

**Commonwealth of Dominica**



**Office of the Maritime Administrator**

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: MARPOL Annex V-Prevention of Garbage Pollution from Ships**

**REFERENCE:**

- (a) MARPOL Consolidated Edition 2011**
- (b) Resolution MEPC.201(62), adopted on 15 July 2011**
- (c) Resolution MEPC.219(63), adopted on 2 March 2012**
- (d) Resolution MEPC. 220(63), adopted on 2 March 2012**
- (e) MEPC.1/Circ.791, dated 18 October 2012**

**APPLICABILITY: MARPOL Annex V applies to all ships, unless expressly provided otherwise.**

**PURPOSE:**

Revised Annex V of the MARPOL Convention is enforceable as from 1 January 2013.

Under the new requirements, the discharge of all garbage is now prohibited except as specifically permitted in regulations 4, 5, 6 and 7 of that Annex. This reverses the historical presumption that garbage may be discharged into the sea based on the nature of the garbage and defined distances from shore. This Notice provides the requirements for compliance with Annex V, as amended by reference (b) above.

**BACKGROUND:**

For the purposes of MARPOL Annex V, where the number of persons carried on board is a stipulated criterion, the figure to be used shall be that number shown on the Cargo Ship Safety Equipment Certificate (supplement) or the Passenger Ship Safety Certificate. If the vessel does not hold either of these certificates the figure to be used shall be the number of persons for whom permanent overnight accommodations can be provided.

Revised MARPOL Annex V is contained in MEPC.201(62), reference (b) above, and the guidelines for its implementation in MEPC.219(63), reference (c) above. It is critical that both these documents be read in conjunction with this Notice and that their provisions implemented accordingly.

## DEFINITIONS:

Provided below is a partial list of definitions from revised MARPOL Annex V and its guidance on implementation to aid in the understanding of this Notice. A comprehensive list of definitions is contained in reference (b) above.

**Animal carcasses** means the bodies of any animals that are carried on board as cargo and that die or are euthanized during the voyage.

**Cargo residues** means the remnants of any cargo which are not covered by other Annexes to the present Convention and which remain on the deck or in the holds following loading or unloading, including loading and unloading excess or spillage, whether in wet or dry condition or entrained in wash water, but does not include cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship.

**Cooking oil** means any type of edible oil or animal fat used, or intended to be used, for the preparation or cooking of food, but does not include the food itself that is prepared using these oils.

**Domestic wastes** means paper products, rags, glass, metal, bottles, crockery, etc.

**Fishing gear** means surface nets, midwater or bottom nets, longlines, synthetic line and netting scraps, pots and traps, dredges, etc.

**Food waste** means any spoiled or unspoiled food substances and includes fruits, vegetables, dairy products, poultry, meat products and food scraps generated aboard ship.

**Garbage** means all kinds of food wastes, domestic wastes and operational wastes, all plastics, cargo residues, cooking oil, fishing gear and animal carcasses 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 present Convention. Garbage includes synthetic ropes, fishing gear, plastic garbage bags, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse.

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.

**Incinerator ashes** mean ash and clinkers resulting from shipboard incinerators<sup>1</sup> used for the incineration of garbage. Ash and clinkers from shipboard incinerators and coal-burning boilers are considered operational wastes and, therefore, are included in the term garbage.

Note: MARPOL Annex VI requires shipboard incinerators installed after 1 January 2000 to be type approved and meet specific air pollution criteria. See resolution MEPC.76(40), Standard specification

for shipboard incinerators, as amended by Resolution MEPC.93(45). Also note that special rules on incineration under domestic law may apply in some ports and may exist in some Special Areas.

**Operational wastes** means all solid wastes (including slurries) not covered by other MARPOL Annexes that are collected on board during normal maintenance or operations of a ship, or used for cargo stowage and handling. Operational wastes also include cleaning agents and additives contained in cargo hold and external wash water.

Operational wastes do not include grey water, bilge water or other similar discharges essential to the operation of a ship, including, but not limited to: boiler/economizer blowdown; boat engine wet exhaust; chain locker effluent; controllable pitch propeller and thruster hydraulic fluid and other oil to sea interfaces (e.g., thruster bearings, stabilizers, rudder bearings, etc.), distillation/reverse osmosis brine; elevator pit effluent; firemain systems water; freshwater lay-up, gas turbine washwater, motor gasoline and compensating discharge, machinery wastewater, pool, spa water and recreational waters, sonar dome discharge and well deck discharges.

