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

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Item 9 of the provisional agenda

Glossary of terms and definitions related to inland water transport

Terms Related to River Information Services and Prevention of Pollution

Note by the secretariat

Mandate

1. This document is submitted in line with the Proposed Programme Budget for 2022, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/76/6 (Sect. 20), paragraph 20.76).
2. Following the decision taken at its sixtieth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) may wish to finalize the general terminology and terms related to River Information Services and prevention of pollution, based on the drafts contained in annexes I and II to the present document. SC.3/WP.3 may wish to transmit the finalized draft to the Working Party on Inland Water Transport.

Annex I

Glossary of Terms and Definitions Related to Inland Water Transport, Part VII “River Information Services”

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
1	Acronym	6-character-code of the feature/of the attribute.	(1)
2	Actor	An actor transforms an electrical quantity into another physical quantity (e.g. optical). An actor is the opposite of a sensor.	(2), (3)
3	All information density	All information density (all display) means the maximum amount of SENC information. Here, in addition to the standard display (Standard Information Density), also all other objects are displayed, individually on demand.	(2), (3)
4	Application specific message (ASM)	Messages that have been developed to allow the exchange of navigation and voyage related information between vessels and between vessel and shore via the Automatic Identification System (AIS), in addition to the standard set of messages defined in ITU-R M.1371-4, for example, the estimated time of arrival (ETA), the requested time of arrival (RTA), the actual water level, local weather incidents, signal status at a lock or bridge.	(4), (5)
5	Attribute	A defined characteristic of an entity (e.g. the category of a light, the sector limits, the light characteristics etc.). Definitions for diverse attributes may be derived from the Feature Catalogue for Inland ENC's referred to in appendix 1 “Product Specification for Inland ENC's” to the International standard on electronic chart display and information system for inland navigation (Inland ECDIS).	(1)
6	Automatic Identification System (AIS)	<p>On-board equipment allowing automatic identification of ships for enhanced ship monitoring as well as voyage data recording and other functions. The automatic identification system should comply with the technical and performance standards laid down in Chapter V of the International Convention for the Safety of Life at Sea, 1974 (SOLAS).</p> <p>An automatic communication and identification system intended to improve the safety of navigation by assisting in the efficient operation of Vessel Traffic Services (VTS), ship reporting, ship-to-ship and ship-to-shore operations.</p> <p>(Sources: IMO Performance Standards for AI; (Commission Regulation (EU) No 415/2007 (Tracking and Tracing))</p>	(6)
7	Cargo and fleet management (CFM)	The process of planning, organizing and executing the efficient handling of cargo and vessels in a transport company.	(7)
8	Cell (chart cell)	A cell is a geographical area containing Inland ENC or bathymetric Inland ENC data.	(1)
9	CIE colour calibration	Procedure to confirm that the colour specified in S-52 is correctly reproduced on the ECDIS display.	(7), (8)

No.	Term	Definition	Source
10	Corridor management (RIS Enabled Corridor Management)	Operational services among fairway authorities mutually and with waterway users and related logistic partners in order to optimize use of inland navigation corridors within a network of waterways. Corridor Management is defined as services among fairway authorities mutually and with waterway users and related logistic partners in order to optimise use of inland navigation corridors within a network of waterways.	(7)
11	Course-up display	An azimuth stabilized display in which a line connecting the centre with the top of the display is own [ship's] vessel's intended course.	(4)
12	Datum	A set of parameters specifying the reference surface or the reference coordinate system used for geodetic control in the calculation of coordinates of points on the earth. Commonly datums are defined as horizontal and vertical datums separately. For the practical use of the datum it is necessary to have one or more well distinctive points with coordinates given in that datum. The horizontal datum is a set of parameters specifying the reference for horizontal geodetic control, commonly the dimensions and the location of a reference ellipsoid. (The horizontal datum must be compliant with WGS 84.) The vertical datum is a surface to which elevations and/or depths (soundings and tide heights) are referred. For elevations commonly a level (equipotential) surface, approximately the mean sea level is used, for depths in many cases low water.	(8), (9) and (10)
13	Display base	Minimum information density; means the minimum amount of SENC information that is presented and which cannot be reduced by the operator, consisting of information that is required at all times in all geographic areas and under all circumstances.	(11)
14	Display scale	The ratio between a distance on the display and a distance on the ground, normalised and expressed as a ratio, e.g. 1:10 000.	(8) and (9)
15	Edge	A one-dimensional spatial object, located by two or more coordinate pairs (or two connected nodes) and optional interpolation parameters.	(1)
16	Electronic chart	Very broad term to describe the data, the software, and the electronic system, capable of displaying chart information. An electronic chart may or may not be equivalent to the paper chart required by the SOLAS Convention.	(8) and (9)
17	Electronic Chart Display and Information System (ECDIS)	A navigation information system which with adequate back-up arrangements can be accepted as complying with the up-to-date chart required by regulations V/19 and V/27 of the SOLAS Convention, as amended, by displaying selected information from a system electronic navigational chart (SENC) with positional information from navigation sensors to assist the [mariner] boatmaster in route planning and route monitoring, and if required display additional navigation-related information.	(11)
18	Electronic Navigational Chart (ENC)	Database, standardized as to content, structure and format, issued for use with ECDIS on the authority of government-authorized hydrographic offices. The ENC contains all the chart information necessary for safe navigation and may contain supplementary information in addition to that contained in the paper chart (e.g. sailing directions) which may be considered necessary for safe navigation.	(11)

