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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
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agenda item 7 (c))

REQUIREMENTS FOR PREVENTION OF POLLUTION FROM VESSELS

Transmitted by the Governments of Ukraine and the Czech Republic

Note: At its forty-sixth session, the Working Party took note of the text of the revised resolution No. 21 on prevention of water pollution (TRANS/SC.3/2002/8) prepared by the delegate of Hungary with due regard to the text of the 1996 CCNR Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways. The Working Party invited Governments and river commissions to study it and transmit their comments and proposals on the draft revised resolution (TRANS/SC.3/158, para. 33).

The comments on the text of the draft revised resolution received from the Governments of Ukraine and the Czech Republic are reproduced by the secretariat below.

UKRAINE

1. The title of the resolution should be changed to “Prevention of Pollution of Inland Waterways by Vessels”, which is more in keeping with the substance of the document.

Annex I: General pollution prevention policy considerations

2. Paragraph 3 should be reworded as follows: “Sea ships navigating on inland waterways must satisfy the environmental requirements of the International Convention for the Prevention of Pollution from Ships MARPOL 73/78.”

3. The beginning of paragraph 7 should be reworded as follows: “The on-board collection of waste and its transfer to shore for treatment should be considered the preferable option for preventing pollution of inland waterways by vessels.” No change to the rest of the text.

4. Delete paragraph 8 as unworkable.

5. Paragraph 9 should be reworded as follows: “Governments must take measures to develop on-shore infrastructure for the collection, transfer and treatment of waste from vessels navigating on inland waterways of international importance with a view to ...”. No change to the rest of the text.

6. Paragraph 12 should be deleted as being intrinsically controversial. The “polluter pays” principle is better suited to discharges of pollutants rather than the disposal of ship-borne waste to on-shore reception facilities, since this operation does not pollute inland waterways. Under the detailed International Maritime Organization (IMO) system of port control, it is currently impossible to save money by discharging waste overboard.

Annex II: Recommendations for the control of water pollution by inland navigation vessels

7. The title of this annex does not correspond to the contents of the provisions in this section or to the content of annex I. Under MARPOL 73/78, pollution is defined as discharge of pollutants. The control of pollution of inland waterways requires other recommendations. Furthermore, why limit the scope to inland navigation vessels? We propose the following title for annex II: “Recommendations for the control of pollution of inland waterways”.

8. The measures to prevent discharges of pollutants when transloading hydrocarbons or other dangerous substances provided for in paragraphs 1-4 appear to be in order but they do not go far enough. This section should be drafted in line with IMO recommendations on the safety of tankers and terminals.

9. Paragraph 7 should be deleted in its entirety. Because this section deals with tankers, absolutely no discharge of hydrocarbons from cargo tanks (washing waters) may be authorized.

10. Regarding paragraph 9, an IMO log - the oil record book - has been introduced to record disposal.

11. Paragraphs 10-12 are inadequate. Reference could be made to annex II of MARPOL 73/78.

Annex III: Requirements concerning technical equipment of inland navigation vessels with a view to prevention of water pollution

12. The title of the annex should be reworded as follows: “Requirements for on-board technical equipment for the prevention of pollution from vessels navigating on inland waterways”.

13. **[Drafting change in Russian only].**

14. The reference to the separator for cleansing oil-polluted water in paragraph 3.1 should be deleted because virtually any discharge from vessels is prohibited.

15. In paragraph 4.1, the phrase “short routes” should be replaced by the phrase “routes of specified length”.

16. Paragraph 4.7 should be deleted. Vessels navigating inland waterways will normally be prohibited from burning waste in on-board incinerators.

17. The draft resolution may be recommended for adoption if the foregoing observations are taken into account.

CZECH REPUBLIC

18. The Government of the Czech Republic has no comments to make on the text of the draft resolution.
