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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

###### Fortieth session

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Item 6 (c) of the provisional agenda

###### European Code for Inland Waterways (CEVNI)

## Revision of Chapter 10, “Prevention of pollution of water and disposal of waste occurring on board vessels”

### Transmitted by the Central Commission for the Navigation of the Rhine

#### I. Mandate

1. At its thirty-eighth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) noted a proposal by the Central Commission for the Navigation of the Rhine (CCNR) to align the provisions of Chapter 10 of the European Code for Inland Waterways (CEVNI), entitled “Prevention of pollution of water and disposal of waste occurring on board vessels”, with those of the 1996 Convention on Collection, Storage and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways (CDNI) (ECE/TRANS/SC.3/WP.3/76, para. 31 (f)).

2. This document contains a preliminary proposal of amendments to be made to Chapter 10, as well as the amendments required for Chapter 1 and Annex 9, which was submitted by the CCNR secretariat to the expert group. Following the initial consideration of the proposal during its 15th meeting, the expert group was of the view that, in the course of revising Chapter 10, account should be taken of the lessons learned from the implementation of the CDNI Convention and the experience gained in the other river basins, in particular, the Danube. The group recommended that a preliminary exchange of views on the proposed amendments be held at the next session of SC.3/WP.3 so that in 2012 the group could continue its work on the revision of Chapter 10 based on the comments received.

3. The Working Party may wish to organize such an exchange of views on the proposed amendments and transmit its instructions to the expert group on CEVNI. In so doing, it may wish to take into account the relevant provisions of the CDNI Convention, which were reproduced by the secretariat in document ECE/TRANS/SC.3/WP.3/2011/10/Add.1, at the request of the thirty-eighth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/76, para. 31 (f)).

## II. Proposed amendments to the provisions of CEVNI on the prevention of water pollution and disposal of waste generated on board vessels

### A. Amendments to Chapter 1

4. Add subparagraphs (f) and (g) below to article 1.10, paragraph 1:

“(f) Certification of diesel oil refuelling in conformity with the provisions relating to water protection and disposal of waste generated on board vessels in effect for the waterway concerned, covering at least the previous 12 months. If the most recent diesel oil refuelling operation took place more than 12 months previously, at least the most recent refuelling certificate should be carried on board;

(g) Certificate of disposal in conformity with article 10.07, paragraph 2.”

### B. Revised draft Chapter 10<sup>1</sup>

5. Amend the title of Chapter 10 as follows:

~~Prevention of pollution of water and disposal of waste occurring on board vessels~~ **Water protection and disposal of waste generated on board vessels**

6. Amend the content of Chapter 10 as follows:

**Article 10.01 – Definitions and application**

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

**In this chapter, the following definitions are used**

1. ~~Terms concerning waste in general~~ **General:**

(a) “Waste occurring on board”: Substances or articles defined in (b) to ~~(f)~~ **(h)** below, of which the person in charge disposes or of which he intends or is required to dispose;

**(b) “Waste generated during operation of the vessel”: Waste and waste water generated on board by the operation and maintenance of the vessel; this includes oily and greasy waste and other waste generated during operation of the vessel;**

~~(c) “cargo remnants”: liquid cargo remaining in the cargo tanks or in the pipes after unloading when a stripping system in accordance with ADN has not been used, and dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;~~

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<sup>1</sup> Additions to the original text are indicated in bold, while text to be deleted has been struck out.

(c) “Oily and greasy waste generated during 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 Used oil”~~: Used oil or other non-reusable ~~grease oil~~ from engines, gears and hydraulic equipment;

(e) “Bilge water”: Oily water from the engine room bilges, peak, cofferdams or side compartments;

(f) ~~“waste Used grease”~~: Used grease collected from run off from greasers, bearings and greasing facilities and other non-reusable grease;

(g) “Other waste generated during the operation of the vessel”: Domestic waste water, household refuse, sludge, slops and other special waste ~~as defined in within the meaning of~~ 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 ~~(e)~~ (d) below are not included in this category;

(i) “Reception facility”: A vessel ~~within the meaning of article 1.01 paragraph a) 1 of CEVNI~~ or a shore facility approved by the competent authorities for the collection of waste generated on board.