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
19	Electronic Reporting International (ERI)	The endeavour to harmonize and facilitate standardized electronic inland ship reporting in Europe, as recommended by the ERI Expert Group in accordance with the publication of the RIS Directive (2005/44/EC) and its technical specifications.	(12)
20	ENC cell	The geographic division of ENC data for distributing purposes.	(13)
21	Enumeration	A specific quality or quantity assigned to an attribute (e.g. ‘leading light’, the limiting angles, the code specifying the light’s colour).	(14)
22	European Reference Data Management System (ERDMS)	Centralized database aimed to support the development of RIS and to facilitate interoperability, operated by the European Commission. At present, it contains two sets of data: Identifiers of infrastructure elements ; Code lists for several, regularly used data elements such as cargo codes, country codes and the code lists for NtS messages.	(15)
23	Fairway Information Services (FIS)	RIS operational service that contains the geographical, hydrological and administrative information related to the waterway infrastructure and fairways in the RIS area that is required by the RIS users to plan, execute and monitor a voyage. Fairway information is one-way information: shore to ship or shore to stakeholder’s office.	(7)
24	Feature	An identifiable set of information. A feature may have attributes and may be related to other features. A digital representation of all or a part of an entity by its characteristics (attributes), its geometry, and (optionally) its relationships to other features (e.g., the digital description of a light sector specifying, amongst others, sector limits, the colour of the light, the visibility range, etc., and a link to a light tower, if any). Definitions for diverse features may be derived from the Feature Catalogue for Inland ENCs referred to in Appendix 1 to the International standard on electronic chart display and information system for inland navigation (Inland ECDIS).	(8) and (9)
25	Feature catalogue	The comprehensive list of currently identified features, attributes and enumerations which are allowed for the use in Inland ENCs.	(14)
26	File	An identified set of S-57 records collected together for a specific purpose. The file content and structure must be defined by a product specification.	(8) and (9)
27	Global Navigation Satellite System (GNSS)	A system that uses satellites to provide autonomous geospatial positioning.	(2), (3)
28	Heading	The direction in which the longitudinal axis of a craft is pointed, usually expressed as an angular distance from north clockwise through 360 degrees (true, magnetic or compass).	(8) and (9)
29	Head-up display	The information shown on the display (radar or ECDIS) is directed so that the vessel’s heading is always pointing upward. This orientation corresponds to the visual view from the bridge in direction of the vessel’s heading. This orientation may require frequent rotations of the display content. Changing the vessel’s course or yawing of the vessel may render this unstabilized orientation mode illegible.	(8) and (9)

