



Expert Meeting on Ship-generated waste (9 March 2023)

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Course of the presentation

1. Ship-generated waste on the Danube
2. Implementation of the DC Recommendations
3. Infrastructure for the collection and disposal of waste from vessels operating on the Danube
4. Cooperation with stakeholders
5. Actual topics
6. Financing model
7. Good practices-The APDM Galați presentation on the Eco Dunărea
8. Solutions and next steps



EM WASTE - Agenda

1. Recommendations for organising the collection of ship-generated waste in Danube navigation (doc. DK/TAG 97/15), 2022 edition. Implementation status of the updated document
2. Updating information from Danube countries on the established infrastructure for the collection and disposal of waste from vessels operating on the Danube (locations of reception stations on the Danube for deposit /reception of used oils, bilge water and domestic waste water)
3. Financing model for organising the collection of waste from vessels operating on the Danube
4. Miscellaneous



Three types of waste

1. Ship waste containing oil and grease
2. Waste from cargo
3. Other ship-generated waste

Two models:

Model on the Rhine – CDNI

Model on the Danube – DC Recommendation



DC Recommendation-2011 / New document in 2022:

97th session of the Danube Commission, held on 15 June 2022, adopted an updated version of the "Recommendations for organising the collection of ship-generated waste in Danube navigation" of the Danube Commission (doc. DK/TAG 97/15) and recommended that Member States apply it from 1 January 2023.

Annexes:

- Annex 1 Used-oil log
- Annex 2 List of types of cargo
- Annex 3 Attestation of unloading
- Annex 4 Limit and control values for sewage treatment plants on board passenger vessels
- Annex 5 Uniform labelling of waste types
- Annex 6 Domestic waste water log



Structure of document/updated version from 2022:

- I. General provisions
- II. Provisions regarding the collection of ship-generated waste in Danube navigation; Part A, Part B, Part C
- III. Technical requirements for the equipment of the Danube and port infrastructure with reception facilities
- IV. Implementation of the provisions regarding the collection of ship-generated waste in Danube navigation
- V. Monitoring and detection of violations of existing recommendations. Procedure for the application of sanctions
- VI. International cooperation to organize the collection of ship-generated waste in Danube navigation



DC RECOMMENDATIONS - Implementation status in the DC member states

Implementation status of the DC Recommendation from 1 January 2023:

1. What is the implementation status of the DC Recommendations in your country and through which regulation is the measure made possible?
2. Which state institutions in your country monitor the implementation of the DC Recommendations?
3. Other open issues regarding the implementation of the DC Recommendations, difficulties, other/parallel relevant legal acts, financing aspects? - optional question

(brief interventions by member states representatives)

Introduction to CDNI:

1. International Convention signed in 1996, entered into force in 2009, implemented in 2011
2. Geographical scope: **Rhine** and inland waterways in DE, FR, NL, BE, CH
International **Mosel** in FR, LUX and DE
3. Contracting States contributions to the CDNI budget: Functioning CPC = equal contributions
Functioning SPE = proportional contributions

Objectives

- Environmental protection
- Safe and separate collection and subsequent disposal of waste

Basic principle: "Polluter Pays" Principle (PPP)

Results in 2020: More than 118.5 t of oily and greasy waste collected under the CDNI/
Total value for waste reception and treatment - 11.293.811 euros



Structure of the Convention:

1. The Convention consists of four chapters: Foreword, Main Part (General provisions), Regulations and Sanctions, Annexes and Appendices.

Third Chapter:

Part A - Oily and greasy waste

Part B - Waste connected with the cargo

Part C - Other waste

Bodies and task under CDNI:

1. CPC - Contracting Parties Conference

CDNI/G working group

Expert groups

Workshop/Hearing

IIPC - International Clearance and Coordination Body

2. Role of National institutions NI. Responsible body for organizing and financing the national network of reception facilities.