**Plastic** means a solid material which contains as an essential ingredient one (1) or more high molecular mass polymers and which is formed (shaped) during either manufacture of the polymer or the fabrication into a finished product by heat and/or pressure. Plastics have material properties ranging from hard and brittle to soft and elastic. For the purposes of Annex V, all plastics means all garbage that consists of or includes plastic in any form, including synthetic ropes, synthetic fishing nets, plastic garbage bags, biodegradable bags and incinerator ashes from plastic products.

**Special Area** means a sea area where for recognized technical reasons in relation to its oceanographical and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by garbage is required. For purposes of Annex V, the Special Areas are the Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area, the Gulfs area, the North Sea area, the Antarctic area and the Wider Caribbean Region. These areas are defined in reference (b) above.

## **REQUIREMENTS:**

### **1.0 Prohibition on Garbage Discharge into the Sea**

1.1 The discharge of all garbage is prohibited, except as specifically permitted by limited exceptions provided in regulations 4, 5, 6 and 7 of MARPOL Annex V. This prohibition includes a ban on the discharge of cooking oil and plastics. See Appendix 1 of this Notice for a table that summarizes the restrictions on garbage discharges.

1.2 When garbage is mixed with or contaminated by other substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.

### **2.0 Allowable Discharges**

For all permitted discharges, attempts should be made to spread the discharge over as wide an area as

possible and in deep water (50 meters or more). Prevailing currents and tidal movements should be taken into consideration.

## **2.1 Food Wastes—Outside Special Areas**

2.1.1 Discharge of food wastes shall be permitted into the sea outside Special Areas while the ship (except for a fixed or floating platform and any ship alongside or within 500 m of such platform) is en route as follows:

.1 as far as practicable, but no less than three (3) nautical miles from the nearest land, if the food waste has been comminuted or ground and is capable of passing through a screen with opening no greater than 25 mm;

.2 as far as practicable, no less than 12 nautical miles from the nearest land, if the food waste has not been comminuted or ground.

2.1.2 For a fixed or floating platform located more than 12 nautical miles from the nearest land and from all other ships when alongside or within 500 m of such platforms, food wastes may be discharged into the sea only if they have been passed through a comminuter or grinder with a screen opening no greater than 25mm. Fixed or floating platforms and all other ships when alongside or within 500 m of such platforms are prohibited from discharging non-comminuted/non-ground food waste into the sea.

## **2.2 Food Wastes-Within Special Areas**

2.2.1 Within Special Areas, only food waste that has been comminuted or ground and is capable of passing through a screen with opening no greater than 25 mm may be discharged into the sea. Such a discharge shall occur when the vessel is en route as far as practicable, but no less than 12 nautical miles from the nearest land or nearest ice shelf.

2.2.2 With respect to the Antarctic area:

.1 The discharge of introduced avian products, including poultry and poultry parts, is not permitted, unless it has been treated to be made sterile.

.2 Prior to entering the area, ships shall have sufficient capacity on board for the retention of all garbage, while operating in the area and have concluded arrangements to discharge such garbage at a reception facility after leaving the area.

2.2.3 See section 7.3 below regarding reception facilities in Special Areas and compliance with Regulation 6 of Annex V.

## **2.3 Cargo Residues**

2.3.1 Outside Special Areas, cargo residues that cannot be recovered using commonly available methods for unloading may be discharged no less than 12 nautical miles from the nearest land. Such cargo residues are not

permitted to contain any substance classified as harmful to the marine environment. This includes cargo residues contained in washwater as well as cargo residues not contained in washwater. Fixed or floating platforms and all other ships when alongside or within 500 m of such platforms are prohibited from discharging cargo residues into the sea.

2.3.2 Within Special Areas, cargo residues contained in washwater that cannot be recovered using commonly available methods for unloading may be discharged, as far as practicable, from the nearest land or the nearest ice shelf and not less than 12 nautical miles from the nearest land or the nearest ice shelf, provided the following conditions are satisfied:

- Cargo residues, cleaning agents or additives contained in hold washing water do not include any substances classified as harmful to the marine environment;
- Both the port of departure and the next port of destination are within the special area and the ship will not transit outside the special area between ports; and
- No adequate reception facilities are available at those ports;

Discharges of cargo residues not contained in washwater are prohibited within Special Areas. See also section 7.3 below regarding reception facilities in Special Areas and compliance with Regulation 6 of Annex V.

