IRON AND STEEL WASTE AND SCRAP, ROASTED PYRITES</b>				
<b>462</b>	<b>Iron and steel scrap for remelting</b>				
4621	Waste, shavings, scrap for remelting, e.g. of sheet iron and steel, sheet bars, sections and rails	X	A		18)
4622	Other iron and steel scrap, for remelting, e.g. axles, old sheet metal, end-of-life vehicles, iron, old, missing, pieces of iron from wrecking activity, projectiles, broken iron castings, parts, left over ingots, rail sections, sleepers, Stainless steel scrap	X	A	S	18)
4623	Iron pellets, for remelting	X	A	S	18)
<b>463</b>	<b>Iron and steel scrap, not for remelting</b>				
4631	Waste, waste parts from sheet iron and steel, plates, sheet bars, sections and rails, waste iron shavings, rolling mill waste, all not for remelting	X	A		18)
4632	Iron and steel scrap, not for remelting, e.g. axles, iron and steel lumps, tyres, wheel sets, track, sleepers, pieces of steel from demolition work, steel shafts	X	A		18)
<b>465</b>	<b>Iron slag and ash for remelting</b>				
4650	Mill scale, mill slag, mill cinder, iron slag, unspecified	X	X	S	
<b>466</b>	<b>Blast furnace dust</b>				
4660	Flue dust, top gas dust, blast furnace dust	X	X	S	
<b>467</b>	<b>Roasted pyrites</b>				
4670	Iron pyrites, roasted, roasted pyrites, pyrites, roasted	X	X	S	

**Remarks :** 18) Alternatively spraying onto stored cargo is also possible where cleaning is to be waived in conjunction with the required unloading standard.

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
			sewerage	special treatment	

5	IRON, STEEL AND NF METALS (including semi-finished products)				
<b>51</b>	<b>PIG IRON, FERRO-ALLOYS, CRUDE STEEL</b>				
<b>512</b>	<b>Pig iron, spiegeleisen and carburised ferro-manganese</b>				
5121	Pig iron in pigs, blocks, e.g. ferro-phosphorous, haematite pig iron, pig iron, containing phosphorous, spiegeleisen	A		S	6)
5122	Ferro-manganese with a carbon content greater than 2%, in pigs, in blocks	A		S	6)
5123	Iron filings, steel filings	B		S	6)
5124	Spongy iron, spongy steel, iron slag (steel skulls, pig iron skulls)	A		S	6)
<b>513</b>	<b>Ferro-alloys (except carburised ferro-manganese)</b>				
5131	Iron alloys, unspecified	A		S	6)
5132	Ferro-manganese with a carbon content of up to 2%, ferro-manganese alloys, unspecified	A		S	6)
5133	Ferrosilicon (silico-manganese), ferro manganese silicon	A		S	6)
<b>515</b>	<b>Crude steel</b>				
5150	Crude steel in ingots, in slabs, in blocks, in cast rounds	A		S	6)
<b>52</b>	<b>SEMI-FINISHED ROLLED STEEL PRODUCTS</b>				
<b>522</b>	<b>Semi-finished rolled steel products</b>				
5221	Semi-finished rolled steel in ingots, in slabs, in billets, in sheet bars	A		S	6)
5222	Wide steel strip (coils)	A	=	S	6)
5223	Wide steel strip (coils), for rolling	A	=	S	6)
<b>523</b>	<b>Other semi-finished rolled steel products</b>				
5230	Blooms, crude blooms, tube blanks	A	=	S	6)
<b>53</b>	<b>BAR STEEL AND SHAPED STEEL, WIRE, RAILWAY OR TRAMWAY TRACK CONSTRUCTION MATERIAL</b>				
<b>531</b>	<b>Bar steel and shaped steel</b>				
5311	Bar steel and shaped steel, e.g. H, I, T, U and other special profiles, round steel and square bar steel	A		S	6)
5312	Steel sheet piling	A		S	6)
5313	Reinforcing steel e.g. rebar steel (reinforcing bar steel), cold twisting TOR steel, TOR steel	A		S	6)
<b>535</b>	<b>Wire rod</b>				
5350	Iron or steel wire rod	A		S	6)
<b>537</b>	<b>Railway or tramway track construction material of steel</b>				
5370	Railway or tramway track construction material of steel e.g. track, sleepers, steel powered rails with some parts made of NF metal	A		S	6)

Remarks : 6) if contaminated with petroleum: S

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
			sewerage	special treatment	

<b>54</b>	<b>STEEL SHEETS, TIN PLATE AND TINNED STRIP, STEEL STRIP, INCLUDING SURFACE COATED</b>				
<b>541</b>	<b>Steel sheets and wide flats</b>				
5411	Wide flats (universal plate)	A		S	6)
5412	Plates in sheets or rolls (e.g. coils) of steel, e.g. electrical sheets, magnetic steel sheets, electrical steel, thin plate, ultra-thin plate, medium plate, heavy plate, diamond steel sheets, bulb embossed plate, goffered plate, corrugated and sieving sheets, armoured plate	A		S	6)
<b>544</b>	<b>Steel strip, including surface coated, tinned strip, tin plate</b>				
5441	Tinned strip, tin plate	A		S	6)
5442	Steel strip, including surface coated	A		S	6)
<b>55</b>	<b>TUBES AND THE LIKE STEEL, CRUDE FOUNDRY PRODUCTS AND IRON AND STEEL FORGINGS</b>				
<b>551</b>	<b>Tubes, tube and pipe fittings of steel, of cast iron</b>				
5510	Tubes, tube and pipe fittings, tube coils of steel, of cast iron	A		S	6)
<b>552</b>	<b>Crude foundry products and forgings of steel, of cast iron</b>				
5520	Shaped, pressed, forged, stamped pieces of steel, of cast iron	A		S	6)
<b>56</b>	<b>NF METALS AND NF SEMI-MANUFACTURED PRODUCTS</b>				
<b>561</b>	<b>Copper and copper alloys</b>				
5611	Anode copper, precopper (converter copper, black copper)	A		S	6)
5612	Copper (electrolytic copper, refined copper), copper alloys, e.g. bronze, brass	A		S	6)
<b>562</b>	<b>Aluminium and aluminium alloys</b>				
5620	Aluminium, aluminium alloys	A		S	6)
<b>563</b>	<b>Lead and lead alloys</b>				
5630	Lead (electrolytic lead, smelted lead, rolled lead), lead alloys, lead dust, (ground crude lead)	X	X	S	
<b>564</b>	<b>Zinc and zinc alloys</b>				
5640	Zinc (spelter, electrolytic zinc, refined zinc, hard zinc), zinc alloys	A		S	6)
<b>565</b>	<b>Other NF metals and their alloys</b>				
5651	Magnesium, magnesium alloys	A		S	6)
5652	Nickel, nickel alloys	B	A	S	6)
5653	Tin, tin alloys	B	A	S	6)
5659	NF metals, NF metal alloys, unspecified	X	X	S	

Remarks : 6) if contaminated with petroleum: S

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
			sewerage	special treatment	

<b>568</b>	<b>NF semi-finished metal products</b>				
5681	Strip, plates, sheets, of NF metals and NF metal alloys	<b>A</b>		<b>S</b>	<b>6)</b>
5682	Wire of NF metals and NF metal alloys	<b>A</b>		<b>S</b>	<b>6)</b>
5683	Foils of NF metals and NF metal alloys	<b>A</b>		<b>S</b>	<b>6)</b>
5684	Sections and bars of NF metals and NF metal alloys	<b>A</b>		<b>S</b>	<b>6)</b>
5689	NF semi-finished metal products, unspecified	<b>A</b>		<b>S</b>	<b>6)</b>

**Remarks :** 6) if contaminated with petroleum S

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
			sewerage	special treatment	

