

## PRESS RELEASE

### Summer session 2016 of the Contracting Parties Conference of the CDNI

**Strasbourg, 05.07.2016** The Contracting Parties Conference (CPC) held its summer session in

Strasbourg on 28 June 2016. The conference was chaired by Mr. Kliche, representing Germany.

#### Liquid cargo gaseous residues: public consultation

The CPC has completed the first full draft of internationally harmonised regulations concerning the handling of liquid cargo gaseous residues. The CPC will be conducting a public consultation from 15 July to 15 September 2016. The draft will be downloadable from [www.cdni-iwt.org](http://www.cdni-iwt.org).

After the consultation the aim will be to incorporate these regulations into the CDNI Convention in a timely manner.

The current draft, with which both industry representatives and delegations alike have been busily engaged over the past three and a half years, envisages incorporation into part B (“cargo-related waste”). It takes account of the latter’s principles, in particular as regards the apportionment of responsibilities and the polluter pays principle, having regard to the specifics of tanker navigation.



First floating degassing station  
for inland waterway vessels:  
MTS Don Quichot (GreenPoint  
Maritime Services)  
Source: Port of Rotterdam  
Mathijs Schoon

The aim of the draft, at an international level, having regard to the international ADN framework and European Union requirements (VOC Directive), is gradually to make it possible to avoid the release of undesirable substances, especially those that are carcinogenic, mutagenic, toxic for reproduction, and which emit odours, using methods appropriate to the shipping context, or to enable systematic disposal. To this end, the substances are organised into three groups in an annex VI "Degassing standards". The time-scale of the phased introduction still depends on further consultation.

*Resolution 2016-I-6*

### **Waste prevention Compatible transport operations considered in the CDNI**

In addition to the already existing regulations on dedicated transport, the CPC has introduced regulations on compatible transport operations. They expressly state that it will not be necessary to wash vessels that will, in the case of successive journeys, demonstrably be carrying a cargo that requires no prior washing of the cargo hold or cargo tank. The new regulation will come into force on 1st July 2017. The amendment also necessitates new versions of the note of unloading that were adopted at the same time. The old versions may still be used up until 30th June 2018.

*Resolution 2016-I-5*

### **Responsibility for cleaning cargo holds and tanks / amendment of implementation arrangements**

The amendment of implementation arrangements (Article 7.04 and 7.02) clarifying the responsibility for cleaning vessels came into force on 1st July 2016.

The CPC has interpreted this amendment to mean that a tanker that has been degassed in accordance with national regulations may take on a new cargo without washing, provided that the charterer confirms to the carrier in writing that the vessel does not need to be made available in a washed state.

*Resolutions 2015-II-3 and 2016-I-4*

### **Newly recognised CDNI association: EURACOAL**

The CPC has granted EURACOAL recognised association status and looks forward to close collaboration, in particular as regards improving environmental protection.

More information about EURACOAL: <https://euracoal.eu/>

### **Presentation of the CDNI film / 20 years since the convention was signed**

A short film about the purpose and intent of the CDNI Convention was made on behalf of the CPC. This film was first screened on 28th June 2016. The film, which is available in four languages, will be made accessible to the public on 9th September 2016 to mark the 20th anniversary of the signing of the convention.

### **FAQ**

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

### Provision online of the loose-leaf booklet for updating the convention

Both the text of the convention and the updates are available for downloading from the CDNI website:

<http://www.cdni-iwt.org/presentation-de-la-cdni/texte/>

### About the CDNI ([www.cdni-iwt.org](http://www.cdni-iwt.org))

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

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