



# Danube Commission

***Ship waste management on the Danube  
CDNI and DC Recommendation  
Possible accession DC members to CDNI  
Activities of the main stakeholders***

***Inter-basin Cooperation on Marine Litter:  
a focus on the Danube River and the Black Sea***

Sofia - 4 April 2019

# MAP OF THE DANUBE



## ÜBERSICHTSKARTE DER DONAU



## CARTE GENERALE DU DANUBE



## ОБЗОРНАЯ КАРТА РЕКИ ДУНАЙ





# SHIP WASTE MANAGEMENT

**Three types of waste:**

- 1. Ship waste containing oil and grease**
- 2. Waste from cargo**
- 3. Other ships waste**

**Objectives: The collection, disposal and reception of inland ships commercial waste**

**Model on the Rhine-CDNI**

**Model on the Danube- Recommendation DC**

# SHIP WASTE MANAGEMENT BY CDNI

## Introduction CDNI:

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

## Objectives

- 1/ Protection of the environment
- 2/ Safe and separate collection and subsequent disposal of waste

**Basic principle: "Polluter Pays" Principle (PPP)**

**Results in 2011: More than 880 t of oily and greasy waste collected under the CDNI/Charges for waste reception and treatment - 9.674.384 euros**

## Structure of Convention:

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

2. Third Chapter:

Part A - Oily and greasy waste (SPE)

Part B - Waste connected with the cargo

Part C - Other waste

# CDNI

## 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.

# DC RECOMMENDATION

## Structure of document:

- I. General Provisions
- II. Provisions for collection of waste generated from vessels navigating the Danube
- III. Technical requirements for equipping the Danube infrastructure and ports with reception facilities
- IV. Implementation of provisions for collection of waste generated from vessels navigating the Danube
- V. Organization of control and establishment of facts of violation of existing regulations; order of application of sanctions
- VI. International cooperation for collection of waste generated from vessels navigating the Danube

# RECOMMENDATION DC

## DC Recommendation-2011/New proposals 2019:

I. General Provisions

II. Objectives of States

III. Duties and rights of participants

IV. Sanctions

## Annexes:

Part A

Part B

Part C

Part D

Additional documents I-VI



# DC ACTIVITIES

## Common objectives of the DC Waste Management:

- Development and implementation of a sustainable and transnational coordinated approach in ship waste management on the Danube
- Evaluating significant differences in Danube riparian countries regarding collection and treatment of ship waste
- Clarifying a broad political and legal framework

# DC RECOMMENDATION

## Implementation of DC Recommendation

- Principles for the financing-related part of national concepts "Polluter pays"
- Indirect payment
- Legal and administrative preparation of the international treaty/convention regarding ship waste management on the Danube
- Implementation concepts and 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
- Coordinated Joint Action Plan including follow-up activities and possible funding sources

# DC RECOMMENDATION

## Recommendations and Conclusions of the DC Expert Working Group meetings and activities from March 2016 to March 2019:

- Article 1, para. 13-14, of the "General Provisions" will be taken up following the discussion of the "Financing Model".
- Chapter IV of Part A of the Annexes to the Recommendations will be drawn up during the consideration of the topic "Financing Model".

Representative of CDNI and Germany presented the Financing Model of the CCNR regarding the CDNI Convention (gas oil charge), applied from 1 January 2011, which has been already implemented along the German part of the Danube.

Austrian side presented arguments in favor of using the vignette system.

Joint approach of DC Secretariat, CDNI, German and Romanian delegation-workshop in Galati in scope of ship waste management 5-6 September 2017.

# DC RECOMMENDATION

- Discussion of the possibility for the accession process to CDNI
- Amendments of Part B and Part C to the DC Recommendations
- Regarding Part A, the Secretariat proposed the establishment of an informal working group of experts from interested DC member states in order to find a solution in a short time-result: new edition of DC Recommendation, April 2018
- Addition comments of delegations Russian Federation and Ukraine in second part of 2018
- Agreement about list of criteria for the negotiations and possible accession process to CDNI – 16 criteria's
- The most DC member countries expressed interesting for reaching international harmonization in order to solve the problem of ship waste management
- Analysis of valid taxation in the DC member countries in relation to the gas oil used by the merchant fleet on inland waterways (inputs from Slovakia, Romania, Austria and Serbia).

# COMPARISON OF ACTS

- Similar structure of documents.
- The same aims: help protect the environment, improve the safety of inland navigation and water quality.
- Different legal meaning - Convention vs Recommendation.
- High level of agreement of two documents except in the part A-model of financing. Efforts to synchronize two documents over the last 7 years.
- The form of recommendation is not acceptable especially in the part of securing the international financing model (securing international financial compensation). It requires a legally binding, conventional form.
- CDNI works in practice from 2011. There is a complete system of acts, implementation mechanism, structured bodies and tasks. Significant results.
- Part B and Part C are almost completely harmonized.

