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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-sixth session, 22-24 October 2002,
agenda item 7 (c))

REQUIREMENTS FOR PREVENTION OF POLLUTION FROM VESSELS

Transmitted by the Government of Hungary

Note: At its forty-fifth session, the Working Party agreed to undertake the revision of resolution No. 21 on Prevention of Pollution by Inland Navigation Vessels (TRANS/SC.3/131) on the basis of a proposal to be prepared by the delegation of Hungary. The proposal of Hungary on revision of the resolution is reproduced below.

It is proposed that the text of resolution No. 21 should be revised to read:

“PREVENTION OF WATER POLLUTION BY INLAND NAVIGATION VESSELS

Resolution No. 21, revised

(adopted by the Working Party on Inland Water Transport on ...)

The Working Party on Inland Water Transport,

Recalling the main objectives and actions formulated in the Declaration adopted by the Pan-European Conference on Inland Water Transport held in Rotterdam on 5 and 6 September 2001 (TRANS/SC.3/2001/10),

Having regard to the efforts taken by individual Governments, the European Union and intergovernmental organizations concerned to ensure that inland navigation continues to be as friendly to the environment as possible,

Believing that, even if the water pollution caused by inland water transport is relatively insignificant, the further improvement of its environmental performance would contribute to meeting environmental and ecological objectives concerning preservation of inland waterways,

Taking into account the Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways,

Noting with satisfaction that recent developments in inland navigation reveal a tendency to its integration on a Pan-European level as well as a closer interaction between inland navigation and maritime transport,

Considering that the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No.17, revised, TRANS/SC.3/104, as amended), the European Code for Inland Waterways (TRANS/SC.3/115/Rev.2) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) represent a set of regulations which make a positive contribution to the control of water pollution by inland navigation vessels,

Realizing that today the conditions existing throughout Europe differ from one country to another with regard to the density of inland navigation ports and their equipment with waste reception facilities,

Recommends that Governments and river commissions should supplement their regulations as necessary, being guided in so doing by the general pollution prevention policy considerations and recommended measures annexed to the present resolution;

Requests Governments and river commissions to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution;

Requests the Executive Secretary of the Economic Commission for Europe to have the question of

implementation of the present resolution included periodically in the agenda of the Working Party on Inland Waterway Transport and to place before the Working Party any appropriate suggestions for addition or amendments to the accompanying annexes.

Annex I

GENERAL POLLUTION PREVENTION POLICY CONSIDERATIONS

Frame conditions

1. Inland waterways show exceptional sensitivity as to their environment and ecology, taking into account the multimodal character of the water use.
2. The permissible levels of discharge into inland waters of polluting substances are laid down in legal instruments on questions of environment and ecology and in relevant regional or sub-regional agreements or stipulated by individual central or local authorities. These levels may differ from one waterway or river basin to another.
3. Sea ships navigating on inland waterways are to meet the environmental and ecological requirements stipulated in the MARPOL Convention which may differ from those prescribed for inland waterways in question.

General principles

4. Governments have every right to ensure the highest possible level of environmental and ecological safety on their inland waterways based on international legal instruments and/or national regulations.
5. In so doing, Governments should however opt for measures that, as far as possible, do not hamper the proper development of inland navigation with due respect to its integration on a Pan-European level and the close interaction between inland navigation and maritime transport.
6. The prevention of pollution should be considered a priority.
7. Where economically viable and practically feasible, the on-shore collection, treatment and disposal of ship-borne waste should be considered as the most preferable option. To this purpose, the shore-based and floating reception facilities of appropriate capacity should be made available at appropriate distances from each other.
8. Governments should nevertheless be free, wherever particular local conditions so require, to allow the use of on-board waste treatment facilities on their inland waterways.
9. Governments that allow the use of the on-board waste treatment facilities on their inland waterways should take appropriate measures in order to develop on-shore infrastructure for collection, treatment and disposal of ship-borne waste on their inland waterways of international importance with a view to facilitating the navigation of vessels which are not fitted with on-board waste treatment facilities or are not meeting local requirements with regard to the degree of an on-board treatment of waste.
10. Vessels engaged in international navigation should be equipped with appropriate technical means for waste collection, retention on board and transfer into reception facilities.
11. Governments that do not allow the use of the on-board waste treatment facilities on their

inland waterways should not prohibit vessels equipped with such facilities to navigate on their inland waterways of international importance. Special technical measures may be taken in order to exclude the possibility of operation of the on-board waste treatment facilities in question, such as placing them or their outlets under seals.

12. The “polluter pays” principle is to be applied. In principle, the operational costs of the on-shore facilities for collection, treatment and disposal of ship-borne waste should finally be born by inland navigation. Nevertheless, payment for discharge of waste into reception facilities should not be direct so that the vessel could not save its waste disposal contributions by discharging waste into inland waterways. To that end, financial schemes, such as the coverage of shore-based waste collection and disposal expenses through additional fuel taxes and/or port duties, should be considered and introduced.

Annex II

RECOMMENDATIONS FOR THE CONTROL OF WATER POLLUTION
BY INLAND NAVIGATION VESSELS

MEASURES TO BE TAKEN IN TRANSLOADING HYDROCARBONS OR DANGEROUS
SUBSTANCES

1. Promote and improve the standardization of equipment with a view to avoiding and minimizing any risk of discharge during the loading, unloading and trans-loading of hydrocarbons and other dangerous substances.
2. Design quays in such a way that any petroleum products or other dangerous substances spilt on the quay cannot flow off into the water (drainage of spillage into a sewage system equipped with purification plant or other devices).
3. Equip loading and unloading points with facilities (articulated rigid pipes for trans-loading, vertical "aprons" to be placed between the bank and the vessel during trans-loading operations, or other devices) so that petroleum products or other dangerous substances spilt can be recovered.
4. Provide for floating booms or other suitable devices to limit the spread of petroleum products in basins or waterways.