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
30	Human Machine Interface (HMI)	The user interface or human–machine interface is the part of the machine that handles the human–machine interaction. The engineering of the human–machine interfaces is enhanced by considering ergonomics (human factors). There are many ways to develop human-machine interface (HMI) screens for machine and process automation applications. Guidelines, standards and handbooks covering the HMI design include those published by ISA, ASM, ISO and NUREG.	(2), (3)
31	IHO registry	IHO Geospatial Information Infrastructure Registry. A registry is the information system on which a register is maintained. In the case of S-100 IHO hosts a registry that provides a facility to store various registers of hydrographic-related information.	(16)
32	Information Mode	Means the use of the Inland ECDIS for information purposes only without overlaid radar image.	(2), (3)
33	Information for Waterway Charges and Harbour Dues (WCD)	The information needed to facilitate the calculation and collection of waterway charges and harbour dues.	(7)
34	Information to support Calamity Abatement (CAS)	RIS operational service that facilitates the actions necessary to limit the consequences of a calamity (or accidents and incidents).	(7)
35	Information to support Law Compliance (ILC)	Information that facilitates legal compliance for the waterway users and supports relevant agencies responsible for inland navigation law enforcement.	(7)
36	Information to support Transport Logistics (ITL)	RIS operational service that supports transport logistic processes in inland navigation being: Voyage planning (VP); Transport management (TPM); Port and terminal management (PTM); Cargo and fleet management (CFM).	(7)
37	Inland AIS	Automatic identification system for the use in inland navigation and interoperable with (maritime) AIS-technically enabled by amendments and extensions to the (maritime) AIS.	(3), (17)
38	Inland ECDIS	An Electronic Chart Display and Information System for inland navigation, displaying selected information from an Inland System Electronic Navigational Chart (Inland SENC) and optionally, information from other navigation sensors.	(2), (3)
39	Inland Electronic Navigational Chart (Inland ENC, IENC)	The database, standardized as to content, structure and format, for use with inland electronic chart display and information systems operated on-board of vessels transiting inland waterways. An IENC is issued by or on the authority of a competent government agency and conforms to standards initially developed by the International Hydrographic Organization (IHO) and refined by the Inland ENC Harmonization Group. An IENC contains all the chart information necessary for safe navigation on inland waterways and may contain supplementary information in addition to that contained in the paper chart (e.g. sailing directions, machine-readable operating schedules,	(2), (3)

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
		etc.) which may be considered necessary for safe navigation and voyage planning.	
40	Inland ENC domain	Domain within the IHO Geospatial Information Infrastructure Registry dedicated for Inland ENC-related entries.	(16)
41	Inland System Electronic Navigational Chart (Inland SENC)	A database resulting from the transformation of the Inland ENC by Inland ECDIS for appropriate use, updates to the Inland ENC by appropriate means and other data added by the mariner. It is this database that is actually accessed by the Inland ECDIS for the display generation and other navigational functions. The Inland SENC may also contain information from other sources.	(2), (3)
42	Inland vessel traffic service (Inland VTS)	A service on inland waterways implemented by an authority with the capability to interact with vessel traffic and respond to developing situations within a vessel traffic service area to improve the safety and efficiency of navigation, contribute to safety of life and support the protection of the environment.	(21)
43	Integrated display	Means a head-up, relative-motion picture consisting of the Inland SENC overlaid with the radar-image with matching scale, offset and orientation.	(2), (3)
44	International Ship Reporting Standard Location Code (ISRS Location Code)	20-digit alphanumeric code used to establish a unique and standardized relation between objects in River Information Services. The ISRS Location Code is used to uniquely identify objects and fairway sections and to ensure interoperable RIS Systems and Services (such as to combine information about infrastructure from the RIS Index, Inland ECDIS and NtS for voyage planning).	(3), (15)
45	Look-up table	A table giving symbology instructions to link SENC objects to point, line or area symbolisation and providing display priority, radar priority, IMO category and optional viewing group.	(8) and (9)
46	Maritime Mobile Service Identity (Maritime Mobile Service Identifier, MMSI)	Series of nine digits which are transmitted over the radio path in order to uniquely identify ship, stations, coast stations and group calls.	(3), (17)
47	Navigational information	Information provided to the skipper on board to support in onboard decision-making.	(3), (17)
48	Navigation mode	The use of the Inland ECDIS for conning the vessel with overlaid radar image.	(2), (3)
49	North-up display	Information shown on the display (radar or ECDIS) with the north direction upward.	(8) and (9)
50	Notices to Skippers (NtS)	Information messages that can be sent by or on behalf of a Competent Authority to (inland) ships relating to situations or events that may impact the navigation situation on a fairway.	(18)
51	NtS Reference Tables	Tables containing the standardized code values used in the XML message, their explanation and translation into 23 languages.	(19)
52	Other navigational information	Navigational Information not contained in the SENC, that may be displayed by an ECDIS, such as radar information.	(8) and (9)
53	Own vessel	The vessel upon which an ECDIS is operating.	(8) and (9)

