



**OPIELOK**

OOC OPIELOK OFFSHORE CARRIERS

GMBH & Co. KG



**G**ARBAGE

**M**ANAGEMENT

**P**LAN

IMO 9513866



# Garbage Management Plan

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Revision: 1  
Reference: MARPOL Annex V  
Page: 2 of 40

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## 1 PREFACE AND INTRODUCTION

In 2011, IMO adopted, by resolution MEPC.201(62), amendments to Annex V of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 relating hereto (MARPOL 73/78) which requires that every ship of 400 tons gross tonnage and above and every ship certified to carry 15 persons or more shall carry a garbage management plan and shall be provided with a Garbage Record Book. In addition, every ship of 12 meters or more in length overall shall display placards to notify the crew and passengers of the ship's disposal requirements

A new regulation 10 to Annex V of MARPOL 73/78 enters into force effective 1. January 2013.

This plan was developed by MCC following a thorough assessment of the ships design and equipment.

Following publications have been taken into account during the development as well:

- IMO Guidelines for the Implementation of MARPOL Annex V
- MEPC.220(63) "2012 Guidelines for the development of Garbage Management Plans"
- ISO 21070 "Standard for the Management and handling of shipboard garbage."

This Plan meets the requirements of regulation 10 of Annex V of MARPOL 73/78.

**It is the intention of the captain** of this vessel to comply fully with all provisions of Annex V of MARPOL 73/78. In addition, it is further intended to comply fully with all trash and garbage disposal provisions of international and local law.

At NO time will plastics, or products containing plastics or their derivatives be allowed to be dumped from this vessel. The captain and crew recognize the significant exposure to our environment that plastic materials pose, and will take every precaution to preclude this material from entering our waters.

The following rules are in effect and will be enforced at all times aboard this vessel, whether dockside or underway.





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## 1.2 Abbreviations

DOC	Document of Compliance (for ISM)
ECO	Environmental Control Officer
GMP	Garbage Management Plan
HELCOM	Helsinki Commission
IPPC	International Plant Protection Convention
ISPM	International Standards for Phytosanitary Measures
PSSA	Particularly Sensitive Sea Area
SMC	Safety Management Certificate



## 1.3 Definitions

<b><i>Animal carcasses</i></b>	Means the bodies of any animals that are carried on board as cargo and that die or are euthanized during the voyage.
<b><i>Cargo residues</i></b>	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 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.
<b><i>Contaminated rags</i></b>	Are rags, which have been saturated with a substance defined as a harmful substance in the other annexes to the Convention
<b><i>Cooking oil</i></b>	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.
<b><i>Dishwater</i></b>	Means the residue from the manual or automatic washing of dishes and cooking utensils, which have been pre-cleaned to the extent that any food particles adhering to them would not normally interfere with the operation of automatic dishwashers.
<b><i>Domestic waste</i></b>	Means all types of food wastes not covered by other Annexes that are generated in the accommodation spaces on board the ship such as paper, cardboards, etc. Domestic waste does not include grey water.
<b><i>Environmental Control Officer</i></b>	Is the US definition of the Person in Charge to carry out the Plan (ECO)
<b><i>Food wastes</i></b>	Are any spoiled or unspoiled food substances and include fruits, vegetables, dairy products, poultry, meat products and food scraps generated aboard ship.
<b><i>Garbage</i></b>	Means all kinds of food wastes, domestic wastes 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



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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.

### **Grey water**

Means drainage from dishwater, shower, laundry, bath and washbasin drains. It does not include drainage from toilets, urinals, hospitals and animal spaces, as defined in regulation 1.3 of MARPOL Annex IV (sewage), and it does not include drainage from cargo spaces. Grey water is not considered garbage in the context of Annex V.

### **Incinerator ashes**

Mean ash and clinkers resulting from shipboard incinerators used for the incineration of garbage.

### **Oily rags**

Are rags, which have been saturated with oil as controlled in Annex I to the Convention

### **Operational wastes**

Means all solid wastes (including slurries) not covered by other 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 does not include grey water, bilge water, or other similar discharges essential to the operation of a ship (see MEPC.219(63)).

### **Plastic**

Means a solid material which contains as an essential ingredient one or more high molecular 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 this annex, "all plastics" means all garbage that consists of or includes plastic in any form, including synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products.

