



Economic and Social Council

Distr.: General
20 April 2023
English
Original: French

Economic Commission for Europe

Inland Transport Committee

Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

Sixty-third session

Geneva, 3–5 July 2023

Item 4 (d) of the provisional agenda

Standardization of technical and safety requirements in inland navigation:

Prevention of pollution of inland waterways by vessels (resolution No. 21, revision 2)

Proposals for amendments to resolution No. 21, Prevention of pollution of inland waterways by vessels

Note by the secretariat

Mandate

1. This document is submitted in line with the proposed programme budget for 2023, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/77/6 (Sect. 20), table 20.6).
2. At its sixty-second session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) took note of the amendments to the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI) adopted by the Conference of the Contracting Parties in 2021 and 2022. SC.3/WP.3 requested the secretariat to prepare proposals for amendments to the relevant resolutions of the Working Party on Inland Water Transport on the basis of the developments in CDNI (ECE/TRANS/SC.3/WP.3/124, paras. 64 and 65).
3. Annexes I and II to this document contain (a) the text of the resolutions adopted by the Conference of the Contracting Parties to the CDNI and (b) the models of the unloading certificate in appendix IV of the implementing regulations (2017 edition). These documents may be relevant to resolution No. 21 and resolution No. 24, European Code for Inland Waterways, sixth revised edition, Chapter 10, "Prevention of pollution of water and disposal of waste generated on board vessels". SC.3/WP.3 may wish to consider possible amendments to the above-mentioned resolutions and to provide its guidance to the secretariat.



Annex I

Resolutions adopted by the Conference of the Contracting Parties to the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways in 2021 and 2022

A. Resolution CDNI 2021-I-5

Part B

Use of the CDNI unloading certificate in electronic format

The Conference of the Contracting Parties,

Having regard to the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), in particular articles 12, 13, 14 and 19,

Recognizing the importance of promoting digitization in Rhine and inland navigation,

Noting that the dematerialization of the unloading certificate contributes to the improvement of the quality of the information, logistical efficiency and the uniform application of the document, in particular for control purposes,

Noting that the digitization of the unloading certificate meets a need of the profession, reduces the administrative burden and contributes to greater acceptance by users,

On the proposal of its CDNI/G working group,

Decides to allow the use of the CDNI unloading certificate in electronic format,

Decides to amend article 6.03 (1) of the implementing regulations accordingly.

The amendment contained in the annex shall enter into force on 1 June 2022.

Annex CDNI 2021-I-5

Use of the CDNI unloading certificate in electronic format Amendment of article 6.03 (1) of the CDNI implementing regulations

Article 6.03 (1) of the implementing regulations is amended as follows:

“(1a) Any vessel that has been unloaded within the geographical scope of the present Convention shall carry a valid certificate of unloading in accordance with the model in appendix IV.

The certificate shall be kept on board for at least six months after it has been issued.

For vessels without a wheelhouse or accommodation, the unloading certificate may be kept by the carrier in a place other than on board.

(1b) An unloading certificate in electronic format may be used if:

(a) Data protection is ensured in accordance with regulation (EU) 2016/679¹ (General Data Protection Regulation), in its current version, or in accordance with the comparable national requirements of the Swiss Confederation;

¹ 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).

(b) There is provision for a forgery-proof signature in accordance with regulation (EU) No. 910/2014² (eIDAS),³ 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 unauthorized access;

(d) The verifiability of the unloading certificate on board or in the vessel operator's records is ensured;

(e) The verifiability, in the registers, of the identity of the person who drew up the unloading certificate and the reception station operator is ensured.

The unloading certificate shall be made available to officials of the competent authorities on request. The unloading certificate may be provided in a readable electronic format.”

