

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**Working Party on Inland Water Transport**

# **Prevention of pollution of inland waterways by vessels**

**Resolution No. 21**

**Revision 2**



**UNITED NATIONS**  
**New York and Geneva, 2020**

## Introduction

Since its establishment by the Inland Transport Committee in 1956, the Sub-Committee on Inland Water Transport, or SC.3 (since 19706 the Working Party on Inland Water Transport) has included prevention of water pollution from inland navigation vessels in its agenda in the context of the technical requirements for inland navigation vessels, the international carriage of dangerous goods by inland waterway as well as control of water pollution by inland navigation vessels. On 19 November 1958, SC.3 had adopted resolution No. 3 “Water Pollution”, which had been replaced by resolution No. 18 “Water Pollution by Inland Navigation Vessels” in 1975, and, later on, developed into resolution No. 21 “Prevention of Water Pollution by Inland Navigation Vessels”, adopted on 12 November 1982. Resolution No. 21 was aimed to reduce to a minimum the pollution caused by inland navigation vessels to European waterways and standardize the relevant requirements.

In 1992–1999, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) continued this work and identified the following areas: (a) the availability of reception facilities; (b) the need for the coordinated and harmonized measures, including modern technologies and infrastructure development measures, and (c) the application of the “polluter pays” principle. This work has also resulted in the list of reception facilities for the transfer of waste generated on board vessels as the network of reception facilities on European inland waterways, based on the information collected from member States and River Commissions, approved by SC.3 in 1999–2003 (TRANS/SC.3/150 and adds. 1–3).

In 2007, SC.3 updated provisions of resolution No. 21, based on the outcome of the Pan-European Conference on Inland Water Transport (September 2006, Bucharest), the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), the Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways (CDNI), the work by the European Commission and the relevant provisions of the European Code for Inland Waterways (CEVNI) and the annex to resolution No. 61, and adopted it as resolution No. 21, revision 1 (ECE/TRANS/SC.3/179).

In 2019, SC.3/WP.3 revised these provisions based on the amended texts of ADN and CDNI, the Protocol on the Prevention of the Water Pollution Caused by Navigation to the Framework Agreement on the Sava River Basin, the Recommendation on waste management from vessels navigating on the Danube, chapter 10 “Prevention of pollution of water and disposal of waste generated on board vessels” of CEVNI revision 5 and the outcome of project WANDA (Waste management for inland Navigation on the DANube). On 8 November 2019, SC.3 adopted the revised resolution and the annex at its sixty-third session by its resolution No. 94.

## Prevention of pollution of inland waterways by vessels

### Resolution No. 21, revision 2

(adopted by the Working Party on Inland Water Transport on 8 November 2019)

*The Working Party on Inland Water Transport,*

*Responding* to Sustainable Development Goal No. 6 to ensure availability and sustainable management of water and sanitation for all, Sustainable Development Goal No. 9 to build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation and Sustainable Development Goal No. 14 to conserve and sustainably use the oceans, seas and marine resources for sustainable development,

*Recalling* the main objectives and strategic actions set out in the Ministerial declaration “Inland Navigation in a Global Setting” adopted at the International Conference on Inland Water Transport in Wrocław, Poland, on 18 April 2018, in particular, on reducing the risk of accidents and minimizing environmental impact from inland navigation,

*Responding* to resolution No. 265 “Facilitating the Development of Inland Water Transport” of 22 February 2019 of the Inland Transport Committee,

*Responding also* to Policy recommendation No. 6 of the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe (ECE/TRANS/SC.3/189) calling for support of activities aimed to manage waste and reduce pollution by inland vessels and other environment-related issues,

*Bearing in mind* the ongoing work aimed at prevention of pollution from vessels and introducing efficient waste management systems on European inland waterways by member States, the European Commission, the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) River Commissions and other key players,

*Taking into account* the Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI), the Protocol on the Prevention of the Water Pollution Caused by Navigation to the Framework Agreement on the Sava River Basin, the Recommendation on waste management from vessels navigating on the Danube,

*Bearing in mind* chapter 10 of the European Code for Inland Waterways, revision 5, the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and chapter 8 and annexes 8 and 9 of the annex to resolution No. 61 “Recommendations on harmonized Europe-wide technical requirements for inland navigation vessels”, revision 2,

*Realizing that* today the conditions existing throughout Europe differ from one country to another with regard to the density of inland navigation ports and the availability in them of waste reception facilities,

