

Working Party on Inland Water Transport

CEVNI Expert Group

Twenty-eighth meeting

Geneva, 26 June 2018

**Proposal on Harmonizing Chapter 10 of CEVNI with
the Convention on the Collection, Deposit and Reception
of Waste Produced During Navigation on the Rhine
and Inland Waterways (CDNI)**

Transmitted by the Executive Secretariat of the CDNI Convention

The Conference of the Contracting Parties warmly welcomes the initiative currently underway within the UN-ECE to harmonise various provisions of Chapter 10 of the CEVNI with those of the CDNI and ADN, convinced as it is that aligning the provisions of the CDNI and CEVNI at an international level is a vital factor in consistent implementation of waste management rules on European inland waterways.

We would therefore like to offer you our full support for this harmonisation work. To this end, the Secretariat is pleased to offer you in the annex a brief preliminary analysis (in English) of amendment proposals in CEVNI expert group document (EG/2018/10), containing additional amendment proposals.

Analysis of amendment proposals to Chapter 10 CEVNI (document CEVNI EG/2018/10)

Caption for column 1 and 2

Green: harmonisation with CDNI's provisions

Orange: remaining discrepancies after amendment

Caption for column 4

Bold text: modifications of column 1 to be accepted

Underlined text: text to add

~~Strikethrough text:~~ text to remove

1 Amendment proposal to Chapter 10 CEVNI (CEVNI EG/2018/10) <i>Reasoning</i>	2 CDNI (Article)	3 Remarks	4 Complementary amendment proposal to column 1
<p>(a) “Waste generated on board”: substances or articles defined in (b) to (f) below, of which the person in charge disposes or of which he/she intends or is required to dispose.</p> <p><i>Reasons: definitions (g) and (h) should be covered by definition (a).</i></p>	<p>a) “Waste generated on board” means matter or objects defined under letters b) to f) below which the holder disposes of or has the intention or obligation to dispose of;</p> <p>(Article 1)</p>	<p>1) The amendment proposal allows for two definitions to be included - “other wastes occurring from the operation of the vessel” (= art. 1, letter e) CDNI) - “cargo related wastes” (= art. 1, letter f) CDNI)</p> <p>2) There remain terminological discrepancies between CEVNI and CDNI after amendment.</p> <p>3) The definitions d) (used oil) and f) (used grease) of Article 10.01 CEVNI do not exist in CDNI.</p>	<p>a) “Waste generated on board”: substances matter or articles objects defined in (b) to (h) below, of which the person in charge holder disposes of or <u>has the intention or obligation of which he/she intends or is required to dispose of.</u></p>
<p>(c) “Oily and greasy waste occurring from the operation of the vessel”: used oil, bilge water and other oily and greasy waste such as used grease, used filters, used rags, containers, and receptacles and packagings for such wastes.</p> <p><i>Reasons: Harmonization with CDNI and ADN</i></p>	<p>c) “Oily and greasy waste generated from the operation of the vessel” means used oil, bilge water and other oily or greasy waste, such as used grease, used filters, used rags, and the containers and packaging of such waste;</p> <p>(Article 1)</p>	<p>1) The addition of ‘packaging’ is in harmony with CDNI’s provisions. 2) The notion of ‘receptacles’ does not exist in CDNI’s definitions. 3) There remain terminological discrepancies between CEVNI and CDNI after amendment.</p>	<p>c) “Oily and greasy waste occurring generated from the operation of the vessel”: used oil, bilge water and other oily and or greasy waste, such as used grease, used filters, used rags, containers, and receptacles and packaging for of such wastes.</p>

<p style="text-align: center;">1</p> <p>Amendment proposal to Chapter 10 CEVNI (CEVNI EG/2018/10) <i>Reasoning</i></p>	<p style="text-align: center;">2</p> <p>CDNI <i>(Article)</i></p>	<p style="text-align: center;">3</p> <p>Remarks</p>	<p style="text-align: center;">4</p> <p>Complementary amendment proposal to column 1</p>
<p>Definitions (b), (c), (g): when defining different types of wastes, some definitions use “generated from the operation of the vessel” is applied, while in other definitions “occurring from the operation of the vessel” is applied. It would be desirable to harmonize the wording, where it is possible. The same proposal applies to Article 10.01, paragraph 2, definitions (a) and (d);</p>	<p>b) “Waste generated from the operation of the vessel” c) “Oily and greasy waste generated from the operation of the vessel” e) “Other waste generated from the operation of the vessel” <i>(Article 1)</i></p>	<p>1) The CDNI always uses “generated from the operation of the vessel”.</p> <p>2) For “waste”, sometimes the plural form is used in the definitions in Chapter 10 CEVNI.</p>	<p>1. (c) “oily and greasy waste occurring <u>generated</u> from the operation of the vessel” (g) “other wastes occurring <u>generated</u> from the operation of the vessel”</p> <p>2) The singular form for “waste” should be used in the definitions b), g) and h) of the Article 10.01.</p>
<p>(k) “reception facility”: a vessel or an onshore facility on land approved by the competent authorities for the collection of waste occurring on board” <i>Reasons: an editorial change</i></p>	<p>j) “Reception station” means a vessel or shore facility approved by the competent authorities for receiving waste generated on board; <i>(Article 1)</i></p>	<p>There remain terminological discrepancies between CEVNI and CDNI after amendment.</p>	<p>(k) “reception facility <u>station</u>”: a vessel or an onshore facility approved by the competent authorities for the collection of receiving waste occurring <u>generated</u> on board”</p>
<p>(e) a new definition “bunkering station” could be introduced: “Bunkering station”: a station where vessels take on supplies of gas oil”. <i>Reasons: this term is used in Article 10.07 bis and Annex 11.</i></p>	<p>n) “Bunkering station” means a station where vessels take on supplies of gas oil; <i>(Article 1)</i></p>	<p>This amendment proposal is fully harmonised with CDNI’s provisions.</p>	<p style="text-align: center;">-</p>
<p>(c) “Slops”: a mixture of cargo residues with swilling out and washing water, rust or mud sludge, whether or not which is either suitable or not suitable for pumping; <i>Reasons: Harmonization with CDNI and ADN.</i></p>	<p>d) “Slops” means cargo residues mixed with leftover water from swabbing, rust and sludge, which may or may not be suitable for pumping; <i>(Article 8.01)</i></p>	<p>1) The removal of « swilling out » and « mud » is harmonised with CDNI’s provisions. 2) The term “swabbing” is missing in CEVNI’s definition. 3) The CEVNI defines slops as a mix of cargo residues and washing water, whereas CDNI uses the term “leftover water”. 4) There remain terminological discrepancies between CEVNI and CDNI after amendment.</p>	<p>(c) “Slops”: a mixture of cargo residues mixed with leftover and washing water from swabbing, rust or and sludge, which is either suitable or may or may not be suitable for pumping;</p>

CEVNI EG/2018/12

1 Amendment proposal to Chapter 10 CEVNI (CEVNI EG/2018/10) <i>Reasoning</i>	2 CDNI <i>(Article)</i>	3 Remarks	4 Complementary amendment proposal to column 1
Amendments to Article 10.04 The Article may be modified with due regard of Articles 9.01-9.03 of CDNI which are reproduced below.	-	A copy-and-paste of CDNI's provisions fully harmonises both regulations.	-
Amendments to Article 10.08 The Article may be modified with due regard of Article 6.03, paragraphs 1 and 7, of CDNI which are reproduced below.	-	A copy-and-paste of CDNI's provisions fully harmonises both regulations.	-