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
54	Own vessel's safety contour	The contour related to the own vessel selected by the mariner from the contours provided for in the SENC, to be used by ECDIS to distinguish on the display between the safe and the unsafe water, and for generating anti-grounding alarms.	(8) and (9)
55	Performance standard for ECDIS	Standard developed under the authority of IMO to describe the minimum performance requirements for navigational devices and other fittings required by the SOLAS Convention, included in MSC.232(82), as adopted by IMO on 5 December 2006.	(8) and (9)
56	Pick report (feature report)	The result of querying a displayed point-symbol, line or area for further information from the data base which is not represented by the symbol.	(8) and (9)
57	Port and terminal management (PTM)	The process of planning, organizing and executing the efficient ship and cargo handling in a port and terminal.	(7)
58	Presentation library for ECDIS	A set of mostly digital specifications, composed of symbol libraries, colour schemes, look-up tables and rules, linking every feature and attribute of the SENC to the appropriate presentation of the ECDIS display. Published by IHO as Annex A, Special Publication No. 52 (S-52).	(8) and (9)
59	Product specification	A defined subset of the entire specification combined with rules, tailored to the intended usage of the transfer data (the ENC Product specification specifies the content, structure and other mandatory aspects of an ENC).	(8) and (9)
60	Radar range (range)	Distance from the radar antenna. For inland navigation the radar range has to be sequential switchable according to the Radar Regulations.	(20)
61	Relative motion display	A relative motion display shows the chart information and radar targets moving relative to the vessel position fixed on the screen.	(8) and (9)
62	RIS area	The formally described area, where RIS are active. A RIS area may comprise the waterways in a geographical river basin, including the territories of one or more countries (e.g. in a situation where a waterway forms the borderline between two countries).	(6), (18)
63	RIS centre	The place where the services are managed by operators.	(6), (18)
64	RIS operator	A person performing one or more tasks related to the provision of RIS services.	(3), (18)
65	RIS provider	The organization or organizational unit assigned to operate the RIS system and to provide RIS services.	(18)
66	RIS technical service (RIS key technology)	A technology that holds a central position in the services to be provided in the RIS arena. The RIS technologies are Inland ECDIS, Electronic Reporting, Inland AIS and Notices to Skippers.	(6), (18)
67	River Information Services (RIS)	The harmonized information services to support traffic and transport management in inland navigation, including, wherever technically feasible interfaces to other transport modes.	(6), (18)

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
68	Route planning	An ECDIS function in which the area is displayed which is needed to study the intended route, to select the intended track, and to mark the track, its way points and navigational notes.	(11)
69	SCAMIN	The minimum scale at which the feature may be used e.g. for ECDIS presentation.	(1)
70	Spatial object	An object which contains locational information about real world entities.	(8) and (9)
71	Standard Information Density	The default amount of SENC information that shall be visible when the chart is displayed when ECDIS is switched on. A screen with Standard Information Density (standard display) is the default state of the Inland ECDIS.	(2), (3)
72	Statistics Information (ST)	The information on traffic and transport in inland navigation that is required to support statistical processes.	(7)
73	Strategic Traffic Information (STI)	[The information affecting the medium and long-term decisions of RIS users. A strategic traffic image contributes to the planning decision capabilities regarding a safe and efficient voyage. A strategic traffic image is produced in a RIS centre and delivered to the users on demand. A strategic traffic image contains all relevant vessels in the RIS area with their characteristics, cargoes and positions, stored in a database and presented in a table or on an electronic map.]	(6)
		[RIS operational service affecting the medium- and long-term decisions of RIS stakeholders. Strategic traffic information contributes to the planning decision capabilities regarding a safe and efficient voyage or transport. A strategic traffic image contains all relevant vessels in the RIS area with their characteristics, types of cargo and ship positions, stored in a database and presented in a table or on an electronic map.]	(7)
74	System Electronic Navigational Chart (SENC)	An internal database in an Inland ECDIS which results out of the transformation of ENCs and their update files and other data added by the boatmaster. It is this data base that is actually accessed by the ECDIS for the display generation and other navigational functions. The SENC may also contain information from other sources.	(8) and (9)
75	Tactical Traffic Information (TTI)	[The information affecting the skipper's or the VTS operator's immediate decisions with respect to navigation in the actual traffic situation and the close geographic surroundings. A tactical traffic image contains position information and specific vessel information of all targets detected by a radar and presented on an electronic navigational chart, and – if available – enhanced by external traffic information, such as the information delivered by an AIS.]	(6)
		[RIS operational service affecting the skipper's or the VTS operator's immediate decisions with respect to navigation in the actual traffic situation and the close geographic surroundings. Tactical traffic information contains position and specific vessel information of all targets detected by a radar and presented on an electronic navigational chart, and enhanced by external traffic information, such as the information provided by AIS.]	(7)
76	Traffic Information Services (TIS)	RIS operational service that provides information that supports the safety and efficiency of traffic and navigation on inland waterways.	(7)