### **Recycling**

Means the activity of segregating and recovering components and materials for reprocessing.

### **Waste Management Plan**

Is the US definition of a Garbage Management Plan



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## 2 PRINCIPLE DETAILS

### 2.1 Ship

**REMARK:**

Due to frequent changes of the ships name, it is not practicable to enter the ships name here. The ship, which is covered by this GMP can be identified by the IMO number printed on each page.

IMO - No.: 9513866  
Call Sign: V 2 E X 4  
Type of ship: Platform Supply Vessel  
Port of Registry: St. John's  
Gross Tonnage: 2596  
Flag: Antigua & Barbuda  
Classification Society / ID: Germanischer Lloyd / 107653  
Incinerator (Maker/Type): N/A  
Grinder/Comminutor (Maker/Type): N/A

### 2.2 Company

The Operator or Managing Owner is the responsible company for the safe operation of the vessel (see also SMC and DOC).

Name: OOC Opielok Offshore Carriers GmbH & Co. KG  
Address: Sierichstr. 21  
22301 Hamburg / Germany

IMO Company ID: 5639327

Phone: +49-40-2800876-0

**24hrs Emergency Phone: +49-172-1532697**

Fax: +49-40-2800876-22

e-Mail: hseq@opielok.com

Website: www.opielok.com



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### 2.2.1 Companies Policy

The company has defined an environmental protection policy within their ISM manual.

A copy of the policy is permanently displayed at prominent places on board (at least: Bridge, ECR and Mess room(s)).

## 3 ENVIRONMENTAL CONTROL OFFICER

Always on board of this vessel, the persons in charge are:

Rank	Responsibility
<b>Chief Officer</b>	Overall in charge (ECO) for the implementation, especially and for the deck and galley department and for training and education of all persons on board.
<b>2<sup>nd</sup> Engineer</b>	For implementation in the engine department only; he is reporting to the ECO.

Fulfilling their duties (e.g. proper training and permanent motivation) will ensure that the measures are effective and carried out in according to this Garbage Management Plan.

### 3.1 Duties of the ECO

#### 3.1.1 Training and Education





Education and training to be held on board (see on board training plan) covering all crewmembers.

Fare- and Non-fare paying passengers (Passengers/Supernumeraries) shall be informed on a need to know basis.

Training and Education should include:

- New disposal regulations;
- Preventing of pollution by garbage;
- Source reduction and reduction in generating Garbage on board;
- Separation and handling of garbage;
- Storage of garbage;
- Advantages of recycling;
- Disinfecting of garbage storing rooms;
- Environmental factors;
- Special areas;
- Shore disposal;
- Local restrictions;
- Additional orders from Master, Owners and/or local authorities like US Agriculture.

The garbage management training/meeting shall be recorded on (company form) and filed in the same way as a safety drill.

### 3.1.2 Record Keeping and Filing

The Chief Mate will keep the Record book also by means of the information's received by the 2nd Engineer for each discharge operation or completed incineration.

The Garbage Management Plan and the Garbage Record Book will be filed according to the companies filing system, together with all garbage discharge/removal certificates.

An example of a removal certificate is shown on page 36 of this GMP.



### 3.1.3 Garbage Warning Placard

Display placards in the appropriate language are positioned to notify the crew and passengers of the disposal requirements of Annex V for garbage disposal within and outside special areas.

Such placard shall remind everyone on board not to pollute the marine environment and to collect and store any garbage properly. It shall promote the company's environmental protection policy.

The placard shall be displayed at prominent places on board and where garbage may arise (as applicable and not all compulsory):

- Bridge;
- Deck Office (where Officials may see it);
- ECR;
- Engine Workshop(s);
- Paint store;
- Deck Workshop(s);
- Mess Room(s);
- Recreation Room(s);
- Galley;
- Pantry(s);
- PAX cabins;
- As directed by the Chief Mate.

An example of the relevant placard is shown on page 32.

### 3.1.4 Incident Reporting

On arrival, the Master shall obtain so called "Port Contacts" (Ref. SOPEP) which should also include a point of contact for garbage incidents. This Port Contact List shall be made available to all persons on board.

While in US waters, each spill must be reported within 15 minutes to:

**USA National Response Center**

**Call 1-800-424-8802 or 1-202-267-2675**

Website: [www.nrc.uscg.mil](http://www.nrc.uscg.mil)

### 3.1.5 Pre-Information

The port (local agent) must be informed by using the Advanced Notification Form (MEPC.1/Circ.644) prior arrival even if no any garbage shall be discharged (see page 34).

