



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/WP.3/2001/2/Add.1
18 December 2003

ENGLISH
Original: FRENCH

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

(Twenty-seventh session, 17-19 March 2004,
agenda item 8)

**CONSIDERATION OF MEASURES AIMED AT PREVENTION OF
AIR POLLUTION FROM INLAND NAVIGATION VESSELS**

**Transmitted by the Central Commission for the
Navigation of the Rhine (CCNR)**

Note: The secretariat reproduces below the communication received from the Central Commission for the Navigation of the Rhine (CCNR), containing the new CCNR resolution concerning limitations on exhaust and air-pollutant particle emissions from diesel engines used in inland navigation. The resolution adopted at CCNR's autumn 2003 plenary session introduces limit values for a stage II by means of an amendment to article 8 bis.02, paragraph 2, as contained in document TRANS/SC.3/WP.3/2001/2, and to the corresponding transitional requirements of article 24.02, paragraph 2 ("Derogations for vessels already in service") and article 24.06, paragraph 5 ("Derogations for vessels not covered by article 24.01"*), of the Rhine Vessel Inspection Regulations (RVBR).

* Article 24.01 concerns only vessels carrying old inspection certificates (certificates established on the basis of the Rhine Vessel Inspection Regulations valid up to 31 December 1994).

PROTOCOL 27

Inspection Regulations - Introduction of limit values for a stage II by means of an amendment to article 8 bis.02, paragraph 2, and to the corresponding transitional requirements of article 24.02, paragraph 2 and article 24.06, paragraph 5, of the

Rhine Vessel Inspection Regulations

Resolution

I.

The Central Commission,

Recalling that inland navigation is an environmentally very sound mode of transport and that navigation on the Rhine has already made a noteworthy contribution to improving environment protection by introducing, in cooperation with engine manufacturers, a first stage of requirements concerning limitations on exhaust and air-pollutant particle emissions from diesel engines,

Considering that reinforcing limitations on exhaust emissions from vessel engines and the monitoring of emissions will constitute an additional improvement to the protection of the environment in accordance with the clearly-expressed wish of inland navigation,

Bearing in mind the considerable efforts also made in other transport sectors to cut back exhaust emissions from diesel engines and the ensuing need also to adapt the limit values that entered into force on 1 January 2002, applicable to exhaust emissions from diesel engines installed on board inland navigation vessels,

In order to inform sufficiently early the navigation profession concerned and the manufacturers of engines intended for inland navigation of the adaptation of limit values applicable to exhaust emissions and thus give them sufficient time to take the necessary measures,

Adopts the limit values for a stage II by means of an amendment to article 8 bis.02, paragraph 2 and to the corresponding transitional requirements of article 24.02, paragraph 2 and article 24.06, paragraph 5, of the Rhine Vessel Inspection Regulations.

These amendments, contained in the annex to this resolution, shall enter into force on 1 July 2007.

II.

The Central Commission,

Noting that the limit values currently proposed by the European Community in the context of the revision of its Directive 97/68/EC correspond to those of stage II of the Central Commission in terms of their ecological and technological impact,

Mandates the Vessel Inspection Committee to undertake the necessary action for the desired recognition of approved engine types pursuant to Directive 97/68/EC for Rhine navigation,

Envisages, in the context of the cooperation agreement with the European Commission, the consideration of measures that could be taken for more intensive harmonization of the requirements of the Inspection Regulations and of the Directive 97/68/EC for a subsequent stage of emission limitation.

Annex to Protocol 27

1. Article 8 bis.02, paragraph 2, is drafted as follows:

“2. Carbon monoxide (CO), hydrocarbon (HC), nitrogen oxide (NO_x) and particle (PT) emissions from these engines must not exceed the following values, in terms of the rated speed n:

| P _N [kW] | CO [g/kWh] | HC [g/kWh] | NO _x [g/kWh] | PT [g/kWh] |
|----------------------------|---------------|---------------|---|---------------|
| 19 ≤ P _N < 37 | 5.5 | 1.5 | 8.0 | 0.8 |
| 37 ≤ P _N < 75 | 5.0 | 1.3 | 7.0 | 0.4 |
| 75 ≤ P _N < 130 | 5.0 | 1.0 | 6.0 | 0.3 |
| 130 ≤ P _N < 560 | 3.5 | 1.0 | 6.0 | 0.2 |
| P _N ≥ 560 | 3.5 | 1.0 | $n \geq 3150 \text{ min}^{-1} = 6.0$ $343 \leq n < 3150 \text{ min}^{-1} = 45 \cdot n^{(-0.2)} - 3$ $n < 343 \text{ min}^{-1} = 11.0$ | 0.2 |

2. In article 24.02, paragraph 2, the transitional requirements relating to Chapter 8 bis are drafted as follows:

| | | |
|----------------------|-----------------------------------|--|
| 8 bis.02, para. 2 | CHAPTER 8 bis Limit values | <p>The requirements do not apply</p> <p>(a) to engines installed on board prior to 1 January 2003, nor</p> <p>(b) to remanufactured engines¹ installed prior to 31 December 2011, including engines installed on board vessels in service at 1 January 2002.</p> <p>For engines installed on board prior to 1 July 2007, the limit values contained in the following table apply:</p> |
|----------------------|-----------------------------------|--|

¹ A remanufactured engine is a revised second-hand engine, similar to the engine replaced in terms of power, rating and conditions of installation.