6	STONE AND EARTH (including building materials)				
<b>61</b>	<b>SAND, GRAVEL, PUMICE, CLAY, SLAG</b>				
<b>611</b>	<b>Sand for industrial use</b>				
6110	Moulding sand, foundry sand, glass sand, luting sand, quartz sand, quartzite sand, sand for industrial use, unspecified	<b>A</b>			
<b>612</b>	<b>Other natural sand and gravel</b>				
6120	Gravel, including broken, sand, other	<b>A</b>			
<b>613</b>	<b>Pumice, pumice sand and pumice gravel</b>				
6131	Pumice, ground pumice powder	<b>A</b>			
6132	Pumice gravel, pumice sand	<b>A</b>			
<b>614</b>	<b>Clay earth, clay and clay-containing soils</b>				
6141	Bentonite, expanded clay, argillaceous shale, kaolin, clay earth, china clay, clay, fuller's earth, crude and unpackaged, dinas nuggets, crushed dinas (silica nuggets, crushed silica)	<b>A</b>			
6142	Bentonite, expanded clay, argillaceous shale, kaolin, clay earth, china clay, clay, fuller's earth, crude and packaged, fireclay, fireclay powder	<b>A</b>			
<b>615</b>	<b>Slag and ash, not for remelting</b>				
6151	Blast-furnace ash, ash from waste incineration, deslagging ash from zinc smelters (retort residue), ash from fuel, fly ash, boiler ash, grate ash, bottom ash, unspecified	<b>X</b>	<b>X</b>	<b>S</b>	
6152	Iron slag, blast furnace slag, coal slag, coke slag, slag, containing iron, containing manganese, welding slag, grit from blast furnace slag, slag from fuels, unspecified	<b>X</b>	<b>A</b>		<b>18)</b>
6153	Pumice slag	<b>A</b>			
6154	Slag sand	<b>A</b>			
6155	Wood ash, coal ash, coke ash (including fly ash or associated boiler ash)	<b>X</b>	<b>A</b>		<b>18)</b>
6156	Slag from lead and copper smelters, slag from waste incineration, slags unspecified	<b>X</b>	<b>X</b>	<b>S</b>	
<b>62</b>	<b>SALT, PYRITES, SULPHURE</b>				
<b>621</b>	<b>Rock salt and saline salt</b>				
6210	Sodium chloride, de-icing salt, evaporated salt, food grade salt, rock salt, cattle salt, salt, including denatured, unspecified	<b>A</b>			
<b>622</b>	<b>Iron pyrites, unroasted</b>				
6220	Iron pyrites, unroasted	<b>A</b>			
<b>623</b>	<b>Sulphur</b>				
6230	Sulphur, unrefined	<b>A</b>			

**Remarks :** 18) Alternatively, spraying onto stored cargo is also possible where cleaning is to be waived in conjunction with the required unloading standard.

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
			sewerage	special treatment	

<b>63</b>	<b>OTHER STONES, EARTHS AND RELATED RAW MATERIALS</b>				
<b>631</b>	<b>Erratics, ballast and other crushed stone</b>				
6311	Boulders, erratics, lava slag, ballast, stones, blocks of stone, unprocessed, from quarries	A			
6312	Excavated stone, pebbles, stone grit, stone powder, stone sand, stone chippings, up to 32 mm diameter, lava chippings, raw perlite	A			
6313	Lava gravel	A			
<b>632</b>	<b>Marble, granite and other building stone, slate</b>				
6321	Basalt blocks, basalt slabs, marble blocks, marble slabs, phonolite, slate blocks, slabs, tuff material, ashlar blocks and other stones, roughly hewn	A			
6322	Phonolite grit, phonolite chippings, fused cast basalt, crushed basalt, basalt stones, slate, burned, ground, crushed, diameter up to 32 mm	A			
<b>633</b>	<b>Limestone and gypsum</b>				
6331	Dolomite (calcium magnesium carbonate), dunite, calcite, olivine	A			
6332	Dolomite (calcium magnesium carbonate), dunite, calcite, olivine, all crushed, ground, diameter up to 32 mm	A			
6333	Gypsum	A			
6334	Gypsum, crushed, ground, diameter up to 32 mm	A			
6335	Agricultural lime, fertilisers, calcareous, limestone residues, marl	A			
<b>634</b>	<b>Chalk</b>				
6341	Chalk, crude (calcium carbonate, natural)	A			
6342	Chalk, for use as a fertiliser	A			
<b>639</b>	<b>Other crude minerals</b>				
6390	Asbestos, crude (asbestos earth, stone, powder, fibres, agglomerate), asbestos waste	X	X	S	
6391	Asphalt (asphaltite), asphalt earth, asphalt stones, asphalt products, for road building	X	X	S	
6392	Barite (barium sulphate), heavy spar, witherite	A			
6393	Borax, boron minerals, feldspar, crystal grade	X	B		
6394	Magnesia, magnesite, crystal grade, magnesite, also calcined, sintered, magnesium oxide (magnesia)	A			
6395	Earth, uncontaminated mud, e.g. sewage sludge from municipal sewage plants, overburden, brackish water, garden earth, humus, fossil meal, silicious earth, moler earth, sludge	X	A		18)
6396	Contaminated mud, e.g. sewage sludge from industrial sewage plants, building rubble, contaminated excavated material, domestic refuse, blast furnace waste, refuse	X	X	S	
6397	Colliery tailings	A			
6398	Crude potassium salts, e.g. kainit, carnallite, kieserite, sylvinit, Montanal	A			
6399	Miscellaneous raw minerals, e.g. earth colours, Glauber's salt (sodium sulphate), mica, kernite, cryolite, quartz, quartzite, soapstone, steatite, French chalk, trass, brickbats, brick rubble, fluorspar (fluorite)	A			
<b>64</b>	<b>CEMENT AND LIMESTONE</b>				
<b>641</b>	<b>Cement</b>				
6411	Cement	B			
6412	Cement clinker	A			
<b>642</b>	<b>Limestone</b>				
6420	Limestone, in boulders, also calcined, hydraulic lime, slaked lime	A			

**Remarks :** 18) Alternatively, spraying onto stored cargo is also possible where cleaning is to be waived in conjunction with the required unloading standard.

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
			sewerage	special treatment	

<b>65</b>	<b>PLASTER</b>				
<b>650</b>	<b>Plaster</b>				
6501	Plaster, calcined	<b>A</b>			
6502	Plaster, crude, for fertiliser	<b>A</b>			
6503	Plaster from flue gas desulphurisation plants, other industrial plaster	<b>A</b>			
<b>69</b>	<b>OTHER MINERAL BUILDING MATERIALS (except glass)</b>				
<b>691</b>	<b>Building materials and other products from natural stone, pumice, plaster, cement and similar materials</b>				
6911	Fibre cement products, e.g. building blocks and constructional goods, tiles, vessels, slabs	<b>A</b>			
6912	Concrete and cement products, artificial stone products, e.g. building blocks, constructional goods, kerbstones, prefabricated elements, tiles, lightweight slabs, bricks, slabs, sleepers, partitions, workpieces	<b>A</b>			
6913	Pumice products, e.g. building blocks, constructional goods	<b>A</b>			
6914	Plaster products, e.g. building slabs, building blocks, constructional goods	<b>A</b>			
6915	Mineral and vegetable insulating materials, e.g. constructional goods made of foams, insulating boards, fittings, glass fleece roofing membrane, mats and sheets made of mineral fibres, glass silk, glass wadding, glass wool, perlite, vermiculite, solid mass insulation	<b>A</b>			
6916	Natural stone (ornamental or building stone), worked and articles thereof, e.g. kerbstones, mosaic tesserae, flagstones, setts, slabs, facing bricks, stones workpieces	<b>A</b>			
6917	Xylolite articles, xylolite mass	<b>A</b>			
6918	Xylolite articles, xylolite mass	<b>X</b>	<b>X</b>	<b>S</b>	
6919	Articles made of other mineral materials, slag wool	<b>A</b>			
<b>692</b>	<b>Coarse ceramic and refractory building materials</b>				
6921	Roofing tiles and building bricks made of fired clay, e.g. fired bricks, building blocks, roofing tiles, hollow bricks, klinker, facing bricks, bricks	<b>A</b>			
6922	Refractory constructional goods and blocks, ceramic floor and wall panels, e.g. flagstones, ceramic tiles, slabs, fireclay saggars, fireclay slabs, fireclay blocks, fireclay articles, silica blocks, stoneware articles	<b>A</b>			
6923	Refractory mortars and masses, e.g. ramming mass, foundry mould, casting adjuvants, mortar mixtures	<b>A</b>			
6924	Fragments of refractory ceramic products, fireclay fragments, crushed fireclay	<b>A</b>			
6929	Other architectural ceramics made of fired clay, e.g. drain pipes, cable-covering stones, flagstones, setts	<b>A</b>			

