

WORKING PARTY ON INLAND WATER TRANSPORT (SC.3)

SC.3 CEVNI Expert Group

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The secretariat reproduces below a consolidated version of revised CEVNI Chapter 10 based on the proposal of CCNR (ECE/TRANS/SC.3/WP.3/2012/4) and the input from delegations (ECE/TRANS/SC.3/WP.3/2012/12, ECE/TRANS/SC.3/WP.3/2012/13, ECE/TRANS/SC.3/WP.3/2012/13/Add.1 and Informal document SC.3/WP.3 No. 12 (2012)). The text in black characters represents the initial CCNR proposal, while the text in strikethrough and in red bold characters represents the amendments proposals by the delegations and some editorial suggestions from the secretariat. It is recalled that the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), at its forty-first session, requested the CEVNI Expert Group to consider the draft revised text of Chapter 10 prepared by the secretariat at its nineteenth meeting on 12 February 2013 (ECE/TRANS/SC.3/WP.3/82, para. 29).

I. Amendments to Chapter 1

Add subparagraph (f) to article 1.10, paragraph 1 *reading*:

~~(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.

II. Revised draft Chapter 10

~~Water protection and disposal of waste generated on board vessels~~ **Prevention of Pollution of Water and Disposal of Waste Generated on Board Vessels¹**

Article 10.01 – Definitions

~~In this chapter, the following definitions are used~~ **For the purposes of this chapter, the terms set out below have the following meaning:²**

1. General definitions¹

- (a) “waste ~~occurring~~ **generated²** on board”: substances or articles defined in **subparagraphs³** (b) to (h) below, of which the person in charge disposes or of which he/**she²** intends or is required to dispose;
- (b) “wastes³ generated ~~during~~ **from the³** operation of the vessel”: Wastes³ and waste water generated on board by the operation and maintenance of the vessel; this includes oily and greasy wastes³ and other wastes³ generated ~~during~~ **from the²** operation of the vessel;
- (c) “oily and greasy wastes³ **generated²** ~~during~~ **from the³** the operation of the vessel”: ~~waste used³~~ oil, bilge water and other oily and greasy wastes³ such as ~~waste used³~~ grease, used filters, used rags, containers and ~~packagings~~ **receptacles³** for such wastes³;
- (d) “used oil”: used oil or other non reusable oil from engines, gears and hydraulic equipment;

¹ Proposed by Slovakia.

² Proposed by the secretariat.

³ Proposed by the Russian Federation.

- (e) “bilge water”: oily water from the engine room bilges, **the³ peak, the³ cofferdams, double-hull spaces³** or side compartments;
- (f) “used grease”: used grease collected from run off from greasers, bearings and greasing facilities and other non reusable grease;
- (g) “other wastes³ generated ~~during~~ **from³** the operation of the vessel”: domestic waste water, household refuse, sludge, slops and other special wastes³ within the meaning of paragraph 3 **below³**;
- (h) “cargo related wastes³”: waste and waste water occurring on board the vessel and deriving from the cargo; **residual³ cargo remnants** and handling residues as defined in paragraph 2, (b) and (d) below are not included in this category;
- (i) “reception facility”: a vessel or a shore facility approved by the competent authorities for the collection of waste generated on board.

2. Cargo 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) “**residual³ cargo remnants**”: liquid cargo remaining in the cargo tanks or in the ~~pipes~~ **cargo piping³** after unloading ~~when~~ **without the use of³** a stripping system **in accordance with the ADN³** has not been used, 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,~~ **a system for complete draining, if possible, of the cargo tanks and stripping the cargo piping³** except for **the³** cargo residues ~~which cannot be removed by stripping~~;
- (d) “cargo residues”: liquid cargo which cannot be ~~discharged from tanks or pipes using~~ **pumped out of the cargo tanks or piping by means of the stripping system³** 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 the **residual³ cargo remnants** ~~have~~ **has³** 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 **residual³ cargo remnants** ~~have~~ **has³** been removed using a stripping system **in accordance with the ADN³** and in which only cargo residues remain;
- (h) “vacuumed hold”: a hold from which **residual³ cargo remnants** ~~have~~ **has³** been removed using a suction technique and containing considerably fewer cargo residues than a swept hold;
- (i) “discharge of ~~remnants~~ **residual cargo³**”: removal of **residual³ cargo remnants** from holds, tanks and ~~pipes~~ **piping³** using suitable means (e.g. manual or motorized sweeper, suction device, stripping system) so as to meet the standards “swept hold” or “vacuumed hold” or “stripped hold” ~~as well as to remove handling residues, packaging and means of stowage⁴~~;

⁴ Proposal by Austria.

- (j) “swilling out”: removal of **residual**³ 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;
- (k) “~~swilling out~~ **washing** 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 categories of waste~~ **terms**¹

- (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 **generated during the operation of the vessel, except for the**³, ~~which do not, however, contain components of the other types of waste defined in article 10.01 above occurring during the operation of the vessel~~³;
- (c) “sludge”: residues occurring on board the vessel during the operation of an on board sewage plant;
- (d) “slops”: **a** mixtures³ of cargo residues ~~with swilling out~~ **and washing**³ 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 wastes² and other than the waste covered by (a) to (d) above.