## 2. Cargo ~~terms~~ zone:

(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 ADN~~ has not been used, ~~and as well as~~ dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;

**(c) “Stripping system”: System allowing tanks and piping to be drained and stripped as completely as possible, except for cargo residues which cannot be removed by stripping;**

(d) “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 devices;

(e) “Handling residues”: Cargo which falls on the vessel outside the hold during handling;

(f) “Swept hold”: Hold from which cargo **remnants** have been removed by such cleaning equipment as manual or mechanical sweepers, without using suction or washing devices, and in which only cargo residues remain”;

(g) “Stripped tank”: Tank from which cargo remnants have been removed using a stripping system ~~in accordance with ADN~~ and in which only cargo residues remain;

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

(h) “Vacuumed hold”: A hold from which cargo remnants have been removed using a suction technique and containing considerably fewer cargo residues than a swept hold;

(i) “Discharge of remnants”: Removal of cargo remnants from holds, tanks and pipes using suitable means (e.g. manual or motorized sweeper, suction device, stripping system) so as to meet the standards “swept **hold**”, “vacuumed **hold**” ~~for the hold~~ or “stripped **hold**” ~~for the tank~~, as well as to remove handling residues, packaging and means of stowage;”

(j) “Swilling out”: Removal of cargo residues from swept or vacuumed holds **and stripped tanks** using steam or water;

(k) **“Swilled out hold or tank”: A hold or tank which, following swilling out, is suitable for any category of cargo;**

(l) “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. ~~Terms concerning~~ **Other categories of waste:**

(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 not, however, containing components of the other types of waste ~~defined in article 10.01 above~~ generated during operation of the vessel;

(c) “Sludge”: Residues generated 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 generated during the operation of the vessel, other than oily and greasy waste and other than the waste covered by (a) to (d), above.

**2. When applying the provisions contained in this chapter, the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned must also be applied.**

Article 10.02 – General obligation to exercise vigilance

The boatmaster, other crew members and other persons on board shall exercise all due care required by the circumstances in order to avoid polluting the waterway, to keep the amount of waste and **waste water** generated on board to a minimum and to avoid as far as possible any mixing of the various categories of waste.

Article 10.03 – Prohibition of discharging and dumping

1. From the vessel, it shall be prohibited to throw, discharge or allow to run into the waterway oily or greasy waste generated during the operation of the vessel; **slops**, household refuse, sludge, ~~slops~~ or other special waste; **portions of the cargo or cargo-related waste**.

~~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.~~

**2. Exceptions to this prohibition are admissible only if consistent with the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned.**

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.~~

6. **Without prejudice to the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned**, 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 location 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 10.04 – On-board collection and treatment of waste

1. The boatmaster shall ensure the separate collection on board of ~~oily and greasy waste generated by the operation of the vessel~~ **the waste referred to in article 10.03, paragraph 1 above, not including any parts of the cargo or cargo-related waste**, in receptacles intended for this purpose, and the collection of bilge water in the engine room bilges. Receptacles shall be stored on board in such a way as to facilitate the timely detection and repair of any leakage of their contents.

2. It shall be prohibited:

- (a) to use mobile tanks stored on the deck for the collection of ~~waste~~ **used oil**;
- (b) to burn waste on board;
- (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.

3. ~~The boatmaster shall ensure the separate collection on board and delivery to a reception facility of the waste referred to in article 10.03, 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 10.05 – ~~Pollution prevention register (used oil log), requirements for delivery to reception facilities~~ **Used-oil log, deposit at reception facilities**

1. All **motorized** vessels ~~equipped with an engine room in accordance with Resolution No. 61, excluding small craft~~, shall carry on board a valid ~~pollution prevention register (used oil log) issued by a competent authority and in line with the model contained in annex 10 conforming to the model in annex 9~~. **The log must be kept on board. Following its renewal, the previous log must be kept on board for at least six months after the last entry made. Exceptions are admissible only if consistent with the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned.**

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

2. The oily and greasy waste generated during the operation of the vessel, **slops and other special waste**, ~~and referred to in article 10.04, paragraph 1 above~~ shall be delivered,

against a receipt, to reception facilities **approved by the competent authorities** 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.~~

3. Any vessel carrying ~~on board~~ other documents concerning the deposit of waste ~~occurring during~~ **related to** the operation of the vessel ~~in accordance with regulations applicable outside the waterways covered by CEVNI,~~ shall be able to **provide proof by means of these other documents that the waste has been deposited.** ~~outside the above mentioned waterways.~~ Such proof may also be furnished by the oil record book as provided for by the International Convention for the Prevention of Pollution by Ships (MARPOL 73).