At the same time, local / national requirements may be collected from the agent.

### 3.1.6 Reporting inadequate Reception Facilities

When encountering problems with inadequate shore reception facilities you may feel free to report such situation by using the form (MEPC.1/Circ.469) on page 37 of this GMP.

### 3.1.7 Garbage Disposal Contract

Some ships are covered with a Garbage Disposal Contract via the vessels charterer. The Chief Mate shall gather information about an existing contract and follow relevant instructions of this contract.

Any documents in this respect shall be filed as described in chapter 3.1.1.

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### 3.1.8 Plan Updating

The Chief Mate will update the plan as applicable. Any updates or changes will be recorded in the "Record of Changes".

The Chief Mate may require the shore office to issue a new revision of this GMP if necessary. He shall at least request a new Plan when the table "Record of Changes" is full.

## 3.2 Supporting Documents

These documents may be available:

- MARPOL 73/78, latest edition (hardcopy on board only);
- IMO Guidelines for Implementation of MARPOL Annex V;
- MEPC 201(62);
- MEPC 219(63);
- MEPC 230(63);
- MEPC.1/Circ. 644;
- MEPC.1/Circ. 469;
- MSC.1/Circ. 1221 Type Approvals
- Guidelines for regulating wood packing material in international trade (ISPM 15);
- HELCOM Recommendation 23/1;
- Waste Disposal Guide for Ships in Rotterdam (2006);
- EU Directive 2000/59 EC.

## 4 THE NEED OF GARBAGE REDUCTION

### 4.1 Present Situation

Still today there is a need to manage garbage and waste.



(Picture taken July 29th 2005 in a European port)

### 4.2 Effect of Pollution

This table shows how long time some objects will take to dissolve at sea.

Paper bus ticket	2-4 weeks
Cotton cloth	1-5 months
Rope	3-14 months
Woolen cloth	1 year
Painted wood	13 years
Tin can	100 years
Aluminum can	200-500 years
Plastic bottle	450 years

Source: Hellenic Marine Environment Protection Association (HELMPEA)



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### 4.3 Measures to Prevent Garbage

Masters, Chief Mates and Chief Engineers, when ordering stores, spare parts and/or provisions, should encourage suppliers to reduce, to the greatest possible extent, packing material.

If time wise possible, ensure that all supplies delivered to the vessel, will be unpacked at once and packing materials (plastic foils, cartons, wooden boxes, wooden pallets, etc.) should be returned to supplying company.

#### 4.3.1 Recycling

In case the supplier(s) support the possibility of recycling, this option should be taken into account.

Materials, which can be recycled, are e.g. **cooking oil, metals, plastics, glassware, paper and cardboards.**

All Materials that will be recycled should be collected and separated on board and stored in designated places.

## 5 ICCP

The IPPC (International Plant Protection Convention) is an international treaty to secure action to prevent the spread and introduction of pests of plants and plant products, and to promote appropriate measures for their control. It is governed by the Interim Commission on Phytosanitary Measures (ICPM), which adopts International Standards for Phytosanitary Measures (ISPMs). The ICPM established the IPP as the forum for national reporting and exchange of more general information among the Phytosanitary community.

The IPPC has always played an important role in international trade. The Convention has encouraged countries to ensure through Phytosanitary certification that their exports are not the means for introducing new pests to their trading partners. Likewise, importing countries strive to ensure that measures they have in place for protection are technically justified.

### 5.1 Wood Packing Material

ISPM 15 regulates wood packing material such as:

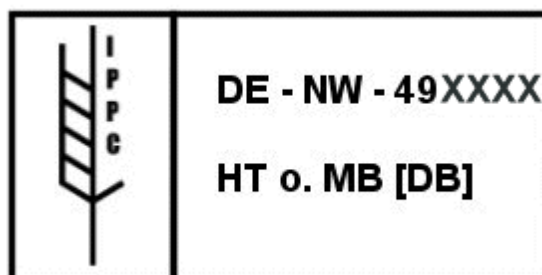
- Boxes for spares;
- Pallets;
- Reels for steel wires;
- Dunnage;
- Etc.