2.3.3 Cargo material contained in the cargo hold bilge water shall not be treated as cargo residues if the cargo material is not harmful to the marine environment and the bilge water is discharged from a loaded hold through the ship's fixed piping bilge drainage system.

2.3.3 It is the responsibility of the shipper to classify and declare whether a solid bulk cargo is harmful to the environment. See paragraph 3.2 of reference (c) above for the seven criteria to be used by shippers in classifying cargoes.

2.3.4 Notwithstanding and recognizing the lack of adequate and reliable data on the environmental effects of some solid bulk cargoes and a need for a transitional period regarding implementation of this aspect of MARPOL Annex V, reference (e) above contains instructions on how these cargoes are to be provisionally classified by shippers:

**1 January 2013 through 31 December 2014:** During this period shippers are encouraged to classify the bulk cargoes in accordance with the seven (7) criteria in paragraph 3.2 of the 2012 Guidelines for the implementation of MARPOL Annex V to the extent possible and classified and declared by the shipper as to whether or not they are harmful to the marine environment. Administrations are encouraged to accept provisional classifications of these cargoes based on factors such as acute/chronic toxicity and plastic content.

**1 January 2015:** Shippers' classifications of solid bulk cargoes should be made using the seven (7) criteria.

Such declaration as to whether or not the cargo is harmful to the marine environment should be included in the

information required in section 4.2 of the International Maritime Solid Bulk Cargoes (IMSBC) Code to which ship owner or operator should refer.

## **2.4 Animal Carcasses**

2.4.1 Discharge of animal carcasses is permitted only outside Special Areas and shall occur as far from the nearest land as possible.

2.4.2 It is recommended that such discharges take place greater than 100 nautical miles from the nearest land in the maximum water depth. When a ship is on a voyage not greater than 100 nautical miles from nearest land, a discharge may take place greater than 12 nautical miles from the nearest land, provided it has been determined by the Master of the ship that retention of the carcasses on board constitutes a threat to human health and safety.

2.4.3 Carcasses of animals resulting from mortalities in excess of those generated during the normal operation of a ship are not .garbage. under Annex V. In such cases, Masters shall contact the Administrator, and where appropriate, port and/or coastal State(s) for guidance. See also joint London Convention-London Protocol/MEPC .Guidance on Managing Spoilt Cargoes..

## **2.5 Cleaning Agents/Additives**

2.5.1 Cleaning agents or additives contained in a cargo hold, deck and external surfaces wash water may be discharged into the sea both within and outside Special Areas, but these substances must not be harmful to the marine environment<sup>3</sup>. The Administrator recommends that the ship's record contain evidence provided by the producer of the cleaning agent or additive that the product meets the criteria for not being harmful to the environment. This must take the form of a dated and signed statement to this effect and could form part of a Safety Data Sheet or be a stand-alone document.

A cleaning agent or additive is considered not harmful to the marine environment if it is not a .harmful substance. in accordance with the criteria in MARPOL Annex III; and does not contain any components which are known to be carcinogenic, mutagenic or reprotoxic (CMR).

2.5.2 Fixed or floating platforms and all other ships when alongside or within 500 m of such platforms are prohibited from discharging cleaning agents and additives contained in cargo hold washwater.

## **3.0 Exceptions**

In accordance with Regulation 7 of MARPOL Annex V, the prohibition on the discharge of garbage into the sea shall not apply in the following circumstances:

.1 when the discharge of garbage is necessary for securing the safety of a ship and those on board or saving a life at sea;

.2 when garbage is accidentally discharged as a result of damage to a ship or its equipment, provided that all reasonable precautions have been taken before and after the occurrence of the damage to prevent or minimize the accident loss;

.3 to fishing gear that is accidentally lost provided that all reasonable precautions have been taken to prevent such loss;

.4 to fishing gear that is discharged for the protection of the marine environment or for the safety of the ship or its crew.

The accidental loss or discharge of fishing gear as provided for in MARPOL Annex V regulations 7.1.3 and 7.1.3bis which poses a significant threat to the marine environment or navigation shall be reported to the Administrator and also to coastal State if such loss/discharge occurs within the waters subject to the jurisdiction of a coastal State.

