



Donaukommission – Commission du Danube – Дунайская Комиссия – Danube Commission

Austria Bulgaria Croatia Germany Hungary Moldova Romania Serbia Slovakia Ukraine



Expert Meeting on Ship-generated waste (6 March 2025)

Dejan Trifunović
Counsellor for transport, ports and environmental issues



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. Actual topics/Cooperation with stakeholders
5. Financing model
6. Good practices-*viadonau*, Austria-presentation on the experience with the disposal of ship-generated waste on the Austrian part of the Danube for both cargo and passenger vessels, focusing on the available infrastructure for waste collection at locks
7. Solutions and next steps



1. Implementation status of the Recommendations for organising the collection of ship-generated waste in Danube navigation (doc. DK/TAG 97/15), 2022 edition;
2. The first updated version of the Recommendations for organising the collection of ship-generated waste in Danube navigation (doc. DK/TAG 97/15);
3. 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);
4. Financing model for organising the collection of waste from vessels operating on the Danube and aspects of the use of alternative fuels from the perspective of ship-generated waste management;
5. Miscellaneous.



The legal framework

Waste Framework Directive 2008/98/EC, Port Services Regulation 352/2017, Directive (EU) 2019/883 on Port Reception Facilities, CDNI Convention, DC Recommendation

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. (earlier versions from 2007 and 2011)

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. DC Secretariat circulated to DC member states a Questionnaire on the experience with the application of the 'Recommendation for organising the collection of ship-generated waste in Danube navigation' (DK/TAG 97/15).
2. Only the delegations of Ukraine and Slovakia provided responses to the Questionnaire by 1 March 2025.
3. The responses to this Questionnaire were presented at the WG Tech meeting held on 9 and 10 October 2024. The latest version of the document will be discussed at the EM WASTE.

(highlights from the questionnaire and brief interventions by member states representatives)



DC RECOMMENDATIONS - The first updated version of the document

On the basis of the updated OPPD/DFND and the results of the questionnaire on the experiences of the member states of the Danube Commission in implementing the Recommendation of the Danube Commission, the first updated version of the 'Recommendation for the organisation of the collection of ship-generated waste in Danube navigation' (DK/TAG 97/15) was prepared.

(discussion with the member states representatives-under item 2 of the agenda)

Possibly an amendment to the Chapter 4 IMPLEMENTATION OF THE PROVISIONS REGARDING THE COLLECTION OF SHIP-GENERATED WASTE IN DANUBE NAVIGATION

⇒ provide statistical data the DC Secretariat on the total amount of waste collected in accordance with Parts A, B and C of the Recommendation by 15 February each year



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 2023: More than 122,7 t of oily and greasy waste collected under the CDNI/

Total value for waste reception and treatment - 12.508.636 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. CDNI transaction system. In 2023, the renewal of the CDNI transaction system CDNI SPE 3.0 was completed by 1 August 2023. The amount of the fee for the disposal of oily and greasy waste on the Rhine is 10 Euros per 1,000 litres of bunkered gas oil will take effect from 1 January 2023 and continue in 2024 and 2025. Potential increase of the disposal charge for oily and greasy waste to 12 Euros per 1,000 litres of gasoil dispensed, with effect from 1 January 2026



CDNI inputs:

1. A first step in the digitisation of the used-oil logbook
2. Extension of the geographical scope of Part A (oily and greasy waste) to cover all of France
3. Harmonisation of the CDNI with the ADN
4. A discharge ban for vessels carrying more than 12 passengers (or berths). This ban will enter into force on 1 January 2025
5. The new provisions include a ban on venting and information on the treatment of gaseous residues from liquid cargoes. The ban entered into force on 1 October 2024
6. The use of alternative fuels will have a direct impact on the future development of ship-generated waste disposal - CDNI is already working with the CCNR on a study on this topic