ISPM 15 does not regulate plywood, veneer peeler cores and e.g. sawdust.

A copy of this document can be found on the companies CD.

### 5.2 Labeling

This is an example label according to ISPM 15:



[Size about 4x8 cm only]

Legend:

IPPC Logo = Logo

DE =

ISO Code for the Country where the wood was treated

NW =

Code for the approving authority

49xxxx =

Registration number of the company who treated the wood

MB =

Treatment with Methylbromid

HT =

Heat treatment

DB =

Symbol for 'debarked'



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### 5.3 Non-ICCP Material

Wood packing material, which is subject to the ISPM 15 but does not carry the a.m. label may be kept on board but may not be discharged in other countries.



## 6 NATIONAL REGULATIONS

The ECO should always collect information's about local garbage regulations from the agent. Most likely, there are national regulations in Brazil, Australia, New Zealand and other countries.

### 6.1 USA

While the ship is in the territorial limits of the United States, no crewmember or other person shall remove any of the following items except by specific permission of an Agricultural Officer:

1. Fruits, vegetables, meats, or other animal products;
2. Live plants;
3. Live birds/animals;
4. Hay, straw, rice hulls, hold sweepings or dunnage;
5. Garbage from food materials including root crop bags, meat wrappers, or other food container.

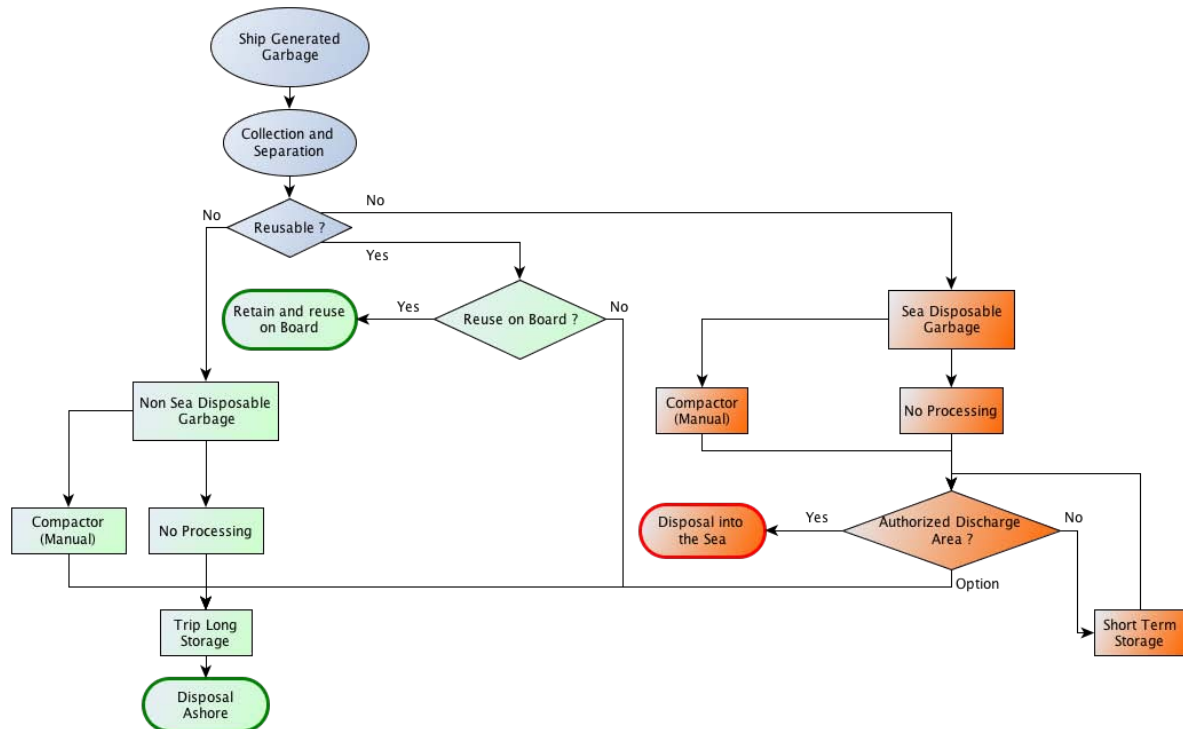
The US will implement the garbage notification form according to MEPC.1/Circ.644.

