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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization
of Technical and Safety Requirements
in Inland Navigation

(Twenty-first session, 14-16 March 2001,
agenda item 8)

**CONSIDERATION OF MEASURES AIMED AT PREVENTION OF AIR POLLUTION
FROM INLAND NAVIGATION VESSELS**

Transmitted by the Governments of Slovakia, the Russian Federation and Ukraine

The Working Party at its nineteenth session agreed to start consideration of measures aimed at prevention of air pollution from inland navigation vessels with a view to elaborating a common position. Governments and river commissions were requested to comment on possible action by the Working Party (TRANS/SC.3/WP.3/39, para. 24).

Information from Slovakia, the Russian Federation and Ukraine is reproduced below.

SLOVAKIA

1. Slovakia passed an Air Pollution Act in 1991. In 1994 this Act was amended to include specific sources of pollution; means of transport, including water craft, were cited as a primary source. The Act makes provision for the elaboration of specific pollution limits by the Ministry of Transport. To date limits have been elaborated for road and rail transport only. However, emissions requirements in respect of CO₂, NO_x and particularly SO₂ are becoming more stringent every year, and steps will eventually have to be taken to prevent air pollution from boat engines. The delegation of Slovakia must thus retract its earlier view outlined in document TRANS/SC.3/WP.3/1998/8, and instead endorse the opinion of other members of the Working Party that measures to prevent air pollution from inland navigation vessels must be elaborated.

2. The information submitted by the Central Commission for the Navigation of the Rhine (CCNR) contained in documents TRANS/SC.3/WP.3/2001/2 and TRANS/SC.3/1999/1 seems to be a good basis for consideration of this issue with the participation of river commissions.

RUSSIAN FEDERATION

3. The competent authorities of the Russian Federation are currently studying this question, bearing in mind that the issue is also being considered by other international organizations such as CCNR, IMO, PIANC and ISO, and the necessary information is being gathered. After receiving and studying the Russian-language version of the most recent document submitted by CCNR (TRANS/SC.3/WP.3/2001/2), and in the light of the exchange of views on this document which has taken place in the Danube Commission, the delegation of the Russian Federation will comment on this issue in more detail at the forthcoming twenty-first session of the Working Party.

UKRAINE

4. Considering the protracted working lives of inland navigation vessels and the fact that international organizations are focusing on the prevention of environmental pollution, especially air pollution, Ukraine believes that a preliminary exchange of views on this issue would be appropriate.

5. Some possible options for further work on this issue might be:

- (i) Development of technical specifications for new boat engines (at the design or construction stage);
- (ii) Development of interim requirements for existing boat engines (already in service), with appropriate and realistic phase-in periods;
- (iii) Development of recommendations to reduce the harmful impact of existing engines on the environment.
