



Economic and Social Council

Distr.: General
4 December 2013

Original: English

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

Forty-fourth session

Geneva, 12–14 February 2014

Item 6 (d) of the provisional agenda

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

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

Transmitted by the CEVNI Expert Group¹

I. Mandate

1. At its thirty-eighth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) accepted a proposal by the Central Commission for the Navigation of the Rhine (CCNR) to align the provisions of Chapter 10 of the European Code for Inland Waterways (CEVNI), entitled “Prevention of pollution of water and disposal of waste occurring on board vessels”, with those of the 1996 Convention on Collection, Storage and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways (CDNI) (ECE/TRANS/SC.3/WP.3/76, para. 31 (f)).

2. Based on the input of the CEVNI Expert Group, SC.3/WP.3 considered the draft revised Chapter 10 at its forty-first and forty-second sessions (respectively, ECE/TRANS/SC.3/WP.3/80, paras. 28–29 and ECE/TRANS/SC.3/WP.3/82, paras. 26–29) and submitted additional instructions to the group. At its forty-third session, the Working Party was informed that the CEVNI Expert Group had finalized the draft. SC.3/WP.3

¹ This document is submitted in line with the output/activities of cluster 2:6: Inland water transport, paragraph 1B(e) of the work plan 2012–2016 (ECE/TRANS/2012/12) adopted by the Inland Transport Committee on 1 March 2012 (ECE/TRANS/224, para. 94). Paragraph 1B (e) provides a mandate for the preparation of the next revision of CEVNI.

decided to consider the updated draft at its forty-fourth session (ECE/TRANS/SC.3/WP.3/86, para. 25).

3. The updated draft proposal on Chapter 10, prepared by the secretariat in accordance with the decisions of the CEVNI Expert Group on 18–20 September 2013 (ECE/TRANS/SC.3/195, annex, para. 9) is presented below. It should be noted that as part of this revision, it is also proposed to amend annex 9, “Model used-oil log” and add a new annex 11, “Safety checklist for bunkering fuel”. The Group also proposes to consider the Bunkering Safety Check-List for Bunker Delivery to Maritime Ships available from the International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT) as a possible supplement of annex 11.

4. The Working Party may wish to consider and finalize the draft and transmit it for the adoption at the fifty-eight session of the Working Party on Inland Water Transport.

II. Proposed amendments to CEVNI related to the provisions of pollution of water and disposal of waste

A. Proposed Amendments to Chapter 10

5. Amend the title of chapter 10 to read:

“Prevention of pollution of water and disposal of waste ~~occurring~~ generated on board vessels”

6. Amend chapter 10 as follows:²

Article 10.01 – ~~Definitions~~ **Meaning of certain terms**

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

1. ~~Terms concerning waste in general~~ **General terms**

(a) “waste ~~occurring~~ **generated** on board”: substances or articles defined in (b) to (f) below, of which the person in charge disposes or of which he/*she* intends or is required to dispose;

~~(b) “cargo remnants”: liquid cargo remaining in the cargo tanks or in the pipes after unloading when a stripping system in accordance with ADN has not been used, and dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;~~

(b) “wastes generated from the operation of the vessel”: wastes and waste water generated on board 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 ~~during~~ **from** the operation of the vessel”: **waste used** oil, bilge water and other oily and greasy wastes such as **waste used** grease, used filters, used rags, containers and ~~packagings~~ **receptacles** for such wastes;

² Additions to the original text are indicated in bold, while text to be deleted has been struck out.

(d) “waste used oil”: used oil or other non-reusable ~~grease oil~~ from engines, gears and hydraulic equipment;

(e) “bilge water”: oily water from the engine room bilges, peak, cofferdams, **double-hull spaces** or side compartments;

(f) “waste used grease”: used grease collected from run off from greasers, bearings and greasing facilities and other non-reusable grease;

(g) “other wastes generated ~~during~~ **from** the operation of the vessel”: domestic waste water, household refuse, sludge, slops and other special wastes ~~as defined in within the meaning of~~ paragraph 32 below;

(h) “cargo-related wastes”: waste and waste water occurring on board the vessel and deriving from the cargo; **residual** cargo ~~remnants~~ and handling residues as defined in ~~paragraph 2 (b) and (e)~~ (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, as well as dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;**

(j) **“handling residues”: cargo which falls on the vessel outside the hold during handling;**

~~(k) “reception facility”: a vessel within the meaning of article 1.01 paragraph a) 1 of CEVNI or a shore facility approved by the competent authorities for the collection of waste generated on board.~~