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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7	FERTILISERS				
<b>71</b>	<b>NATURAL FERTILISERS</b>				
<b>711</b>	<b>Natural natron-saltpetre</b>				
7110	Sodium nitrate (natron-saltpetre)	X	A		
<b>712</b>	<b>Crude phosphates</b>				
7121	Aluminium calcium phosphate, calcium phosphate, calcium super phosphate	X	A		11)
7122	Apatite, phosphorite, crude phosphates, phosphate unspecified	X	A		11)
<b>713</b>	<b>Potash crude salts and fertilisers of mineral origin, unspecified</b>				
7131	Crude potassium salts, e.g. kainit, carnallite, kieserite, sylvinit, fertilisers of mineral origin, unspecified	X	A		11)
7132	Magnesium sulphate	A			
<b>719</b>	<b>Natural non-mineral fertilisers</b>				
7190	Fertilisers of vegetable and animal origin, e.g. guano, animal horn waste, soil compost, manure, farmyard manure	X	B		11)
<b>72</b>	<b>CHEMICAL FERTILISERS</b>				
<b>721</b>	<b>Phosphate slag and Thomas slag</b>				
7210	Converter lime, converter slag, Martin process slag, phosphate slag, Siemens-Martin slag, powder, Thomas ground basic slag, Thomas phosphate, Thomas phosphate flour, Thomas slag	X	B		11)
<b>722</b>	<b>Other phosphate fertilisers</b>				
7221	Ammoniated superphosphate, boron superphosphate, triple superphosphate, superphosphate	X	A		11)
7222	Dicalcium phosphate (phosphoric lime)	X	A		11)
7223	Diammonium phosphate (diammon phosphate)	X	A		11)
7224	Calcined phosphate, phosphate fertiliser, calcined phosphate fertiliser, phosphate fertilisers, unspecified	X	A		11)
<b>723</b>	<b>Potassic fertilisers</b>				
7231	Potassium chloride (sylvite), potassium sulphate (sulphuric potassium)	B			
7232	Potassium magnesium sulphate (sulphuric potassium magnesium), Kornkali	B			
<b>724</b>	<b>Nitrogenous fertilisers</b>				
7241	Ammonia gas	X	X	S	
7242	Ammonium bicarbonate, ammonium chloride (sal ammoniac, hydrochloric ammoniac), ammonium nitrate, ammonium nitrate-urea solution, urea, potassium saltpetre, potassium nitrate, calcium ammonium nitrate, calcium cyanamide, natron-saltpetre, nitrogen magnesium, nitrogenous fertilisers, unspecified	X	A		11)
7243	Ammonium sulphate (sulphuric ammoniac), ammonium sulphate liquor, ammonium sulphate-saltpetre	X	A		11)
<b>729</b>	<b>Composite and other chemically manufactured fertilisers</b>				
7290	Mineral complex compound fertiliser, specifically: NPK fertilisers, NP fertilisers, NK fertilisers, PK fertilisers, commercial fertilisers, composite fertilisers, unspecified	X	A		11)

**Remarks :** 11) As an alternative to discharge into the sewer system: spraying the wash water onto agricultural land in accordance with national regulations.

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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8	CHEMICAL PRODUCTS				
<b>81</b>	<b>CHEMICAL BASIC SUBSTANCES (except aluminium oxide and hydroxide)</b>				
<b>811</b>	<b>Sulphuric acid</b>				
8110	Sulphuric acid (oleum), spent sulphuric acid	X	X	S	
<b>812</b>	<b>Caustic soda</b>				
8120	Caustic soda (sodium hydroxide, solid), caustic soda solution (sodium hydroxide) in solution, sodium carbonate solution, soda lye	A			
<b>813</b>	<b>Sodium carbonate</b>				
8130	Sodium carbonate (carbonic sodium), natron, soda	A			
<b>814</b>	<b>Calcium carbide</b>				
8140	Calcium carbide (beware: risk of explosion in the event of contact with water!)	X	X	S	
<b>819</b>	<b>Other chemical basic substances (except aluminium oxide and hydroxide)</b>				
8191	Acrylonitrile, alum, aluminium fluoride, ethylene oxide, liquefied, barium carbonate, barium nitrate, barium nitrite, barium sulphate, barium sulphide, benzene hydrocarbon derivatives, (e.g. ethylbenzene), litharge, lead oxide, white lead (lead carbonate), calcium hypochlorite, (chlorinated lime), caprolactam, chlorine, liquefied (chlorine lye), chlorobenzene, monochloroacetic acid, chlorohydrocarbons, unspecified, chloromethylglycol, chloroform (trichloromethane), chlorothene, chlorinated paraffin, chrome alum, chromium lye, chromium sulphate, cumene, cyanide (cyanide salts), dimethyl ether (methyl ether), dichloroethylene, EDTA (ethylenediaminetetraacetic), ETBE (ethyl tert-butyl ether, hydrofluoric acid, glycols, unspecified, hexachloroethane, hexamethylenediamine, potassium chlorate, potassium hypochlorite solution (potassium bleaching liquor), potassium silicate (water glass), calcium cyanamide, carbonic acid, concentrated, liquefied, cresol, manganese sulphate, melamine, methyl chloride, methylene chloride, monochlorobenzene, MTBE (methyl tert-butyl ether), sodium chlorate, sodium fluoride, sodium nitrite (nitrous sodium), soda lye, sodium silicate (water glass), sodium sulphide, sodium sulphite (sulphuric sodium), chloride of soda, NTA (nitrilotriacetic), perchloroethylene, phenol, phosphoric acid, phthalic acid hydride, retort carbon, soot, nitric acid, spent nitric acid, hydrochloric acid, spent hydrochloric acid, sulphur, cleaned, sulphur dioxide, sulphurous acids, carbon disulphide, styrene, surfynol (TMDD = 2,4,7,9-Tetramethyl-5-decyne-4,7-diol), tall oil, tall oil products, turpentine oil, tetrachlorobenzene, tetrachlorohydrocarbon, trichloroethylene, trichlorobenzene, triphenylphosphine, vinyl chloride, detergent raw materials, zinc oxide, zinc sulphate.	X	X	S	
8192	Acetone, adipic acid, alcohol, pure (spirits), aluminium acetate (acetate of alumina), aluminium formate (acetic alumina), aluminium sulphate (sulphuric alumina), ammonia gas (ammonia solution), ammonium chloride (sal ammoniac), ammonium saltpeter (ammonium nitrate, nitric ammonia), ammonium phosphate, ammonium phosphate solution, caustic potash (potassium hydroxide), aqueous potash lye, spirits, denatured, butanol, butyl acetate, Calcium chloride (chloro calcite), calcium formate, (formic lime), calcium nitrate (lime saltpeter), calcium phosphate, calcium sulphate (anhydrite, synthetic), citric acid, iron oxide, iron sulphate, acetic acid, acetic acid hydride, fatty alcohols, glycols (ethylene glycol, butylene glycol, propylene glycol, glycerine, glycerine lyes, glycerine water, urea, artificial (carbamide), hexamethylenediamine, wood vinegar, isopropyl allye, cohol, (isopropyl), potassium carbonate (potash), potassium nitrate, potassium sulphate lye, magnesium carbonate, magnesium sulphate (Epsom salts), methanol (wood alcohol, methyl alcohol), methyl acetate, sodium acetate, (acetic sodium), sodium carbonate (bicarbonate of soda), sodium bisulphate (bisulphate of soda), sodium formate, sodium nitrate (natron-saltpetre), sodium phosphate, propyl acetate, titanium dioxide (e.g.synthetic rutile)	X	A		
8193	Graphite, graphite products, silicon, silicon carbide (carborundum)	A			
8199	Other chemical basic substances, and mixtures, unspecified	X	X	S	