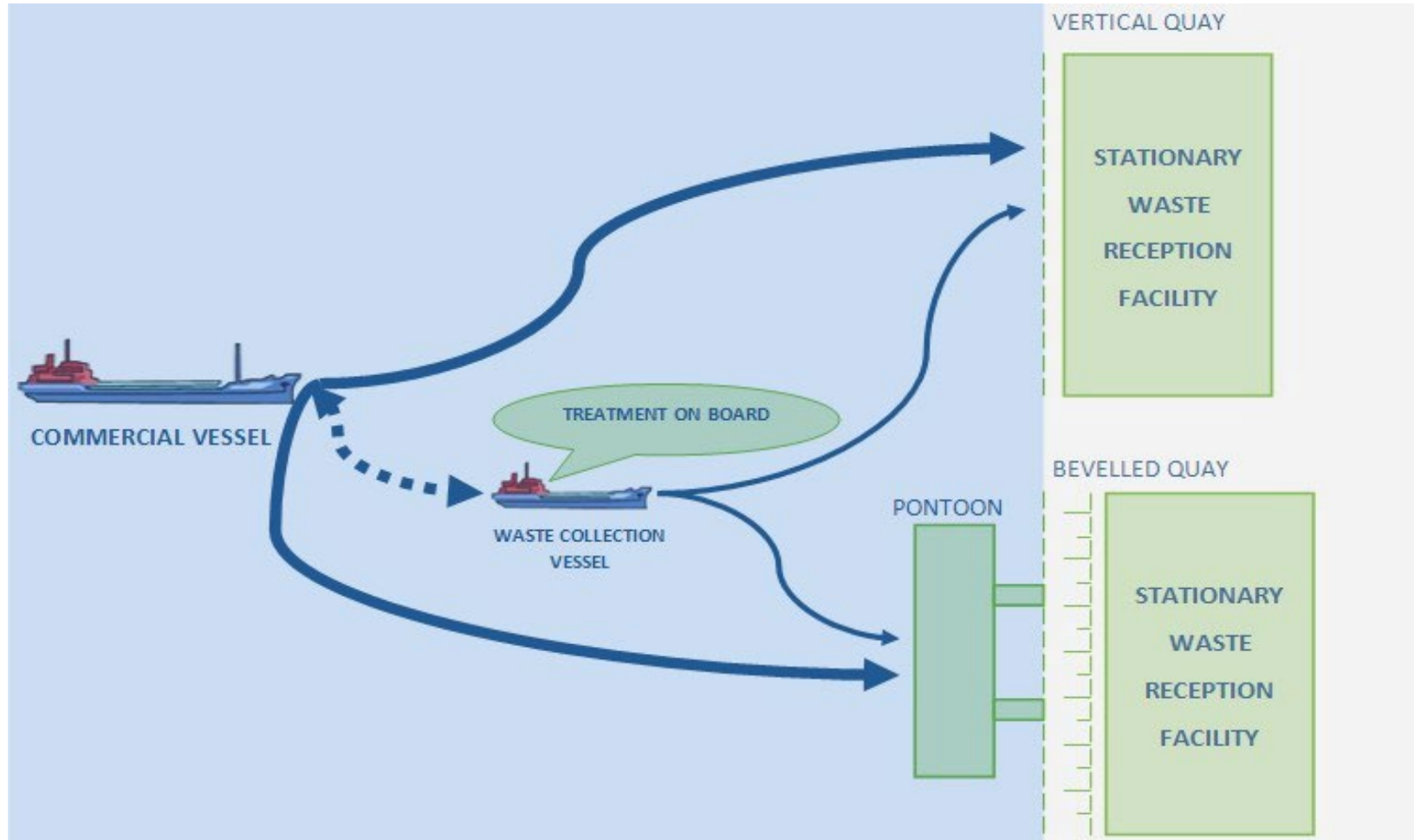
3. Renewal of the CDNI transaction system CDNI SPE 3.0 from 1 August 2023. Increase in the fee for the disposal of oily and greasy waste on the Rhine. The new amount of €10 per 1,000 litres of bunkered gas oil will take effect from 1 January 2023. The original disposal charge (€7.50) was first increased to €8.50 in 2021.



Common objectives of the DC Waste Management:

- Develop and implement a sustainable and transnational coordinated approach in ship-generated waste management on the Danube
- Evaluate significant differences in Danube riparian countries regarding collection and treatment of ship-generated waste
- Clarify a broad political and legal framework

Technical solutions of ship waste management on the Danube



Implementation of the DC Recommendations

- The Danube states, on the Danube navigable sections within their competence, shall ensure the collection of waste on board vessels into reception facilities for the purpose of their further treatment on the shore. Reception points shall be equipped according to the level of technique, they shall have an appropriate capacity and be located at a sufficient distance from each other.
- The competent authorities (Administrations) shall clearly inform about the location of reception stations for waste from vessels, the schedule of waste collecting vessels, as well as about any changes to this information.
- The competent authorities (Administrations), on the Danube sections under their jurisdiction shall be authorized to unrestricted access to the vessel at any time, by notifying the boatmaster or the person replacing him, in order to monitor the implementation of these Recommendations and shall have the rights and obligations to comply with the requirements for the collection of waste generated from the operation of the vessels on the Danube.

