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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-third session, 25-27 October 1999
agenda item 7 (a))

REQUIREMENTS FOR PREVENTION OF POLLUTION FROM VESSELS

Note by the secretariat

The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its eighteenth session adopted the draft amendment to CEVNI submitted by the delegations of Germany and Hungary concerning the prevention of pollution from vessels (TRANS/SC.3/WP.3/1999/14) and requested the secretariat to bring it to the attention of the Working Party on Inland Water Transport (SC.3) for adoption (TRANS/SC.3/WP.3/36, paras. 28 and 29).

The secretariat reproduces below the draft resolution of the SC.3 Working Party on the subject. The text of the annex is submitted in a format in keeping with the text of the revised CEVNI (see TRANS/SC.3/115/Rev.1).

Additions and Amendments to resolution No. 24 on CEVNI:
European Code for Inland Navigation

Resolution No. ...

(adopted on ... October 1999 by the Working Party
on Inland Water Transport)

The Working Party on Inland Water Transport,

Considering resolution No. 24 of the Working Party on Inland Water Transport concerning CEVNI: European Code for Inland Waterways (TRANS/SC.3/115), as amended by its resolutions Nos. 26 (TRANS/SC.3/115/Add.1), 27 (TRANS/SC.3/115/Add.2) and 37 (TRANS/SC.3/115/Add.3),

Bearing in mind the report of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation on its seventeenth session (TRANS/SC.3/WP.3/36, paragraphs 28 and 29),

Desirous of reducing to the maximum the pollution caused by inland navigation vessels on European inland waterways and of standardizing provisions in this regard,

Noting the desirability in the interest of safety in navigation of taking into account in CEVNI the latest developments in inland navigation and their consequences for the regulations in force,

Decides to amend and supplement the text of CEVNI by the text contained in the annex to this resolution,

Requests Governments and River Commissions to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,

Requests the Executive Secretary of the Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

Annex

Add a chapter 9 to read:

CHAPTER 9

**PREVENTION OF POLLUTION OF WATER AND DISPOSAL
OF WASTE OCCURRING ON BOARD VESSELS**

Article 9.01

Definitions

For the purposes of this chapter, the terms set out below have the following meaning:

1. General ¹

(a) "waste occurring on board": substances or articles defined in (b) to (f) below, of which the person in charge disposes or of which he intends or is required to dispose;

(b) "waste resulting from the operation of the vessel": waste and waste water generated on board as a result of the operation and maintenance of the vessel; it includes oily and greasy waste and other waste occurring during the operation of the vessel;

(c) "oily and greasy waste occurring during the operation of the vessel": waste oil, bilge water and other oily and greasy waste such as waste grease, used filters, used rags, containers and packagings for such waste;

(d) "waste oil": used oil or other non-reusable grease from engines, gears and hydraulic equipment;

(e) "bilge water": oily water from the engine-room bilges, peak, cofferdams or side compartments;

(f) "waste grease": used grease collected from run-off from greasers, bearings and greasing facilities and other non-reusable grease;

(g) "other waste occurring during the operation of the vessel": domestic waste water, household refuse, sludge, slops and other special waste as defined in paragraph 3 below;

(h) "cargo-related waste": waste and waste water occurring on board the vessel and deriving from the cargo; cargo remnants and handling residues as defined in paragraph 2, (b) and (c) below are not included in this category;

¹Note by the secretariat: The Working Party may wish to consider replacing this sub-heading by "**1. Terms concerning waste in general**".