*Acknowledging* the role of modern technologies and equipment applied at vessel's waste disposal operations, such as River Information Services, for enhancing environmental safety of vessels,

*Considering that* ADN, CEVNI and the Recommendations on harmonized Europe-wide technical requirements for inland navigation vessels represent a set of regulations which play an important role in controlling water pollution by inland navigation vessels,

1. *Decides* to replace the text of resolution No. 21, revised, by the present text,

2. *Decides* to replace the text of the annex to resolution No. 21, revised, with the text contained in the annex to this resolution,
3. *Recommends* that Governments should supplement their national regulations as necessary, being guided in so doing by the general pollution prevention policy considerations and recommended measures annexed to the present resolution,
4. *Requests* Governments to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,
5. *Requests* the Executive Secretary of the Economic Commission for Europe to periodically include the question of application of this resolution in the agenda of the Working Party on Inland Water Transport and to place before the Working Party any appropriate suggestions for addition or amendments to the accompanying annex.

## Annex

### Prevention of pollution of inland waterways by vessels

#### I. General pollution prevention policy considerations

##### A. Main provisions

1. The definitions of terms used in this document correspond to those contained in chapter 10 of the European Code for Inland Waterways (CEVNI), entitled "Prevention of pollution of water and disposal of waste occurring on board vessels".
2. Inland waterways show exceptional sensitivity as to their environment and ecology, taking into account various purposes of the water use, including those for inland water transport and its multimodal character. Inland waterway transport is one of the most environmentally sound modes of transport, however, even if the water pollution caused by inland water transport is of minor significance, the further improvement of its environmental performance would contribute to achieving the environmental and nature-protection objectives in using inland waterways.
3. The permissible levels of discharge into inland waters of polluting substances are laid down in legal instruments which regulate the environment and ecology norms, relevant regional or subregional agreements or stipulated by individual central or local authorities. These levels may differ between countries, waterways or river basins. Recommended minimum limit and control values for onboard waste water treatment plants are given in chapter 8B and appendix 8 of the annex to resolution No. 61 containing the Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels, revision 2.
4. Seagoing vessels navigating on inland waterways and river-sea vessels must satisfy the environmental and nature protection requirements of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78). The river basin authority may, however, introduce for inland waterways pollution control requirements more stringent than those applicable to seagoing vessels, in specific cases where this is justified from the point of view of water use, such as for the provision of drinking water.

##### B. General principles

5. Governments have every right to ensure the highest possible level of environmental and ecological safety on their inland waterways based on international legal instruments and/or national regulations.
6. In so doing, governments may take all necessary measures to effectively prevent, control and reduce pollution from vessels in navigation; they should, however, opt for measures that, as far as possible, do not hamper the proper development of inland navigation with due respect to its integration on a pan-European level and the close interaction between inland navigation, coastal, maritime and multimodal transport.
7. The prevention of pollution should be considered a priority. To ensure this, governments are encouraged to introduce and develop an efficient waste management system based on the prevention, including:
  - (a) Regular monitoring of water quality;
  - (b) Regular monitoring of port areas;

(c) Regular inspections to ensure that all prescriptions and requirements for the prevention of pollution from vessels are complied with;

(d) Precautionary principle and preventive approach;

(e) Advanced technologies and equipment applied at vessel's waste disposal operations, such as River Information Services (RIS).

8. The on-board collection of waste and its transfer to shore for treatment should be considered the preferable option for preventing pollution of inland waterways by vessels. To that end, where economically viable and practically feasible, a network of stationary on-shore waste reception facilities and/or mobile services (self-propelled waste collection vessels) of the necessary capacity should be made available at appropriate distances from one another. The list of reception facilities on the E waterway network is given in the appendix to this annex.

9. Governments may nevertheless, wherever particular local conditions so require, allow the use on their inland waterways of on-board treatment facilities for waste generated on board vessels.

10. Governments that allow the use on their inland waterways of on-board treatment facilities for waste generated on board vessels should at the same time take measures to develop on their inland waterways of international importance an appropriate infrastructure for the collection, treatment and disposal of waste generated on board vessels, with a view to facilitating the navigation of vessels which are not fitted with on-board treatment facilities for waste generated on board, or of vessels which do not meet the local requirements for the on-board treatment of such waste.

11. Vessels engaged in international navigation should be equipped with appropriate technical means for the collection, retention on board and transfer into reception facilities of waste generated on board.