Implementation of the DC Recommendations

- The competent authorities (Administrations), on the Danube sections under their jurisdiction shall have the rights and obligations to comply with the requirements for the collection of waste generated from the operation of the vessels on the Danube:
 - check the maintenance of the Log of sealing of closing valves of pipelines through which hazardous substances can be discharged;
 - give instructions on the elimination of violations of established rules on waste operations;
 - issue orders for the detention of vessels suspected of illegal dumping of ship-borne waste, to clarify the circumstances of the case and to draw up a report thereon.



ACTUAL TOPICS

DFND UPDATE (revision effective from 1 July 2019)

- During the finalisation of the DFND document, differences have been identified between the definitions adopted in the DFND and the General Provisions of the Recommendations, which need to be clarified (scope of ship-generated waste management).
- The last meeting of the DFND Expert Group took place on 8 March 2023. An updated DFND version is expected to be adopted at the 99th session of the DC in June 2023 and enter into force on 1 January 2024.

ACTUAL TOPICS

DIGITALISATION AND SHIP-GENERATED WASTE MANAGEMENT

- Digitalisation is an important issue in the field of ship-generated waste management. From 1 June 2022, it will be possible to use the digital version of the CDNI Unloading Certificate.
- Some open questions (data protection, signature authentication, GDPR issue - General Data Protection Regulation).
- EM WASTE is asked to consider the issue of possible digitising of the forms/annexes to the Recommendation on the basis of the DAVID form template or in some other way/consultation with RIS COMEX/CEERIS project.
- The link with the implementation of the eFTI (Electronic Freight Transport Information) Regulation under the DTLF (Digital Transport and Logistics Forum), adopted in August 2020, will enter into force in August 2024 and will start its full application from August 2025. The process of digitalisation and the implementation of the eFTI Regulation will have an impact on the ship-generated waste management in the future.

ACTUAL TOPICS

USE OF ALTERNATIVE FUELS AND SHIP-GENERATED WASTE MANAGEMENT

- The EU Green Deal and the Sustainable and Smart Mobility Strategy/Fit for 55 Package/AFIR.
- The revision of the Energy Taxation Directive (ETD).
- The CCNR study shows that in 2015 the fuel blend, used by the IWT, consisted of 1.6 million tons of diesel fuel. It is assumed that between 2035 and 2050 this fuel blend will be replaced (e.g., by biofuel, electricity, hydrogen, methanol).
- The use of alternative fuels will have a direct impact on the future development of ship-generated waste disposal and, consequently, on the financing model and future payments.
- Initial consultations have been held with CDNI. The DC and CDNI Secretariats will address this topic in the future/possible joint seminar between the two Secretariats in 2024 or 2025.