MEASURES TO BE TAKEN AND OPTIMUM INSTALLATIONS AND EQUIPMENT TO BE
USED BY AUTHORITIES IN THE EVENT OF LARGE SCALE ACCIDENTAL SPILLAGE OF
HYDROCARBONS OR OTHER DANGEROUS SUBSTANCES

5. Prepare and coordinate technical and operational plans against spillage hazards and limit and reduce the subsequent damage if any such spillage occurs, at the national level and with riparian countries. These plans should be prepared with due regard to the particular circumstances of the country and the particular characteristics of the waterway. The plans would include in particular:
 - (a) The installation of a communication and warning system;
 - (b) The designation of competent authorities for bringing the plan into operation;
 - (c) A list of equipment available, specifying where it is kept, and the organization of facilities for its conveyance to the site of the operation;
 - (d) The training of personnel and organization of practical exercises in the use of the equipment.

MEASURES TO PREVENT THE DISCHARGE OF OIL RESIDUES, PETROLEUM PRODUCTS
AND MIXTURES OF SUCH PRODUCTS WITH WATER, INCLUDING WASHING WATER

6. Prohibit the discharge of such products into waterways.
7. Except where separators installed on board comply with unified standards, prescribe

equipment and receptacles for the storage of such products pending their collection.

8. Provide for this purpose, especially in ports, appropriate installations for the collection of such products and special collecting vessels;
9. Introduce a log book to record the disposal of oil residues and liquid fuel residues.

MEASURES TO PREVENT THE DISCHARGE OF CHEMICAL PRODUCTS

10. Prohibit the discharge of such products in waterways, either in the form of cargo residue or of washing water.
11. Require the storage of such products on board pending their disposal on land at points to be determined by the competent authority.
12. If necessary, provide for a log book to record the disposal of these products.

MEASURES TO PREVENT THE DISCHARGE OF GARBAGE

13. Prohibit the discharge of garbage in waterways.
14. Require the storage of such garbage on board pending its discharge in ports or at other appropriate disposal points.

CONTROL AND PENALTIES

15. Check effectively the application of the regulations established for preventing pollution of the inland waterway network as a whole.
16. Penalties for violation of these regulations should be adequate in severity to discourage any violation.

Annex III

REQUIREMENTS CONCERNING TECHNICAL EQUIPMENT OF INLAND NAVIGATION
VESSELS WITH A VIEW TO PREVENTION OF WATER POLLUTION

1. Scope

1.1 These provisions, intended to apply to new vessels under construction and to vessels which are being refitted or modernized, establish the basic requirements to be satisfied by equipment with a view to the prevention of water pollution by oil, oily mixtures and/or garbage.

2. Definitions

2.1 "Oil" means petroleum in any form, including crude oil, fuel oil, sludge, oil refuse and refined products.

2.2 "Oily mixture" means a mixture with any oil content.

2.3 "Garbage" means all kinds of rubbish, domestic waste and waste generated during the normal operation of the vessel which may require continuous or periodic disposal.

2.4 "Reception facilities" means shore and floating installations for the deposit of all kinds of pollutants from vessels with a view to their treatment, utilization, etc.

3. Prevention of pollution by oily mixtures.

3.1 In order to prevent pollution by oily mixtures where a vessel has no on-board separator for cleansing the oil-polluted water approved by the administration, provision must be made for collecting and storing all oily mixtures on board the vessel, for subsequent transfer to reception facilities.

In the case of a vessel having a separator it will suffice for the vessel to have equipment for collection and storage of cleansing residues.

3.2 The storage tanks or other on-board facilities (engine-room bilges) for the collection of oily mixtures shall be of a sufficient capacity to hold the whole of the aforesaid mixtures during the vessel's sojourn in a region where discharge into reception facilities is impossible.

3.3 If storage tanks are used, they shall be equipped with:

A manhole for access and cleaning;

An air vent;

An automatic level indicator or other indicating devices.

3.4 If storage tanks are used, a special pipe leading to the open deck shall be provided for the discharge of oily mixtures into reception facilities.

3.5 As a rule, the discharge pipe shall have outlets on both sides of the vessel. Where circumstances so justify, the pipe may have an outlet on only one side of the vessel. The discharge-pipe side branches shall be situated in open parts of the deck where the discharge sleeves can be connected to them without difficulty, and they shall be fitted with distinguishing plates and equipped with standard connections. In normal operating conditions, the discharge apertures shall be hermetically closed.

3.6 With the agreement of the competent authorities, the discharge of oily mixtures from the storage tanks into the reception facilities may be effected either by means of equipment available or installed on board by external means.

4. Prevention of pollution by garbage.

4.1 Passenger vessels and cargo vessels except those that operate on short routes and can discharge their garbage regularly shall be equipped with garbage collection and garbage storage installations.

4.2 Garbage collection and garbage storage installations may either be removable or be incorporated in the vessel's hull. They shall be equipped with a device for opening and closing the covers of the outer discharge apertures.

4.3 Removable receptacles for the collection and storage of garbage shall be either containers or bins lined with plastic bags.

4.4 The design of garbage collection receptacles and their location on vessels shall be such as to enable the garbage to be discharged from the vessel without risk of its being scattered or of its fouling the side of the vessel.

4.5 Garbage storage receptacles shall have covers fitting snugly over the loading aperture.

4.6 The total capacity of the installations shall be calculated on the basis of the amount of garbage collected during the period of the vessel's sojourn in a region where discharge into reception facilities is impossible.

4.7 At the discretion of the Administration, vessels may be equipped with garbage incinerators.”