B. Resolution CDNI 2021-I-6

Part C

Amendment to articles 8.02 and 9.01 of the CDNI implementing regulations in order to take into account passenger vessels with more than 12 passengers and cabin passenger vessels with more than 12 sleeping berths

The Conference of the Contracting Parties,

Having regard to the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), in particular articles 14 and 19,

Aware that the protection of the environment and the safety and well-being of shipboard personnel and waterway users are requirements for inland navigation,

Noting that newly built vessels subject to the Rhine Vessel Inspection Regulations (RVBR) and Directive (EU) 2016/1629 are to be equipped with wastewater collection tanks or on-board sewage treatment plants by 31 December 2008 at the latest,

Considering that the ban on the discharge of domestic wastewater from vessels should be extended to passenger vessels with more than 12 passengers and to cabin passenger vessels with more than 12 sleeping berths,

Considering that it is important to implement the most uniform regulations possible at international and European level, but that the extension of the discharge ban requires adaptation measures for infrastructure and cannot therefore be applied immediately,

Considering that, at the initiative of the Conference of the Contracting Parties, the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI) has entered into consultations to shorten the transitional provisions for the installation of on-board sewage treatment plants or wastewater collection tanks on board passenger vessels, as provided for in the European standard laying down technical requirements for inland navigation vessels (ES-TRIN),

After consultations with the approved organizations,

On the proposal of its working group,

Having regard to the impact assessment associated with the resolution,⁴

² 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.

³ *Note by the secretariat*: electronic identification authentication and trust services.

⁴ *Note by the secretariat*: annex CDNI 2021-I-6, “Impact assessment and evaluation of the costs related to the implementation of the extension of the ban on the discharge of domestic wastewater to passenger vessels with more than 12 passengers and cabin passenger vessels with more than 12

Adopts the amendments to articles 8.02 and 9.01 of the implementing regulations.

This resolution shall enter into force on 1 January 2022.

(1) *Article 8.02 (3) of the implementing regulations of the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways reads as follows:*

“(3) The Contracting States undertake to install or have installed, in accordance with the provisions of article 4 (1) of this Convention, reception stations for domestic wastewater at certain berths used as usual or overnight berthing areas.

Reception stations at berths for vessels referred to in article 9.01 (3) shall be installed by the deadline indicated in article 9.01 (3).”

(2) *Article 9.01 (3) and (4) of the implementing regulations of the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways reads as follows:*

“(3) The discharge of domestic wastewater is prohibited for vessels carrying more than 12 passengers and for cabin vessels with more than 12 sleeping berths. This prohibition shall apply as from 1 January 2025 to cabin passenger vessels with fewer than 50 sleeping berths and to passenger vessels authorized to carry fewer than 50 passengers.

(4) This prohibition shall not apply to passenger vessels

- Not subject to the technical requirements relating to the mandatory installation of either domestic wastewater collection tanks or on-board sewage treatment plants, or
- Individually exempted from this obligation,

in accordance with the relevant provisions of the Rhine Vessel Inspection Regulations or Directive (EU) 2016/1629.⁵”

C. Resolution CDNI 2021-I-7

Part C

International harmonization for household waste and standardization of the pictograms used

Amendment to article 9.03 and the guidelines

The Conference of the Contracting Parties,

Having regard to the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), in particular articles 14 and 19,

Aware that the protection of the environment and the safety and well-being of shipboard personnel and waterway users are requirements for inland navigation,

Considering that clear requirements for the collection and sorting of waste on board are conducive to increasingly sustainable inland navigation,

Considering that it is important in this respect to implement uniform international regulations,

Convinced that clear and transparent pictograms, allowing for the unambiguous identification of on-board collection receptacles, are an essential tool for the uniform implementation of these requirements,

Taking into account the lessons learned in practice,

sleeping berths” is not included in this document. It is available at www.cdni-iwt.org/wp-content/uploads/2021/07/cpc21_26fr_final.pdf.

⁵ 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.

On the proposal of its working group and in response to a specific request from the profession,

Adopts the amendment to article 9.03 as presented in annex 1,

Adopts the guidelines in annex 2 and invites its working group to ensure the best possible dissemination.

This resolution shall enter into force on 1 January 2022.

Annex 1 CDNI 2021-I-7

Part C

Amendment to article 9.03 of the implementing regulations

Article 9.03 of the implementing regulations of the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways reads as follows:

“(1) The boatmaster shall ensure that the waste referred to in article 9.01 (1) is collected on board and deposited separately.

If possible, household waste should be deposited separately according to 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 article 9.01 (1) 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 shall themselves ensure that sludge is properly deposited, as prescribed, and certified on the basis of the national provisions.