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
77	Traffic Management Information (TM)	RIS operational service that supports traffic management processes in inland navigation.	(7)
78	Traffic Planning Services (TP)	The information process for optimizing the predictability and efficiency of the traffic flow on inland waterways.	(7)
79	Transport management (TPM)	The process of planning, organizing and executing of the efficient movement of goods from one location to another.	(7)
80	True motion display	A display in which the own vessel and each radar target moves with its own true motion, while the position of all charted information remains fixed.	(8) and (9)
81	Vessel tracking and tracing (VTT)	Vessel tracking means the function of maintaining status information of the vessel, such as the current position and characteristics, and – if needed – combined with information on cargo and consignments. Vessel tracing means the retrieving of information concerning the whereabouts of the vessel and – if needed – information on cargo, consignments and equipment.	(6), (18)
82	Vessel Traffic Management (VTM)	The functional framework of harmonised measures and services to enhance the safety, security, efficiency of shipping and the protection of the marine environment in all navigable waters.	(3), (17)
83	Voyage planning (VP)	The process of developing a complete detailed description of the journey of a vessel, from start to finish.	(7)
84	VTS area	The delineated, formally declared area for which the VTS provider is authorized to deliver vessel traffic services. A VTS area may be subdivided in sub-areas or sectors.	(21) and (22)
85	VTS centre	The centre from where the VTS is operated. Each sub-area of the VTS may have its own sub-centre.	(6)
86	VTS operator	An appropriately qualified person performing one or more tasks contributing to the services of the VTS.	(22)
87	VTS provider	The organization or entity authorized by the Administration or competent authority to provide vessel traffic services.	(22)
88	VTS sailing plan	A plan which is mutually agreed between a competent authority for VTS and the boatmaster of a vessel concerning the movement of the vessel in a VTS area.	(23)
89	VTS traffic image	The surface picture of vessels and their movements in a VTS area.	(23)
90	World Geodetic System (WGS 84)	The geodetic basis for the “Navigational Satellite Timing and Ranging — Global Positioning System”, which enables the surveying of the earth and its entities and was developed by the United States Department of Defence. This global geodetic reference system is recommended by IHO for hydrographic and cartographic use.	(10)

References

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- (2) Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS), annex to resolution No. 48, fourth revision (ECE/TRANS/SC.3/156/Rev.4).
- (3) European Standard for River Information Services (ES-RIS), edition 2021/1.
- (4) IALA Guideline 1095, Harmonized implementation of Application-Specific Messages (ASM).
- (5) VTT Expert Group, Information paper on Application Specific Messages (ASM), edition 1.1, version 09.05.2017.
- (6) Guidelines and Recommendations for River Information Services, annex to resolution No. 57, revision 1 (ECE/TRANS/SC.3/165/Rev.1 and Amend.1).
- (7) PIANC Inland Navigation Committee (InCom), Permanent Working group 125, Guidelines and Recommendations for River Information Services, edition 4, 2019.
- (8) IHO Special Publication No. S-52, Specifications for Chart Content and Display Aspects of ECDIS, sixth edition, March 2010.
- (9) IHO Special Publication S-32, Appendix 1, Hydrographic Dictionary — Glossary of ECDIS-related Terms.
- (10) The Inland ENC Harmonization Group, Product Specification for Inland ENCs.
- (11) IMO Resolution MSC.232(82) “Adoption of the revised performance standards for Electronic Chart Display and Information Systems (ECDIS)”.
- (12) International Standard for Electronic Ship Reporting in Inland Navigation (ERI), annex to resolution No. 79, revision 1 (ECE/TRANS/SC.3/198/Rev.1).
- (13) IEC Guideline 61174, ECDIS – Operational and performance requirements, methods of testing and required test results, edition 3.0, September 2008.
- (14) The Inland ENC Harmonization Group, Inland ENC Feature Catalogue.
- (15) International Standard for Notices to Skippers in Inland Navigation, annex to resolution No. 80, revision 1 (ECE/TRANS/SC.3/199/Rev.1).
- (16) IENC Domain in the S-100 Geospatial Information Registry.
- (17) International Standard for Tracking and Tracing on Inland Waterways (VTT), annex to resolution No. 63, second revision (ECE/TRANS/SC.3/176/Rev.2).
- (18) PIANC Inland Navigation Committee (InCom), Permanent Working group 125, RIS Related Definitions (InCom WG Report No. 125/III), 2019.
- (19) Commission Regulation (EC) No. 416/2007 of 22 March 2007 concerning the technical specifications for Notices to Skippers as referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community.
- (20) Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC.
- (21) IALA Guideline G1166 “VTS in Inland Waters”.
- (22) IMO Resolution A.1158(32) “Guidelines for Vessel Traffic Services”.
- (23) Guidelines and Criteria for Vessel Traffic Services on Inland Waterways, annex to resolution No. 58 (TRANS/SC.3/166 and Corr.1).