***All garbage must be kept in covered, leak proof containers inside the vessel's superstructure (e.g. garbage store) at all times.***

### 6.2 European Union

See chapter 7.7.1 and Appendix 2.

## 7 PROCEDURES



### 7.1 Collecting

Procedures for collecting garbage should be based on consideration of what is permitted and what is not permitted to be discharged into the sea while en route, and whether a particular garbage type can be discharged to port facilities for recycling or reuse. Receptacles on board can be in the form of drums, metal bins, cans, container bags, or wheelie bins. The recommended garbage types that should be separated are:

- Non-recyclable plastics and plastics mixed with non plastic garbage
- Rags
- Recyclable material
  - Cooking oil
  - Glass
  - Aluminum cans
  - Paper, cardboard, corrugated board,
  - Wood
  - Metal
  - Plastics (incl. Styrofoam or other similar plastic material) and
- Garbage that might present a hazard to the ship or crew (e.g. oily rags, light bulbs, acids, chemicals, batteries, medicines, controlled substances, pyrotechnics, etc.)

Receptacles should be clearly marked and distinguished by color, graphics, shape, size or location. These receptacles should be provided in appropriate spaces throughout the



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ship. Crewmembers and passengers should be advised of what garbage should or should not be discarded in them. Crew responsibilities should be assigned for collecting or emptying of these receptacles and taking the garbage to the appropriate processing or storage location.

Please avoid collection and consequently accumulation of expired medical material and controlled substances. Do not store expired medicines in the treatment room or hospital!

## Plastics and Plastics Mixed with Non-plastic Garbage

Discharge into the sea of all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products is prohibited. When plastic garbage is not separated from other garbage, the mixture must be treated as if it were plastic.

## Food Wastes

Some governments have regulations for controlling diseases that may be carried by foreign food wastes and materials that have been associated with them (e.g. food packaging and disposable eating utensils). These regulations may require incinerating, sterilizing, double bagging or other special treatment and therefore these materials should be kept separate from other garbage and disposed of in accordance with the laws of the receiving country. Precautions must be taken to ensure that plastics contaminated by food wastes (e.g. plastic food wrappers) are not discharged at sea with other food wastes.

### 7.1.1 Medicines

Tablets shall be separated from the packing and disposed as food waste (CAT B). The packing shall be separated as paper (CAT C) and plastic (CAT A).

Controlled substances shall be discharged to shore facilities.

## 7.2 Collection and storage areas on board

Garbage collected from various areas throughout the ship should be delivered to designated processing or storage locations. Garbage that must be returned to port for discharge at port reception facilities may require storage until arrangements can be made to discharge it ashore for appropriate processing depending on the length of the voyage or availability of port reception facilities. Garbage should be stored in a manner, which avoids health and safety hazards.

Sufficient storage space and equipment (e.g. cans, drums, bags or other containers) should be provided. Where storage space is limited, ship operators are encouraged to consider installation of compactors or incinerators.

All processed and unprocessed garbage stored for any length of time should be in tight, securely covered containers in order to prevent the unintentional discharge of stored garbage.

Food wastes and other garbage which are returned to port and which may carry disease or pests should be stored in tightly covered containers and be kept separate (as far as practicable) from garbage which does not contain such food wastes. Both types of garbage should be in separate, clearly marked containers to avoid incorrect discharge and facilitate proper handling and treatment on land.

Cooking oil must be discharged to a shore facility.





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## 7.2.1 Receptacles for collecting and separation

Position	Definition	Examples
At the Storage Area	Containers made of Steel or Plastic with cover	
In the Cabins and in the treatment room.	Paper waste bin, probably of self-extinguish type.	
In the Galley	Bin(s) with cover (steel or plastic)	
In the Engine Workshop(s)	Steel or plastic bin(s) with cover Steel required for oily rags!	
In the Paint Store	20 ltr steel bin(s)	(Empty paint bin)

## 7.2.2 Locations of receptacles, collection and separation stations

A bin is available in each cabin and in the ships workshops like ECR, Engine workshop, Bosun store, paint store and galley.

All garbage will be collected there and transported to the main storage and segregation area. After segregation, the garbage will be stored here until final removal overboard or preferably to shore reception facilities.

## 7.2.3 Transport to separation station

Most garbage will be transported in plastic bags to the separation station. In this case, the garbage shall be separated from the bags and stored separately (remember: garbage in plastic bags is solely considered as plastic).

