

PRESS RELEASE
Winter session 2024 of the Conference of the Contracting Parties

Strasbourg, 12.12.2024 – On 12 December 2024, the Conference of the Contracting Parties (CPC) addressed a number of issues relating to the collection, deposit and reception of Rhine and inland navigation waste. The main subjects on the agenda included the amount of the disposal charge, the extension of the geographical scope of Part A (oily and greasy waste) to cover all of France, and the alignment of the CDNI with the ADN.

The meeting took place at the Palais du Rhin in Strasbourg, and was chaired by Mr Alexandros Koltsidas, member of the Swiss delegation to the CDNI (Convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways).



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Increasing the disposal charge to €12/1,000 litres of gasoil

The CPC is obliged to increase the disposal charge for oily and greasy waste to 12 Euros per 1,000 litres of gasoil dispensed, with effect from 1 January 2026. This resolution is based on the latest [IIPC](#) report on the annual evaluation of the system for financing the reception and disposal of oily and greasy waste produced during the course of operating the vessel. The [IIPC report](#) highlights a rise in costs and a reduction in the volume dispensed that are expected to continue over the next few years. It is therefore highly likely that, in the future, the revenue from the disposal charge will no longer cover the cost of receiving and disposing of oily and greasy waste. Thus, in order to finance the reception, treatment and disposal system and maintain a high-quality service, the disposal charge will have to be increased from 2026.

Currently under consideration: extending the geographical scope for France

France is currently considering extending Part A of the Convention to the whole of mainland France. This extension would require the creation of additional reception stations. France has involved the other contracting parties and national institutions in its discussions. It has taken disposal charges into account in its assessment and is considering a system that ensures a balance between revenue and expenditure, as requested by the industry.

Removal of the temperature indication for the transport of liquid sulphur

The CPC has decided to remove the temperature indication for the transport of liquid sulphur from the CDNI Implementing Regulation. In terms of environmental protection, this transport temperature has no influence on either the type of vessel or the use of certain appropriate systems for loading, unloading and storage on board. It can therefore be deleted without affecting the objectives of the CDNI. This amendment also ensures that the CDNI is compatible with the ADN. The resolution takes effect immediately.

Opening of cargo tank openings

ADN 2025 contains new provisions relating to the safe opening of cargo tank openings (type N and type C vessels). Thus, from 1 January 2025, this opening will be authorised for additional specific short-term interventions. A (minor) release of vapours will be unavoidable during these operations. The question of whether the CDNI should be aligned with the ADN 2025, or whether the current provisions of the Convention are sufficient is currently being examined.

Ban on the discharge of domestic waste water

Since 2005, the CESNI has banned the discharge of domestic waste water for vessels carrying more than 50 passengers (or berths). In 2021, the CPC adopted a discharge ban for vessels carrying more than 12 passengers (or berths). This ban will enter into force on 1 January 2025. The transition period allowed the installation of the infrastructure required for the reception of domestic waste water for the fleet concerned, thereby completing the existing network. [This ban represents a major step forward for the environment and the water.]

Next meetings

Location: Strasbourg

- CDNI Working Group (CDNI/G): 23-24 April 2025
- International Clearance and Coordination Body (IIPC): 20 May 2025
- Hearing of the approved organisations: 2 July 2025
- Conference of the Contracting Parties (CPC): 3 July 2025

About the CDNI (www.cdni-iwt.org)

The Convention of 9 September 1996 on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways (CDNI) has been in force since 1st November 2009. It has six Contracting States (Belgium, France, Germany, Luxembourg, Netherlands, Switzerland) and aims to protect the environment, and especially water. To this end, the CDNI establishes the rules for:

- **encouraging the prevention** of waste production,
- **directing this waste to a network of dedicated reception stations** throughout the navigable waterway network,
- **providing international financing** for these initiatives having regard to the “**polluter pays**” principle
- **monitoring** compliance with the bans on discharging the waste in question into the surface water.

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The CDNI's Secretariat function is provided by the Secretariat of the Central Commission for the Navigation of the Rhine (CCNR).