Annex II

Glossary of Terms and Definitions Related to Inland Water Transport, Part VIII “Prevention of pollution”

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
1	Alternative fuel	A type of motor energy other than the conventional fuels, petrol and diesel. Alternative fuels include electricity, LPG, natural gas (LNG or CNG), alcohols, mixtures of alcohols with other fuels, hydrogen, biofuels (such as biodiesel), etc. (This list is not exhaustive.) Alternative fuels do not include unleaded petrol, reformulated petrol or city (low-sulphur) diesel.	(1)
2	Anti-fouling system	A coating, paint, surface treatment, surface or device that is used on a ship to control or prevent attachment of unwanted organisms.	(2)
3	Bilge water	Oily water from the engine room bilges, peak, cofferdams, double-hull spaces or side compartments.	(3)
4	Biochemical oxygen demand (BOD)	Mass concentration of dissolved oxygen consumed under specified conditions by biological oxidation of organic and/or inorganic matter in water. BOD ₅ means the index of BOD in a water sample based on the weight of oxygen used by a one-litre sample stored in darkness at 20 °C for 5 days.	(4)
5	Bunker station	An installation or a vessel for the supply of vessels with liquid fuels and/or lubricating oil.	(3)
6	Cargo residues	Liquid cargo which cannot be pumped out of the cargo tanks or piping by means of the stripping system.	(5)
7	Cargo-related waste	Waste and waste water generated on board the vessel and deriving from the cargo; residual cargo and handling residues are not included in this category.	(3)
8	Chemical oxygen demand (COD)	Water quality characterizing a potential of dissolved oxygen consumption based on the chemical oxidation of organic and mineral compounds in the water, in general by potassium dichromate.	(4)
9	Compatible transport operations	Successive transport operations during which the same cargo or another cargo, the carriage of which does not require the prior washing of holds or cargo tanks, is carried in the vessel’s hold or cargo tank, provided this can be demonstrated.	(6)
10	Compressed natural gas (CNG)	A compressed gas composed of natural gas with a high methane content assigned to UN No. 1971.	(5)
11	dB(A) (A-weighted decibel, dBA)	Unit of sound level measurement, which incorporates a frequency weighting approximating the characteristics of human hearing according to the International standard IEC 61672:2003.	(1)
12	Domestic waste water	Waste water from galleys, dining rooms, washing facilities and laundry facilities, and water containing faecal matter.	(6)
13	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 cargo tanks, is carried in the vessel’s hold or cargo tank, provided this can be demonstrated.	(6)