2. ~~Cargo terms~~

~~(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) “cargo remnants”: liquid cargo remaining in the cargo tanks or in the pipes after unloading when a stripping system in accordance with ADN has not been used, and dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used;~~

~~(c) “cargo residues”: liquid cargo which cannot be discharged from tanks or pipes using the stripping system and dry cargo which cannot be removed from the hold by the use of manual or mechanical sweepers or suction devices;~~

~~(d) “handling residues”: cargo which falls on the vessel outside the hold during handling;~~

~~(e) “swept hold”: hold from which 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”;~~

~~(f) “stripped tank”: tank from which cargo remnants have been removed using a stripping system in accordance with ADN and in which only cargo residues remain;~~

~~(g) “vacuumed hold”: a hold from which cargo remnants have been removed using a suction technique and containing considerably fewer cargo residues than a swept hold;~~

~~(h) “swilled out hold or tank”: a hold or tank which following swilling out is suitable for any category of cargo;~~

(i) ~~“discharge of remnants”: removal of cargo remnants from the holds and from the tanks and pipes using suitable means (e.g. manual or motorized sweepers, suction facility, stripping system) enabling the standard of “swept” or “vacuumed” clean for the hold or “stripped” clean for the cargo tank to be achieved along with the removal of handling residues, packagings and means of stowage;”~~

(j) ~~“swilling out”: removal of cargo residues from swept or vacuumed holds using steam or water;~~

(k) ~~“swilling out 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. Terms concerning other types of waste **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 from the operation of the vessel, except for the, which do not, however, contain** components of the other types of waste defined in article 10.01 above **generated during the operation of the vessel;**~~

(eb) ~~“sludge”: residues occurring on board the vessel during the operation of an on board sewage plant;~~

(ec) ~~“slops”: a mixtures of cargo residues with swilling out water, rust or mud, whether or not suitable for pumping;~~

(ed) ~~“other special waste”: waste ~~occurring~~ **generated during from** the operation of the vessel, other than oily and greasy waste and other than the waste covered by (a) to (ec), 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 in effect for the waterway concerned must also be applied.

Article 10.023 – 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 ~~occurring~~ **generated** on board and to avoid as far as possible any mixing of the various categories of waste.

Article 10.034 – Prohibition on discharging and dumping

1. ~~Vessels shall~~ **From the vessel, it shall** be prohibited ~~from to~~ throwing, discharging or allowing to run into the waterway oily or greasy wastes ~~occurring~~ **generated during from** the operation of the vessel ~~or~~; **slops, household refuse, sludge, slops and** or other special waste; **portions of the cargo or cargo-related waste.**

2. ~~Vessels shall be prohibited from throwing, discharging or allowing to run into the waterway any parts of the cargo or cargo related waste. Packagings and means of stowage shall also be included.~~

3. ~~Domestic waste water shall not be discharged or allowed to flow into the waterway except in accordance with the respective national provisions.~~

4. — Swilling out water from the holds shall not be discharged or allowed to flow into the waterway except in accordance with the respective national provisions.

5. — Discharge into the waterway of water separated by approved oil separator vessels shall be exempted from the prohibition contained in paragraph 1 if the maximum content of residual oil after separation is consistently and without prior dilution in accordance with national requirements.

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.**

63. 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 and 2 above or the threat of such discharge, the boatmaster ~~shall~~ **must** notify the nearest competent authorities without delay **and, as far as possible, vessels located in the vicinity of the position of the discharge**, indicating as precisely as possible the ~~nature position, quantity and position~~ **nature of the discharge wastes, and measures taken**. In the event of the accidental discharge of waste referred to in paragraphs 3 and 4 above or the threat of such discharge, the boatmaster shall, in accordance with the respective national requirements, notify the nearest competent authorities without delay, indicating as precisely as possible the nature, quantity and position of the discharge.

Article 10.045 – On board collection and treatment of waste

1. The boatmaster shall ensure the separate collection on board of ~~oily and greasy waste occurring during the operation of the vessel and~~ **the waste** referred to in article 10.034, paragraph 1, above, **not including any parts of the cargo or cargo-related waste**, in receptacles ~~provided~~ **intended for the this purpose**, and the collection of bilge water in the engine room bilges. The receptacles shall be stored on board in such a way ~~that~~ **as to facilitate the timely detection and repair of** any leakage of the contents ~~may be noticed in time and easily prevented~~.

2. It shall be prohibited:

- (a) to use mobile tanks stored on the deck for the collection of ~~waste 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.