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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<b>82</b>	<b>ALUMINIUM OXIDE AND HYDROXIDE</b>				
<b>820</b>	<b>Aluminium oxide and hydroxide</b>				
8201	Aluminium oxide	<b>A</b>			
8202	Aluminium hydroxide (hydrate of alumina)	<b>A</b>			
<b>83</b>	<b>BENZOLE, TARS AND THE LIKE DISTILLATION PRODUCTS</b>				
<b>831</b>	<b>Benzole</b>				
8310	Benzole	<b>X</b>	<b>X</b>	<b>S</b>	
<b>839</b>	<b>Pitches, tars, tar oils etc, distillation products</b>				
8391	Nitro-benzole, benzole products, unspecified	<b>X</b>	<b>X</b>	<b>S</b>	
8392	Oils and other coal tar products, e.g. anthracene, anthracene mud, decalin, naphthalene, refined, tetralin, xylenol, solvent naphtha, toluene, xylene (ortho-xylene, meta-xylene and paraxylene, and mixtures thereof)	<b>X</b>	<b>X</b>	<b>S</b>	
8393	Pitch and tar pitch from hard coal and other mineral tars, e.g. lignite tar pitch, wood tar pitch, mineral tar pitch, petroleum pitch, hard coal tar pitch, tar pitch, peat pitch, peat-tar pitch, creosote	<b>X</b>	<b>X</b>	<b>S</b>	
8394	Pitch coke and tar coke from hard coal and other mineral tars, e.g. lignite tar coke, hard coal pitch coke, hard coal tar coke, tar coke	<b>X</b>	<b>X</b>	<b>S</b>	
8395	Gas purifying material	<b>X</b>	<b>X</b>	<b>S</b>	
8396	Hard coal tar, lignite tar and peat tar, wood tar, wood tar oil, e.g. impregnating oil, carbolineum, creosote oil, mineral tar, naphthalene, crude	<b>X</b>	<b>X</b>	<b>S</b>	
8399	Other distillation products, e.g. residues of lignite and hard coal heavy tar oil	<b>X</b>	<b>X</b>	<b>S</b>	
<b>84</b>	<b>PAPER PULP AND WASTE PAPER</b>				
<b>841</b>	<b>Wood pulp and paper pulp</b>				
8410	Mechanical pulp (wood pulp), wood cellulose, cellulose, waste products	<b>X</b>	<b>A</b>		
<b>842</b>	<b>Used paper and waste paper</b>				
8420	Used paper, used cardboard	<b>X</b>	<b>A</b>		
<b>89</b>	<b>OTHER CHEMICAL PRODUCTS (incl. starch)</b>				
<b>891</b>	<b>Plastics</b>				
8910	Synthetic resins, synthetic resin glue, acrylonitrile/butadiene/styrene copolymers, polyester, polyvinyl acetate, polyvinyl chloride	<b>X</b>	<b>X</b>	<b>S</b>	
8911	Plastic waste, plastic raw materials, unspecified	<b>X</b>	<b>X</b>	<b>S</b>	
<b>892</b>	<b>Dyeing, colouring and tanning materials</b>				
8921	Dyeing materials, colouring materials, varnishes, e.g. iron oxide for producing paint, enamel composition, clay earth pigments, prepared, lithopone, red lead, zinc oxide	<b>X</b>	<b>X</b>	<b>S</b>	
8922	Mastics	<b>X</b>	<b>X</b>	<b>S</b>	
8923	Tanning materials, tannin extracts	<b>X</b>	<b>X</b>	<b>S</b>	

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
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<b>893</b>	<b>Pharmaceutical products, essential oils, perfumery and cleansing preparations</b>				
8930	Pharmacy products, (medicinal products)	X	X	S	
8931	Cosmetic products, cleansing products, soap, detergents, washing powder	X	A		
<b>894</b>	<b>Ammunition and explosives</b>				
8940	Ammunition and explosives	X	X	S	
<b>896</b>	<b>Other chemical products</b>				
8961	Waste chemical threads, fibres, yarns, plastics, including foamed, including thermoplastic, unspecified, waste mixed acids of sulphuric acid and nitric acid, electrode carbon waste, residues, carbon ramming mass	X	X	S	
8962	Waste products and residues from the chemical industry, the glass industry, containing iron oxide, spent sulphite liquor	X	X	S	
8963	Other chemical chemical basic substances, hardening agents for iron, for steel, decalcifying agents for tanning, hardening compounds for plastics, cable wax, glues, solvents, plant protection products, unspecified, radioactive materials, unspecified, plasticising compounds for plastics	X	X	S	
8969	Chemicals, chemical products, unspecified	X	X	S	

1	2	3	4	5	6
Commodity code	Type of goods	Discharged into the water	Turn over to collection points for		Remarks
			le réseau d'assainissement	un traitement spécial	

<b>9</b>	<b>VEHICLES, MACHINERY, OTHER FINISHED AND SEMI-FINISHED PRODUCTS, MISCELLANEOUS ARTICLES FOR TRANSIT TRANSPORT</b>				<b>12)</b>
<b>91</b>	<b>VEHICLES</b>				<b>12)</b>
<b>92</b>	<b>AGRICULTURAL MACHINERY</b>				<b>12)</b>
<b>93</b>	<b>ELECTRICAL PRODUCTS, OTHER MACHINERY</b>				
<b>931</b>	<b>Electrical products</b>				<b>12)</b>
9314	Electrical waste equipment (electronic scrap)	<b>X</b>	<b>X</b>	<b>S</b>	
<b>939</b>	<b>Other machinery, unspecified (incl. vehicle engines)</b>				<b>12)</b>
<b>94</b>	<b>MANUFACTURES OF METAL</b>				<b>12)</b>
<b>95</b>	<b>GLASS, GLASSWARE, CERAMIC PRODUCTS AND OTHER MANUFACTURES OF MINERALS</b>				<b>12)</b>
9512	Glass, ground, glass waste, broken glass, glass fragments	<b>A</b>			
<b>96</b>	<b>LEATHER, LEATHER GOODS, TEXTILES, CLOTHING</b>				<b>12)</b>
<b>961</b>	<b>Leather, finished hides, leather goods</b>				
9610	Hides, skins, leather, fur	<b>X</b>	<b>A</b>		
<b>962</b>	<b>Clothing, shoes, travel articles</b>				
9620	Chemical threads, yarns, threads and yarns of vegetable textile fibres, of animal hair, of wool, felt, felt products, fabrics and materials, jute sacks, covers, cordage products, carpets, wadding	<b>X</b>	<b>A</b>		
<b>963</b>	<b>Clothing, shoes, travel articles</b>				
9630	Clothing, leather goods, fur products, textiles	<b>X</b>	<b>A</b>		
<b>97</b>	<b>OTHER FINISHED AND SEMI-FINISHED PRODUCTS</b>				<b>12)</b>
<b>972</b>	<b>Paper and cardboard</b>				
9721	Bitumen felt, bitumen paper, bitumen cardboard, roofing felt, tar felt, tar paper, tar cardboard	<b>X</b>	<b>X</b>	<b>S</b>	
9722	Greyboard, wallpapers, parchment paper, corrugated cardboard, cellulose wadding (paper wadding)	<b>X</b>	<b>A</b>		
9723	Kraftliner, wrapping paper, paper in rolls, newsprint paper	<b>X</b>	<b>A</b>		
<b>973</b>	<b>Paper and cardboard products</b>				
9730	Paper products, cardboard products	<b>X</b>	<b>A</b>		
<b>99</b>	<b>MISCELLANEOUS ARTICLES FOR TRANSIT TRANSPORT GROUPAGE FREIGHT AND GENERAL CARGO)</b>				<b>12)</b>
9999	Goods, unspecified	<b>X</b>	<b>X</b>	<b>S</b>	<b>12)</b>

Remarks: 12) for packages, see provisions referred to in (8) (d).

