

WORKING PARTY ON INLAND WATER TRANSPORT (SC.3)

SC.3 CEVNI Expert Group

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The secretariat reproduces below a draft revised CEVNI chapter 10 as agreed by the CEVNI Expert Group on 24 June 2013.

I. Revised draft Chapter 10

Prevention of Pollution of Water and Disposal of Waste Generated on Board Vessels

Article 10.01 – Meaning of certain terms

For the purposes of this chapter, the terms set out below have the following meaning:

1. General terms

- (a) “waste generated on board”: substances or articles ~~defined in subparagraphs (b) to (h) below~~, of which the person in charge disposes or of which he/she intends or is required to dispose;
- (b) “wastes generated from the operation of the vessel”: Wastes and waste water generated on board ~~by~~ **from** the operation and maintenance of the vessel; this includes oily and greasy wastes and other wastes generated from the operation of the vessel;
- (c) “oily and greasy wastes generated from the operation of the vessel”: used³ oil, bilge water and other oily and greasy wastes such as used grease, used filters, used rags, containers and receptacles for such wastes;
- (d) “used oil”: used oil or other non reusable oil from engines, gears and hydraulic equipment;
- (e) “bilge water”: oily water from the engine room bilges, the peak, the cofferdams, double-hull spaces or side compartments;
- (f) “used grease”: used grease collected from run off from greasers, bearings and greasing facilities and other non reusable grease;
- (g) “other wastes generated from the operation of the vessel”: domestic waste water, household refuse, sludge, slops and other special wastes³ within the meaning of paragraph 3 below;
- (h) “cargo related wastes”: waste and waste water occurring on board the vessel and deriving from the cargo; residual cargo and handling residues as defined ~~in paragraph 2, (b) and (d)~~ **in (i) – (j)** below are not included in this category;
- (i) “residual cargo”: liquid cargo remaining in the cargo tanks or in the cargo piping after unloading without the use of a stripping system in accordance with the ADN has not been used, as well as dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;**
- (e) “handling residues”: cargo which falls on the vessel outside the hold during handling;**
- (if) “reception facility”: a vessel or a shore facility approved by the competent authorities for the collection of waste generated on board.**

2. Terms related to the cargo

- (a) ~~“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 tanks, is carried in the vessel’s hold or cargo tank;
- (b) ~~“residual cargo”~~: liquid cargo remaining in the cargo tanks or in the cargo piping after unloading without the use of a stripping system in accordance with the ADN has not been used, as well as dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;
- (c) ~~“stripping system”~~: a system for complete draining, if possible, of the cargo tanks and stripping the cargo piping³ except for the cargo residues;
- (d) ~~“cargo residues”~~: liquid cargo which cannot be pumped out of the cargo tanks or piping by means of the stripping system³ and dry cargo which cannot be removed from the hold by the use of manual or mechanical sweepers or suction devices;
- (e) ~~“handling residues”~~: cargo which falls on the vessel outside the hold during handling;
- (f) ~~“swept hold”~~: hold from which the residual³ cargo has been removed by such cleaning equipment as manual or mechanical sweepers, without using suction or washing devices, and in which only cargo residues remain;
- (g) ~~“stripped tank”~~: tank from which residual cargo has been removed using a stripping system in accordance with the ADN³ and in which only cargo residues remain;
- (h) ~~“vacuumed hold”~~: a hold from which residual cargo has been removed using a suction technique and containing considerably fewer cargo residues than a swept hold;
- (i) ~~“discharge of residual cargo **remnants**”~~: removal of residual cargo from holds, tanks and pipes piping using suitable means (e.g. manual or motorized sweeper, suction device, stripping system) so as to meet the standards “swept hold” or “vacuumed hold” or “stripped hold”;
- (j) ~~“swilling out”~~: removal of residual cargo from swept or vacuumed holds and stripped tanks using steam or water;
- (k) ~~“swilled out hold or tank”~~: a hold or tank which, following swilling out, is suitable for any category of cargo;
- (k) ~~“washing water”~~: water from the swilling out of swept or vacuumed holds or stripped tanks; it also includes ballast water or rainwater from these holds or tanks.