3. — ~~The boatmaster shall ensure the separate collection on board and delivery to a reception facility of the waste referred to in article 10.03, paragraph 1 above, such as household refuse, sludge, slops and other special waste. If possible, household refuse shall be deposited separately according to the following categories: paper, glass, other recyclable materials and other refuse.~~

Article 10.056 – ~~Pollution prevention register (used oil log), requirements for delivery to reception facilities~~ **Used-oil log, deposit at reception facilities**

1. All **motorized** vessels ~~equipped with an engine room in accordance with Resolution No. 61, excluding small craft~~, shall carry on board a valid ~~pollution prevention register (used-oil log)~~ **issued by a competent authority and in line with the model contained** ~~conforming to the model~~ 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 pollution prevention register (used oil log) shall be issued and identified by the competent authorities.~~

~~3.2. The oily and greasy wastes occurring during the operation of the vessel and referred to in article 10.04, paragraph 1 above, 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 pollution prevention register (used-oil log) by the reception facility.~~

~~4. The competent authority may prescribe the inclusion of other data in the pollution prevention register (used oil log), e.g.:~~

- ~~— data concerning disposal (certificate of disposal);~~
- ~~— deposit of swilling out water from the bilges;~~
- ~~— deposit of domestic waste water;~~
- ~~— deposit of slops, sludge and other special waste.~~

~~5.3. Any vessel carrying on board other documents concerning the deposit of waste occurring during the operation of the vessel in accordance with regulations applicable outside the waterways covered by CEVNI, shall be able to prove by means of these documents that the deposit of waste has taken place outside the above mentioned waterways. This 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 designated for this purpose.

Article 10.07 – Obligation to exercise vigilance during filling operations

1. For bunkering motorized vessels excluding small craft must use bunker boats, bunker stations 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 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) fuel tanks shall be safeguarded against fuel spills during bunker 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 bunker 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 bunker station, bunker boat or tank truck supervising 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 on the following:

- (a) The automatic shut-off device (if any) is in proper working order;
- (b) A safe and direct way of communication;
- (c) The quantity to be supplied to each tank and the filling 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 supervising person of the bunker station, bunker boat or tank truck are authorized to start the filling operation only after agreement has been reached on the points set forth in paragraph 3 above.

5. The supervising person of the bunker station, bunker boat or tank truck must 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 must be stored for a minimum of six months by the receiving vessel and bunker station, bunker boat or tank truck. The competent authority is allowed to inspect the checklists.

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

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 10.069 – Painting and external cleaning of vessels

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

2. ~~Nor shall it be permitted~~ **It is prohibited** to use anti-fouling systems containing **one or more of** the following substances ~~or preparations thereof~~:

- (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.

B. Proposed Amendments to annex 9

7. *Amend* the content of annex 9 according to annex I.

C. Proposed new annex 11

8. *Insert* a new annex 11, “Safety checklist for bunkering fuel”, as set out in annex II.
9. *Supplement* annex 11 with the Bunkering Safety Check-List for Bunker Delivery to Maritime Ships, based on the checklist available in Appendix 6 from the International Safety Guide for Inland Navigation Tank-Barges and Terminals (ISGINTT), reproduced in annex III.

Annex I

Drafted revised annex 9 of CEVNI

Page 1

Order No.: _____

_____	_____
Type of vessel	Name of vessel
Official number or tonnage measurement number:	
Unique European Vessel Identification Number or official number:	
_____	_____

Place of issue: _____

Date of issue:

This log contains _____ pages

Seal and signature of the authority issuing the log

Page 2

~~Making out~~ **Issuance** of used-oil logs

The first used-oil log, carrying order number 1 on page 1, ~~is~~ **shall be** issued ~~only~~ by **a competent authority** ~~the authority which made out the vessel's certificate 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 ~~the following~~ **subsequent** logs, **which are to be** numbered ~~by order sequentially,~~ shall be ~~made out~~ established by a competent local authority, ~~but shall only be issued on presentation of the previous log.~~ **However, they shall be issued only upon presentation of the previous log.** The previous log shall be **stamped** indelibly ~~stamped with the words "Not valid" and returned to the boatmaster.~~ **Following its renewal, the previous log** shall be kept on board for **at least** six months **from** the date of the last entry.

