

Draft Minutes of the Joint Meeting of the CDNI Secretariat and the CEVNI Expert Group*

Strasbourg, France, 8 February 2019

1. The joint meeting of the Secretariat of the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI) and the CEVNI Expert Group was held on 8 February 2019 in Strasbourg (France). The meeting was organized jointly by the Central Commission for the Navigation of the Rhine (CCNR) and the secretariat of the United Nations Economic Commission for Europe (ECE) and was hosted by CCNR.

2. The meeting was attended by: Ms. Charline Daloze (CDNI Secretariat), Mr. Imre Matics (DC), Mr. Zeljko Milkovic (SC), Ms. Carol Paddison (EBA), Ms. Victoria Ivanova (ECE secretariat).

3. The following agenda was adopted by the participants based on the preliminary agenda (CEVNI EG/2019/1/Rev.1):

I. Introduction.

II. General exchange of information:

(a) Current status of CDNI (information of the CDNI Secretariat);

(b) Ongoing work on updating Chapter 10 of CEVNI (information of the ECE secretariat).

III. Aligning Chapter 10 of CEVNI with CDNI.

Documents: CEVNI EG/2018/10, CEVNI EG/2018/12, CEVNI EG/2018/15 and CEVNI EG/2018/16

I. Introduction

4. Ms. Daloze welcomed the members of the CEVNI Expert Group on behalf of the CDNI Secretariat. She emphasized the desirability of harmonizing Chapter 10 of CEVNI with the CDNI Convention that had been supported by Contracting Parties to the Convention and to reach the most possible harmonization between the two legal frameworks and thanked ECE for conducting this work.

II. General exchange of information:

A. Current status of CDNI

5. Ms. Daloze informed the meeting about the current status of CDNI. She provided details about recent changes to CDNI and related activities and developments:

(a) Part A (oily and greasy waste): introduction of a new contactless ECO-card in the end of 2018 — the beginning of 2019 for all vessels, that, in addition to paying the disposal charge, could be used for other applications and services relevant to inland navigation. The disposal charge is now maintained at 7.50 euros; however, it may be subject to increase in 2020-2021;

(b) Part B (cargo-related waste): introduction of a new term “compatible transport operations” in articles 5.01 and 7.06, in addition to the term “exclusive transport operations” and the respective amendment of the attestation of unloading, followed by the development

* Issued by the CDNI Secretariat as CPC (19) 6 = CDNI/G (19) 6.

of a dedicated user guide that will be available on the CDNI website (www.cdni-iwt.org) in the first quarter of 2019; a considerable revision of the unloading standards which became valid since 1 January 2018, and the development of electronic tool “WaSTo” in order to facilitate day-to-day use of the standards and provide useful additional information which was available online on the CDNI website;

(c) Part C:

- Other waste: the ongoing discussion on extending the scope of the prohibition of the discharge of domestic waste water for passenger vessels carrying between 12 and 50 passengers
- Gaseous residues: the ongoing ratification of the amendment on the treatment of gaseous residues adopted by resolution 2017-I-4 of the Contracting Parties’ Conference. This amendment will extend the scope of CDNI to the atmosphere protection and is, therefore, an important milestone for Contracting Parties to the convention.

6. Ms. Dalozé transmitted specimens of ECO-cards and the CDNI Guidelines to members of the CEVNI Expert Group. She informed the meeting that the English text of CDNI 2018 was available in electronic format on the CDNI website and a printed version would soon be made available and transmitted to the ECE secretariat.

7. Ms. Dalozé further provided information about:

(a) the outcome of the first joint meeting between the CDNI and DC experts held on 31 October 2018. The meeting was dedicated to the perspectives on developing a legally binding regulatory framework in the Danube region for the prevention of pollution from navigation based on the existing DC recommendations. The CDNI Secretariat pointed out that this meeting was a significant step forward to applying uniform international regulations in this sphere;

(b) ongoing discussion on the electronic format of the attestation of unloading;

(c) the publication of frequently asked questions (FAQ) on the CDNI website.