Cooking oil shall be transported a suitable container to the engine room.

## 7.2.4 Final Separation

Once delivered to the collection and separation station, all garbage shall be separated into the respective receptacles in order to:

- Further process on board (possibly incineration);
- Disposal at sea;
- Storage and disposal to shore.

Cooking oil shall be transferred into a sludge tank.

## 7.3 Processing

### 7.3.1 Compacting

Manual compacting of the garbage (paper, cartons, boxes, etc.) at the collection station is useful to reduce volume of garbage on board.

## 7.4 Procedures for Storage

### 7.4.1 In General

Garbage collected from living and working areas throughout the ship should be delivered to designated storage locations. In all cases, **garbage** should be **stored** in a manner, which **avoids health and/or safety hazards**. To the extent possible, all garbage which must be stored for any length of time should be placed in tight, securely covered Containers disinfecting and both preventative and remedial pest control methods should be applied regularly in Garage storage areas.

### 7.4.2 Containments

Examples of suitable containments for storage of garbage until disposal at sea or to shore facilities.

Capacity: 120 ltr each



### 7.4.3 Separation and Storage

Only garbage discharged into the sea must be categorized/separated. If all garbage will always be discharged to shore facilities, no onboard pre-separation is required. Thus, plastic and residues from plastic incineration must always be separated.

**Garbage in plastic bags** is considered as CAT A Plastic.

A	Plastics	F	Operational wastes
B	Food wastes	G	Cargo residues
C	Domestic Wastes	H	Animal Carcass(es)
D	Cooking Oil	I	Fishing Gear
E	Incinerator ashes		



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## 7.4.4 Designated Storage Areas/Locations/Containers

Garbage	Category	Container		Storage Location (final)
		Marking	Kind & Capacity	
Plastics <ul style="list-style-type: none"> <li>Any garbage in plastic bags</li> <li>Plastic packing material (incl. from expired medicines)</li> <li>Printer Cartridges</li> </ul>	A	CAT A Plastics	Bin 100 ltr	Aft Port
Food Waste	B	CAT B Food Waste	Bin 100 ltr	Aft Port
Domestic Wastes	C	CAT C	Bin 100 ltr	Aft Port
Cooking Oil	D	CAT D	Suitable Container	Galley
Incinerator ash (not form plastic incineration)	E	N/A	N/A	N/A
Operational wastes	F	CAT F	Suitable Container	Main deck
Cargo residues	G	N/A	N/A	N/A
Animal Carcass(es)	H	N/A	N/A	N/A
Fishing Gear	I	N/A	N/A	N/A
Expired Pyrotechnics	Other	Explosives	In original packing	Paint Store
Used Batteries and Fluorescent Light tubes	Other	Batteries Dry Cell Special Waste	Suitable Container	Electrical Workshop
Used Batteries – Wet Cell	Other	Batteries	Suitable Container	Aft Port
Contaminated rags	Other	Rags	Bin 100 ltr	Aft Port
Paint & Chemical residues	Other	Chemicals	Suitable Container	Paint Store
Expired Medicines	Other	Harmful	In original packing	Hospital
Medical Waste	Other	Bio Hazard	Suitable Container	Hospital
Aerosols	Other	Special waste	Suitable Container	Aft Port

## 7.5 Disposal of Dry Bulk Cargo Residues

Many mariners are unaware that the disposal of dry bulk cargo residues is regulated by the requirements of MARPOL Annex V, which governs garbage disposal at sea.

This Plan includes measures to mitigate the effects of spillage; spillages on deck and hatch covers should be placed in the hold with the cargo, as far as practicable, upon completion of loading. Upon completion of discharge, holds, decks and hatch covers should be thoroughly cleaned and swept down with any residual cargo being discharged to shore, as far as practicable.



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Cargo residues are included in the definition of garbage within the meaning of Annex V, regulation 1.9 and may be discharged as follows:

- 12 nautical miles from the nearest land for cargo residues that cannot be recovered using commonly available methods for unloading. These cargo residues shall not contain any substances classified as harmful to the marine environment
- Discharge of cargo residues that cannot be recovered using commonly available methods for unloading, where all the following conditions are satisfied:
  - a) Cargo residues, cleaning agents or additives, contained in hold washing water do not include any substances classified as harmful to the marine environment, taking into account guidelines developed by the Organization;
  - b) 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 those ports;
  - c) No adequate reception facilities are available at those ports taking into account guidelines developed by the Organization; and
  - d) Where the three conditions above have been fulfilled, discharge of cargo hold washing water containing residues shall be made 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

However, cargo material contained in the cargo hold bilge water should 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.