## **Appendix IIIa Degassing standards**

### **A. General provisions**

1. vapours given off from goods mentioned in tables I to III of this Appendix shall not be released into the atmosphere unless the conditions governing AVFL values <sup>1</sup> in the tables below have been complied with. Unless otherwise specified in article 7.04 or in this Appendix, vapours given off from these goods shall be degassed.
2. Degassing must be carried out at a certified reception station in accordance with national provisions.
3. vapours from all the goods not to be found in the following degassing standard tables can be vented.
4. Venting is not permitted:
  - a) close to locks, including their forebays, under bridges or in densely populated areas.
  - b) in sectors subject to equivalent protection by national requirements.
5. The degassing or venting procedure is to be interrupted during a storm or if, because of unfavourable wind conditions, the presence of dangerous vapours is considered possible outside the cargo area, in front of accommodation, the wheelhouse or operation rooms. "The critical state shall be reached when measurement with a portable measurement device confirms the presence in these areas of concentration of vapours greater than 20% of the lower explosive limit".
6. Degassing may only be performed by competent individuals<sup>2</sup>. This also applies to the work required aboard the vessel.

### **B. Accepted Vent Free Level (AVFL)**

1. A cargo tank's Accepted Vent Free Level (AVFL) is defined as the concentration of vapours in the tank below which the release of the vapours into the atmosphere is permitted<sup>3</sup>.

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<sup>1</sup> Accepted Vent Free Level

<sup>2</sup> For the reception station: qualified vapour reception station personnel. For the vessel: individual qualified in accordance with ADN provisions.

<sup>3</sup> This value is 10% of the Lower Explosive Limit or LEL.

2. The fume concentration is measured in accordance with the methods, measurement techniques and measurement devices provided for by the ADN at a representative point within the pipe connecting the cargo tank and the fume reception station or at one or more points within the cargo tank deemed to be appropriate by the expert<sup>1</sup>. The measurement is taken under standard conditions and repeated after 30 minutes. Point 18 of the attestation of unloading confirms that the value measured was less than the limit value.

**C. Transport operations for which degassing of the cargo tanks is not required after unloading**

1. Transport of goods authorised for transport aboard Type “N open” or “Type N open with flame arresters” vessels. This also applies for the goods mentioned in the following tables.
2. Exclusive transport operations.
3. Transport operations with a subsequent cargo that is compatible in accordance with article 7.04, (3, (b) and (c).
4. Transport of goods from packing group III<sup>2</sup>.

**D. Meaning of the columns in tables I to III below**

1. “UN number”: the four digit identification number of the products or objects derived from the UN Model Regulations.
2. “Product description”: description of the cargo being transported.
3. “AVFL”: vapour concentration level in the cargo tank (in % of the volume) below which free venting is permitted.
4. “Observations”: additional information on the handling of certain products.

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<sup>1</sup> Expert as construed by the ADN's are provisions.

<sup>2</sup> See ADN Part I Section 1.2.1 under “Packing group” and Sub-section 2.1.1.3.

**Table I**

1	2	3	4
UN no.	Product description	AVFL (vol. %)	Observations
UN 1114	<b>Benzene</b>	<b>0.12</b>	<b>1)</b>
UN 1203	<b>Petrol or fuel for automotive engine</b>	<b>0.14</b>	<b>2)</b>
UN 1268	<b>Petroleum distillates, petroleum products, N.S.O.<sup>1</sup></b>	-	<b>3)</b>
UN 3475	<b>Ethanol and petrol, blended, or ethanol and fuel for automotive engines, blended, containing more than 10% ethanol</b>	<b>0.14</b>	<b>2)</b>
<p>1) The AVFL value is that of benzene.                  2) The AVFL value is that of petrol.                  3) The AVFL value (which is 10 % of the lower explosive limit) must be notified by the charterer, given that the LEL depends on the composition of the blend.</p>			

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<sup>1</sup> N.S.O. Not Specified Otherwise

**Table II**

<b>1</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>UN no.</b>	<b>Product description</b>	<b>AVFL</b>	<b>Observations</b>
UN 1267	Crude oil (containing more than 10% benzene)	0.12	1)
UN 1993	Inflammable liquid, N.S.O. containing more than 10 % benzene	0.12	1)
UN 3295	Liquid hydrocarbons, N.S.O. containing more than 10% benzene	0.12	1)

1) The AVFL value is that of benzene.

**Table III**

1	3	4	5
UN no.	Product description	AVFL	Observations
UN 1090	Acetone	0.26	
UN 1145	Cyclohexane	0.10	
UN 1170	Ethanol (ethyl alcohol) or ethanol in solution (ethyl alcohol in solution), aqueous solution containing more than 70% alcohol by volume	0.31	
UN 1179	Ether ethylene butyl	0.16	
UN 1216	Isooctanes	0.08	
UN 1230	Methanol	0.60	
UN 1267	Crude oil (containing less than 10% benzene)	0.12	1)
UN 1993	Inflammable liquid, N.S.O. containing less than 10 % benzene	-	3)
UN 2398	methyl tertiary butyl ether	0.16	
UN 3257	Liquid transported when hot, N.S.O. (Including molten metal, molten salt, etc.) at a temperature equal to or greater than 100° C and below its flashpoint	-	3)
UN 3295	Liquid hydrocarbons, N.S.O. containing less than 10% benzene	-	3)
9001	Substances with a flashpoint above 60° C handed over for transport or transported at a temperature within the range of 15 K below the flashpoint or substances the flashpoint of which > 60° C, heated to within less than 15 K of the flashpoint	-	3), 4)
9003	Substances with a flashpoint greater than 60° C and less than or equal to 100° C which cannot be assigned to any other class or heading within class 9	-	3), 4)
<p>1) The AVFL value is that of benzene.</p> <p>3) The AVFL value (which is 10 % of the lower explosive limit) must be notified by the charterer, given that the LEL depends on the composition of the blend.</p> <p>4) Note: 9001 and 9003 are not UN numbers within the meaning of the reference requirements. These are numbers known as substance numbers, created specifically for the ADN and for tanker shipping only.</p>			

**APPENDIX IV  
to the Implementing Regulation**

*Amended by Resolution CDNI 2016-I-5, 2019-II-5 and 2023-I-5*

**Attestation of unloading  
(2017 Edition)**

*Models*

**Dry shipping (2017 Edition)**

**Tanker shipping (2024 Edition)**  
2017 Edition repealed by Resolution CDNI 2023-I-5

**Attestation of unloading (Dry shipping)**

Please only tick as appropriate

**Part 1: Declaration by the consignee / handling facility**

**A Name/company:** .....

**Address:** .....

1. We unloaded from the vessel .....  
 (Name) (ENI) (Hold no.)

2.  t /  m<sup>3</sup> .....  
 (Quantity) (Category and no. of goods according to Appendix III to the Implementing Regulation)

3. Announced on: (Date) ..... (Time)..... 4. Unloading commenced: (Date) ..... (Time).....

5. Unloading completed: (Date) ..... (Time).....

**B Exclusive transport operations**

6. The vessel

a)\*  is carrying out exclusive transport operations – Article 7.04 (3) a).

b)  is carrying the following compatible cargo – Article 7.04 (3) b).

c)  will not be washed until a decision has been reached on the compatibility of the following cargo – article 7.04, (3) c).

**C Cleaning of the vessel**

7. Hold nos. .... were

a)  handed over in a swept condition (unloading standard A by virtue of Appendix III of Annex 2);

b)  handed over in a vacuum cleaned condition (unloading standard B by virtue of Appendix III of Annex 2);

c)\*  handed over in a washed condition.

**D Receipt of handling residues / residual cargo**

8. a)  handling residues received.

b)  residual cargo from hold nos. .... have been received.