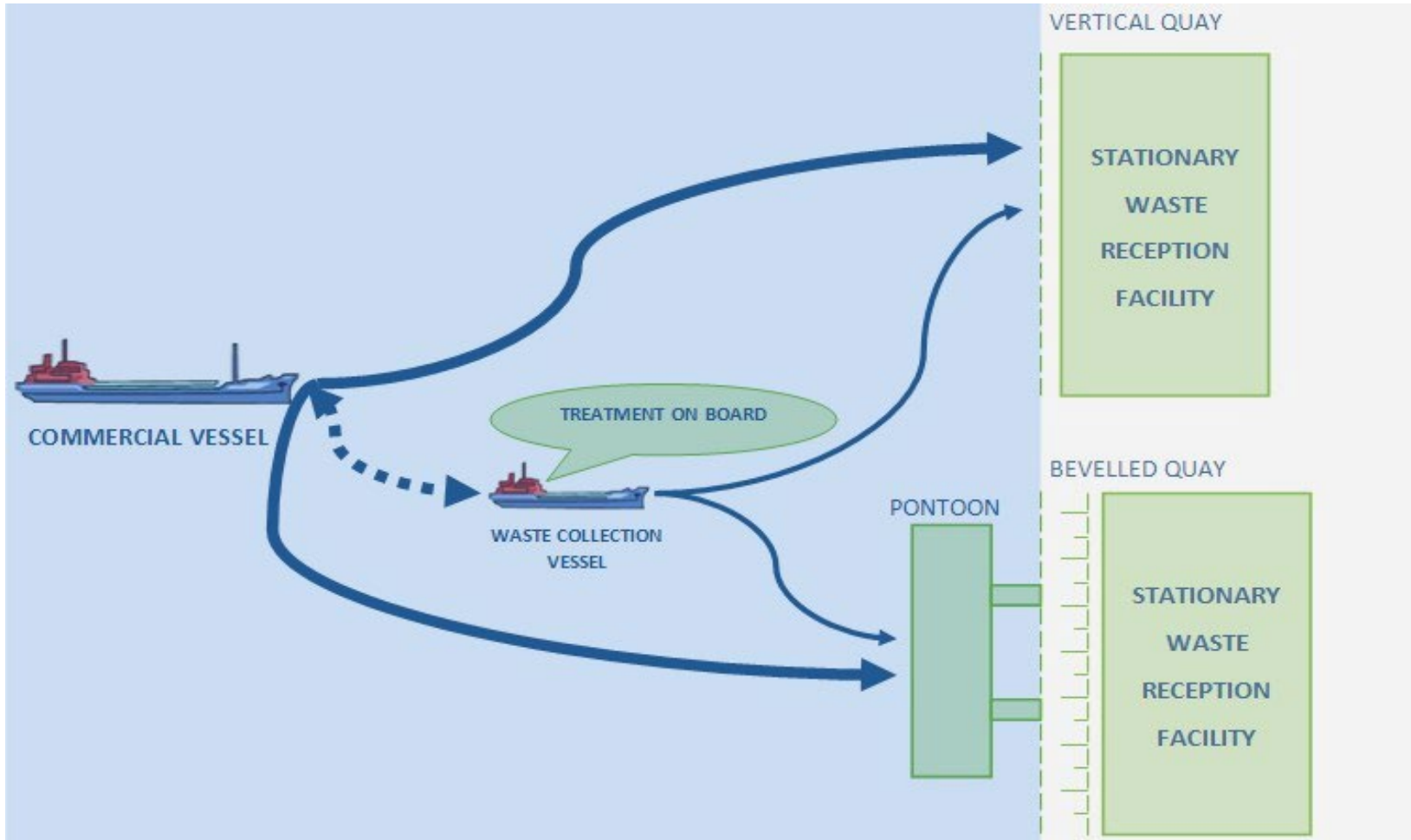


Common objectives of the DC Waste Management:

- 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.



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, (status 1 February 2023):

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

- Interactive port map of DC is available at the following link-indicating reception stations for the collection of ship-generated waste (last updated on 31 March 2023):

<https://www.danubecommission.org/dc/en/danube-navigation/danube-ports-map/>



ACTUAL TOPICS

Adoption of the ES-TRIN 2025/1 standard

- The European Committee for drawing up Standards in the field of Inland Navigation (CESNI) met in Strasbourg (France) on 17 October 2024 and approved the CESNI work programme for the period 2025-2027.
- The CESNI PT Committee has adopted ES-TRIN 2025/1, the standard relating to the technical requirements for vessels includes topic of the sewage treatment plants.
- The ES-TRIN 2025/1 is due to enter into force on 1 January 2026, in the legal frameworks of the Central Commission for the Navigation of the Rhine (CCNR) and the EU (European Union).



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 which is already working with the CCNR on a study on this topic. The DC and CDNI Secretariats will continue to work intensively on this topic in the future.



ACTUAL TOPICS

USE OF ALTERNATIVE FUELS AND SHIP-GENERATED WASTE MANAGEMENT

- On 8 October 2024, the Danube Commission and EUSDR PA1a organized a Joint Workshop on ‘Roadmap and actions towards zero-emission Danube fleet’. The Danube fleet app.emits 1.6 million tonnes of CO₂ annually. Danube Commission presented the Roadmap for the modernisation of the Danube shipping fleet.
- Special attention was paid to the use of HVO (Hydrotreated Vegetable Oil) as an economically prospective short-term and mid-term solution to reduce CO₂ emissions from vessel operations significantly, especially for those vessels which require high engine power and operate on long distances such as pushed convoys. A follow-up workshop will be organized by DC and its partners on 12 May 2025.
- For the time being, it is assumed that by using the HVO provisions of Part A of the Implementation Regulation-CDNI as well as the DC Recommendations would remain in force. This is because oily and greasy ship-generated waste resulting from the use of biofuels and synthetic fuels in internal combustion engines is widely recognised, and this waste also ends up in the existing network of reception stations for oily and greasy waste.