#### **4.0 Garbage Management**

##### **4.1 Placard**

Every ship of 12 m or more in length overall and fixed or floating platforms shall display placards which notified the crew and passengers of the discharge requirements of regulations 3, 4,5 and 6 of MARPOL Annex V. The placard shall be written in English and the working language of the ship's crew, if not English. Sample placards can be found in reference (c), above.

##### **4.2 Garbage Management Plan**

4.2.1 Every ship of 100 gross tonnage and above, and every ship regardless of tonnage which is certified to carry 15 or more persons, and fixed or floating platforms shall carry a garbage management plan which the crew shall follow. It is the responsibility of the ship owner or operator of the ship to ensure production and maintenance of the plan. The Garbage Management Plan shall:

- provide written procedures for minimizing, collecting, sorting, processing and disposing of garbage, including the use of equipment on board;
- designate the person(s) in charge of carrying out the plan; and
- take into consideration IMO Resolution MEPC.220(63), which contains guidelines for the development of such plans and section 2 of reference (c) above, which contains recommendations for waste minimization.

4.2.2 Discharge of garbage into port reception facilities, where available, shall be given consideration in garbage management planning as the primary means of disposing of garbage (see section 7.0, below).

4.2.3 In accordance with the stated requirements of Annex V, there is no requirement for a Garbage Management Plan to be approved by the Administrator or entity acting on behalf of the Administrator.

##### **4.3 Garbage Record Book**

4.3.1 Every ship of 400 gross tonnage and above and every ship regardless of tonnage which is certified to carry 15 or more persons and every fixed or floating platform shall maintain a Garbage Record Book, whether as part of the ship's official log book or otherwise, that takes the form of MI-295B, which has been prescribed by the Administrator for this purpose. See Appendix 2 of this Notice.

Any ship of less than 400 gross tons shall make an entry in the ship's official log book of any discharge or accidental loss referred to in Regulation 7 of MARPOL Annex V. This entry shall include the location, circumstances of, and the reasons for the discharge or loss, details of the times discharged or lost, and the reasonable precautions taken to prevent or minimize such discharge or accidental loss.

4.3.2 Records shall be kept for each discharge into the sea, reception facility, or to another ship or for a completed incineration. Entries in the Garbage Record Book shall be:

1. promptly recorded in English and in the official language of the ship, if not English;
2. include the date, time, ship's position, category of garbage and estimated amount discharged/incinerated; and
3. signed by the officer in charge on the date of discharge/incineration.

4.3.3 An entry in the Garbage Record Book shall also be made for any discharge or accidental loss referred to in regulation 7 of MARPOL Annex V.

4.3.4 Each completed page of the Garbage Record Book shall be signed by the Master of the ship.

4.3.5 The Garbage Record Book may be kept as an electronic log. The Administrator sees the need to facilitate the recordkeeping requirements in general aboard ships in a manner that will comply with the regulatory requirements but also make it possible to transmit information electronically to the ship owner or operator as and when needed. The one important thing to be stressed, however, is the need to be able to produce a copy on board should authorities request to review same. In this regard, the pages should be printed out at least once a week and signed by the Master of the ship.

4.3.6 The Garbage Record Book shall be kept on board in a place so that it is readily available for inspection at all reasonable times. It shall be preserved for a period of at least two (2) years from the date of last entry.

4.3.7 The competent authority of a Government that is a Party to the Convention has the authority to inspect a Garbage Record Book or a ship's official log book while the ship is in its ports or offshore terminals. The competent authority is also entitled to make a copy of any entry in those books and may require the Master of the ship to certify that the copy is a true copy of such an entry. Importantly, under the Convention, any copy so made, which has been certified by the Master of the ship as a true copy of an entry in the ship's Garbage Record Book or the ship's official log book shall be admissible in any judicial proceedings as evidenced by the facts stated in the entry.



4.3.8 The master shall obtain from the operator of port reception facilities, or from the Master of the ship receiving the garbage, a receipt or certificate specifying the estimated amount of garbage transferred. The receipts or certificates must be kept on board the ship with the Garbage Record Book for two (2) years.

