



Economic Commission for Europe**Inland Transport Committee****Working Party on Inland Water Transport****Sixty-seventh session**

Geneva, 11–13 October 2023

Item 6 (d) of the provisional agenda

**Standardization of Technical and Safety Requirements
in Inland Navigation: Prevention of Pollution of Inland
Waterways by Vessels (Resolution No. 21, Revision 2)****Amendment Proposals to Provisions for the Prevention of
Pollution from Vessels based on Resolutions Adopted by the
Conference of Contracting Parties to the Convention on
Collection, Deposit and Reception of Waste Produced during
Navigation on the Rhine and Inland Waterways in 2021 and
2022****Note by the secretariat****I. Mandate**

1. This document is submitted in line with the proposed Programme Budget for 2023, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/77/6 (Sect. 20), table 20.6).
2. At its sixty-third session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation took note of resolutions adopted by the Conference of Contracting Parties to the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI) in 2021 and 2022 of relevance to the Working Party on Inland Water Transport (SC.3) (ECE/TRANS/SC.3/WP.3/2023/18). The secretariat was asked to prepare the relevant amendment proposals to SC.3 resolutions.
3. SC.3 may wish to take note of the amendment proposals given below and provide guidance to the secretariat.

**II. Resolutions of the Working Party on Inland Water
Transport That May Be Subject to Modifications**

4. The table below contains the list of SC.3 resolutions that may be subject to modifications based on the resolutions adopted by the Conference of Contracting Parties to CDNI in 2021–2022.



<i>CDNI resolutions¹</i>	<i>SC.3 resolutions</i>
Resolution CDNI 2021-I-5	Resolution No. 24 “European Code for Inland Waterways” (CEVNI), revision 6, article 10.08, paragraph 1 New annex of CEVNI with a list of documents to be kept on-board
Resolution CDNI 2021-I-6	Resolution No. 21 “Prevention of Water Pollution by Inland Navigation Vessels”, CEVNI article 10.04
Resolution CDNI 2021-I-7	CEVNI article 10.05 New annex to CEVNI
Resolution CDNI 2022-I-5	CEVNI article 10.05, paragraph 1
CDNI Resolution 2022-I-7	–

III. Amendment Proposals to Resolutions of the Working Party on Inland Water Transport

A. Amendment Proposals to the European Code for Inland Waterways

5. Article 10.04, *add* new paragraphs 4 and 5
 4. The discharge of domestic wastewater shall be prohibited in the case of vessels carrying more than 12 passengers and cabin vessels with more than 12 sleeping berths. [With effect from 1 January 2025, this prohibition shall apply to cruise vessels with fewer than 50 sleeping berths and to passenger vessels authorized to carry fewer than 50 passengers.]
 5. This prohibition shall not apply to passenger vessels:
 - That are not subject to the technical requirements governing the mandatory installation either of collection tanks for domestic wastewater or on-board sewage treatment plants, or
 - That are individually exempted from this obligation
 in accordance with the relevant [provisions of the Rhine Vessel Inspection Regulations or Directive (EU) 2016/16291] [international or national regulations].
6. Article 10.05, *modify*
 1. **Bilge water within the meaning of article 10.01, paragraph 1 (e) from the areas on board the vessel referred to therein shall be considered bilge water only if the oily water was produced during the operation and maintenance of the vessel and is not contaminated with materials other than oil. Bilge water contaminated in any other way is considered to be “other special waste” within the meaning of article 10.01, paragraph 2 (d).**

The boatmaster shall ensure the separate collection **and storage** on board of the waste referred to in article 10.04, 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.

¹ See ECE/TRANS/SC.3/WP.3/2023/18.

The receptacles shall be stored on board in such a way as to facilitate the timely detection and repair of any leakage of the 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 **referred to in article 10.04, paragraph 1** above 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 operators of passenger vessels fitted with an on-board sewage treatment plant that complies with appendix 8 of the annex of resolution No. 61 shall themselves ensure that sludge is properly deposited, as prescribed, and certified on the basis of the national provisions.

4. The boatmaster of a passenger vessel subject to the prohibition on the discharge of domestic wastewater under article 10.04, paragraph 4, shall be required to ensure that the domestic wastewater is collected on board the vessel in an appropriate manner and deposited at a reception station or facility [in accordance with article 8.02 (3)] if the passenger vessel does not possess an on-board sewage treatment plant in accordance with article 10.04, paragraph 5.

7. Article 10.08, *modify*

1. 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.² Unless otherwise stipulated in these provisions, the certificate must be kept on board for at least six months following the date of its issuance. Where this is a vessel without a crew, **without a wheelhouse or accommodation**, the attestation of unloading may be kept by the carrier in a place other than on board.

1a. An unloading certificate in electronic format may be used if:

- (a) **Data protection is ensured in accordance with regulation (EU) 2016/679³ (General Data Protection Regulation), in its current version, or in accordance with the comparable national requirements of member States;**

- (b) **There is provision for a forgery-proof signature in accordance with regulation (EU) No. 910/2014⁴ (eIDAS),⁵ in its current version, or in accordance with the comparable requirements of member States;**

- (c) **Data security is ensured by implementing the corresponding demands of the requirements referred to in (a), thereby also preventing unauthorized access;**

- (d) **The verifiability of the unloading certificate on board or in the vessel operator's records is ensured;**

- (e) **The verifiability, in the registers, of the identity of the person who drew up the unloading certificate and the reception station operator is ensured.**

...

² SC.3 may wish to add models of unloading certificates (ECE/TRANS/SC.3/WP.3/2023/18, annex II) as a new annex to CEVNI.

³ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation).

⁴ Regulation (EU) No. 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC.

⁵ *Note by the secretariat:* electronic identification authentication and trust services.

3. The unloading certificate shall be made available to officials of the competent authorities on request. The unloading certificate may be provided in a readable electronic format.

B. Amendment Proposals to the Annex of Resolution No. 21

8. Paragraph 21b,⁶ in the end, *add*

Examples of the pictograms are given in appendix 2.

9. *Add* new paragraphs 23 and 24

23. For domestic wastewater, reception stations should be available at certain mooring locations used as habitual or overnight berthing positions.

24. For domestic refuse, reception stations should be available:

- (a) At cargo handling facilities or in ports;
- (b) at dedicated landing stages for passenger vessels;
- (c) At certain berthing areas and locks for vessels passing through.

10. *Renumber* the appendix to the annex to resolution No. 21 as appendix 1 and *add* a new appendix 2

Recommendations for waste streams sorted and stored on-board and the corresponding signage in the form of pictograms

Use of pictograms

The pictograms may be attached to appropriate collection receptacles on board the vessels that are intended for separate storage of the following waste streams: paper, glass, packaging waste (plastic, metal (cans) and cardboard (food cartons)), organic waste (vegetable, fruit and garden waste) and residual waste. These collection containers shall be labelled or stamped to indicate which type of waste is to be placed in which container.

Instructions for the disposal of waste

Packagings must be properly emptied, drained or scraped.

When collecting organic waste, care should be taken not to include waste that may contain plastic.

Separating the above waste from the residual waste as much as possible allows the boatmaster to reduce the volume of residual waste.

Paper



Glass



Plastic, metal and cardboard packaging waste

⁶ See ECE/TRANS/SC.3/WP.3/2023/7.



Organic waste



Residual waste