8. The CEVNI Expert Group thanked Ms. Dalozé for the detailed information and asked the CDNI Secretariat to transmit details on recent amendments in CDNI that may be relevant to CEVNI so that the CEVNI Expert Group could consider them in its future work.

B. Ongoing work on updating Chapter 10 of CEVNI

9. Ms. Ivanova informed the CDNI Secretariat about the outcome of the discussion at the twenty-ninth meeting of the CEVNI Expert Group together with the secretariat of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) on amendments to the definitions used in chapter 10 of CEVNI. She thanked the CDNI Secretariat for the valuable contribution for this discussion that was represented in CEVNI EG/2018/12. The meeting pointed out that the English text was not an official language of CDNI, however, it would be desirable to keep the texts of CEVNI and CDNI harmonized.

III. Aligning Chapter 10 of CEVNI with CDNI

Documents: CEVNI EG/2018/10, CEVNI EG/2018/12, CEVNI EG/2018/15 and CEVNI EG/2018/16

10. The CDNI Secretariat provided clarifications on the meaning of the terms “holder” and “bunkering station” applied in CDNI, following the request of the CEVNI Expert Group (CEVNI EG/2018/16, paragraph 10). The meeting further considered the difference between the terms “substances” and “matter” in CEVNI and decided that “substance” was applied mostly in relation to dangerous goods in the context of ADN. The meeting further discussed the definition of the bunkering station and decided to use the definition applied in ADN. The meeting agreed on the amendment proposals to Articles 1.15 and 10.01 of CEVNI (paragraphs 1 and 2 of the appendix).

11. The meeting decided to modify Article 10.08 based on Article 6.03(1) and (7), Part B of CDNI (paragraph 3 of the appendix).
12. The CEVNI Expert Group thanked the CDNI Secretariat for organizing this meeting and giving an opportunity to get a detailed information about recent amendments to CDNI and have a joint discussion of issues related to harmonization of the two instruments.
13. The CDNI Secretariat expressed the hope that the CEVNI Expert Group would continue efforts on amending the CEVNI provisions to keep them in line with CDNI, similar to how it was done in ADN. Ms. Daloze stressed that it was a standing invitation from the CDNI Secretariat to the CEVNI Expert Group and the ECE secretariat to develop cooperation on harmonizing CEVNI with CDNI and related issues.

Appendix

Amendment proposals to the European Code for Inland Waterways agreed at the Joint Meeting of the CDNI Secretariat and the CEVNI Expert Group

1. Article 1.15
Replace substances with matter
2. Article 10.01
 - (a) *Modify* definition 1 (a)
“Waste generated on board”: ~~substances-matter~~ or ~~articles-objects~~ defined under letters b) to h f) below, of which the ~~person-in-charge-holder~~ disposes or of which he/she intends or is required to dispose.
 - (b) *Add* definition 1 (l)
“Bunker station”: an installation or a vessel for the supply of vessels with liquid fuels.¹
3. Article 10.08
 - (a) *Renumber* the existing text as paragraph 1 and *add* in the end
Where this is a vessel without a crew, the attestation of unloading may be kept by the carrier in a place other than on board.
 - (b) *Add* paragraph 2
Paragraph 1 does not apply to vessels which by their type and design are suitable for, and are used for:
 - (a) transporting containers,
 - (b) transporting mobile cargo (ro-ro), break bulk and heavy cargo and large equipment,
 - (c) delivering fuels, drinking water and shipboard supplies to seagoing and inland navigation vessels (supply vessels),
 - (d) collecting oily and greasy waste from seagoing and inland navigation vessels,
 - (e) transporting liquefied gases (ADN type G),
 - (f) transporting liquid sulphur (at 180 °C), 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,

¹ ADN 2019, section 1.2.1 “Definitions”: Supply installation (bunkering system) means an installation for the supply of vessels with liquid fuels.

(g) transporting sand, gravel or dredged material from the dredging location to the place of unloading if the vessel in question has been built and equipped solely for such transportation,

where the vessel in question has also really transported only the aforementioned loads or cargoes and did so as its last cargo.

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