

PRESS RELEASE

Summer session 2026 of the Contracting Parties Conference

Strasbourg, 02.07.2026 – The main issues discussed at the Contracting Parties Conference (CPC) held in Strasbourg on 2 July 2026 included developments relating to SPE-CDNI 3.0, alternative fuels, degassing, and measurement of the Accepted Vent Free Level (AVFL). The meeting took place in Strasbourg and was chaired by Mr Ruben Lindemann, from the German delegation to the CDNI (Convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways).

The resolutions adopted by the CPC will be published in August on the [CDNI website](#).



Source : CDNI Secretariat

SPE-CDNI 3.0: Use of the electronic payment system and developments

The SPE-CDNI 3.0 payment system allows boatmasters to pay the disposal charge for oily and greasy waste produced during the course of operating the vessel, using either a smartphone (mobile application) or a printed ECO-ID (QR code).

With a view to making the system easier to use, the CPC has decided that, in future, an automatic email will be sent to remind ECO-account holders who use the printed QR code that the QR code is due to expire, and that a new QR code must be generated. In addition, tutorials and online resources are available: <https://www.cdni-iwt.org/new-spe-cdni-3-0-system/>. These tools are intended to make the SPE-CDNI 3.0 easier to use, to clarify the steps that should be followed and to provide better guidance for users as they get to grips with the system.

The CPC will continue to explore possibilities for further improving the SPE-CDNI system.

A tool to support energy transition

The CPC has approved a major update to SPE-CDNI 3.0. Following a change in the recording of fuel types in the payment system, a new feature will be added which will make it possible to specify the actual percentage of biogenic components incorporated into the gasoil in the case of fuel blends. The aim of this new feature is to analyse the use of alternative fuels in inland waterway transport in greater

detail. This will provide the CDNI with a significant tool for use in analysing the behaviour of the inland waterway fleet with regard to waste disposal, as well as for the development of the funding system.

In order to minimise the administrative burden on vessel operators and refuelling stations as far as possible, whilst ensuring accurate and complete recording of fuels, the CPC has approved an amendment to Article 3.03(5) and Article 3.04(1) of the Implementing Regulation, making it mandatory to specify the type of fuel in the SPE-CDNI and in the diesel supply receipt for bunkering companies.

Themed day on the conversion of the fleet to double-hulled oil separator vessels

On 25 May 2027, the six Contracting States to the CDNI will hold a themed day in Strasbourg devoted to the gradual entry into force of the requirement concerning the introduction of double-hulled oil separator vessels. This event will bring together national institutions, companies specialising in the management of oily and greasy waste generated by inland navigation and representatives of the international inland waterway transport sector, with a view to preparing for the impact of these regulatory changes, identifying the main operational issues and sharing initial ideas for solutions.

Clarification of the degassing process in the attestation of unloading

In order to address the need for a clearer process for the degassing of vessels and for the measurement of the AVFL, the CPC has decided to introduce a uniform and practical procedure within the scope of the CDNI, so that vessel operators are subject to the same rules and can comply with the requirements under fair competitive conditions.

It means that if during the measurement process the AVFL is reached for each cargo tank, the degassing procedure should be carried out individually for each cargo tank.

In concrete terms, Section B of Appendix IIIa has been amended, the [attestation of unloading](#) has been modified, and a measurement report has been included. These tools are intended to make things easier for the sector by providing simple, clear and well-documented guidelines.

This amendment will take effect immediately.

LIFE4DEGAS Project

The European LIFE4DEGAS project aims to assess the scale of emissions resulting from free venting and degassing in Europe, analyse the environmental impacts, and identify initial potential solutions. The CDNI is a member of the project's advisory board and contributes its technical and regulatory expertise.

Next meetings

Location: Strasbourg

- CDNI Working Group (CDNI/G): 20 – 21 October 2026
- International Clearance and Coordination Body (IIPC): 19 November 2026
- Conference of the Contracting Parties (CPC): 16 December 2026

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.

Contact

CDNI Secretariat c/o CCNR
Palais du Rhin – 2 place de la République – CS10023
F-67082 STRASBOURG CEDEX
Tél: + 33 (0)3 88 52 96 42
Email: Secretariat@cdni-iwt.org
Web: <https://www.cdni-iwt.org/>

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