3. Other terms

- (a) ~~“domestic waste water”~~: waste water from galleys, messes, bathrooms and laundries and human waste water;
- (b) ~~“household refuse”~~: on board organic and inorganic household waste and food remains generated during **from** the operation of the vessel, except for the components of the other types of waste defined in article 10.01 above;
- (c) ~~“sludge”~~: residues occurring on board the vessel during **from** the operation of an on board sewage plant;
- (d) ~~“slops”~~: a mixtures of cargo residues and washing water, rust or mud, whether or not suitable for pumping;

- (e) “other special waste”: waste generated ~~during~~ **from** the operation of the vessel other than oily and greasy wastes and other than the waste covered by (a) to (d) above.

Article 10.02 – Obligation to observe regional requirements

When applying the provisions contained in this chapter, the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned must also be applied.

Article 10.03 – General obligation to exercise vigilance

The boatmaster, other crew members and other persons on board shall exercise every care required by the circumstances in order to avoid polluting the waterway and to restrict to the maximum the amount of waste generated on board and to avoid as far as possible any mixing of the various categories of waste.

Article 10.04 – Prohibition on discharging and dumping

1. From the vessel, it shall be prohibited to throw, discharge or allow to run into the waterway oily or greasy wastes generated ~~during~~ **from** the operation of the vessel; slops, household refuse, sludge, or other special waste; portions of the cargo or cargo-related waste.
2. Exceptions to this prohibition are admissible only if consistent with the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned.
3. Without prejudice to the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned, in the event of the accidental discharge of waste referred to in paragraphs 1 above or the threat of such discharge, the boatmaster must notify the nearest competent authority without delay ~~as well as~~ **and, as far as possible**, vessels located in the vicinity of the position of the discharge, indicating as precisely as possible the position, quantity and nature of the wastes, and measures taken.

Article 10.05 – On-board collection and treatment of waste

1. The boatmaster shall ensure the separate collection on board of the waste referred to in article 10.03, 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. The receptacles shall be stored on board in such a way as to facilitate the timely detection and repair of any leakage of their 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 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.

Article 10.06 – Used oil log, deposit and reception facilities

1. All motorized vessels shall carry on board a valid used oil log issued by a competent authority and in line with the model contained in annex 9. Following its renewal, the previous log must be kept on board for at least six months after the last entry made. Exceptions are admissible only if consistent with the provisions on water protection and disposal of waste generated on board vessels in effect for the waterway concerned.
2. The oily and greasy wastes ~~occurring~~ **generated during from** the operation of the vessel, slops and other special waste shall be delivered, against a receipt, to the reception facilities at regular intervals, depending on the condition and operation of the vessel. The receipt shall consist of an entry in the used oil log by the reception facility.

3. Any vessel carrying on board other documents concerning the deposit of waste generated ~~during~~ **from** the operation of the vessel shall be able to provide proof by means of other documents that the waste has been deposited. Such proof may also be furnished by the oil record book as provided for by the International Convention for the Prevention of Pollution by Ships (MARPOL 73).

4. Household refuse and sludge shall be deposited at reception facilities specially designed for this purpose.

Article 10.07 – Obligation to exercise vigilance during filling operations

1. For bunkering motorized vessels excluding small craft must use supply vessels, ~~and/or~~ **bunkering stations and/or tank trucks** specially designated by the competent authorities.

2. During filling operations involving fuel or lubricating oil, the boatmaster shall ensure that:

- (a) the receiving vessel is secured ~~to the bunker station or supply vessel~~ in such a way that no strain is exerted on the pipes and hoses during the entire filling operation;
- (b) the amount to be supplied is within the readable indicators of the capacity-gauging device;
- (c) when tanks are filled individually, the shut-off valves located in the connecting piping between the tanks are closed;
- (d) the filling operation is supervised; and
- (e) ~~one of the devices referred to in article article 8.05, paragraph 10 of Directive 2006/87/EC is used~~ **fuel tanks shall be safeguarded against fuel spills during bunkering by means of appropriate onboard technical devices which shall be entered in item 52 of the ship's certificate. If fuel is taken on from bunkering stations with their own technical devices to prevent fuel spills on board during bunkering, these equipment requirements shall no longer apply.**

3. In addition, the boatmaster shall ensure that, before starting the filling operation, the **bunkering station, or supply vessel or tank truck** supervising ~~officer~~ **person** and vessel crew member responsible for the filling operation have filled in and signed the checklist **(in two copies)** in accordance with annex 11 and **agreed** the following:

- (a) The **automatic shut-off device (if any) is in** proper working order ~~of the device referred to in article 8.05, paragraph 11 of Directive 2006/87/EC.~~
- (b) A safe and direct way of communication ~~between the supervisor on board and the supervisor of the bunker station or supply vessel.~~
- (c) **The quantity to be supplied to each tank and the filling speed rate, in particular with regard to possible problems with the tank ventilation systems.**
- (d) The order in which the tanks are to be filled.
- (e) The speed of navigation in case of filling when under way.

