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Ships and marine technology — Shipboard waste on inland navigation vessels — Part 1: On board management and handling

Navires et technologie marine — Déchets à bord des bateaux de navigation intérieure — Partie 1: Gestion et manutention à bord

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Contents

Foreword iv

Introduction v

1 Scope 1

2 Normative references 1

3 Terms and definitions 1

3.1 General terms 1

3.2 Terms relating to waste 2

4 Requirements 6

4.1 General 6

4.2 Classification of waste 6

4.3 Collection and segregation of waste 8

4.3.1 General 8

4.3.2 On board collection containers 8

4.4 Storage 8

4.4.1 General 8

4.4.2 Storage containers 8

4.5 On board processing of waste 10

4.6 Offloading waste 10

5 Waste management 11

5.1 Waste management plans 11

5.2 Waste volume 11

5.3 Waste management techniques 11

5.3.1 General 11

5.3.2 Discharge into the waterways 12

5.4 Facilities to offload waste 12

5.5 Documentation 12

5.6 Waste minimisation 13

5.7 Waste management audits 13

Annex A (informative) Examples of waste streams generated from vessels during operations 15

Annex B 18

Annex C 19

Annex D 20

Annex E 22

E.1 Oil Record Book 22

LIST OF ITEMS TO BE RECORDED 23

E.2 Garbage Record Book 27

Annex F 31

Annex G 33

Bibliography 34

Foreword iv

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Introduction	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
3.1 General terms	2
3.2 Terms relating to waste	3
4 Requirements	7
4.1 General	7
4.2 Classification of waste	8
4.3 Collection and segregation of waste	9
4.3.1 General	9
4.3.2 On board collection containers	9
4.4 Storage	10
4.4.1 General	10
4.4.2 Storage containers	10
4.5 On board processing of waste	12
4.6 Offloading waste	12
5 Waste management	13
5.1 Waste management plans	13
5.2 Waste volume	13
5.3 Waste management techniques	14
5.3.1 General	14
5.3.2 Discharge into the waterways	14
5.4 Facilities to offload waste	14
5.5 Documentation	14
5.6 Waste minimization	15
5.7 Waste management audits	16
Annex A (informative) Examples of waste streams generated from vessels during operations	17
Annex B (informative) Example of a waste data sheet for use in waste auditing	20
Annex C (informative) Example of a used-oil log	21
Annex D (informative) Examples of oil and garbage record books as prescribed by the MARPOL Convention	23
Annex E (informative) Examples of unloading attestations	31
Annex F (informative) Examples of colour codes for waste categories	40
Bibliography	41

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Foreword

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This document was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 2, *Marine environment protection*.

A list of all parts in the ISO 24146 standard can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Introduction

Disposal of waste from vessels is of increasing concern to all industry stakeholders, including ports, governments, companies, vessels, and the environment. The management of shipboard waste for seagoing vessels is extensively controlled by the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).^[2] Parties to the MARPOL Convention have implemented regional and national legislation to regulate and enforce provisions for handling ships' waste and for providing adequate reception stations at ports and terminals.

While the focus of public attention is mostly directed at the deep sea ("plastic soup"), inland navigation also plays an important role. Inland waterways are environmentally and ecologically sensitive, especially with respect to the various end uses of the water, including intermodal activities and inland water transport. The permissible levels of discharge into inland waters of polluting substances are incorporated in legal instruments which regulate the environment and ecology, relevant regional or subregional agreements, or stipulated by local authorities. These levels can differ between countries, waterways, or river basins.

Additionally, discharges of wastes on inland waterways can be carried down streams and watersheds and may end up in the ocean.

The system for handling waste which is generated on board inland vessels is rather complex, with requirements varying from region to region. For example, there is a general provision for the separate collection of different types of waste on board vessels, but depending on the river/river basin, the requirements can be vastly different (e.g. rivers of international importance where harmonized rules apply to the whole river, or rivers solely regulated at the national level and/or local level). Consequently, there is no consistent method for handling waste generated on board all inland vessels.

By seeking as much compatibility as possible with existing waste separation schemes on shore, the recognition of waste separation on board vessels can be stimulated.

NOTE Examples of international and regional provisions for the collection, storage and delivery of waste are the Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI),^[7] the European Code for Inland Waterways (CEVNI),^[8] the US Code of Federal Regulations,^[12] and the Recommendations on the organization of the collection of waste from vessels operating on the Danube.^[11]

This document was developed based on ISO 21070 and provides for minimization, management and segregation of waste generated on board inland vessels so that it can be managed on board and offloaded efficiently to the reception stations located at inland ports and on waterways.

To obtain the most efficient management of waste and to reduce the time and resource burden in segregating and handling waste on inland vessels and at inland ports, the concept of waste minimization has been integrated into this document by incorporating the following basic principle: prevention before recycling before energy recovery before disposal.

