WORKING PARTY ON INLAND WATER TRANSPORT (SC.3)
SC.3 CEVNI Expert Group
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The secretariat reproduces below a draft revised CEVNI chapter 10 as agreed by the CEVNI Expert Group on 25 June 2013.

I. Revised draft chapter 10

Prevention of Pollution of Water and Disposal of Waste Generated on Board Vessels

Article 10.01 – Meaning of certain terms

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

1. General terms

(a) "waste generated on board": substances or articles defined in subparagraphs (b) to (f) **and (i)**[1] below, of which the person in charge disposes or of which he/she intends or is required to dispose;

(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 from the operation of the vessel": used oil, bilge water and other oily and greasy wastes such as used grease, used filters, used rags, containers and receptacles for such wastes;

(d) "used oil": used oil or other non-reusable oil from engines, gears and hydraulic equipment;

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

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

(g) "other wastes generated from the operation of the vessel": domestic waste water, household refuse, sludge, slops and other special wastes within the meaning of paragraph ~~3~~**2** below;

(h) "cargo related wastes": waste and waste water occurring on board the vessel and deriving from the cargo; residual cargo and handling residues as defined in (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 ~~has not been used~~, 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 or a shore facility approved by the competent authorities for the collection of waste generated on board.

[1] Proposed by the secretariat: the original version of chapter 10 included residual cargo in this definition.

2. Other terms

(a) "domestic waste water": waste water from galleys, messes, bathrooms and laundries and human waste water;[2]

~~(a)~~**(b)** "household refuse": on board organic and inorganic household waste and food remains generated **on board** from the operation of the vessel, except for the components of the other types of waste defined in article 10.01 above;

~~(b)~~**(c)** "sludge": residues ~~occurring~~ **generated** on board the vessel during the operation of an on board sewage plant;

~~(c)~~**(d)** "slops": a mixture of cargo residues and washing water, rust or mud, whether or not suitable for pumping;

~~(d)~~**(e)** "other special waste": waste generated **on board** from the operation of the vessel other than oily and greasy wastes and other than the waste covered by (a) to ~~(c)~~ **(d)** 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 ~~generated on board vessels~~ in effect for the waterway concerned must also be applied.

Article 10.03 – 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 generated on board and to avoid as far as possible any mixing of the various categories of waste.

Article 10.04 – Prohibition on discharging and dumping

1. From the vessel, it shall be prohibited to throw, discharge or allow to run into the waterway oily or greasy wastes generated **on board** from the operation of the vessel; slops, household refuse, sludge, or other special waste; portions of the cargo or cargo-related waste**s**[3].

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.

3. 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 paragraph 1 above or the threat of such discharge, the boatmaster must notify the nearest competent authority without delay and, as far as possible, vessels located in the vicinity of the position of the discharge, indicating as precisely as possible the position, quantity and nature of the wastes, and measures taken.

[2] The secretariat proposes to restore this definition as it is used in definition 1 (g) above.
[3] Proposed by the secretariat: defnition was changed to « wastes », so the occurrances in the text need to follow accordingly.

Article 10.05 – On-board collection and treatment of waste

1. The boatmaster shall ensure the separate collection on board of the waste referred to in article 10.0~~3~~**4**[4], paragraph 1, above, not including any parts of the cargo or cargo-related waste**s**[2], in receptacles intended for this purpose, and the collection of bilge water in the engine room bilges. The receptacles shall be stored on board in such a way as to facilitate the timely detection and repair of any leakage of their contents.

2. It shall be prohibited:

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

Article 10.06 – Used oil log, deposit and reception facilities

1. All motorized vessels shall carry on board a valid used oil log issued by a competent authority and in line with the model contained 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 oily and greasy wastes generated **on board** from the operation of the vessel, 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 used oil log by the reception facility.

3. Any vessel carrying on board other documents concerning the deposit of waste generated **on board** from the operation of the vessel shall be able to provide proof by means of other documents that the waste has been deposited. 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 designed for this purpose.

Article 10.07 – Obligation to exercise vigilance during filling operations

1. For bunkering motorized vessels excluding small craft must use ~~supply vessels~~ **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

[4] Proposed by the secretariat: renumbering required.

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, ~~supply vessel~~ **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 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, ~~supply vessel~~ **bunker boat** or tank truck is 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, ~~supply vessel~~ **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, ~~supply vessel~~ **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 10.09 – Painting and external cleaning of vessels

1. It shall be prohibited to oil or clean the outside of vessels with products which may not be discharged into water**way**[5].

2. It is prohibited to use anti-fouling systems containing **one or more of the following substances:**

(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**way**[4] of the aforementioned substances from the anti-fouling systems under the coating.

[5] Propoed by the secretariat: need to specify that this is the water in the waterway (see also article 10.03 and 10.04 highlighted in yellow).

II. Amendments to annex 9

Amend the content of annex 9 as follows:

Page 1

Order No.:

Type of vessel

Name of vessel

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

Issuance of used-oil logs

The first used-oil log, carrying order number 1 on page 1, shall be issued by a competent authority 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 subsequent logs, which are to be numbered sequentially, shall be established by a competent authority. However, they shall be issued only upon presentation of the previous log. The previous log shall be stamped indelibly with the words “Not valid”. Following its renewal, the previous log shall be kept on board for at least six months from the date of the last entry.

Page 3 and following

1. Accepted oily and greasy wastes generated from the operation of the vessel:

1. 1 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. Notes:

2.1 Unaccepted waste: .....

2.2 Other comments: .....

Place: ..... Date: .....

Seal and signature of the reception facility

III. New annex 11

Insert a new annex 11 “Safety checklist for bunkering fuel” *to read*:

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

In case of use of a fuelling hose with flange or quick coupling:
O 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:
O The bunker watch is familiar with the operation of the nozzle and is capable to activate an emergency stop.
O 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 attendent: Bunker watch:

....
Signature Signature

End of bunkering procedure (Time): .....