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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

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

(Twenty-third session, 19-21 March 2002,
agenda item 8)

**CONSIDERATION OF MEASURES AIMED AT PREVENTION OF
AIR POLLUTION FROM INLAND NAVIGATION VESSELS**

Transmitted by the Governments of the Russian Federation and Lithuania

Note: At its twenty-first session, the Working Party invited Governments, river commissions and other interested international bodies to comment on the newly-adopted provisions of the Central Commission for the Navigation of the Rhine (CCNR) concerning limitations on exhaust and air-pollutant particle emissions from diesel engines used in inland navigation (TRANS/SC.3/WP.3/2001/2), and to submit proposals on possible pan-European provisions on the subject with due regard to the work carried out within other international bodies, such as the European Commission, the UN/ECE Working Party on the Construction of Vehicles (WP.29), the International Maritime Organization (IMO), and the International Navigation Association (PIANC) (TRANS/SC.3/WP.3/42, para. 25). Information received from the Governments of the Russian Federation and Lithuania is reproduced below.

RUSSIAN FEDERATION

1. State standard GOST R 51249-99 (On-board, locomotive and industrial diesel engines. Hazardous exhaust emissions. Norms and methods of calculation) is in force in the Russian Federation.
2. Since 2000, the mean value for the specific weighted emission of nitrogen oxides (NO_x) expressed as NO₂ (g/kWh) from on-board diesel engines has been set within the range 17.0 - 9.8 g/kWh. The following mean values for the specific weighted emission of nitrogen oxides from on-board diesel engines have been assumed:
 - Where rev/min $n \leq 130 \text{ min}^{-1}$, $e \text{ NO}_x = 17 \text{ g/kWh}$;
 - Where rev/min $130 < n \leq 2000 \text{ min}^{-1}$, the formula $e \text{ NO}_x = 45 n^{-0.2} \text{ g/kWh}$ is applied;
 - Where rev/min $n > 2000 \text{ min}^{-1}$, $e \text{ NO}_x = 9.8 \text{ g/kWh}$.
3. The values indicated in the standard conform to the requirements of Annex VI to MARPOL 73/78, adopted by IMO in 1997.
4. The rules on the environmental safety of inland navigation vessels set out in the River Register of the Russian Federation contain regulations on preventing the pollution of water by oil, waste water and refuse.
5. Since we concur with the need to develop appropriate technical regulations to limit atmospheric emissions from working on-board diesel engines of inland navigation vessels, we are devising atmospheric protection requirements for incorporation into the River Register of the Russian Federation.
6. Considering that similar work is being undertaken within the framework of the Danube Commission, we think it advisable that the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation should coordinate its efforts with the Danube Commission on this issue.
7. We believe that a basis for consideration of this question by the Danube Commission, and also within the framework of UN/ECE, could be the CCNR resolution which was instrumental in putting into effect the new Chapter 8 bis of the Rhine Vessel Inspection Regulations (RVBR).

LITHUANIA

8. The Government of the Republic of Lithuania has no comments on the text of Chapter 8 bis of RVBR, as set out in document TRANS/SC.3/WP.3/2001/2.