## **5.0 Discharge of Soot**

Boiler washwater is not specifically exempted from the MARPOL Annex V definition of operational wastes. Although Resolution MEPC.219(63) paragraph 1.7.3, exempts other similar discharges, such as gas turbine washwater, and boiler/economizer blowdown, it does not specifically address boiler/economizer blowdown washwater, which may contain soot entrained in and carried forward within this washwater. The Administrator is aware that some industry associations have taken the initiative to address this matter with at least one offering an interpretation that boiler/economizer washwater is a discharge essential to the operation of the ship which should be specifically exempted, and it welcomes any effort to seek consensus and clarification from the member States of the IMO on this matter either in the form of a Unified Interpretation or an amendment to the Guideline Resolution; but it should be noted that this will be unlikely to occur before MEPC 65 in May of 2013. In the meantime, the Administrator cautions that this washwater which is generated during the water washing of the gas side of a boiler/economizer may contain considerable amounts of oily pollutants as well as soot (carbon) and if discharged directly overboard will potentially leave a sheen on the sea's surface. Thus this washwater should not be discharged directly overboard until determined to be acceptable.

Arrangements on some vessels may be such that it is feasible to separate the majority of the soot by decanting and drying it onboard before landing it to a shore reception facility while recording it in the Garbage Record Book as a Category F waste as per the revised Annex V. If the Oily Water Separator (OWS) and Oil Content Meter (OCM) are capable of coping with the potential substances in the remaining decanted washwater, it could possibly be processed through the ships machinery bilge system. If not, the remaining washwater/soot slurry should be retained onboard for eventual discharge to a reception facility. Under no circumstances should even processed boiler/economizer washwater be discharged within port limits or within a coastal State's territorial waters. Furthermore, if cleaning agents or additives are used, they may only be processed and discharged overboard if they are considered not harmful to the marine environment and conform with the criteria laid out in Resolution MEPC.219(63) section 1.7.5 and 1.7.6.

## **6.0 Discharge of Biodegradable Materials**

6.1 Biodegradable products are an often used as replacement for plastics and help eliminate or reduce packaging materials, especially aboard ship. However, because a product is labeled as biodegradable, it does not mean that it is safe for the environment or able to be disposed of at sea under MARPOL Annex V. This is because biodegradable products are often treated to enhance moisture resistance. For example, wet strength papers are impregnated with cross-linked polymers, and polymer-coated papers are classified as plastics under Annex V. In addition, not enough is known about biodegradable materials and their impacts on the environment. As a result, section 2.1.4 of MEPC. 219(63) encourages research and development in this area.

6.2 If a product, regardless of its labeling as biodegradable, is composed of a material that is not permitted to be discharged under MARPOL Annex V, then it shall be disposed of at a port reception facility. For example, biodegradable paper bags are made of paper, a product that is not permitted to be discharged at sea and thus need to be disposed of ashore. In contrast, a product such as biodegradable waste straw (made from wheat) may eventually be allowed to be disposed of at sea, provided it does not contain or is not treated with any product that is prohibited from discharge under MARPOL Annex V, but further research and documentation of its characteristics are likely necessary before its discharge at sea would be allowed. In such cases, owners and operators shall contact the Administrator for guidance.

## **7.0 Reception Facilities**

7.1 Regulation 8 of MARPOL Annex V requires Nations which are Party to the Convention to ensure that adequate facilities at ports and terminals are available to ships for the reception of garbage. This is particularly important within Special Areas. It is recognized, however, that there is a serious lack of reception facilities worldwide and MARPOL requires signatory nations to report to IMO allegations of inadequate facilities. As a result, owners or operators of RMI flagged ships that encounter inadequate port facilities shall report the situation to the Administrator in accordance with procedures established in MN 2-014-2, Reports Alleging Inadequate MARPOL Port Reception Facilities.

7.2 Where reception facilities are available, the Administrator encourages ship owners/operators to make arrangements for discharge well in advance of garbage reception. Advice should be provided to the port of the type of garbage to be discharged, whether it is separated and the estimated amounts. The port may have special discharge requirements for food waste and related garbage which may carry certain disease or pest organism, dunnage, batteries, medicines, outdated pyrotechnics or unusually large, heavy or odorous derelict fishing gear, etc.

1. 7.3 Due to the lack of reception facilities in Special Areas, ships navigating in a Special Area are permitted to comply with the requirements of MARPOL Annex V, regulation 4 (discharges outside Special Areas), until such time as IMO notifies Parties of the location and date on which adequate reception facilities are available in the Special Area. When such notification is made, ships shall comply with MARPOL Annex V, regulation 6..