**E Wash water (including ballast water and rainwater)**

9. Wash water (including ballast water and rainwater) in the holds referred to above, with the following quantity:

.....  m<sup>3</sup> /  l

a)  may be discharged overboard into the surface water in compliance with the provisions of Appendix III of the Implementing Regulation;

b)  has been received;

c)\*  must be discharged at the following reception station .....(Name/company) appointed by us;

d)\*  must be deposited as stipulated in the transport contract.

**F Slops**

10. \*  slops received, quantity: ..... l / kg

**G Signature by consignee / handling facility**

.....  
 (Place) (Date, time)

.....  
 (Stamp/name in block capital letters and signature)

**Part 2: Declaration by the boatmaster**

11. Wash water (including ballast water and rainwater) has been temporarily stored in:

a)  residue tank / wash water tank; quantity: .....  m<sup>3</sup> /  l

b)\*  Hold; quantity: .....  m<sup>3</sup> /  l

c)  other residue containers, specifically: ..... Quantity: .....  m<sup>3</sup> /  l

12.  The information provided under nos. 1 to 10 is confirmed.

13.  The following cargo being compatible, washing is foregone – Article 7.04 (3) c).

14. Remarks: .....

15. ....  
 (Place) (Date) (Stamp/name in block capital letters and signature)

**Part 3: Declaration by the reception station for the wash water** (only required if point 9 c) or point 9 d) are marked with a cross)

Name/ company: ..... Address: .....

**Attestation of deposit**

16.  The deposit of wash water (including ballast water and rainwater) according to the quantities stated under point 9 and code\*\*) ..... is confirmed. Wash water, quantity: .....  m<sup>3</sup> /  l

17. Remarks: .....

18. ....  
 (Place) (Date) (Stamp/name in block capital letters and signature)

\* See note on this question in the annex to the attestation of unloading for dry shipping

\*\* Waste classification under Commission Decision 2014/955/EU of 18 December 2014 amending Decision 2000/532/EC on the list of waste pursuant to Directive 2008/98/EC of the European Parliament and of the Council

## Annex attestation of unloading for dry shipping

### Information on how to complete the attestation of unloading

Information on point 6 a): In this case points 7 to 9 do not need to be completed.

Information on point 9: If 9 c) or 9 d) were marked with a cross, then points 11 and 16 to 18 inclusive must be completed as well. If Article 7.04 (3) c) applies ("uncertainty as to the compatibility of the following cargo"), it is not necessary to indicate the quantity.

Information on point 10: The consignee / handling facility may accept slops but is not obliged to do so.

Information on point 11 b): If a type of cargo requiring special handling in accordance with S pursuant to Annex III was transported in the hold, the wash water is to be discharged either at the consignee's premises / handling facility or at a wash water reception station.

Please only tick where appropriate

**Part 1 : Declaration by the consignee / handling facility (Art. 7.08)**

**A Name / company:** ..... **Address:** .....

1. We unloaded from the vessel.....  
 (Name) (ENI) (Cargo tank no.)

2. ....  ton(s) /  m<sup>3</sup> .....  
 (Quantity) (Category and no. of goods according to Appendix III and UN no\*)

Variable AVFL value\*.....(according to the charterer's specification, depending on the composition)

3. Declared on: (Date (DD/MM/YYYY)) ..... (Time) .....

4. Unloading started: (Date (DD/MM/YYYY)) ..... (Time) .....

5. Unloading completed: (Date (DD/MM/YYYY)) ..... (Time) .....

**B Exclusive transport / compatible transport / vessel (or cargo tank) cleaning deferred**

6. The vessel

a)\*  is carrying out exclusive transport operations – Article 7.04, 3, (a).

b)\*  will be carrying a compatible cargo on its next transport operation – Article 7.04, 3, (b).

c)\* pending a decision on the compatibility of the next cargo - Article 7.04, 3, (c) .

will not be washed.

will not be degassed.

**C Cleaning of the vessel**

7.\* The cargo tanks were returned

a)  in a stripped state (unloading standard A by virtue of Annex III to the Implementing Regulation);

b)  in a washed state; Quantity of wash water: ..... m<sup>3</sup> /  liter;

c)  in a degassed state.

**D Receipt of handling residues**

8.\*  handling residues received.

**E Wash water and disposal**

9. The wash water

a)  may be discharged overboard into the surface water in compliance with the provisions of Appendix III of the Implementing Regulation (column 3);

b)\*  was received by the handling facility / consignee;

c)\* must be deposited as stipulated in the transport contract at the reception station designated by the charterer (Article 7.05, 2).

The boatmaster carries out the washing while sailing: Yes  No

If No, the wash water must be deposited at the reception station designated by the charterer

d)\*  must be deposited at the reception station..... (Name) specified by us (Article 7.08)

The boatmaster carries out the washing while sailing: Yes  No

If No, the wash water must be deposited at the reception station designated by us.

**F Degassing and disposal**

10.\* The degassing

a)  was carried out by us at the handling facility / the consignee (reception station) ;

b)  must be deposited as stipulated in the transport contract at the reception station designated by the charterer (Article 7.05, 2);

c)  must be carried out at the vapour reception station ..... (Name) specified by us (Article 7.08)

**G\* Signature of the consignee / handling facility**

.....  
 (Place) (Date (DD/MM/YYYY) and time) (Name in capitals) (Stamp) (Signature)

\* See corresponding remark in the Annex of the Attestation of Unloading (Tanker shipping)



Please only tick where appropriate

**Part 2a): Declaration by the boatmaster following unloading, when leaving the handling facility\***

The information given in points 1 to 10 is confirmed by the signature of the boatmaster.

**Signature of the boatmaster**

.....  
 (Date (TT/MM/YYYY)) (Name in capitals) (Signature)

**Part 2b): Declaration by the boatmaster while sailing**

11.\*  The wash water was produced when washing while sailing (9c or d).

**12.\* Location of wash water storage**

a)  residue tank / IBC; Quantity.....  m<sup>3</sup> /  litres  
 b)  cargo tank: ..... Quantity.....  m<sup>3</sup> /  litres  
 c) other residue containers (specify): ..... Quantity.....  m<sup>3</sup> /  litres

13.\*  The next cargo is compatible so no washing or degassing has been carried out – **Article 7.04, 3, (c)**.

14.\*Remarks: .....

**Signature of boatmaster**

.....  
 (Date (TT/MM/YYYY)) (Name in capitals) (Signature)

**Part 3: Declaration by the reception station concerning deposit and reception of wash water (only required if 9 c) or 9 d) have been ticked)**

Name of reception station .....

Address.....

**Attestation of deposit**

15.\*  The deposit of wash water according to the quantities stipulated in 7b) or 12 a/b/c)\* is confirmed.

Waste code\*)..... Quantity: .....  m<sup>3</sup> /  litres

16. Remarks : .....

17. Registered on: (Date (DD/MM/YYYY)) ..... (Time) .....

Deposit started: (Date (DD/MM/YYYY)) ..... (Time) .....

Deposit completed: (Date (DD/MM/YYYY)) ..... (Time) .....

Name of operator

.....  
 (Name in capitals) (Stamp) (Signature)

**Part 4: Declaration by the reception station concerning deposit and reception of vapours (only required if 10a), 10b) or 10c) have been ticked)**

Name of reception station .....

Address.....

**Attestation of deposit**

18. \*  The degassing has been carried out in accordance with the standards for degassing set out in Appendix IIIa of the Implementing Regulation. The concentration of vapour measured was lower than the permitted maximum (AVFL)

19. Remarks:.....

20. Registered on: (Date (DD/MM/YYYY)) ..... (Time) .....

Degassing started: (Date (DD/MM/YYYY)) ..... (Time) .....

Degassing completed: (Date (DD/MM/YYYY)) ..... (Time) .....

Person in charge of degassing in compliance with Appendix IIIa, A. General Provisions, number 6.