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Ships and marine technology – Shipboard waste on inland navigation vessels — Part 1: On board management and handling

1 Scope

This document provides requirements on the management of waste generated during the operation of inland navigation vessels, including handling, collection, separation, marking, treatment, and storage on board of the vessel. It also describes the ship-to-shore interface and the delivery of waste from the vessel to the reception station.

Small crafts or vessels can use this document to improve their waste management.

This document also provides information for segregating and managing waste that any reception station worldwide can expect from inland navigation vessels and concentrates on:

- prevention/elimination/minimization of waste prior to sailing;
- minimization of waste at the source on the inland vessel;
- waste collection at the source;
- waste segregation on the inland vessel into defined categories that are recognized globally and fit into any of the different waste categorization systems around the world;
- waste minimization once segregated;
- waste storage on board the vessel; and
- health and safety concerns surrounding the handling, storage, and offloading of waste.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

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3.1 General terms

3.1.1

competent authority

person or organization that has the legally delegated or invested authority, capacity, or power to perform a designated function

3.1.2

discharge

release, however caused, from a *vessel* (3.1.9) including any escape, disposal, spilling, leaking, pumping, emitting, or emptying

[SOURCE: MARPOL consolidated edition 2022, Article 2 (3)(a)]

3.1.3

hazardous waste

waste (3.1.10) which, due to its nature, physical, chemical or infectious properties, is potentially hazardous to human health and/or the environment during use, handling, storage or transportation, including any material which may require special handling, disposal or recycling techniques to eliminate or reduce the hazard

[SOURCE: ISO 21070:2017, 3.1.3]

3.1.4

inland vessel

inland navigation vessel

vessel (3.1.9) intended solely or mainly for navigation on inland waterways

[SOURCE: UNECE Glossary for IWT, 2022, definition I.I.01]

3.1.5

reception station

vessel (3.1.9), a floating establishment, or a facility on shore approved by the *competent authorities* (3.1.1) for the collection of *waste* (3.1.10) generated on board

Note 1 to entry: Other local, national, regional regulation may use other terms for reception stations as defined in ISO 21070 such as “port reception facilities.”

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.R.01, modified]

3.1.6

recycling

activity of segregating and recovering components and materials for reprocessing

[SOURCE: ISO 21070:2017, 3.1.5]

3.1.7

reuse

activity of recovering components and materials for further use without reprocessing

[SOURCE: ISO 21070:2017, 3.1.6]

3.1.8

small craft

vessel (3.1.9) with a hull less than 20 m long without rudder or bowsprit, except vessels built or equipped to tow, push or propel vessels other than small craft in side-by-side formation and excluding craft authorized to carry more than 12 passengers, ferryboats and pushed barges

[SOURCE: UNECE Glossary for IWT, 2022, definition V.S.10, modified]

3.1.9

vessel

inland navigation vessel, seagoing vessel, or floating equipment

[SOURCE: CDNI, Article 1, g]

3.1.10

waste

substances or objects which are disposed of, or are intended to be disposed of, or are required to be disposed of, by the provisions of national law

[SOURCE: Basel Convention, 1989, article 2, definition 1]

3.1.11

waterway

inland water open to navigation

Note 1 to entry: It includes rivers, canals, lakes or other stretches of water which by natural or man-made features are suitable for navigation.

[SOURCE: CEVNI chapter 1, section IV, definition 12]

3.2 Terms relating to waste

3.2.1

bilge water

oily water from the engine room bilges, peak, cofferdams, double-hull spaces, or side compartments

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.B.01]

3.2.2

cargo residue

remnants of any cargo material which remain on the deck or in holds following loading or unloading, including loading and unloading excess or spillage, whether in wet or dry conditions or entrained in wash water (3.2.20) but does not include cargo dust remaining on the deck after sweeping, or dust on the external surfaces of the ship

Note 1 to entry: This residue is not covered by other annexes to the MARPOL Convention.

Note 2 to entry: This also includes liquid cargo which cannot be pumped out of the cargo tanks or piping by means of the stripping system

[SOURCE: MARPOL, Annex V, reg 1.2]

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3.2.3

cargo-related waste

waste (3.1.10) and wastewater generated on board the vessel (3.1.9) and deriving from the cargo

Note 1 to entry: *Residual cargo* (3.2.16) and *handling residues* (3.2.8) are not included in this category.

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.C.01]

3.2.4

contaminated rag

rag which has been saturated with any substance defined as potentially hazardous or harmful to human health and/or the environment

3.2.5

domestic wastewater

wastewater from galleys, dining rooms, washing facilities and laundry facilities, and water containing faecal matter

Note 1 to entry: Domestic wastewater includes both waste types “sewage” and “grey water”, according to the MARPOL Convention.