**Appendix 1 – Summary of Garbage Discharge Restrictions**

Garbage type <sup>1</sup>	All ships except platforms <sup>4</sup>		Off shore platforms located more than 12 nm from nearest land and ships when alongside or within 500 metres of such platforms <sup>4</sup> Regulation 5
	Outside special areas Regulation 4 (Distances are from the nearest land) <sup>3</sup>	Within special areas Regulation 6 (Distances are from nearest land or nearest ice-shelf)	
Food waste comminuted or ground <sup>2</sup>	>3 nm, en route and as far as practicable <sup>3</sup>	>12 nm, en route and as far as practicable <sup>3</sup>	Discharge permitted
Food waste not comminuted or ground	>12 nm, en route and as far as practicable	Discharge prohibited	Discharge prohibited
Cargo residues <sup>5,6</sup> not contained in washwater		Discharge prohibited	
Cargo residues <sup>5,6</sup> contained in washwater	> 12 nm, en route and as far as practicable	> 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2)	Discharge prohibited
Cleaning agents and additives <sup>6</sup> contained in cargo hold wash water	Discharge permitted	> 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2)	Discharge prohibited
Cleaning agents and additives <sup>6</sup> in deck and external surfaces washwater		Discharge permitted	
Animal Carcasses (should be split or otherwise treated to ensure the carcasses will sink immediately)	Must be en route and as far from the nearest land as possible. Should be >100 nm and maximum water depth	Discharge prohibited	Discharge prohibited
All other garbage including plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse	Discharge prohibited	Discharge prohibited	Discharge prohibited

**TABLE 1 – SUMMARY OF RESTRICTIONS TO THE DISCHARGE OF GARBAGE INTO THE SEA UNDER REGULATIONS 4, 5 AND 6 OF MARPOL ANNEX V**

(Note: Table 1 is intended as a summary reference. The provisions in MARPOL Annex V, not table 1, prevail.)

<sup>1</sup> When garbage is mixed with or contaminated by other harmful substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.

<sup>2</sup> Comminuted or ground food wastes must be able to pass through a screen with mesh no larger than 25 mm.

<sup>3</sup> The discharge of introduced avian products in the Antarctic area is not permitted unless incinerated, autoclaved or otherwise treated to be made sterile.

<sup>4</sup> Offshore platforms located 12 nm from nearest land and associated ships include all fixed or floating platforms engaged in exploration or exploitation or associated processing of seabed mineral resources, and all ships alongside or within 500 m of such platforms.

<sup>5</sup> Cargo residues means only those cargo residues that cannot be recovered using commonly available methods for unloading.

<sup>6</sup> These substances must not be harmful to the marine environment

Appendix 2 – Garbage Record Book



# COMMONWEALTH OF DOMINICA

MARITIME ADMINISTRATION

## GARBAGE RECORD BOOK

**NAME OF VESSEL:** \_\_\_\_\_

**IMO NUMBER:** \_\_\_\_\_

**DISTINCTIVE NUMBERS OR LETTERS:** \_\_\_\_\_

**PORT OF REGISTRY:** \_\_\_\_\_

**TYPE:** \_\_\_\_\_

(SPECIFY)

**COVERING THE PERIOD: FROM** \_\_\_\_\_ **TO** \_\_\_\_\_

NOTE: Every ship of 400 tons gross tonnage and above and every ship which is certified to carry 15 persons or more engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention and every fixed and floating platform engaged in exploration and exploitation of the sea-bed, shall be provided with a Garbage Record Book.

*THIS ENTRY LOG MUST BE PRESERVED FOR THREE (3) YEARS FROM DATE OF LAST ENTRY*

## **1. INTRODUCTION**

In accordance with Regulation 10 of Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78), a record is to be kept of each discharge operation or completed incineration. This includes discharges at sea, to reception facilities, or to other ships, as well as accidental loss of garbage.

## **2. GARBAGE AND GARBAGE MANAGEMENT**

Garbage includes all kinds of food waste, domestic and operational wastes, all plastics, cargo residues, incinerator ashes, cooking oil, fishing gear, and animal carcasses 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 present Convention.. Garbage does not include fresh fish and parts thereof generated as result of fishing 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.

The Guidelines for the Implementation of Annex V of MARPOL 73/78 should also be referred to for relevant information.