(i) "reception facility": a vessel within the meaning of article 1.01 (a) of CEVNI or a facility on land approved by the competent authorities for the collection of waste occurring on board;

2. Cargo ²

(a) "exclusive transport operations": successive transport operations during which the same cargo or another cargo the carriage of which does not require the prior cleaning of holds or tanks is carried in the vessel's hold or cargo tank;

(b) "cargo remnants": liquid cargo remaining in the cargo tanks or in the pipes after unloading when a stripping system in accordance with the European Provisions concerning the International Carriage of Goods by Inland Waterway (ADN) has not been used, and dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;

(c) "cargo residues": liquid cargo which cannot be discharged from tanks or pipes using the stripping system and dry cargo which cannot be removed from the hold by the use of manual or mechanical sweepers or suction facilities;

(d) "handling residues": cargo which falls on the vessel outside the hold during handling;

(e) "swept hold": hold from which the cargo has been removed using means of cleaning such as manual or mechanical sweepers, but without the use of suction or washing apparatus and containing only cargo residues;

(f) "stripped tank": tank from which cargo remnants have been removed using a stripping system in accordance with ADN and containing only cargo residues;

(g) "vacuum-cleaned hold": a hold from which cargo remnants have been removed using a suction technique and containing considerably fewer cargo residues than a swept hold;

(h) "swilled-out hold or tank": a hold or tank which following swilling-out is suitable for any category of cargo;

(i) "discharge of remnants": removal of cargo remnants from the holds and from the tanks and pipes using suitable means (e.g. manual or motorized sweepers, suction facility, stripping system) enabling the standard of "swept" or "vacuumed" clean for the hold or "stripped" clean for the cargo tank to be achieved along with the removal of handling residues, packagings and means of stowage;

²Note by the secretariat: The Working Party may wish to consider replacing this sub-heading by **"2. Cargo terms"**.

(j) "swilling-out": removal of cargo residues from swept or vacuumed holds using steam or water;

(k) "swilling-out water": water from the swilling-out of swept or vacuumed holds or stripped tanks; it also includes ballast water or rainwater from these holds or tanks.

3. Other waste occurring during the operation of the vessel ³

(a) "domestic waste water": waste water from galleys, messes, bathrooms and laundries and human waste water;

(b) "household refuse": on-board organic and inorganic household waste and food remains, which do not, however, contain components of the other types of waste defined ⁴ occurring during the operation of the vessel;

(c) "sludge": residues occurring on board the vessel during the operation of an on-board sewage plant;

(d) "slops": mixtures of cargo residues with swilling-out water, rust or mud, whether or not suitable for pumping;

(e) "other special waste": waste occurring during the operation of the vessel other than oily and greasy waste and other than the waste covered by (a) to (d) above.

Article 9.02

General duty to exercise care

The boatmaster, other crew members and other persons on board shall exercise every care required by the circumstances in order to avoid polluting the waterway and to restrict to the maximum the amount of waste occurring on board and to avoid as far as possible any mixing of the various categories of waste.

Article 9.03

Prohibition on discharging and dumping

1. Vessels shall be prohibited from throwing, discharging or allowing to run into the waterway oily or greasy waste occurring during the operation of the vessel or household refuse, sludge, slops and other special waste.

³Note by the secretariat: The Working Party may wish to consider replacing this sub-heading by **"3. Terms concerning other types of waste"**.

⁴Note by the secretariat: The Working Party may wish to add the words **"in article 9.01 above"**.

2. Vessels shall be prohibited from throwing, discharging or allowing to run into the waterway any parts of the cargo or cargo-related waste. Packagings and means of stowage shall also be included.
3. Domestic waste water shall not be discharged or allowed to flow into the waterway except in accordance with the respective national provisions.
4. Swilling-out water from the holds shall not be discharged or allowed to flow into the waterway except in accordance with the respective national provisions.
5. Discharge into the waterway of water separated by approved oil-separator vessels shall be exempted from the prohibition contained in paragraph 1 if the maximum content of residual oil after separation is consistently and without prior dilution in accordance with national requirements.⁵
6. In the event of the accidental discharge of waste referred to in paragraphs 1 and 2 above or the threat of such discharge, the boatmaster shall notify the nearest competent authorities without delay indicating as precisely as possible the nature, quantity and position of the discharge. In the event of the accidental discharge of waste referred to in paragraphs 3 and 4 above or the threat of such discharge, the boatmaster shall, in accordance with the respective national requirements, notify the nearest competent authorities without delay, indicating as precisely as possible the nature, quantity and position of the discharge.

