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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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Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO document should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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

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.

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 sea-going 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 can 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.

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/

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