



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****Sixty-fourth session**

Geneva, 14–16 February 2024

Item 6 (a) of the provisional agenda

**Standardization of Technical and Safety Requirements
in Inland Navigation: European Code for Inland Waterways
(Resolution No. 24, Revision 6)****Amendment Proposals to the European Code for Inland
Waterways****Note by the secretariat****I. Mandate**

1. This document is submitted in line with the proposed Programme Budget for 2024, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/78/6 (Sect. 20), table 20.5).
2. At its thirty-eighth meeting, the Expert Group on the European Code for Inland Waterways (CEVNI) asked the secretariat to prepare an amendment proposal to article 3.02. The amendment proposal, based on ECE/TRANS/SC.3/WP.3/2022/11 and ECE/TRANS/SC.3/2022/6 and proposals of the CEVNI Expert Group is given below. This document also contains amendment proposals to article 1.03¹ and chapter 10.²

II. Amendment Proposals to Articles 1.03, 3.02 and Chapter 10

3. Article 1.03, paragraph 4, *modify*
4. The faculties of crew members on duty and other persons on board who participate temporarily in the navigation of the vessel shall not be impaired as a result of a state of fatigue or intoxication **or any other reason.**

¹ See ECE/TRANS/SC.3/WP.3/2022/11 and ECE/TRANS/SC.3/2022/6.

² See ECE/TRANS/SC.3/2023/10.

4. Article 3.02, *modify*
1. Unless otherwise provided, the lights prescribed in these regulations shall show a continuous and uniform beam.
 2. **Navigation lights, their casings and accessories must meet the requirements of [the annex of resolution No. 61].³**
 3. **Lights shall comply with the requirements of [annex 4 “Lights and the Colour of Signal Lights on Vessels” and annex 5 “Intensity and Range of Signal Lights on Vessels”] as to horizontal dispersion, colour and intensity.**
 4. **The night marking for stationary non-motorized vessels does not have to meet the requirements in paragraphs 2 and 3 above; however, in good visibility and against a dark background, it shall have a range of about 1,000 m.**
5. Article 10.04, *add* new paragraphs 4 and 5
4. The discharge of domestic wastewater shall be prohibited in the case of vessels carrying more than 12 passengers and cabin vessels with more than 12 sleeping berths. [With effect from 1 January 2025, this prohibition shall apply to cruise vessels with fewer than 50 sleeping berths and to passenger vessels authorized to carry fewer than 50 passengers.]
 5. This prohibition shall not apply to passenger vessels:
 - That are not subject to the technical requirements governing the mandatory installation either of collection tanks for domestic wastewater or on-board sewage treatment plants, or
 - That are individually exempted from this obligation
 in accordance with the relevant [provisions of the Rhine Vessel Inspection Regulations or Directive (EU) 2016/16291] [international or national regulations].
6. Article 10.05, *modify*
1. **Bilge water within the meaning of article 10.01, paragraph 1 (e) from the areas on board the vessel referred to therein shall be considered bilge water only if the oily water was produced during the operation and maintenance of the vessel and is not contaminated with materials other than oil. Bilge water contaminated in any other way is considered to be “other special waste” within the meaning of article 10.01, paragraph 2 (d).**

The boatmaster shall ensure the separate collection **and storage** on board of the waste referred to in article 10.04, paragraph 1 above, not including any parts of the cargo or cargo-related waste, 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 the 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 **referred to in article 10.04, paragraph 1** above 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 operators of passenger vessels fitted with an on-board sewage treatment plant that complies with appendix 8 of the annex of resolution No. 61**

³ The annex to resolution No. 61 contains provisions for signal lights in paragraphs 7-1.6, 7-6.3, 9-2.14 and 9-2.16.5.

shall themselves ensure that sludge is properly deposited, as prescribed, and certified on the basis of the national provisions.

4. The boatmaster of a passenger vessel subject to the prohibition on the discharge of domestic wastewater under article 10.04, paragraph 4, shall be required to ensure that the domestic wastewater is collected on board the vessel in an appropriate manner and deposited at a reception station or facility [in accordance with article 8.02 (3)] if the passenger vessel does not possess an on-board sewage treatment plant in accordance with article 10.04, paragraph 5.

7. Article 10.08, *modify*

1. 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. Where this is a vessel without a crew, **without a wheelhouse or accommodation**, the attestation of unloading may be kept by the carrier in a place other than on board.

1a. An unloading certificate in electronic format may be used if:

(a) Data protection is ensured in accordance with regulation (EU) 2016/679⁴ (General Data Protection Regulation), in its current version, or in accordance with the comparable national requirements of member States;

(b) There is provision for a forgery-proof signature in accordance with regulation (EU) No. 910/2014⁵ (eIDAS),⁶ in its current version, or in accordance with the comparable requirements of member States;

(c) Data security is ensured by implementing the corresponding demands of the requirements referred to in (a), thereby also preventing unauthorized access;

(d) The verifiability of the unloading certificate on board or in the vessel operator's records is ensured;

(e) The verifiability, in the registers, of the identity of the person who drew up the unloading certificate and the reception station operator is ensured.

...

3. The unloading certificate shall be made available to officials of the competent authorities on request. The unloading certificate may be provided in a readable electronic format.

⁴ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation).

⁵ Regulation (EU) No. 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC.

⁶ *Note by the secretariat*: electronic identification authentication and trust services.