(4) The master of a passenger vessel subject to the prohibition on the discharge of domestic wastewater under article 9.01 (3) shall be required to ensure that the domestic wastewater is collected on board the vessel in an appropriate manner and deposited at a reception station or facility in accordance with article 8.02 (3) if the passenger vessel does not possess an on-board sewage treatment plant in accordance with article 9.01 (4).

(5) The collected waste referred to in paragraph 1 shall be stored on board in appropriate collection receptacles bearing the corresponding pictograms.”

Annex 2 CDNI 2021-I-7

CDNI guidelines

for waste streams sorted and stored on board and the corresponding signage in the form of pictograms

Article 9.03 of Part C of CDNI prescribes the manner in which the collection and deposit of the waste referred to in article 9.01 (1) shall be carried out, separating it into different categories of wastes if possible. These guidelines provide further details on the new fifth paragraph, which contains clarification concerning the manner in which the on-board collection should be conducted and the pictograms to be used for this purpose.

In order to avoid barriers related to language and the colours used, it was decided to propose a system of neutral and easily recognizable pictograms. However, these provisions are non-binding.

Use of pictograms

The pictograms may be attached to appropriate collection receptacles on board the vessels that are intended for separate storage of the following waste streams: paper, glass, packaging waste (plastic, metal (cans) and cardboard (food cartons)), organic waste (vegetable, fruit and garden waste) and residual waste. These collection containers shall be labelled or stamped to indicate which type of waste is to be placed in which container.

Instructions for the disposal of waste

Packagings must be properly emptied, drained or scraped.

When collecting organic waste, care should be taken not to include waste that may contain plastic.

Separating the above waste from the residual waste as much as possible allows the boatmaster to reduce the volume of residual waste.

Paper



Glass



Plastic, metal and cardboard packaging waste



Organic waste



Residual waste



**D. Resolution CDNI 2022-I-5
Part A
Clarification of the Definition of Bilge Water
Amendment to article 2.02**

The Conference of the Contracting Parties,

Having regard to the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), in particular articles 14 and 19,

Aware that the protection of the environment and the safety and well-being of shipboard personnel and waterway users are requirements for inland navigation,

Recalling the founding principle of the prohibition on discharging and dumping of waste,

Considering that clear regulations for the collection and deposit of oily and greasy waste will enable the profession to better comply with its obligations,

Considering that it is important in this respect to implement uniform international regulations,

Considering that harmonization of the standards for the collection and deposit of oily and greasy wastes allows for better control of the waste streams and contributes to the durability of the system set up within the framework of Part A of the Convention,

On the proposal of its working group,

Adopts the amendment to article 2.02 as presented in the annex.

This resolution shall enter into force immediately.

Annex CDNI 2022-I-5

Part A
Clarification of the Definition of Bilge Water
Amendment to article 2.02

Article 2.02 of the implementing regulations of the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways reads as follows:

“Article 2.02

On-board collection and treatment

Bilge water within the meaning of article 1 (d) from the areas on board the vessel referred to therein shall be considered bilge water only if the oily water was produced during the operation and maintenance of the vessel and is not contaminated with materials other than oil. Bilge water contaminated in any other way is considered to be “other special waste” within the meaning of article 8.01 (e).

The boatmaster shall ensure the separate collection on board of oily and greasy waste occurring during the operation of the vessel in receptacles provided for the purpose, and the collection of bilge water in the engine room bilges.

The receptacles shall be stored on board in such a way that any leakage of the contents may be noticed in time and easily prevented.

(2) It shall be prohibited:

- (a) To use mobile tanks stored on the deck for the collection of used oil;
- (b) To burn waste on board;
- (c) To introduce into engine room bilges cleaning products that dissolve oil and grease or have an emulsifying effect, with the exception of products that do not make it more difficult for receiving stations to clean up bilge water.”

