

**PRESS RELEASE**  
**Summer session 2022 of the Contracting Parties Conference**



**Strasbourg, 22.06.2022** – On the agenda of the Conference of the Contracting Parties (CPC) on 22 June last: the increase in the disposal charge for oily and greasy waste, the future SPE-CDNI electronic payment system, the ban on degassing and updates to the CDNI. The Hearing of the approved organisations was also held the day before. The two meetings took place at the Palais du Rhin in Strasbourg, chaired by Mr Ivo Ten Broeke, the head of the Dutch delegation to the CDNI. Mr Jörg Rusche took part for the first time as Executive secretary of the CDNI, having taken up his new duties in May 2022.

**Feedback on the Hearing of the approved organisations: essential discussions**



The Hearing of the approved organisations on 21 June is part of a regular and beneficial collaborative process between the Contracting Parties and the approved organisations. It is an opportunity to identify the partners' needs and considerations for all CDNI-related work.

EBU, ESO, Aquapol, IG Rivercruise and FEPI also took part in this meeting. The organisations were able to have their say on key subjects concerning the future of the CDNI, upstream of the CPC.

The following subjects were discussed further:

- **Amount of the disposal charge:** the profession was notified of the various factors behind a proposed increase to €10 (see the CPC decision below). Notwithstanding the profession's confirmation of its support for this new amount, it reiterated its desire for a stable amount over time, to the extent this is possible in the current circumstances.
- **Future electronic payment system (SPE-CDNI):** the approved organisations were notified of the main features of the future electronic payment system (SPE-CDNI), with the desire to push for ever more digitalisation. A solution involving an application to replace the current infrastructure (terminals and ECO cards) is being studied.
- **Ban on degassing:** the setting up of an international "task force" was proposed to anticipate the implementation of the new provisions expected in 2023 and ensure that there are sufficient degassing stations.
- **Dematerialisation of documents:** the representatives of the police authorities and of the profession set out their expectations regarding dematerialised documents, with a focus on the used-oil log. These discussions were an opportunity to consolidate the guidelines for dematerialising this document.

### Increase in the amount of the disposal charge

Based on the report by the International Clearance and Coordination Body (IIPC) and having regard to the opinion of the approved organisations, the CPC approved the increase in the amount of the disposal charge for oily and greasy waste. The new amount of € 10 for 1000 litres of bunkered gas oil will come into force on 1<sup>st</sup> January 2023. As a reminder, the initial amount of the disposal charge (€ 7.50) was first increased in 2021, to € 8.50.

Several factors prompted the Contracting Parties to decide on this increase.

- Constantly escalating collection, reception and treatment costs for oily and greasy waste in a situation of unprecedented inflation: the current general economic situation, combined with the war in Ukraine, which has resulted in an energy price explosion within just a few weeks is having a serious impact on the system, and will continue to do so.
- The need to consolidate the system's financial structure: the increase in the amount to €8.50 is barely at break-even level, and even then only temporarily, with the system remaining in a fragile state.
- The desire to continue delivering high quality services: this desire is common ground between the profession and the Contracting Parties in order to provide the profession with an efficient system that enables it to meet its environmental obligations.
- Given the situation described above, setting a stable amount for a longer period remains extremely difficult and uncertain in light of the current economic situation, even if such an outcome is desirable and what the sector is now hoping for.

These factors are set out and documented in the comprehensive [annual report](#) on the evaluation of the disposal charge. The report is published on the CDNI's website.

### State of play on the ban on degassing

The new provisions governing the [treatment of gaseous residues](#) produced by liquid cargoes is an important topic for the CDNI. The entry into force of this major amendment of the convention will be a real step forward for environmental protection.

Both the Hearing of the profession on 21 June and the Conference of the Contracting Parties on 22 June were opportunities to exchange views on the problems associated with creating the infrastructure and on progress with ratifications. As of now, Luxembourg, the Netherlands and Germany

have lodged the instrument of ratification. The ratification procedure is in progress in Belgium, France and Switzerland, but with the anticipated lodging date unknown.

### Updates to the Convention

Concerning [Part A](#) of the Implementing regulation on oily and greasy waste, the CPC approved the amendment to article 2.02. The article has thus been supplemented with the following principles to fine-tune the definition of bilge water:

- Bilge water means oily water from the engine room bilges, the peak, the cofferdams and wing voids.
- Oily water produced during the operation and maintenance of the vessel is deemed to be bilge water.
- Bilge water contaminated by any other substance falls within the category of special waste (Part C).

The amendment aims to harmonise standards for the collection of oily and greasy waste and to ensure better control of these waste flows. This will take effect immediately.

Concerning [Part B](#) of the Implementing regulation, and cargo-related waste, the CPC has adopted an amendment to the introductory provisions of Appendix III (Unloading standards) of the CDNI. With the updating of the standard and its immediate entry into force, rain water and ballast water can now be treated in the same way as wash water. However, unloading standards have to have been complied with, subsequent to the last product transported being unloaded. The objective is to have clear and consistent requirements and not to impose on the profession any additional procedures that lack environmental justification.

### Forthcoming meetings

The next meeting of the Contracting Parties (CPC) will be in Strasbourg on 20<sup>th</sup> December 2022.  
The next meeting of the CDNI/G Working Group is scheduled for 25 and 26 October 2022.  
The International Clearance and Coordination Body (IIPC) will meet on 21 November 2022.

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### About the CDNI ([www.cdni-iwt.org](http://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 1<sup>st</sup> 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.

*One amendment to the convention, currently being ratified, concerns the receipt of gaseous residues of liquid cargoes with the aim of protecting the atmosphere.*

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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).*

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