# COMPARISON OF ACTS

- In both concepts there are no additional costs for implementing Part B and Part C, because the "polluter pays" principle is applied.
- Many other jurisdictions, such as the competence of pollution control, can not be regulated in the form of a recommendation.
- The need to harmonize DC Recommendation with the DFND/OPPD, new document of the DC (harmonization with CEVNI 5).
- Both documents respect the International Maritime Pollution Convention MARPOL 73/78 for sea-going vessels.



# DC ACTIVITIES

**List of agreed criteria for the negotiations and possible accession process to CDNI :**

- 1. Possibilities for upgrading the electronic waste collection system SPE-CDNI.**
- 2. The possibility of joining individual sections of CDNI.**
- 3. Costs in SPE-CDNI.**
- 4. Required items and prerequisites when joining to the CDNI.**
- 5. Domestic institutions and the process of accession to the CDNI.**
- 6. Requirements for accounting for the amount of waste and accession to the CDNI.**
- 7. Opportunities to reduce costs in SPE-CDNI.**
- 8. Part C of the CDNI and adaptation to the DC Recommendation.**
- 9. The candidate's rights after the accession process to the CDNI from the moment of signing to ratification.**
- 10. The time required from signing to ratification upon accession to the CDNI.**
- 11. The case of various taxes and excise duties on fuels for commercial transport.**

# DC ACTIVITIES

**List of agreed criteria for the negotiations and possible accession process to CDNI (continue):**

- 12. The case where neighboring countries are not in the system of CDNI.**
- 13. Case where only a small amount of waste is generated in a DC member country; statistical analysis.**
- 14. Opportunities for the integration of SPE-CDNI in RIS.**
- 15. The case if necessary the use of additional languages in SPE-CDNI.**
- 16. The case of need existing network of waste collection stations.**

# CONSULTATION PROCESS

## Joint meeting of CDNI and Danube Commission-Vienna, 31 October 2018

- It was first meeting of inland navigation waste experts from 10-member states of the Danube Commission and the CDNI member states
- The Danube Commission will continue its efforts of recent years to harmonize its own recommendations on the handling of cargo waste with CDNI requirements, but is aware that ultimately only a binding regulatory framework will meet the requirements for environmentally friendly waste disposal
- Preparation of a new budget for the CDNI from 2021 is an important time period for new members to join to the Convention. Representatives CDNI invited member States DC, to participate in CDNI meetings as observers

# DC ACTIVITIES

## Analysis of valid taxation in the DC member countries in relation to the gas oil used by the merchant fleet on inland waterways:

- Romania-fuel used by the merchant fleet is exempt from excise taxes, but it is subject of VAT.
- Slovakia-shipping companies for cross-border transportation of goods or passengers are exempted from the excise taxes. They are may refund VAT.
- Serbia- there are two "types" of approaches, one relates to ships in international freight transport that are not burdened with excise and tax expenses, and the other concerns domestic cargo ships, in the Republic of Serbia, which are burdened with excise taxes, taxes and reserves.
- Austria-oil products are exempt from tax: petroleum products that are issued to shipping companies from tax warehouses or customs warehouses as marine consumables for the commercial transport of passengers or goods (including domestic transport) on the Danube, lake Constance or lake Neusiedler, as well as fuel that is issued to such enterprises for use in these waterways.

# ACTIVITIES OF THE MAIN STAKEHOLDERS

## AQUAPOL -Danube Black Sea HUB activities regarding environmental crimes-GE of Security in Inland Navigation, DC Budapest, 20 February 2019:

- detecting breaks of the environmental rules on the Danube river;
- preventing the deliberate spill of hydrocarbs/diesel fuel from the vessels in transit on the Danube river;
- other activities that can pollute the Danube river;
- illegal fishing;

Police cooperation has realized through organization–AQUAPOL or through other police official channels of cooperation (such as EUROPOL, INTERPOL, police liaison officers & attaches).

# NEXT STEPS

## Solutions and next steps

- Meeting GE of Ship Waste Management, 6-7 March 2019
- DC Recommendation-2011/New proposal-Jun 2019
- Accession procedure to CDNI in line with last two years activities
- Possible observer status of DC member states in CDNI-next meeting of The Contracting Parties Conference (CPC)-CDNI will be held on 18 June 2019 in Strasbourg











# Thank you for your attention!



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