.....  
 (Name in capitals) (Stamp) (Signature)

\* See corresponding remark in the Annex of the Attestation of Unloading (Tanker shipping)

Information on how to complete the attestation of unloading 2023

**Part 1 : Declaration by the consignee / handling facility**

**Re A: name and address of the company are obligatory (full contact details)**

**Re point 2:**

- \* The UN number must be given in accordance with tables I, II and III of Appendix IIIa;
- \* AFVL value (variable): to be completed where there is a mixture and where no value is indicated in Column 3 of the aforementioned tables of Appendix IIIa.

**Re point 6a:**

- \* Designation as an exclusive transport operation is based on the boatmaster's declaration; written proof is required en route as confirmation of the exclusive transport operation (Article 7.04, 3, (a); (complete no 8) in connection with the receipt of cargo residues by the handling station.

**Re point 6b:**

- \* Designation as a compatible cargo operation is based on the boatmaster's declaration; written proof is required en route as confirmation of the compatible cargo (Article 7.04, 3, (b)); (complete no 7a) Stripping must be carried out before departure, unloading standard A; (complete no 8) The handling facility must accept cargo residues.

**Re point 6c:**

- \* The mandatory washing or degassing after unloading (Article 7.04, 3, (c)) may be deferred if the next transport is highly likely to be a compatible cargo, provided that:
  - 1): the handling facility provisionally designates a reception station for the washing or degassing (complete points 9 or 10) in accordance with Articles 7.05 or 7.08; and
  - 2): after unloading, the vessel is returned in a "stripped" state (complete 7a, unloading standard A).

**Re point 7:**

- \* Cleaning the cargo tank at the handling facility after unloading:
  - 7a: stripping (unloading standard A) is always mandatory, except for exclusive transport operations;
  - 7b: for washing at the site of the unloading, with an indication of the quantity of wash water, point 9b must be completed if the wash water is deposited;
  - 7c: for degassing at the unloading site, 10a must be completed.

**Re point 8 :**

- \* Handling residues collected in the onboard drip trays must be accepted by the handling facility (Article 7.03, 2 and 3).

**Re point 9 :**

- \* 9b: must be ticked if the handling facility has accepted the wash water (see point 7b).
- \* 9c: must be ticked if the charterer has designated a reception station in the transport contract.
- \* 9d: must be ticked if the charterer has not designated a reception station in the transport contract. The designation of a reception station is required for the handling facility. Obligation set out in Article 7.
- \* points 9c and 9d must be completed in accordance with the boatmaster's declaration Article 6.03, 6).

**Re point 10:**

- \* 10a: If degassing after unloading is carried out at the reception station, Part 4 must be completed.
- \* 10b: must be ticked if the charterer has designated a vapour reception station in the transport contract (Article 7.05, 2,a).
- \* 10c: must be ticked if the charterer has not designated a vapour reception station in the transport contract (obligation set out in Article 7.08).

**G: mandatory signature, name of the handling facility responsible printed in capitals**

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**Part 2a): Declaration by the boatmaster following unloading, when leaving the handling facility**

**Re PART 2 a):**

- \* The boatmaster signs the attestation of unloading when leaving the facility and in doing so confirms the information provided in points 1 to 10.

-----

**Part 2 b) Declaration by the boatmaster while sailing**

**Re point 11:**

- \* The boatmaster must indicate in the attestation of unloading, in writing or digitally, whether the wash water results from washing while en route (Article 6,03, 4, (b)).

**Re point 12:**

- \* The boatmaster must indicate in writing the quantity of wash water on board (Article 6,03, 4, (b)).

**Re point 13:**

- \* The boatmaster must indicate the compatible transport in box 13 in order to justify compliance with Article 7.04, 3, (c) whereby washing or degassing are not required (Article 7.04, 3, (c)).

**Re point 14:**

Space for remarks

**Mandatory signature by boatmaster for the events that took place during the voyage, name of boatmaster in capitals.**

-----

**Part 3 : Declaration on the deposit and reception of wash water by the reception station**

**Re point 1:**

- \* The reception station (fixed or mobile collection) indicates on the attestation of unloading the quantity of wash water deposited by the vessel, One example or copy of the attestation of unloading is retained by the reception station (Article 7.01, 2). One example of the attestation of unloading is returned to the vessel (Article 7.01, 2).

## Annex to the attestation of unloading for tanker shipping

- \* Codes accepted (6 figures) for the deposit of wash water (Regulation EC 1013/2006) :

Waste code	Description
16 07	<i>Waste resulting from cleaning transport and storage tanks and barrels (except 05 and 13)</i>
16 07 08*	Oily waste
16 07 09*	Waste containing other hazardous materials
16 10	<i>Aqueous liquid waste for external treatment</i>
16 10 01*	Aqueous liquid waste containing hazardous materials
16 10 02	Aqueous liquid waste other than those included in code 16 10 01

\* Hazardous waste

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### **Part 4: Declaration by the reception station concerning deposit and reception of vapours**

#### **Re point 18:**

- \* Here the vapour reception station indicates on the attestation of unloading the concentration of vapour measured, in accordance with the provisions of Appendix IIIa. Measurements are taken inside the pipe to the reception station and at points on board deemed appropriate by the expert.
-

## APPENDIX V to the Implementing Regulation

*Amended by Resolution CDNI 2010-I-1*

**(2010 edition)**

### Limit and control values for sewage treatment plants on board passenger ships

1. On-board sewage plants must comply with the following limits during the type test:

**Table 1: On-board sewage plant (test plant) discharge limits to be complied with during type testing**

Parameter	Oxygen concentration		Sample
	Stage I	Stage II w.e.f 1.1.2011	
Biochemical oxygen demand (BOD <sub>5</sub> ) ISO 5815-1 and 5815-2 (2003) <sup>1)</sup>	25 mg/l	20 mg/l	24-h-composite sample,
	40 mg/l	25 mg/l	Sample, homogenised
Chemical oxygen demand (COD) <sup>2)</sup> ISO 6060 (1989) <sup>1)</sup>	125 mg/l	100 mg/l	24-h-composite sample,
	180 mg/l	125 mg/l	Sample, homogenised
Total organic carbon (TOC) EN 1484 (1997) <sup>1)</sup>	---	35 mg/l	24-h-composite sample, homogenised
	---	45 mg/l	Sample, homogenised

1) The Contracting States may use equivalent procedures.

2) Total organic carbon (TOC) may also be used for the type test instead of the chemical oxygen demand (COD).

2. The following control values are to be adhered to during operation.

**Table 2: On-board sewage plant discharge limits to be complied with during passenger vessel onboard operation**

Parameter	Oxygen concentration		Sample
	Stage I	Stage II w.e.f 1.1.2011	
Biochemical oxygen demand (BOD <sub>5</sub> ) ISO 5815-1 and 5815-2 (2003) <sup>1)</sup>	40 mg/l	25 mg/l	Sample, homogenised
Chemical oxygen demand (COD) <sup>2)</sup> ISO 6060 (1989) <sup>1)</sup>	180 mg/l	125 mg/l	Sample, homogenised
	---	150 mg/l	Random sample
Total organic carbon (TOC) EN 1484 (1997) <sup>1)</sup>	---	45 mg/l	Sample, homogenised

1) The Contracting States may use equivalent procedures.

2) Total organic carbon (TOC) may also be used for the type test instead of the chemical oxygen demand (COR).

The relevant value is to be complied with in the random sample. The competent authorities are to take random samples at irregular intervals.

3. Processes involving the use of substances containing chlorine are not permitted.

It is also not permitted to dilute domestic waste water in order reduce its specific pollution effect, thereby enabling it to be disposed of.

## **INTERPRETATIVE RESOLUTIONS OF THE CONTRACTING PARTIES**

### **Resolution CDNI 2012-I-4**

#### **Interpretation of the Convention - Recreational craft -**

The Conference of the Contracting Parties

whereas

the Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI), September 1996, establishes common rules for preventing the production of waste and for the collection, deposit and reception of waste produced during navigation on inland waterways,

these common rules are not intended to apply to recreational craft,

relying on article 14 of the Convention and on the provisions of the Vienna Convention on the Law of Treaties

notes that the Parties to this Convention interpret the definition of "vessel" in article 1 as excluding recreational Craft.