Page 2 3 and following

1. Accepted oily and greasy wastes ~~accepted, occurring during~~ **generated from** the operation of the vessel:

1.1 ~~Waste~~ **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. ~~Other comments~~ **Notes:**

2.1 **Unaccepted waste:** _____

2.2 **Other comments:** _____

Place: _____ Date: _____

Seal and signature of the reception facility

Annex II

Draft Annex 11 Safety checklist for bunkering fuel

Number: Year:

Bunker boat / Bunker station / Tank truck	Bunkering Vessel
Name:	Name:
Unique European Vessel identification number / Official number:	Unique European Vessel identification number / Official number:
Boatmaster:	Boatmaster:
Bunkering attendant:	Responsible person for the bunkering procedure (bunker watch):

	Filler necks			Total
	1	2	3	
Position of filler neck (e.g. port side aft; bow thruster tank; ...)				
Tank capacity of the tanks to be filled via the respective filler neck:				
Tank content before beginning of the bunkering according to reading of tank level:				
Free capacity of the tanks immediately after the filler neck:				
Agreed takeover quantity:				

General:

- The mooring between the bunkering vessel and the bunker boat / bunkering station is correct and has been checked.
 - The lighting is sufficient to supervise the bunkering procedure.
 - Communication between bunker attendant and bunker watch is ensured.
 - The hose lines are not subject to tensile forces nor to torsion; the minimum bending radii are respected.
- Bunkering procedure with without overfill protection (automatic stopping device)

In case of use of a fuelling hose with flange or quick coupling:

- The connection of the fuelling hose with the filler neck has been checked and is in good working condition.

In case of use of a fuelling hose with nozzle:

- The bunker watch is familiar with the operation of the nozzle and is capable to activate an emergency stop.
- The nozzle reaches deep enough into the filler neck and has been secured in its position.

Date: Place (River-km respectively berth number):

Beginning of bunkering procedure (Time):

Bunkering attendant: Bunker watch:

.....
Signature

.....
Signature

End of bunkering procedure (Time):

Annex III

Draft Supplement to Annex 11

BUNKERING SAFETY CHECK-LIST FOR BUNKER DELIVERY TO MARITIME SHIPS

Port: Date:
 Ship: Barge:
 Master: Master:

1. Bunkers to be Transferred

Grade	Tonnes	Volume at Loading Temp	Loading Temperature	Maximum Transfer Rate	Maximum Line Pressure
Fuel Oil					
Gas Oil/Diesel					
Lub. Oil in Bulk					

2. Bunker Tanks to be Loaded

Tank No	Grade	Volume of Tank @ _____ %	Vol. of Oil in Tank before Loading	Available volume	Volume to be Loaded	Total Volumes Grade

3. Checks by Barge Prior to Berthing

Bunkering	Ship	Barge	Code	Remarks
1. The barge has obtained the necessary permissions to go alongside receiving ship.				
2. The fenders have been checked, are in good order and there is no possibility of metal to metal contact.			R	
3. Adequate electrical insulating means are in place in the barge-to- ship connection.				
4. All bunker hoses are in good condition and are appropriate for the service intended.				

4. Checks Prior to Transfer (cont.)

<i>Bunkering</i>	<i>Ship</i>	<i>Barge</i>	<i>Code</i>	<i>Remarks</i>
5. The barge is securely moored.				
6. There is a safe means of access between the ship and barge.				
7. Effective communications have been established between Responsible Officers.			A R	(VHF/UHF Ch ...). Primary System: Backup System: Emergency Stop Signal:
8. There is an effective watch on board the barge and on the ship receiving bunkers.				
9. Fire hoses and fire-fighting equipment on board the barge and ship are ready for immediate use.				
10. All scuppers are effectively plugged. Temporarily removed scupper plugs will be monitored at all times. Drip trays are in position on decks around connections and bunker tank vents.			R	
11. Initial line up has been checked and unused bunker connections are blanked and fully bolted.				
12. The transfer hose is properly rigged and fully bolted and secured to manifolds on ship and barge.				
13. Overboard valves connected to the cargo system, engine room bilges and bunker lines are closed and sealed.				
14. All cargo and bunker tank hatch lids are closed.				
15. Bunker tank contents will be monitored at regular intervals.			A R	at intervals not exceeding ... Minutes
16. There is a supply of oil spill clean-up material readily available for immediate use.				
17. The main radio transmitter aerials are earthed and radars are switched off.				
18. Fixed VHF/UHF transceivers and AIS equipment are on the correct power mode or switched off. (40)				

<i>Bunkering</i>	<i>Ship</i>	<i>Barge</i>	<i>Code</i>	<i>Remarks</i>
19. Smoking rooms have been identified and smoking restrictions are being observed.			A R	Nominated Smoking Rooms: Tanker: Barge:
20. Naked light regulations are being observed.			R	
21. All external doors and ports in the accommodation are closed.			R	
22. Material Safety Data Sheets (MSDS) for the bunker transfer have been exchanged where requested.			R	
23. The hazards associated with toxic substances in the bunkers being handled have been identified and understood.			R	H ₂ S Content ... Benzene Content ...