## **3. DESCRIPTION OF THE GARBAGE**

The garbage is to be grouped into categories for the purposes of this record book as follows:

- A. Plastics
- B. Food wastes
- C. Domestic wastes
- D. Cooking oil
- E. Incinerator ashes
- F. Operational wastes
- G. Cargo residues
- H. Animal carcass(es)
- I. Fishing gear

## **4. ENTRIES IN THE GARBAGE RECORD BOOK**

### **1. Entries in the Garbage Record Book shall be made on each of the following occasions:**

- (a) When garbage is discharged into the sea in accordance with regulations 4, 5, or 6 of Annex V of MARPOL:
  - (i) Date and time of discharge
  - (ii) Position of the ship (latitude and longitude). Note: for cargo residue discharges, include discharge start and stop positions
  - (iii) Category of garbage discharged

- (iv) Estimated amount discharged for each category in m<sup>3</sup>
- (v) Signature of the officer in charge of the operation.
- (b) When garbage is discharged to a reception facility ashore or to other ships:
  - (i) Date and time of discharge
  - (ii) Port or facility, or name of ship
  - (iii) Category(ies) of garbage discharged
  - (iv) Estimated amount discharged for each category in m<sup>3</sup>
  - (v) Signature of officer in charge of the operation.
- (c) When garbage is incinerated:
  - (i) Date and time of start and stop of incineration
  - (ii) Position of the ship (latitude and longitude) at the start and stop of incineration
  - (iii) Estimated amount incinerated in m<sup>3</sup>
  - (iv) Signature of the officer in charge of the operation.
  - (v) Categories of the garbage incinerated
- (d) Accidental or other exceptional discharges or loss of garbage into the sea, including in accordance with regulation 7 of Annex V of MARPOL:
  - (i) Date and time of occurrence
  - (ii) Port or position of the ship at time of occurrence (latitude, longitude, and water depth if known)
  - (iii) Estimated amount of each category in m<sup>3</sup>
  - (iv) The reason for the discharge or loss and general remarks
  - (v) Category(ies) of garbage discharged or lost

## 2. Receipts

The master should obtain from the operator of port reception facilities, or from the master of the ship receiving the garbage, a receipt or certificate specifying the estimated amount of garbage transferred. The receipts or certificates must be kept on board the ship with the Garbage Record Book for two years.

## 3. Amount of garbage

The amount of garbage onboard should be estimated in m<sup>3</sup>, if possible separately according to category. The Garbage Record Book contains many references to estimated amount of garbage. It is recognized that the accuracy of estimating amounts of garbage is left to interpretation. Volume estimates will differ before and after processing. Some processing procedures may not allow for a usable estimate of volume, e.g. the continuous processing of food waste. Such factors should be taken into consideration when making and interpreting entries made in a record.







### RECORD OF GARBAGE DISCHARGES

Name of Ship	Distinctive Numbers or Letters:	IMO No.
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Garbage Categories:

- A. Plastic.
- B. Food wastes
- C. Domestic wastes
- D. Cooking oil
- E. Incinerator ashes
- F. Operational wastes
- G. Cargo residues
- H. Animal carcass(es)
- I. Fishing gear

Date/Time	Position of the Ship/Remarks	Category	Estimated Amount Discharged or Incinerated	To Sea	To Reception Facility	Incineration	Certification/Signature

Master's Signature	Date
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**RECORD OF GARBAGE DISCHARGES**

Name of Ship	Distinctive Numbers or Letters:	IMO No.
--------------	---------------------------------	---------

Garbage Categories:

- A. Plastic.
- B. Food wastes
- C. Domestic wastes
- D. Cooking oil
- E. Incinerator ashes
- F. Operational wastes
- G. Cargo residues
- H. Animal carcass(es)
- I. Fishing gear

Date/Time	Position of the Ship/Remarks	Category	Estimated Amount Discharged or Incinerated	To Sea	To Reception Facility	Incineration	Certification/Signature

Master's Signature	Date
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Marine Safety Circular

Date of Issue:

Supersedes Circular:

Superseded by Circular: [If it has been updated/outdated]

CD-MSC XX-XX Revxx

DD/MM/YYYY

CD-MSC XX-XX Revxx or

CD-MSC XX-XX Revxx

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Any questions can be directed to

**Technical Department**

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**-End-**