Article 10.02 – Obligation to observe regional requirements¹

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 10.023 – General obligation to exercise vigilance

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 ~~and waste water~~⁴ generated on board and to avoid as far as possible any mixing of the various categories of waste.

Article 10.034 – Prohibition on discharging and dumping

1. From the vessel, it shall be prohibited to throw, discharge or allow to run into the waterway oily or greasy wastes² generated during the operation of the vessel; slops, household refuse, sludge, or other special waste; portions of the cargo or cargo-related waste.
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.
3. 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~~ **must**⁵ notify the nearest competent authority⁵ without delay **as well as vessels located in the vicinity of the position of the discharge**⁵, indicating as precisely as possible the ~~nature~~ **position**, quantity and ~~position~~ **nature** of the ~~discharge~~ **waste, and measures taken**⁵.

⁵ Proposed by Serbia.

Article 10.045 – On-board collection and treatment of waste

1. The boatmaster shall ensure the separate collection on board of 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. The 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 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;
- (d) to discharge waste water from**
 - **vessels intended for the transport of passengers equipped with over 50 cabins,**
 - **passenger vessels equipped for the transport of over 50 passengers.**⁵

Article 10.056 – Used oil log, deposit and reception facilities

1. All motorized vessels **excluding small craft**^{1,5}, shall carry on board a valid 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**⁵. ~~The log must be kept on board.~~⁵ 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 oily and greasy wastes² occurring during the operation of the vessel, slops and other special waste shall be delivered, against a receipt, to the reception facilities ~~approved by the competent authorities~~¹ at regular intervals, depending on the condition and operation of the vessel. The receipt shall consist of an entry in the used oil log by ~~the~~ **a competent official of the**¹ reception facility.

3. Any vessel carrying **on board**² other documents concerning the deposit of waste ~~related to~~ **generated**² during the operation of the vessel shall be able to provide proof by means of other documents that the waste has been deposited. 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 designed for this purpose.

Article 10.067 – Obligation to exercise vigilance during filling operations

1. Vessels excluding small craft may only be fuelled by supply vessels with a valid certificate or at installations which have been authorized for this purpose by the competent authorities (bunker stations).⁴

~~±2.~~ During filling operations involving fuel or lubricating oil, the boatmaster shall ensure that:

- (a) there is a connection between the receiving vessel and the bunker station or supply vessel that prevents any strain on the pipes and hoses during the entire filling operation;**⁴
- (b) the amount to be supplied is within the readable indicators of the capacity-gauging device;
- (c) when tanks are filled individually, the shut-off valves located in the connecting piping between the tanks are closed;

- (d) the filling operation is supervised; and
- (e) one of the devices referred to in article ~~8.05, paragraph 10, of the Rhine Vessel Inspection Regulations or in~~² article 8.05, paragraph 10, ~~annex II~~² of Directive 2006/87/EC is used.

23. In addition, the boatmaster shall ensure that, before starting the filling operation, the filling bunker station staff (**respectively, supply vessel crew**)⁴ and vessel crew members responsible for the filling operation have **completed the checklist in accordance with annex 11 and**⁴ 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 Directive 2006/87/EC and the phone connection between the vessel and the filling station.
- (a') A safe and direct way of communication between the supervisor on board and the supervisor of the bunker station or the supply vessel. If acoustic communication (e.g., direct voice connection, phone, VHF) is not possible, hand signals have to be agreed upon.**⁴
- (b) The quantity to be supplied to each tank and the filling speed, in particular with regard to possible problems with the **venting**⁴ 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.

34. The ~~boatmaster~~ **supervisor of the bunker station or**⁴ the supply vessel is authorized to start the filling operation only after agreement has been reached on the points set forth in paragraph ~~23~~ **above**.

5. The supervisor of the bunker station or the supply vessel has to interrupt the filling immediately if the supervisor on board of the receiving vessel is leaving the filling location or a safe and direct way of communication is no longer guaranteed.⁴

6. The checklist has to be stored for a minimum of 3 months by the bunkers station or the supply vessel. The competent authority is allowed to inspect the checklists. A copy of the checklist has to be handed over to the boatmaster of the receiving vessel on request.⁴

Article 10.078 – 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.~~¹

~~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 10.089 – Painting and external cleaning of vessels

1. It shall be prohibited to oil or clean the outside of vessels with products which may not be discharged into water.

~~2. Nor shall it be permitted to use anti fouling systems containing the following substances or preparations thereof:~~ **It is prohibited to use anti-fouling systems contining mercury compounds, arsenic compounds, organotin compounds which act as biocides, or hexachlorocyclohexane.**⁵

- ~~(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.

III. Amendments to annex 9

9. Amend the title of annex 9 to read:

Model used-oil log (article 10.05 CEVNI)

10. Amend the content of annex 9 as follows:

Page 1

Order No.: _____

Type of vessel	Name of vessel
----------------	----------------

Unique European
Vessel Identification
Number or official
number:

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 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 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". Following its renewal, the previous log shall be kept on board for at least six months from the date of the last entry.

Page 3 and following

1. Accepted oily and greasy wastes substances¹ generated during the operation of the vessel:

1.1 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. Notes:

2.1 Unaccepted waste: _____

2.2 Other comments: _____

Place: _____ Date: _____

Seal and signature of the reception facility