ACTUAL TOPICS

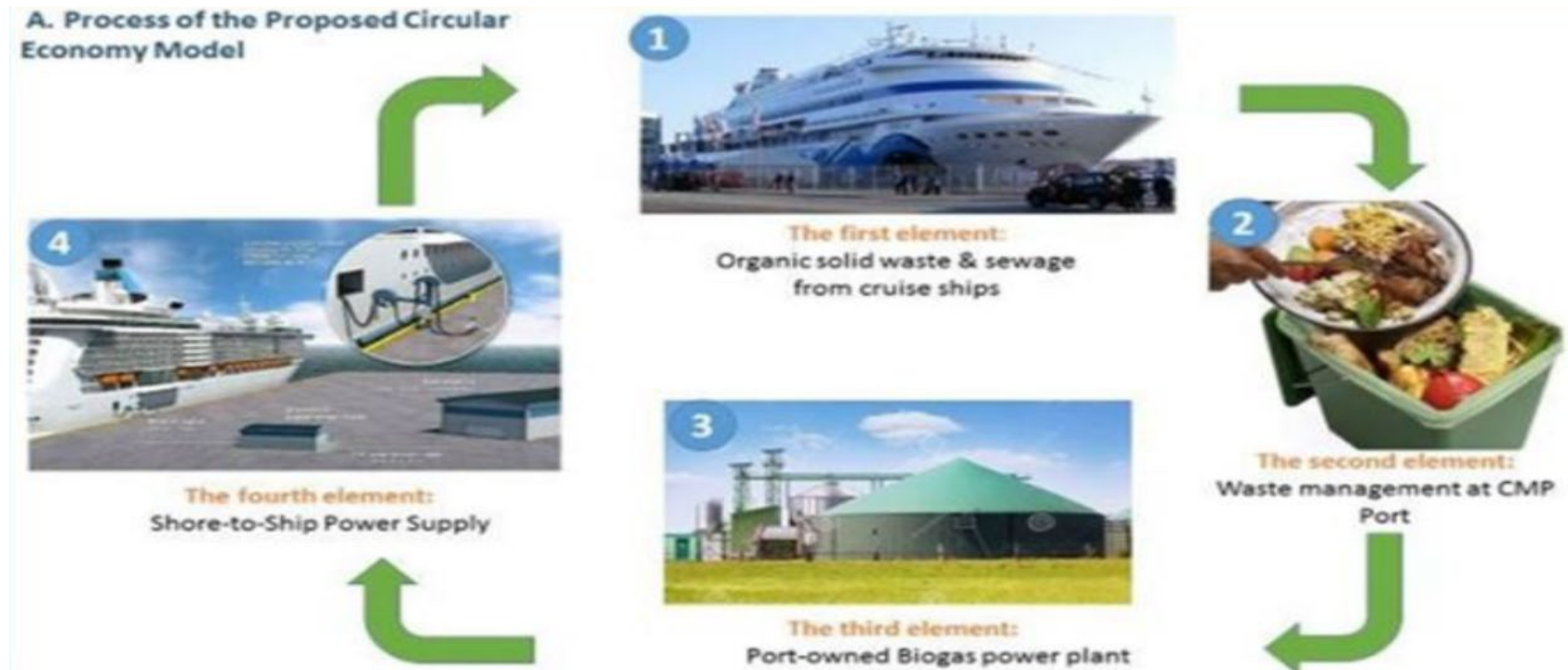
USE OF ALTERNATIVE FUELS AND SHIP-GENERATED WASTE MANAGEMENT

GOOD PRACTICE - Copenhagen-Malmö Port (Denmark – Sweden)

- The concept elaborated for Copenhagen – Malmö is based on circular economy ideas for energy transition. Four elements of ship-waste, port waste management, biogas plant and Shore-to-Ship power supply are used to set up the model in a closed loop.
- Based on the model, the port authority will take care of waste management from cruise ships to use the waste in a port-owned biogas plant. The port-owned biogas plant produces clean electricity from ship waste while to some extent contributes to port energy security.

ACTUAL TOPICS

USE OF ALTERNATIVE FUELS AND SHIP-GENERATED WASTE MANAGEMENT GOOD PRACTICE - Copenhagen-Malmö Port (Denmark – Sweden)



ACTUAL TOPICS



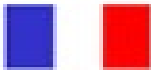


CRITERIA FOR THE DENSITY OF THE NETWORK OF RECEPTION POINTS

- In accordance with paragraph 6.1 of the Recommendations: “reception points should be equipped in accordance with the state of the art; they should have an appropriate capacity and be located at a sufficient distance from each other.”
- DC Secretariat analyzed international experience, primarily the practice of CDNI . The focus is on oily waste (Part A). The key is to create facilities that cover the most frequent ship transports.
- In the Rhine, mobile stations are mainly used (oily waste collection vessels and trucks). The key criterion is the coverage of the main vessel movements, as well as an assessment of the profitability of the work and the level of service. Role of a special body of the CDNI named IIPC (The International Clearance and Coordination Body) in accordance with the reports <https://www.cdni-iwt.org/annual-iipc-reports/?lang=en>

ACTUAL TOPICS

CRITERIA FOR THE DENSITY OF THE NETWORK OF RECEPTION POINTS/CDNI

- Information on the network of 202 collection points is available on the CDNI website with detailed information on each collection point: <https://www.cdni-iwt.org/> in particular Part A.

						
						
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ACTUAL TOPICS

INFRASTRUCTURE FOR THE COLLECTION AND DISPOSAL OF WASTE FROM VESSELS OPERATING ON THE DANUBE

- In accordance with paragraph 6.1 of the Recommendations: “reception points should be equipped in accordance with the state of the art; they should have an appropriate capacity and be located at a sufficient distance from each other.”