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.D.01]

3.2.6

e-waste

electrical or electronic equipment, which is waste (3.1.10), including all components, sub-assemblies and consumables which are part of the product at the time of discarding

[SOURCE: Article 3(a) of Directive 2002/96/EC]

3.2.7

garbage

food waste (3.1.10), household refuse (3.2.9) and operational waste (3.2.12), all plastics (3.2.14), cargo residue (3.2.2), generated during the normal operation of the ship and liable to be disposed of continuously or periodically except those substances which are defined or listed in other annexes to the MARPOL Convention (i.e. excluding Annex-V)

Note 1 to entry: Garbage does not include fresh fish and parts thereof generated as a result of fishing activities undertaken during the voyage or as a result of aquaculture activities which involve the transport of fish including shellfish for placement in the aquaculture facility and the transport of harvested fish including shellfish from such facilities to shore for processing.

[SOURCE: MARPOL consolidated edition 2022, Annex V, reg.1.9]

3.2.8

handling residues

cargo which falls on the vessel (3.1.9) outside the hold during handling

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.H.01]

3.2.9 household refuse

domestic refuse

on board organic and inorganic household waste (3.1.10) and food remains generated from the operation of the vessel (3.1.9), except for the components of oily and greasy waste (3.2.11), cargo-related waste (3.2.3), residual cargo (3.2.16), handling residues (3.2.8), sludge (3.2.18), slops (3.2.17) and other special waste (3.2.13)

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.H.02, modified]

3.2.10

oily rag

rag that has been saturated with or contains oil

3.2.11

oily and greasy waste

used oils (3.2.19), bilge water (3.2.1) and other oily or greasy waste generated from the operation of the vessel (3.1.9) such as waste grease collected from runoff from greasers, bearings and greasing facilities, and other non-reusable grease, filters, oily rags (3.2.10), and receptacles and packaging for such waste

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.O.01, modified]

3.2.12

operational waste

solid waste (3.1.10) (including slurries) not covered by the annexes to the MARPOL Convention other than Annex V, that are collected on board during normal maintenance or operations of a vessel (3.1.9), or used for cargo stowage and handling

Note 1 to entry: Operational waste includes, but is not limited to, the following wastes associated with cargo storage and handling: dunnage, shoring, pallets, lining, transit and packing materials, plywood, paper, cardboard, plastic wrapping, and steel strapping.

Note 2 to entry: Operational waste also includes cleaning agents and additives contained in external wash water (3.2.20).

Note 3 to entry: Operational waste does not include wastewater, bilge water (3.2.1), or other similar discharges (3.1.2) essential to the operation of a vessel (3.1.9).

Note 4 to entry: Wooden material maycan be defined as quarantine waste in certain countries.

[SOURCE: MARPOL, Annex V, reg. 1.12]

3.2.13

other special waste

waste (3.1.10) generated from the operation of the vessel (3.1.9) other than oily and greasy waste (3.2.11) and other than domestic wastewater (3.2.5), household refuse (3.2.9), sludge (3.2.18), and slops (3.2.17)

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.O.02]

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3.2.14

paper product

product made of paper

EXAMPLE Sheet of paper, box or envelope.

Note 1 to entry: Paper products may include a small amount of adhesives or binding materials.

3.2.15

plastic

solid material which contains as an essential ingredient one or more high molecular mass polymers, and which is formed (shaped) during either the manufacture of the polymer or the fabrication into a finished product by heat and/or pressure

Note 1 to entry: Plastics have material properties ranging from hard to brittle, to soft and elastic.

Note 2 to entry: For the purpose of this document, plastics include plastic in any form, including synthetic ropes, synthetic fishing nets, plastic waste bags, adhesives and binding materials and incinerator ashes from plastic products.

[SOURCE: MARPOL Annex V, reg 1.13]

3.2.16

residual cargo

liquid cargo remaining in the cargo tank or cargo piping after unloading when a stripping system has not been used, and dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used

Note 1 to entry: The stripping system is according to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.R.02]

3.2.17

slops

mixture of *cargo residue* (3.2.2) with *wash water* (3.2.20), rust, or *sludge* (3.2.18) whether or not suitable for pumping

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.S.01]

3.2.18

sludge

residue produced on board the *vessel* (3.1.9) by the operation of an on board sewage treatment plant

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.S.02, modified]

3.2.19

used oil

waste oil or other non-reusable oil from engines, gears and hydraulic or other equipment generated on board

Note 1 to entry: This may be lubricating oils or other oils generated on board.

[SOURCE: UNECE Glossary for IWT, 2022, definition VIII.U.02, modified]