4. The boatmaster and supervisor **ing person** of the **bunkering station, or the supply vessel or tank truck** is authorized to start the filling operation only after agreement has been reached on the points set forth in paragraph 3 above.

5. The supervisor **ing person** of the bunkering station, ~~or the supply vessel~~ **or tank truck must** ~~has to~~ interrupt the filling immediately if the supervisor on board of the receiving vessel is leaving the filling location or a safe and direct way of communication is no longer guaranteed.

6. The checklist ~~has to~~ **must** be stored for a minimum of ~~3~~**six** months by the **receiving vessel,** bunkering station, ~~or the supply vessel~~ **or tank truck**. The competent authority is allowed to inspect the checklists. ~~A copy of the checklist has to be handed over to the boatmaster of the receiving vessel on request.~~

Article 10.08 – Collection, deposit and reception of cargo-related waste

1. ~~During the discharge of remnants, as well as the deposit and reception of cargo related waste, the boatmaster shall apply the provisions on the water protection and disposal of waste generated on board vessels in effect for the waterway concerned.¹~~

2. ~~—~~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. Unless otherwise stipulated in these provisions, the certificate must be kept on board for at least six months following the date of its issuance.

Article 10.09 – Painting and external cleaning of vessels

1. It shall be prohibited to oil or clean the outside of vessels with products which may not be discharged into water.

2. ~~Nor shall it be permitted to use anti fouling systems containing the following substances or preparations thereof:~~**It is prohibited to use anti-fouling systems containing mercury compounds, arsenic compounds, organotin compounds which act as biocides, or hexachlorocyclohexane.**

~~(a) — Mercury compounds;~~

~~(b) — Arsenic compounds;~~

~~(c) — Organotin compounds which act as biocides;~~

~~(d) — Hexachlorocyclohexane.~~

As an interim measure, pending complete removal and replacement of an anti-fouling system containing substances indicated above, it shall be permitted to apply to a vessel's hull a coating to inhibit the introduction into the water of the aforementioned substances from the anti-fouling systems under the coating.

II. Amendments to annex 9

9. *Amend* the title of annex 9 *to read:*

Model used-oil log (article 10.05 CEVNI)

10. Amend the content of annex 9 as follows:

Page 1

Order No.: _____

Type of vessel	Name of vessel
Unique Vessel Number or number: European Identification or official number:	

Place of issue: _____

Date of issue:

This log contains _____ pages

Seal and signature of the authority issuing the log

Page 2

Issuance of used-oil logs

The first used-oil log, carrying order number 1 on page 1, shall be issued by a competent authority on presentation of a valid inspection certificate or another certificate recognized as its equivalent. This authority shall also enter the required particulars on page 1.

All subsequent logs, which are to be numbered sequentially, shall be established by a competent authority. However, they shall be issued only upon presentation of the previous log. The previous log shall be stamped indelibly with the words "Not valid". Following its renewal, the previous log shall be kept on board for at least six months from the date of the last entry.

Page 3 and following

1. Accepted oily and greasy wastes substances¹ generated during from the operation of the vessel:

1.1 Used oil: _____ 1

1.2 Bilge water from:

Aft engine room _____ 1

Fore engine room _____ 1

Other locations _____ 1

1.3 Other oily and greasy wastes:

Used rags _____ kg

Waste grease _____ kg

Used filters _____ units

Receptacles _____ units

2. Notes:

2.1 Unaccepted waste: _____

2.2 Other comments: _____

Place: _____ Date: _____

Seal and signature of the reception facility

III. New annex 11

9. *Insert a new annex 11 “Bunkering safety checklist” to read¹:*

¹ The checklist will be provided by Austria during the 20th CEVNI Expert Group meeting.

Annex 11

Bunkering safety checklist