12. Governments that do not allow the use on their inland waterways of on-board waste treatment facilities for waste generated on board vessels should not prohibit vessels equipped with such facilities from navigating on their inland waterways of international importance. Special technical measures may be taken in order to exclude the possibility of operation on inland waterways of the on-board treatment facilities for waste generated on board, such as by placing them or their outlets under seals.

13. The "polluter pays" principle is to be applied. In principle, the operational costs of the on-shore reception facilities for collection, treatment and disposal of ship-borne waste should finally be borne by inland navigation. Nevertheless, it is essential to strive to ensure that payment for discharge of on-board generated waste into reception facilities should not be direct, so that the vessel operator will not be able to avoid disposal fees for such waste by discharging it into inland waterways. To that end, governments may introduce any form of payment for the collection and treatment of waste generated on board vessels. In particular, financial schemes such as the coverage of shore-based collection and disposal expenses for waste generated on board vessels through additional fuel taxes and/or port duties should be considered and introduced.

## **II. Recommendations for the control of pollution of inland waterways**

### **A. Measures to be taken during bunkering operations and in transloading hydrocarbons or dangerous substances**

14. Measures during the loading, unloading and transloading of hydrocarbons and other dangerous substances, including the substances hazardous to the environment, should include:

(a) Promote and improve the standardization of equipment with a view to avoiding or minimizing any risk of discharge during the loading, unloading and transloading of hydrocarbons and other dangerous substances. It is recommended that the corresponding provisions of the rules contained in part 5 of the European Agreement concerning International Carriage of Dangerous Goods by Inland Waterways (ADN) should be observed;

(b) Design quays in such a way that any petroleum products or other dangerous substances spilt on the quay cannot flow off into the water (drainage of spillage into a sewage system equipped with a purification plant or other devices);

(c) Equip loading and unloading points with facilities (articulated rigid pipes for transloading, vertical “aprons” to be placed between the bank and the vessel during transloading operations, or other devices) so that petroleum products or other dangerous substances spilt can be recovered;

(d) Provide for floating booms or other suitable devices to limit the spread of petroleum products in basins or waterways.

15. Measures to be taken when bunkering of vessels must be in compliance with those set out in chapter 10 of CEVNI.

**B. Measures to be taken in the event of a significant accidental leak of petroleum products or other dangerous substances**

16. Adequate spill response measures should be prepared, implemented and coordinated at the national level and with riparian countries, including technical and operational plans against spillage hazards, aimed at limiting and reducing the subsequent damage if any such spillage occurs. These plans should be prepared with due regard to the particular circumstances of the country and the particular characteristics of the waterway. The plans would include, in particular:

(a) The installation of a communication and warning system;

(b) The designation of competent authorities for bringing the plan into operation;

(c) A list of equipment available, specifying where it is kept, and the organization of facilities for its conveyance to the site of the operation; and

(d) The training of personnel and organization of practical exercises in the use of the equipment.

**C. Measures to prevent the discharge of waste generated on board vessels**

17. Measures to prevent the discharge of waste generated on board vessels must be in compliance with those set out in chapter 10 of CEVNI.

**D. Measures to prevent the risk of pollution during transportation of dangerous goods**

18. The construction of vessels carrying dangerous goods and the measures to prevent or minimize the risk of environmental pollution by the transported goods must comply with the corresponding requirements contained in the rules set out in ADN, parts 7 to 9.

### **III. Requirements concerning equipment of vessels and ports with a view to prevention of water pollution**

#### **A. Requirements to inland navigation vessels**

19. The requirements concerning the technical equipment of vessels designed to prevent water pollution must be at least as stringent as those in chapter 8B of the annex to resolution No. 61 containing the Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels.

20. The construction and equipment requirements for vessels carrying dangerous goods must comply with those contained in the regulations appended to ADN.

21. The newly built vessels and vessels, which shall be starting the process of reconstruction and modernization, shall be equipped with capacities and means for storage of waste in order to collect and deliver it to the reception facilities. All other vessels shall be properly equipped with capacities and means for storage of waste in order to collect and deliver it to the reception facilities, during the period established by the country.

#### **B. Requirements for the port facilities and other reception stations**

22. Reception facilities of the ports open for international traffic must be equipped with flanges on the pipeline for the reception of the bilge and household waste water in accordance with a recognized European standard and with containers for the reception of waste oil, waste grease and household refuse.

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