## **Resolution CDNI 2013-II-5<sup>1</sup>**

### **Implementing Regulation - Part C Exempting provisions on the grounds of the hardship clause in accordance with article 9.02 of annex 2 for on-board sewage treatment plants**

The Conference of the Contracting Parties

Aware

- that with the entry into force of the provisions for on-board sewage treatment plants on 1 January 2011, these facilities are to comply with the stage 2 requirements as provided for in Appendix V of Annex 2 of the Convention,
- that the replacement of the on-board sewage-treatment plants that do not comply with this Appendix V could prove difficult to achieve in practice or could incur unreasonable expenditure,

whereas

- account needs to be taken of the relevant provisions both of the RVIR and of Directive 2006/87/EC, as amended,
- passenger vessels that have not been operated within the scope of the CDNI on 1 January 2011 need to be permitted to apply the requirements applicable as at 1 November 2009,

Having regard to article 9.02 of Annex 2 of the Convention,

adopts the procedure for applying article 9.02 in the annex hereto and

notes the agreement of all the Contracting parties to the application of this procedure by the competent authorities in respect of passenger vessels the on-board sewage-treatment plants of which were installed before 1 January 2011.

**Annex**

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<sup>1</sup> In the content of Resolution CDNI 2018-II-6.

**Application of Article 9.02 of Annex 2  
to on-board sewage treatment plants installed aboard passenger vessels before 1.1.2011.**

**Procedure for implementing derogations and conditions in which approved derogations can  
be deemed equivalent**

1. Passenger vessels equipped with an on-board sewage-treatment plant installed before 1 November 2009 may continue to use this plant provided that it complies with the following requirements:
  - a) the limit and control values of stage 2 for the plant are not exceeded by more than the factor 2,
  - b) there is a manufacturer's or expert's certificate for the on-board sewage treatment plant confirming that it can cope with the typical loading patterns on board this vessel;
  - c) a system of sewage sludge management is in place corresponding to the conditions of operating a sewage treatment plant aboard a passenger vessel.
2. On-board sewage treatment plants that were installed after 31 October 2009 and before 1 January 2011 may still be used provided that these plants comply with the limit values of stage I and the provisions of 1 (b) and (c).
3. Passenger vessels built before 1 January 2011 and which were not operated up until this date within the scope of the CDNI (within the meaning of Annex 1) are subject to the provisions of 1, but dated 1 January 2011.
4. The derogations for on-board sewage treatment plants granted under the exempting provisions on the grounds of the hardship clause to be found in the Rhine vessel inspection regulations article 24.04 (4)) or in Annex 2 of Directive 2006/87/EC (article 24.04, (4) or article 24a.04), are deemed to be equivalent.
5. It is understood that the replacement of parts by spare parts using the same technology and of the same type is not held to constitute replacement of the plant.

## **Resolution CDNI 2017-I-6**

### **Levying of disposal fees for GTL (Articles 1, (m), 6 and 3.03 of the CDNI)**

The Conference of the Contracting Parties

having regard to the Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI) and in particular its article 14,

given that, in accordance with article 6 in conjunction with annex 2, article 3.03 of the CDNI, motorised vessel using gas oil are required to pay a disposal fee.

given that alternative fuels are being used ever more frequently in inland navigation,

as proposed by the CDNI/G working group,

notes that GTL (gas-to-liquids) is equated with “gas oil” within the meaning of article 1 (m) of the CDNI and that consequently a disposal fee is required to be levied in accordance with article 6 in conjunction with annex 2, article 3.03 of the CDNI.

This Resolution shall enter into force with immediate effect.

## **Resolution CDNI 2023-I-4**

### **Part A**

#### **Levying of the disposal fee on biofuels and synthetic fuels (Article 1(m), 6 and 3.03 CDNI)**

The Contracting Parties Conference,

having regard to the Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI) and especially article 14 thereof,

considering that, pursuant to article 6 in conjunction with annex 2 article 3.03 of the CDNI, a disposal fee is to be paid by motorised vessels, inasmuch as they use gasoil,

considering that the only fuel in use in the CDNI Contracting States during navigation on the Rhine and inland waterways at the time the CDNI was signed in 1996 was gasoil exempt from any customs or other duties,

considering that, in future, as described in the CCNR inland navigation sector emissions reduction roadmap, other fuels will increasingly be bunkered,

considering that alternative fuels are increasingly being used in the inland navigation sector,

considering that biofuels and synthetic fuels are being used (wholly or in part) as a replacement for gasoil of fossil origin,

in view of the fact that there is widespread familiarity with oily and greasy waste produced in the course of operating a vessel and which arises when using biofuels and synthetic fuels and that this waste also finds its way into the existing network of collection points for oily and greasy waste produced in the course of operating a vessel,

desirous to underpin the financial basis of the CDNI in order to continue contributing to the protection of the environment and the health and safety of shipboard personnel and inland waterway users,

recalling that fatty acid methyl esters and paraffinic diesel fuels derived from synthesis or hydrogenation processes are to be construed as biofuels and synthetic fuels,

acting on a proposal by the CDNI Working Group,

notes that biofuels and synthetic fuels fall within the term “gasoil” as construed in article 1(m) of the CDNI and are therefore liable for a disposal fee as per article 6 in conjunction with Annex 2 article 3.03 of the CDNI,

emphasises that this resolution complements Resolution CDNI 2017-I-6 in which it is noted that GTL (gas-to-liquids) falls within the term “gasoil” as construed in article 1(m) of the CDNI and are therefore liable for a disposal fee as per article 6 in conjunction with Annex 2 article 3.03 of the CDNI.

This resolution is directly applicable.

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## **Resolution CDNI 2025-I-3**

### **Part B Release of vapours (Article 1 (s) of the CDNI)**

The Conference of the Contracting Parties,  
based on the Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI), and in particular its Article 14,

considering that the definition of “release of vapours” in accordance with Article 1 (s) of the CDNI, which encompasses any emission of vapours from a closed cargo tank, except when relieving pressure in the tank with a view to opening the hold hatches and measuring fume concentration, and when actuating the safety valves, should, in view of the new wording regarding purposes for which cargo tanks may be opened as set out in Section 7.2.4.22.1 ADN, be interpreted in a more appropriate manner with effect from 1 January 2025,

considering that at the time the definition of vapour release was introduced into the CDNI in 2017, the text of the ADN then applicable was part of the established body of the ADN and had not been amended since its entry into force,

considering that when the provisions on the handling of vapours were inserted, it was already stipulated in Article 5.04 of the Implementing Regulation to the CDNI that the ADN, in the version then applicable, would remain unchanged,

considering that both the CDNI and the ADN permit the short-term and low-level release of vapours for safety reasons that are not primarily in the commercial interest of the parties involved in the cargo,

considering that in inland waterway transport, the opening of cargo tanks for cleaning and/or replacing the flame arrestor, for visual inspections, for sampling and for connecting a tank washing system relates to both safety and the prevention of uncontrolled ventilation,

considering that, in exceptional cases, this also applies to the opening of cargo tanks for the purpose of determining the fill level and for the later addition of stabilisers,

considering that the duration of the opening is also strictly limited to the activities listed in Section 7.2.4.22.1,

noting the fact that the exceptions to the general prohibition on the release of vapours are to be understood in the context of the corresponding requirements for tank vessels concerning the opening of cargo tanks stipulated in the ADN,

expressing the wish, to harmonise regulations for the protection of the atmosphere against unauthorised ventilation and for the protection of the environment against avoidable hazards during the carriage of dangerous goods,

at the suggestion of the Working group CDNI,

determines that any reason for opening referred to in Section 7.2.4.22.1 of ADN 2025 also constitutes an exception to the definition of ‘release of vapours’ within the meaning of Article 1 (s) of the CDNI.

This decision shall take effect immediately.

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## **CDNI EXECUTIVE SECRETARIAT**

Central Commission for the Navigation of the Rhine

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