4. **Household refuse and sludge shall be deposited at reception facilities specially designated for this purpose.**

#### Article 10.06 – Obligation to exercise vigilance during filling operations

1. **During filling operations involving fuel or lubricating oil, the boatmaster shall ensure that:**

- (a) **The amount to be supplied is within the readable indicators of the capacity-gauging device;**
- (b) **When tanks are filled individually, the shut-off valves located in the connecting piping between the tanks are closed;**
- (c) **The filling operation is supervised; and**
- (d) **One of the devices referred to in article 8.05, paragraph 10, of the Rhine Vessel Inspection Regulations or in article 8.05, paragraph 10, annex II of Directive 2006/87/EC is used.**

2. **In addition, the boatmaster shall ensure that, before starting the filling operation, the filling station staff and vessel crew members responsible for the filling operation have agreed on the following:**

- (a) **The proper working order of the device referred to in article 8.05, paragraph 11 of the Rhine Vessel Inspection Regulations or that referred to in article 8.05, paragraph 11 of annex II of Directive 2006/87/EC and the phone connection between the vessel and the filling station;**
- (b) **The quantity to be supplied to each tank and the filling speed, in particular with regard to possible problems with the evacuation of air from the tanks;**
- (c) **The order in which the tanks are to be filled;**
- (d) **The speed of navigation in case of filling when under way.**

3. **The boatmaster of the supply vessel is authorized to start the filling operation only after agreement has been reached on the points set forth in paragraph 2.**

**Article 10.07 – Collection, deposit and reception of cargo-related waste**

1. **During the discharge of remnants, as well as the deposit and reception of cargo-related waste, the boatmaster shall apply the provisions on the water protection and disposal of waste generated on board vessels in effect for the waterway concerned.**
2. **All vessels shall carry on board for each unloading operation a valid unloading certificate in accordance with the model contained in the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned. Unless otherwise stipulated in these provisions, the certificate must be kept on board for at least six months following the date of its issuance.**

**Article 10.068 – Painting and external cleaning of vessels**

1. It shall be prohibited to oil or clean the outside of vessels ~~using~~ **with** products which may not be discharged into the waterway.
2. Nor shall it be permitted to use anti-fouling systems containing the following substances or preparations thereof:
  - (a) Mercury compounds;
  - (b) Arsenic compounds;
  - (c) Organotin compounds which act as biocides;
  - (d) Hexachlorocyclohexane.

As an interim measure, pending complete removal and replacement of an anti-fouling system containing substances indicated above, it shall be permitted to apply to a vessel's hull a coating to inhibit the introduction into the water of the aforementioned substances from the anti-fouling systems under the coating.

**C. Amendments to annex 9**

7. Amend the title of annex 9 as follows:  
Model used-oil log (**article 10.05 CEVNI**)
8. Amend the content of annex 9 as follows:

Page 1

Order No.: .....

Type of vessel	Name of vessel
<del>Official number or tonnage measurement number:</del> <b>Unique European Vessel Identification Number or official number:</b>	

Place of issue: .....

Date of issue:

This log contains ..... pages

Seal and signature of the authority issuing the log

.....



**Page 2**

## Issuance of used-oil logs

The first used-oil log, carrying order number 1 on page 1, shall be issued by a **competent authority** ~~the authority which made out the vessel's certificate~~ **on presentation of a valid inspection certificate or another certificate recognized as its equivalent.** This authority shall also enter the required particulars on page 1.

All subsequent logs, which are to be numbered sequentially, shall be established by a competent ~~local~~ authority. **However,** they shall be issued only **upon** presentation of the previous log. The previous log shall be stamped indelibly with the words "Not valid" ~~and returned to the boatmaster.~~ **Following its renewal, the previous log** shall be kept on board for **at least** six months **from** the date of the last entry.

Page 2 3 and following

**1. Accepted oily and greasy wastes generated during the operation of the vessel:**

1.1 ~~Waste~~ **Used oil:** ..... 1

1.2 Bilge water from:

Aft engine room ..... 1

Fore engine room ..... 1

Other locations ..... 1

1.3 Other oily and greasy wastes:

Used rags ..... kg

Waste grease ..... kg

Used filters ..... units

Receptacles ..... units

.....

2. ~~Other comments~~ Notes:

**2.1 Unaccepted waste:** .....

**2.2 Other comments:** .....

Place: ..... Date: .....

Seal and signature of the reception facility

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