D. CDNI Resolution 2022-I-7
Appendix III (Unloading standards)
Amendment to the provisions for the use of the table concerning
rainwater and ballast water

The Conference of the Contracting Parties,

Having regard to the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), in particular articles 14 and 19,

Aware that the protection of the environment and the safety and well-being of shipboard personnel and waterway users are requirements for inland navigation,

Considering that clear regulations for the collection and disposal of cargo-related waste will enable the profession to better comply with its obligations,

Convinced that it is necessary in this respect to ensure that additional procedures that are not justified from an environmental point of view are not imposed on the profession,

Considering that rainwater and ballast water can be treated in the same way as washing water provided that the unloading standards have been met after the last product transported has been unloaded,

On the proposal of its working group,

Adopts the amendment to the provisions for the use of the table in appendix III as presented in the annex.

This resolution shall enter into force immediately.

Annex CDNI 2022-I-7

Appendix III (Unloading standards)
Amendment to the provisions for the use of the table concerning rainwater and ballast
water

Letter (e) of the provisions for the use of the table in appendix III of the implementing regulations of the Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways reads as follows:

“Provisions on the use of the table

(...)

8. Other observations concerning the use of the table

(...)


(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 met after the last product transported has been unloaded.”

Annex II

Unloading certificates

A. Unloading certificate (Transport by dry cargo vessels)

2017	Unloading certificate (Transport by dry cargo vessels) <input type="checkbox"/> Please tick only the appropriate box(es)	
<u>Part 1: Declaration by the consignee/handling facility</u>		
A Name/company:		Address:
1.	We unloaded the vessel	(Name) (ENI) ⁶ (Cargo tank No.)
2. <input type="checkbox"/> t / <input type="checkbox"/> m ³	(Quantity) (Category and number of goods according to appendix III of the implementing regulations)
3.	Announced on: (Date)	(Time)
4.	Unloading commenced on: (Date)	(Time)
5.	Unloading completed on: (Date)	(Time)
B Exclusive transport operations		
6.	The vessel	
	(a)* <input type="checkbox"/> is carrying out exclusive transport operations – article 7.04 (3) (a).	
	(b) <input type="checkbox"/> is carrying the following compatible cargo – article 7.04 (3) (b).	
	(c) <input type="checkbox"/> 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.	Holds Nos. were returned	
	(a) <input type="checkbox"/> in a swept condition (unloading standard A in accordance with annex 2, appendix III).	
	(b) <input type="checkbox"/> in a vacuumed condition (unloading standard B in accordance with annex 2, appendix III).	
	(c) <input type="checkbox"/> in a washed condition.	
D Handling residues/residual cargo		
8.	(a) <input type="checkbox"/> Handling residues have been taken over.	
	(b) <input type="checkbox"/> Residual cargo from holds Nos. have been taken over.	
E Washing water (including ballast water and rainwater)		
9.	Washing water (including ballast water and rainwater) in the holds referred to above, with the following quantity: <input type="checkbox"/> m ³ / <input type="checkbox"/> l	
	(a) <input type="checkbox"/> may be discharged overboard into the surface water in accordance with appendix III of the implementing regulations.	
	(b) <input type="checkbox"/> has been taken over.	
	(c)* <input type="checkbox"/> must be deposited at receiving station (Name/company) commissioned by us.	
	(d)* <input type="checkbox"/> must be deposited in accordance with the provisions of the contract of carriage.	
F Slops		
10.*	<input type="checkbox"/> The slops have been taken over, quantity <input type="checkbox"/> l / <input type="checkbox"/> kg	
G Signature of the consignee/handling facility		

	(Place)	(Date and time) (Stamp/Name in block letters and signature)

⁶ Note by the secretariat: Unique European Vessel Identification Number.

Part 2: Declaration by the boatmaster

11. Washing water (including ballast water and rainwater) has been stored in:
 (a) Tank for residual products/tank for washing water; quantity: m³ / l
 (b) The hold; quantity: m³ / l
 (c) Other receptacles for residues (specify): Quantity: m³ / l

12. The information provided in Nos. 1–10 is confirmed.

13. As the following cargo is compatible, no washing is done – article 7.04 (3) (c).

14. Remarks:

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

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

Name/company: Address:

Certificate of deposit

16. The deposit of washing water (including ballast water and rainwater) in accordance with the quantities and code**..... mentioned in 9 is certified. Washing water, quantity: m³ / l

17. Remarks

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

- * See note on this question in the annex to the unloading certificate for transport by dry cargo vessels.
- ** Classification of waste in accordance with 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 to the unloading certificate for transport by dry cargo vessels

Information on completing the unloading certificate


Note on No. 6 (a): In this case it is not necessary to complete Nos. 7–9.