ACTUAL TOPICS

ASPECTS OF FINANCING ACTIVITIES

- The 2023 CEF Transport call ended on 30 January 2024 on the topic of port reception facilities for oil and other waste; 19 successful proposals; budget of 250 million euros;
- The 2024 CEF Transport call for proposals made EUR 1.08 billion available for projects targeting new and improved European transport infrastructure . Opening date was on 24 September 2024 with deadline date 21 January 2025, 17:00 (CET).
- CEF-T-2024-CORECOEN-IWWP-WORKS: Inland waterways and ports – studies, works or mixed

Objective: The objective is to develop inland waterways transport infrastructure projects on the TEN-T core network.

Scope: Studies and / or works on core inland ports related to: *port reception facilities for oil and other waste (including residues from exhaust gas cleaning systems) and infrastructure for degassing vessels to meet environmental requirements;*



ACTUAL TOPICS/COOPERATION WITH STAKEHOLDERS

WORK ON ISO STANDARDS

- Development of the draft version of ISO/TC 8/SC 2 standard "Management and handling of shipboard waste on inland vessels" of the International Organization for Standardization, since 2022.
- The DC Secretariat participated in the development of the draft standard 'Ship-generated waste management and handling on inland waterway vessels' under ISO/TC 8/SC 2 of the International Organisation for Standardisation. At an online meeting held on 12 April and then on 25 and 27 June and 13 November 2024, Part 2 of the draft 'Arrangement and management of waste reception stations' was discussed. The project is expected to be finalized in 2025.
- Before that, on 1 March 2023, Part I of the draft standard "On board management and handling" was finalized. It contains examples of color codes for waste categories indicated in the "DC Recommendations".



ACTUAL TOPICS/COOPERATION WITH STAKEHOLDERS

RELEVANT RELATED POLICY ISSUES AND INITIATIVES

- The three Commissions (DC, ISRBC and ICPDR) have launched in 2024 the Joint Statement 2.0 process, marking a significant step forward in harmonizing navigation and environmental protection in the Danube River Basin. The topic of ship waste is foreseen as one of the related topics of the new JS 2.0 document. The first workshop (Vienna, September 2024), and the second workshop (Budapest, January 2025) represent progress in the preparation of the new Joint Statement, Joint Statement Manual, and Knowledge database. Completion of activities in August 2025.
- In 2022, the European Commission/DG MOVE commissioned a Study on Enabling Sustainable Management and Development of Inland Ports. The general objectives of this study are to identify and evaluate the factors affecting the sustainable development of inland ports and propose solutions for implementing green objectives for inland ports paired with their economic development. The study is part of the NAIADES III Action Plan 2021-2027 and has a timeframe from November 2022 to November 2025. The topic of ship waste is one of the related topics of the Study.



ACTUAL TOPICS

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

- The new TEN-T Regulation 2024/1679, which entered into force on 13 June 2024, contains a number of significant improvements concerning the IWT and ports.
- Focus on Articles 21 and 22.
- Regarding the ship-waste management topic, it was agreed an amendment to article 21 on environmental infrastructure in ports, which, instead of the reference to "obligation" ("including") contains "possibility" ("may include"). Another proposed amendment to article 22 provides that inland ports shall be equipped with reception and degassing stations only "on the basis of a cost-benefit analysis taking into account the requirements of the relevant European transport corridor...".
- This solution is welcome from the point of view of the CCNR, DC and CDNI Secretariats.



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.

⇒ Aspects of the use of alternative fuels from the perspective of ship-generated waste management



SOLUTIONS AND NEXT STEPS

- The Secretariat will continue to systematize the proposals of the DC member states to amend / to supplement the Recommendations based on the results of their application in 2025 and prepare proposals for updating the text. The work of the informal group of experts - November 2025. 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 2026.
- The DC member states are encouraged to keep up-to-date data on reception stations for the collection of waste from vessels on the Danube, already available on the website, by sending information to the DC Secretariat.
- The DC member states and the Secretariat are recommended to use the document DK/TAG 97/15 in dedicated fora when considering issues related to the collection of waste from vessels.



SOLUTIONS AND NEXT STEPS

- The presentation on the experience with the disposal of ship-generated waste on the Austrian part of the Danube for both cargo and passenger vessels, focusing on the available infrastructure for waste collection at locks (*viadonau*).
- Previous presentations by USPA (Ukraine) and APDM Galați-Eco Dunărea (Romania).
- Proposed next EM Waste meeting for 2026 [save the date]: 3 March 2026 (hybrid)/The work of the informal group of experts - November 2025

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





NEXT STEPS / Any other comments

Thank you for
your attention!

Secretariat of the Danube
Commission

dejan.trifunovic@danubecommission.org

H-1068 Budapest
Benczúr utca 25

www.danubecommission.org

