

Distr.: Restricted  
9 October 2013

English only

---

## Working Party on Inland Water Transport

### Fifty-seventh session

Geneva, 16–18 October 2013

Item 13 of the provisional agenda

### Diesel engine exhausts

## Contribution to the discussion paper

Transmitted by Austria, Bulgaria, Czech Republic, France, Lithuania, Luxembourg, Russian Federation, Serbia, Slovakia and Ukraine

### Austria

1. Austria has implemented chapter 8a of Annex II of Directive 2006/87/EC.
2. Currently there are 42 ship certificates for motorized inland navigation vessels which have been issued by the Austrian Federal Ministry of Transport, Innovation and Technology.
3. There is no information available on the age of diesel engines on board inland navigation vessels.

### Bulgaria

4. As of 30 June 2009 the provisions of chapter 8a, “Exhaust and pollutant particulate emissions from diesel engines”, of Resolution No. 61 are being applied in Bulgaria in accordance with chapter 8a of Directive 2006/87/EC.
5. As at 31 August 2013 Bulgaria has 363 inland navigation vessels registered, of which 137 are motorized.
6. Most of motorized vessels have two engines of the same age. The data on engine age on board vessels is as follows:

<i>Age of engines on board vessels</i>	<i>Number</i>
Up to 5 years	3
Up to 10 years	10
Up to 15 years	9
Up to 20 years	7
Up to 25 years	14
Up to 30 years	10
Up to 35 years	24
Up to 40 years	12
Up to 45 years	16
Up to 50 years	6
Over 50 years	26

### **Czech Republic**

7. The Czech Republic applies EU Directives 2006/87/EC, 2003/44/EC and 97/68/EC. 14,000 vessels registered, engines not exceeding 25 years of age.

### **France**

8. The French authorities apply regulations resulting from EU Directives 2006/87/EC and the Rhine Vessels Inspections Regulations (RVBR) as regards technical prescriptions for inland navigation vessels. The requirements regarding the installation or replacement of engines are those of CCNR standards II or IIIa as defined in RVBR and Directive 97/68/EC, respectively.

9. Overall the French fleet counts 1,395 inland navigation vessels (goods and passenger transport) issued with community ship's certificates or Rhine certificates. Information on the motorization of the French fleet remains sparse. Endeavours are undertaken to improve electronic register and enable systematic capture of data relating to engines.

10. Moreover, the French authorities have participated in the working group of the European Commission on emissions providing comments on the report "Contribution to impact assessment of measures for reducing emissions of inland navigation". Further to discussions with the Commission and given the large fleet of small-sized vessels in France and technical difficulties of motorization of these vessels, France undertook a joint study with the French Centre for Maritime Waterways and Research (CETMEF): "Technical and economic feasibility study on the introduction of road diesel engines on vessels of Freycinet type".

### **Lithuania**

11. Chapter 8a „Exhaust and pollutant particulate emissions from diesel engines“ of Resolution 61 „Recommendations on Harmonized Europe-Wide Technical requirements for inland navigation vessels“ is not used in Lithuanian legislation. The quality parameters of the fuel used in the Republic of Lithuania is regulated by the order № 1-348/D1-1014/3-742 concerning the approval of compulsory parameters of quality of oil products, biofuels and liquid fuels adopted on 22 December 2010 by the Minister of Transport and Communication, Minister of Environment and Minister of Energy of the Republic of Lithuania.

12. On 27 September 2013 the number of inland waterway vessels registered in the Lithuanian inland waterway vessels registry is 401 vessels.

13. The ages of the engines registered range from 1957 to 2012. The average age of inland waterway vessels' stationary diesel engines is about 23 years.

### **Luxembourg**

14. There are 39 inland navigation vessels registered in Luxembourg (goods and passenger transport) with an average age of 37 years.

### **Russian Federation**

15. The general provisions of chapter 8a, "Exhaust and pollutant particulate emissions from diesel engines", of the annex to Resolution No. 61 (revised), as laid down in section 8a-1 and paragraphs 8a-2.5 to 8a-2.8 of section 8a-2 are similar to the general provisions applied by the Russian River Register (RRR) in its classification. They differ in a number of normalized values of emissions indicators and the dimension of the parameter of opacity of exhaust gases.

16. The regulations related to atmospheric pollution from vessel engines include Rules of the RRR concerning prevention of pollution from vessels (section 6), GOCT P 51249-99, GOCT P 51250-99, GOCT P 52408-2005 (ISO 8178-2-1996), GOCT 30574-98, Governmental Decree of the Russian Federation No. 83 of 6 February 2002.

17. At 9 April 2013 30,964 inland navigation vessels were registered in the Russian Federation. The evaluation of the condition of vessel engines is not done based on the age of the engine, but the number of hours worked (resource) in the navigation season. In particular, the resource until major overhaul and deduction from fleet. Therefore the data on the average age of engines can only be indicated approximately based on general practice.

18. The average age of inland navigation vessels is approximately 30 years, for vessels with a total capacity of main engines over 450 horsepower (without account for major overhaul and part replacement). Vessels of a total capacity of less than 450 horsepower have recently undergone a replacement of engines. The total number of such vessels is approximately 10,000. The average age of replaced engines is of 5 years. The part of vessels with replaced engines is approximately 25 per cent from the total number of self-propelled vessels, representing 2,500 units.

**Serbia**

19. Serbia intends to pass provisions of chapter 8a of Directive 2009/46/EC into national legislation by end of 2013. 939 vessels registered, of which 355 have main and/or auxiliary diesel engines. 270 motorized vessels have valid ship's certificates. Average age of those vessels is 43 years. Engine age on those vessels significantly lower, as some 10 per cent of these 270 vessels have been subject to engine replacement.

**Slovakia**

20. Slovakia applies EU Directives 2006/87/EC, 2003/44/EC and 97/68/EC.

21. Slovakia has 207 propelled vessels, namely: 68 cargo vessels, 79 tugs, 11 tank vessels and 49 passenger vessels. Information on the age of diesel engines is shown in the table below:

<i>Age of vessels</i>	<i>Number</i>	<i>Age of engine</i>
1945 - 1960	27	original, all
1961 - 1970	58	original, all
1971 - 1980	75	20 % new
1981 - 1990	32	20 % new
1991 – up to now	15	original, all

**Ukraine**

22. The requirements of chapter 8a of Resolution No. 61 "Exhaust and pollutant particulate emissions from diesel engines" are implemented through Regulations for classification and construction of inland navigation vessels as amended.

23. At 1 January 2013 the total number of inland navigation vessels (for the transport of goods and passengers, excluding small craft) was 1,325.

24. There are no statistics on the age of diesel engines. They are approximately the same as the age of the vessel.