Note on No. 9: If 9 (c) or 9 (d) were marked with a cross, then Nos. 11 and 16–18 must be completed. If article 7.04 (3) (c) applies (“uncertainty concerning the compatibility of the following cargo”), it is not necessary to indicate the quantity.

Note on No. 10: The consignee/handling facility may take over the slops, but is not required to do so.

Note on item 11 (b): If a type of cargo requiring special handling in accordance with S of appendix III has been transported in the hold, the washing water must be discharged either at the consignee’s/handling facility or at a washing water reception station.

B. Unloading certificate (Transport by tank vessels)⁷

2017	Unloading certificate (Transport by tank vessels) <input type="checkbox"/> Please tick only the appropriate box(es)	
Part 1: Declaration by the consignee/handling facility		
A	Name/company:	Address:
1.	We unloaded the vessel
	(Name)	(ENI) (Cargo tank No.)

⁷ Note by the secretariat: currently under revision.

2. t / m³
 (Quantity) (Category and No. of goods according to appendix III of the implementing regulations)

3. Announced on: (Date) (Time)

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

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

B Exclusive transport operations

6. The vessel

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

(b) is carrying as the next cargo 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. Cargo tanks Nos. were returned

(a) in a stripped condition (unloading standard A in accordance with appendix III of the implementing regulations).

(b) in washed condition.

D Handling residues/residual cargo

8. (a)* Handling residues have been taken over.

(b) Residual cargo from holds Nos. have been taken over.

E Washing water (including ballast water and rainwater)

9. Washing water (including ballast water and rainwater) in the cargo tanks referred to above, with the following quantity: m³ / l

(a) may be discharged overboard into the surface water in accordance with appendix III of the implementing regulations.

(b) has been taken over.

(c) must be deposited at receiving station (Name/company) commissioned by us.

(d)* must be deposited in accordance with the provisions of the contract of carriage.

F Slops

10.* The slops have been taken over, quantity l / kg

G Signature of the consignee/handling facility

.....
 (Place) (Date and time) (Stamp/Name in block letters and signature)

Part 2: Declaration by the boatmaster

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

(a) Tank for residual products/tank for washing water; quantity: m³ / l

(b) IBC;⁸ quantity: m³ / l

(c)* Cargo tank; quantity: m³ / l

(d) Other receptacles for residues (specify): Quantity: m³ / l

12. The information provided in Nos. 1–10 is confirmed.

13. As the following cargo is compatible, no washing is done – article 7.04 (3) (c).

14. Remarks:

15.

(Place) (Date) (Stamp/Name in block letters and signature)

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

Name/company: Address:

⁸ Note by the secretariat: intermediate bulk container.

Certificate of deposit		
16.	<input type="checkbox"/> The deposit of washing water (including ballast water and rainwater) in accordance with the quantities and code** mentioned in 9 is certified. Washing water, quantity: <input type="checkbox"/> m ³ / <input type="checkbox"/> l	
17.	Remarks:	
18.	
(Place)	(Date)	(Stamp/Name in block letters and signature)

- * See note on this question in the annex to the unloading certificate for transport by tank vessels.
- ** Classification of waste in accordance with 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 to the unloading certificate for transport by tank vessels

Information on completing the unloading certificate

- Note on No. 6 (a): In this case it is not necessary to complete Nos. 7–9.
- Note on No. 8: 8 (a) includes handling residues in the drip pans.
- Note on No. 9: If 9 (c) or 9 (d) were marked with a cross, then Nos. 11 and 16–18 must be completed. If article 7.04 (3) (c) applies (“uncertainty concerning the compatibility of the following cargo”), it is not necessary to indicate the quantity.
- Note on No. 10: The consignee/handling facility may take over the slops, but is not required to do so.
- Note on item 11 (c): If a type of cargo requiring special handling in accordance with S of appendix III has been transported in the cargo tank, the washing water must be discharged either with the consignee/at the handling facility or at a washing water reception station.