The Danube states take measures to develop infrastructure, in particular the construction of port reception stations and waste collecting vessels for the reception and disposal of ship-generated waste:

- Summary table of reception stations for the collection and disposal of ship-generated waste on the Danube, update process 2022/2023, (doc. DK 278/XI-2022):

<https://www.danubecommission.org/dc/en/danubenavigation/environmental-protection/>

<https://www.danubecommission.org/dc/en/danube-navigation/wiski-stations/>

- Interactive port map of DC (Beta version):

<https://www.danubecommission.org/dc/en/danube-navigation/interactive-port-map-beta-version/>

- 75 waste reception points on the Danube.

ACTUAL TOPICS

REVISION OF THE TEN/T REGULATION AND SHIP-GENERATED WASTE MANAGEMENT

- The procedure started in 2021, continue in 2022 and is expected to be completed in 2023. It is expected to enter into force on 1 January 2024.
- Focus on Articles 21 and 22.
- The European Council on 5 December 2022 agreed a negotiating mandate ('general approach') for the draft regulation on the EU guidelines for the development of the TEN-T and respected the requests in the matter in Article 21 (reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution). An amendment to Article 21 has been adopted which includes the possibility (may include) instead of the obligation (including). Another proposed amendment to Art. 21 provides that inland ports should only be equipped with reception and degassing stations "on the basis of a cost-benefit analysis taking into account the requirements of the respective European transport corridor...".
- This proposal is very welcome from the point of view of the CCNR, DC and CDNI Secretariats.

ACTUAL TOPICS

REVISION OF THE TEN/T REGULATION AND SHIP-GENERATED WASTE MANAGEMENT

Article 21

Transport infrastructure requirements for the comprehensive network

1. Member States shall ensure that inland ports on the comprehensive network, by 31 December 2050:
 - (a) will be connected with the road or rail infrastructure;
 - (b) offer at least one multimodal freight terminal open to all operators and users in a non-discriminatory way and which shall apply transparent and non-discriminatory charges;
 - (c) are equipped with facilities to improve the environmental performance of vessels in ports, which **may** include reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution.
2. Member States shall ensure that alternative fuels infrastructure is deployed in inland ports in compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].



Implementation of the DC Recommendations/Financing model

- "Polluter pays"-principle.
- Direct/Indirect payment.
- Legal and administrative preparation of the international treaty/results of pilot action in the frame of projects - Cooperation with WANDA and CO-WANDA projects in period 2009-2014.
- Financing model for oily and greasy ship waste on the Danube - no consensus on a joint model/consultation process 2008-2011, 2012-2014 and 2017-2021.
- Analysis of valid taxation in the DC member countries in relation to the gas oil used by the merchant fleet on inland waterways.
- ISO is currently working on a draft standard "Shipboard waste on inland navigation vessels".

Implementation of the DC Recommendations/Financing model

The DC member states shall apply the principle of "direct" or "indirect payment". Financing the collection and disposal of oily and/or greasy waste may be carried out through:

- sales of vignettes or similar vouchers, the price of which is differentiated, for example, depending on the type, size of vessels, their gross capacity and intensity of operation on the Danube;
- direct payment system;
- indirect payment system, according to which the deposit of a certain amount of waste is free and integrated into port charges. Payment shall be made as part of the payment of port charges by vessels of all countries, regardless of whether they have deposited the waste or not.

If the amount of waste to be received from vessels exceeds free of charge limit, direct payment shall be made.



SOLUTIONS AND NEXT STEPS

- By the end of 2023, the Secretariat will prepare and circulate to the DC member states a questionnaire on the experience with the application of the Recommendations (DK/TAG 97/15) in Danube navigation.
- The Secretariat will systematize the proposals of the DC member states to amend / to supplement the Recommendations based on the results of their application in 2023 /2024 and prepare proposals for updating the text. Deliberation on the new version of the Recommendations will be included in the agenda of the Expert Meeting on Ship-generated waste to be held in March 2025. If necessary, at the initiative of the DC member states or by the proposal of the Secretariat, a further meeting will be held in March 2024.
- The Secretariat is exploring the concept of introducing external monitoring of the implementation of the DC Recommendation in DC member states in 2024 or 2025/initial additional proposal.

SOLUTIONS AND NEXT STEPS

- The APDM Galați presentation on the Eco Dunărea.
- Summary of the 10 years of existence of Eco Dunărea.
- Good practice - Joint approach of DC Secretariat, CDNI, German and Romanian delegation - *Workshop on ship waste management in Galați, 5-6 September 2017.*

⇒ ***Information from the representative of the UNECE Secretariat on the ongoing activities***





Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Russia Serbia Slovakia Ukraine

NEXT STEPS / Any other comments

**Thank you for
your attention!**

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