

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)), duly amended following the decisions taken by the CEVNI Expert Group on 12 February 2013 (see CEVNI EG/2013/7, part III).

I. Revised draft Chapter 10

Prevention of Pollution of Water and Disposal of Waste Generated on Board Vessels

Article 10.01 – Meaning of certain terms

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

1. General terms

- (a) “waste generated on board”: substances or articles ~~defined in subparagraphs (b) to (h) below~~, of which the person in charge disposes or of which he/she intends or is required to dispose;
- ~~(b) “wastes generated from the operation of the vessel”: Wastes and waste water generated on board by the operation and maintenance of the vessel; this includes oily and greasy wastes and other wastes generated from the operation of the vessel;~~
- ~~(c) “oily and greasy wastes generated from the the operation of the vessel”: used³ oil, bilge water and other oily and greasy wastes such as used grease, used filters, used rags, containers and receptacles for such wastes;~~
- (d) “used oil”: used oil or other non reusable oil from engines, gears and hydraulic equipment;
- (e) “bilge water”: oily water from the engine room bilges, the peak, the cofferdams, double-hull spaces 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 wastes generated from the operation of the vessel”: domestic waste water, household refuse, sludge, slops and other special wastes³ within the meaning of paragraph 3 below;~~
- ~~(h) “cargo related wastes”: waste and waste water occurring on board the vessel and deriving from the cargo; residual cargo 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. Terms related to the cargo

- ~~(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) ~~“residual cargo”: liquid cargo remaining in the cargo tanks or in the cargo piping after unloading without the use of a stripping system in accordance with the ADN 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”: a system for complete draining, if possible, of the cargo tanks and stripping the cargo piping³ except for the cargo residues;~~
- (d) ~~“cargo residues”: liquid cargo which cannot be 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 has 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 residual cargo has 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 residual cargo has been removed using a suction technique and containing considerably fewer cargo residues than a swept hold;~~
- (i) ~~“discharge of residual cargo”: removal of residual cargo from holds, tanks and pipes piping 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”;~~
- (j) ~~“swilling out”: removal of residual cargo 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) ~~“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 terms

- (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 components of the other types of waste defined in article 10.01 above;
- (c) “sludge”: residues occurring on board the vessel during the operation of an on board sewage plant;
- (d) “slops”: a mixtures of cargo residues and washing 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 wastes and other than the waste covered by (a) to (d) above.

Article 10.02 – Obligation to observe regional requirements

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 10.03 – 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 generated on board and to avoid as far as possible any mixing of the various categories of waste.

Article 10.04 – 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 wastes 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 above or the threat of such discharge, the boatmaster must notify the nearest competent authority without delay **as well as vessels located in the vicinity of the position of the discharge**¹, indicating as precisely as possible the position, quantity and nature of the wastes, and measures taken.

Article 10.05 – 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.

Article 10.06 – Used oil log, deposit and reception facilities

1. **AM**² motorized vessels shall carry on board a valid used oil log issued by a competent authority and in line with the model contained in annex 9. 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 wastes occurring during the operation of the vessel, slops and other special waste 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 used oil log by the reception facility.

¹ The secretariat has asked Serbia to provide a clarification of the need to add an obligation of the boatmaster to inform all vessels in the vicinity of the waste discharge and has not yet received a response.

² Proposed by the secretariat.

3. Any vessel carrying on board other documents concerning the deposit of waste generated 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 10.07 – Obligation to exercise vigilance during filling operations

1. For bunkering motorized vessels excluding small craft must use supply vessels and/or bunker stations specially designated by the competent authorities.³

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

- (a) the receiving vessel is secured to the bunker station or supply vessel in such a way that no strain is exerted on the pipes and hoses during the entire filling operation;**
- (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 article 8.05, paragraph 10 of Directive 2006/87/EC is used.

3. In addition, the boatmaster shall ensure that, before starting the filling operation, the ~~filling~~ bunker station ~~staff~~ **or supply vessel supervising officer and vessel crew member** responsible for the filling operation have **filled in and signed the checklist in accordance with annex 11 and** the following **applies**:

- (a) The proper working order of the device referred to in article 8.05, paragraph 11 of Directive 2006/87/EC.
- (b) A safe and direct way of communication between the supervisor on board and the supervisor of the bunker station or supply vessel.**
- (c) The quantity to be supplied to each tank and the filling ~~speed~~ **rate**, in particular with regard to possible problems with the **tank ventilation systems**.
- (d) The order in which the tanks are to be filled.
- (e) The speed of navigation in case of filling when under way.

4. The boatmaster and supervisor of the bunker station or the supply vessel is authorized to start the filling operation only after agreement has been reached on the points set forth in paragraph 3 above.

³ This text is proposed by the secretariat in accordance with the request of the CEVNI Expert Group (CEVNI EG/2013/7, para. 1).

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.

II. 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

III. New annex 11

9. *Insert a new annex 11 “Bunkering safety checklist” to read⁴:*

⁴ The checklist reproduced below is the CCNR/OCIMF 2010 Bunkering safety check-list for bunker delivery to inland ships, which the secretariat provides as a starting point for discussion.

Annex 11

Bunkering safety checklist

Port/Navigation at (*)		Date	
Time connected		Time start pumping	
Time disconnected		Time stop pumping	

Number bunker tank	1	2	3	4	5
Grade					
Tank capacity (at 97%)	L	L	L	L	L
Content of tank before bunkering	- L	- L	- L	- L	- L
Capacity available for bunkering	L	L	L	L	L
Agreed bunker quantity	L	L	L	L	L
Start pumping rate in:					
L/min m ³ /h tons/h (*)					
Name of responsible officer during receiving operations					
Name of responsible officer during delivering operations					
Bunker tank contents are checked during operations at intervals of:	Every _____ minutes				



		Yes	No
1 (*)	Is the receiving ship vessel securely moored and sufficient fendering in place?		
2 (*)	Is the delivering ship vessel securely moored and sufficient fendering in place?		
3 (*)	If bunkering during navigation has a safe sailing speed been agreed?		
4	Are all of the bunker hoses in good condition and appropriate for the service intended?		
5	Have effective communications been established between both parties?		
6	Is there an effective watch on both ships vessels ?		
7	Is enough lighting in place to monitor the delivery?		
8	Are the smoking and open fire restrictions being observed?		
9	Has an emergency stop procedure been agreed?		
10 (**)	Will a bunker overfill protection system be used?		
11 (*)	Has the filler pipe been connected properly and checked for tightness?		
12 (*)	If using a nozzle that cannot be fully connected, is the nozzle inserted far enough into the filling pipe opening and is the hose securely fastened to the receiving ship?		
13	Are the bunker hoses rigged within their limits of torsion and pulling and is the radius of bending of the hoses above their minimum?		
14 (*)	Are spill arrangements in place? (Driptray, scupper plugs, spillrail, etc.)		
15	Is clean-up equipment available?		

Ticking on initialling the appropriate boxes and signing this bunkering safety checklist confirms the acceptance of obligations.

Receiving ship vessel		Delivering bunker jetty / station / ship vessel / truck (*)	
Ship master's name		Representative name	
Signature		Signature	

(*) = delete where not applicable | (**) = mandatory when available | L = litres

In general: bunkering may only take place if the questions 4 to 9, 13 and 15 are answered with "Yes".