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Inland Transport Committee

Working Party on Inland Water Transport

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

Forty-first session

Geneva, 20–22 June 2012

Item 3 (c) of the provisional agenda

European Code for Inland Waterways (CEVNI) (Resolution No. 24)

Revision of Chapter 10, “Prevention of pollution of water and disposal of waste occurring on board vessels”

Note by the secretariat

I. Introduction and mandate

1. The Working Party, at its fortieth session, had a preliminary exchange of views on this item and felt that the general concept for revising Chapter 10 proposed by CCNR in ECE/TRANS/SC.3/WP.3/2012/4 was in principle acceptable. It was agreed, however, to come back to detailed considerations at the forty-first session after receiving information from the Danube Commission (DC) on the outcome of their Expert Group's work on Waste resulting from the Operation of the Vessel and after circulation of the Sava Commission's Protocol on Prevention of Water Pollution caused by Navigation (ECE/TRANS/SC.3/WP.3/80, para. 28).

2. The Working Party will be informed of the outcome of discussion within DC and may wish to consider in detail the draft revised Chapter 10 as set out in ECE/TRANS/SC.3/WP.3/2012/4 taking into account: (a) the Sava Commission's Protocol on Prevention of Water Pollution caused by Navigation (ECE/TRANS/SC.3/WP.3/2012/12) (b) Resolution No. 21, revised, “Prevention of pollution of inland waterways by vessels” (ECE/TRANS/SC.3/179) and (c) proposals by member Governments on this item that are reproduced below.

II. Austria

3. The Austrian Ministry of Transport, Innovation and Technology welcomes the proposal of CCNR for a revision of chapter 10 of CEVNI, because it is an effort to establish harmonized rules on the basis of the Convention on Collection, Storage and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways (CDNI) on one hand and the deviating regulations in other regions on the other hand. Nevertheless, it would be necessary to make some (mostly editorial) corrections:

A. Article 1.10, paragraph 1 (f)

4. The new regulation is only referring to diesel oil refuelling, but requires that the certificate for refuelling has to conform to the regional “provisions relating to water protection and disposal of waste generated on board vessels”. The CDNI is covering both water protection and waste management, but there could be separate regulations for water protection and waste management in other regions. The refuelling certificate does not deal with waste management.

Proposal: The words “and disposal of waste generated on board vessels” should be deleted.

B. Article 10.01, paragraph 1 (e)

5. According to this regulation oily water from the cofferdams or side compartments is “bilge water”, but oily water from double bottoms is not “bilge water”. The term “bilge water” should cover all oily water from engine rooms, peaks and the cargo area.

Proposal: Replace “cofferdams or side compartments” with “cofferdams, double bottoms or side compartments”.

C. Article 10.01, paragraph 2 (j)

6. The term “discharge of remnants” makes use of the defined term “remnants”, but describes the discharge of remnants, handling residues, packaging and means of stowage. It is very confusing if the defined terms are not even used in the definitions themselves. In the rest of the regulations it is completely unclear for the user if the words “discharge of remnants” are referring to the definition in 2 (b) or to the definition in 2 (j).

Proposal A: Delete the text “as well as to remove handling residues, packaging and means of stowage”

or

Proposal B: Replace “Discharge of remnants” with “Discharge of remnants, handling residues, packaging and means of stowage”.

7. Proposal B leads to consequential amendments wherever the term is used.

D. Article 10.02

8. According to article 10.01 paragraph 1 the term “waste” includes waste water.

Proposal: delete “and waste water”.

E. Article 10.05 paragraph 1

9. Up to now the used-oil log was not required for small craft. According to the proposal of CCNR it would be required for all motorized vessels including e.g. inflatable pleasure craft with outboard engines.

Proposal: do not delete the words “excluding small craft”.

10. The model of the used-oil log is now in annex 9 and will also be in annex 9 according to the proposal of CCNR.

Proposal: replace “annex 10” with “annex 9” in article 10.05 paragraph 1.

11. The new sentence “The log must be kept on board.” in article 10.05 paragraph 1 is just repeating the content of the first sentence (“All motorized vessels [excluding small craft] shall carry on board a valid used-oil log ...”) and should be deleted.

12. It should be checked whether the last sentence is necessary. If the used-oil log is already required everywhere because it has already been a part of CEVNI, the possibility for regional exceptions could be deleted.

F. Article 10.06

13. Spillages during filling operations are the most common cause of water pollution. Austria is therefore proposing the following amendments of article 10.06:

“1. Vessels excluding small craft may only be fueled by supply vessels with a valid certificate or at installations which have been authorized for this purpose by the competent authorities (bunker stations).

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

(a) there is a connection between the receiving vessel and the bunker station or supply vessel that prevents any strain on the pipes and hoses during the entire filling operations;

(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 by a person who is permanently present at the filler orifice; and

(e) one of the devices referred to in article 8.05, paragraph 10, of the Rhine Vessel Inspection Regulations or in article 8.05, paragraph 10, annex II of Directive 2006/87/EC is used.

3. In addition, the boatmaster shall ensure that, before starting the filling operation, the filling bunker station staff (respectively supply vessel crew) and vessel crew members responsible for the filling operation have completed the checklist in accordance with annex 11 and agreed on the following:

(a) the proper working order of the device referred to in article 8.05, paragraph 11 of the Rhine Vessel Inspection Regulations or that referred to in article 8.05, paragraph 11 of annex II of Directive 2006/87/EC and the phone connection between the vessel and the filling station;

(b) a safe and direct way of communication between the supervisor on board and the supervisor of the bunker station or the supply vessel. If acoustic communication (e.g. direct voice connection, phone, VHF) is not possible, hand signals have to be agreed upon;

(c) the quantity to be supplied to each tank and the filling rate speed, in particular with regard to possible problems with the venting evacuation of air from the tanks;

(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 supervisor of the bunker station or boatmaster of the supply vessel is authorized to start the filling operation only after agreement has been reached on the points set forth in paragraph 3.

5. The supervisor of the bunker station or the supply vessel 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 be stored for a minimum of 3 months by the bunker station or the supply vessel. 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.”