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
14	Fuel cell	An electrochemical device that converts the chemical energy of a fuel to electrical energy, heat and reaction products.	(5)
15	Fuel cell engine	A device used to power equipment and which consists of a fuel cell and its fuel supply, whether integrated with or separate from the fuel cell, and includes all appurtenances necessary to fulfil its function.	(5)
16	Greenhouse gas (GHG)	A greenhouse gas is a gas that absorbs infrared radiation (IR) and radiates heat in all directions. In the context of transportation GHG emissions, the following list of gases is typically considered: <ul style="list-style-type: none"> • Carbon dioxide (CO₂); • Methane (CH₄); • Nitrous oxide (N₂O); • Hydrofluorocarbons (HFCs). 	(1)
17	Handling residues	Cargo which falls on the vessel outside the hold during handling.	(3)
18	Household refuse (domestic refuse)	On board organic and inorganic household waste and food remains generated from the operation of the vessel, except for the components of oily and greasy waste, cargo-related waste, residual cargo, handling residues, sludge, slops and other special waste generated from the operation of the vessel.	(3)
19	Hydrogen	A chemical element with high energy content that can be extracted from various sources and with various extraction methods and can be used to produce electricity for transportation purposes by a fuel cell.	(1)
20	Liquefied natural gas (LNG)	Natural gas that has been liquefied by cooling it to a temperature of – 161° C.	(3)
21	Liquefied petroleum gas (LPG)	A low pressure liquefied gas composed of one or more light hydrocarbons which are assigned to UN 1011, UN 1075, UN 1965, UN 1969 or UN 1978 only and which consists mainly of propane, propene, butane, butane isomers, butene with traces of other hydrocarbon gases	(5)
22	Liquid biofuels	All liquid fuels of natural origin (e.g. produced from biomass and/or the biodegradable fraction of waste), suitable to be blended with or replace liquid fuels from fossil origin (biogasoline, biodiesels, bio jet kerosene and other liquid biofuels).	(1)
23	Natural gas	Gases occurring in underground deposits, whether liquefied or gaseous, consisting mainly of methane. Natural gas includes “non-associated” gas originating from fields producing hydrocarbons only in gaseous form and “associated” gas produced in association with crude oil, as well as methane recovered from coal mines (colliery gas). Compressed (CNG) or liquefied (LNG) natural gas can be used in transport as a fuel.	(1)
24	Noise pollution	Sound at excessive levels that may be detrimental to human health.	(7)
25	Oily and greasy waste generated from the operation of the vessel	Used oils, bilge water and other oily and greasy waste such as used grease, used filters, used rags, and receptacles and packagings for such waste.	(3)
26	Other special waste	Waste generated from the operation of the vessel other than oily and greasy waste and other than household refuse, sludge and slops.	(3)

<i>No.</i>	<i>Term</i>	<i>Definition</i>	<i>Source</i>
27	Reception station (reception facility)	A vessel, a floating establishment, or a facility on shore approved by the competent authorities for the collection of waste generated on board.	(3)
28	Residual cargo (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.	(3), (8)
29	Slops	A mixture of cargo residues with washing water, rust or sludge whether or not suitable for pumping.	(3)
30	Sludge (cleansing slurry)	Residues generated on board the vessel during the operation of an on-board sewage plant.	(3)
31	SPE-CDNI	Electronic payment system encompassing accounts (ECO-accounts), magnetic cards (ECO-cards) and mobile electronic terminals.	(6)
32	Tank for residual products	Permanently built-in tank intended to collect residual cargo, washing water, cargo residues or slops which are suitable for pumping	(5)
33	Used grease (waste grease)	Used grease collected from run off from greasers, bearings and greasing facilities and other non-reusable grease.	(3)
34	Used oil (waste oil)	Used oil or other non-reusable oil from engines, gears and hydraulic equipment generated on board.	(3)
35	Waste	Substances, solutions, mixtures or articles for which no direct use is envisaged but which are transported for reprocessing, dumping, elimination by incineration or other methods of disposal	(5)
36	Waste generated on board as a result of the operation of the vessel	Waste and waste water generated on board onboard from the operation and maintenance of the vessel; this includes oily and greasy waste and other waste generated from the operation of the vessel.	(3)

References

- (1) UNECE, Eurostat, ITF, Glossary for Transport Statistics, fifth edition, 2019.
- (2) The International Convention on the Control of Harmful Anti-fouling Systems on Ships.
- (3) European Code for Inland Waterways (CEVNI), annex to resolution No. 24, sixth revision (ECE/TRANS/SC.3/115/Rev.6).
- (4) WMO, UNESCO, International Glossary of Hydrology (WMO No. 385), 2012.
- (5) The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.
- (6) The Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways.
- (7) OECD, Online Glossary of Statistical Terms.
- (8) Danube Commission, Glossary of the Danube navigation, 2015.