Article 9.04

On-board collection and processing of waste

1. The boatmaster shall ensure the separate collection on board of oily and greasy waste occurring during the operation of the vessel and referred to in article 9.03, paragraph 1 above in receptacles provided for the purpose and the collection of bilge-water in the engine-room bilges. The receptacles shall be stored on board in such a way that any leakage of the contents may be noticed in time and easily prevented.
2. It shall be prohibited
 - (a) to use mobile tanks stored on the deck for the collection of waste oil;
 - (b) to burn waste on board;⁶
 - (c) to introduce oil or grease-dissolving or emulsifying cleaning agents into the engine-room bilges. An exception shall be made for products

⁵The competent authorities may permit on their national waterways other exceptions concerning the discharge into the waterway of separated water.

⁶The competent authorities may, under certain conditions, permit exceptions to the prohibition on burning waste on their national waterways.

which do not make the treatment of bilge water by the reception facilities more difficult.⁷

3. The boatmaster shall ensure the separate collection on board and delivery to a reception facility of the waste referred to in article 9.03, paragraph 1 above, such as household refuse, sludge, slops and other special waste. If possible, household refuse shall be deposited separately according to the following categories: paper, glass, other recyclable materials and other refuse.

Article 9.05

Pollution prevention register (used-oil log), requirements for delivery to reception facilities

1. All vessels equipped with an engine room in accordance with resolution No. 17, excluding small craft, shall carry on board a valid pollution prevention register (used-oil log) conforming to the model in the appendix to this chapter.⁸

2. The pollution prevention register (used-oil log) shall be issued and identified by the competent authorities.

3. The oily and greasy waste occurring during the operation of the vessel and referred to in article 9.04, paragraph 1 above shall be delivered, against a receipt, to the reception facilities at regular intervals, depending on the condition and operation of the vessel. The receipt shall consist of an entry in the pollution prevention register (used-oil log) by the reception facility.

4. The competent authority may prescribe the inclusion of other data in the pollution prevention register (used-oil log), e.g.:

- data concerning disposal (certificate of disposal):
 - deposit of swilling-out water from the bilges;
 - deposit of domestic waste water;
 - deposit of slops, sludge and other special waste.

⁷Note by the secretariat: The Working Party may wish to replace the text of this paragraph by the following:

"(c) to introduce oil or grease-dissolving or emulsifying cleaning agents into the engine-room bilges **except** for products which do not make the treatment of bilge water by the reception facilities **more difficult**."

⁸ The competent authorities may require other vessels, assemblies of floating material and floating equipment on their national waterways to carry a pollution prevention register.

5. A vessel carrying on board other documents concerning the deposit of waste occurring during the operation of the vessel in accordance with regulations applicable outside the waterways covered by CEVNI shall be able to prove by means of these documents that the deposit of waste has taken place outside the above-mentioned waterways. This proof may also be furnished by the hydrocarbons register as provided for by the International Convention for the Prevention of Pollution by Ships (MARPOL 73).

Article 9.06

Painting and external cleaning of vessels

It shall be prohibited to oil or clean the outside of vessels using products which must not be discharged into the waterway.

Appendix

Model used-oil log

USED-OIL LOG

Page 1

Order No.:

Type of vessel: Name of vessel:

Official number
or tonnage measurement number:.....

Place of issue:.....

Date of issue:.....

This log contains pages

Seal and signature of the authority issuing the log

.....

Making-out of used-oil logs

The first used-oil log, carrying order number 1 on page 1, is issued only by the authority which made out the vessel's certificate. This authority shall also enter the required particulars on page 1.

All the following logs, numbered by order, shall be made out by a competent local authority, but shall only be issued on presentation of the previous log. The previous log shall be indelibly stamped "Not valid" and returned to the boatmaster. It shall be kept on board for six months following the last entry.

Page 2

Oily and greasy wastes accepted, occurring during the operation of the vessel:

Waste oil l

Bilge water from:

Bow engine room l

Forward engine room l

Other premises l

Other oily and greasy waste:

Used rags kg

Waste grease kg

Used filters units

Receptacles units

.....

.....

Other comments:

.....

.....

Place.....

Date.....

Seal and signature of the reception facility
