

CDNI developments from 1 January 2018 for boatmasters and consignees/handling facilities/reception stations

1. New unloading standards

New unloading standards will come into force on 1 January 2018. These new standards are available (Dutch, French, English, German) at cdni-iwt.org/en/dechargement/.

To make things easier for yourself, simply use the e-tool "WaSTo" (<http://wasto.cdni-iwt.org/>). This tool:

- incorporates all regulatory content in force from 1 January 2018 onwards;
- allows one to search for a given substance;
- identifies the modifications that have been made and makes it easy to spot the relevant modifications;
- explains the reasons behind the modifications;
- explains the health and environmental risks posed by the cargo residue;
- creates your personalised goods list with the associated unloading standards.

If you have any questions or suggestions for improvement, you can contact the CDNI Secretariat (secretariat@cdni-iwt.org) to help create a fine-tuned tool for the sector.

2. Integration of compatible transport operations into the CDNI

In addition to the existing regulations on dedicated transport, new regulations on compatible transport operations have been introduced as well. The new regulations became effective on 1 July 2017. Due to this modification new versions are also required of the unloading certificates, which came into use at the same time. The old versions can still be used up to and including 30 June 2018.

3. Attestation of unloading to be retained for six months

Boatmasters are already required to keep the attestation of unloading on board for six months.

From now on, consignees too must keep a copy of this attestation for at least six months after it has been issued. When the consignee uses a handling facility for the unloading, a copy must be kept there as well.

Reception stations which receive the wash water produced after the cleaning of the vessel are also subject to this requirement. That is why they must sign the attestation of unloading.

4. Complaints and questions

If you have any comments, complaints or questions about the compliance with Part B of the CDNI (cargo-related waste), please contact the national contact point of the Port of Antwerp. Belgium and the Netherlands have set up a contact and information point for Part B of the Convention:

Anyone who experiences problems with the cleaning of the holds or with the unloading certificate must immediately report this to:

- ccr@portofantwerp.com or +32 3 205 2013 (for Belgium) or anonymously via the link with the CDNI report form: <http://www.portofantwerp.com/nl/meldingsformulier-cdni>;
- hcc@portofrotterdam.com or 0031-10-2521000 (for the Netherlands).

5. Ban on emission of gaseous residues of liquid cargo (fumes)

The degassing of both the cargo tanks and the loading and unloading pipe releases gases which may be harmful to humans and the environment. To reduce this harm, the Contracting Parties Conference of the CDNI decided on 26 June 2017 that the parties involved must eliminate harmful fumes, or have them eliminated, in an appropriate manner. The principles are similar to the provisions governing liquid cargo residues and the washing of cargo tanks. The degassing ban will be phased in so as to enable the necessary infrastructure and appropriate logistical solutions, such as the use of dedicated or compatible transport, to be developed.

The ban on the most harmful substances will take effect 6 months after ratification. Two years after ratification a second list of substances will be banned. The third phase of the ban will start to apply within a 3 or 4 year timescale depending on the outcome of an intermediate assessment of the implementing regulation.

The full text is available at <http://www.cdni-iwt.org/en/presentation-of-cdni/regulations>. The modified provisions will come into effect once they have been ratified by the Contracting Parties as a whole.