There may be occasions when cargo residue has to be discharged within these areas as an "exceptional discharge", and this should be recorded as such in the appropriate section of the vessel's Garbage Record Book.

Such a discharge would be permitted:

1. To clear a helicopter landing or winching area to ensure the safe operation of a helicopter such that it is not hindered by dust thrown up by the down draft coming from its rotors.
2. Where there is a hindrance to the safe navigation of the vessel caused by dust being blown such as to obscure the view from the wheelhouse or bridge wings and precluding the keeping of a proper lookout.
3. Where cargo residues are causing a hazard to personnel working or transiting on deck or adjacent areas.

All cargo residue discharge operations should be recorded in the Garbage Record Book. Start and stop positions should be recorded along with the estimated quantity of cargo residue discharged into the sea. It should be borne in mind that Port State Control Officers might scrutinize records in the Garbage Record Book. Sanctions may result in the event of falsified entries being found.

Cargo residues contained in cargo hold bilge water are not considered cargo residues for disposal purposes as long as the residues concerned are not defined as Marine Pollutants in the International Maritime Dangerous Goods (IMDG) Code and are not covered under the discharge requirements of any other MARPOL annex. It is also accepted that a vessel at anchor for a period of time with empty holds may discharge hold bilge water, which is not directly related to any hold cleaning activities.

## 7.6 Disposal at sea

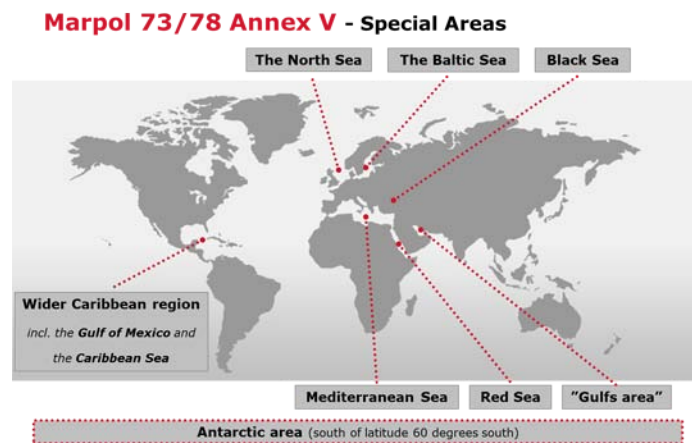
Although disposal of food waste is possible consistent with Annex V, discharge of garbage to port reception facilities should be given first priority!

When disposing of garbage, the following points should be considered:

- Disposal of un-compacted food waste is convenient but results in a maximum number of floating objects, which may reach shore even when discharged beyond 25 miles from the nearest land. If necessary and possible, weights should be added to promote sinking. Compacted bales of garbage should be discharged in water depths of 50 meters or more to prevent breaking up from wave action and currents;
- To ensure timely transfer of ship-generated garbage to port reception facilities, ship agents are to be advised for guidance (see chapter 7.7.1 for further details). Disposal needs should be identified particularly when arrangements are necessary for garbage requiring special handling.

## 7.6.1 Special Areas

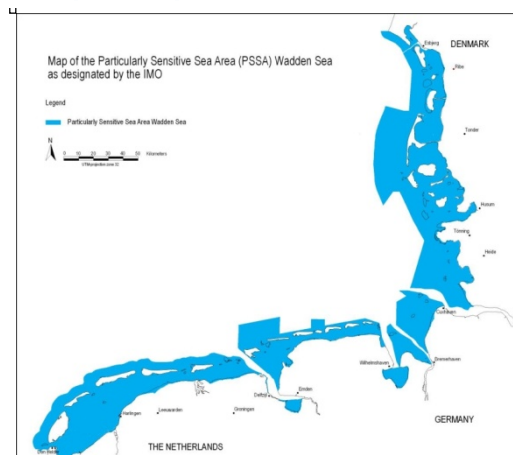
Special Areas according to MARPOL 73/78 are (maybe not limited to) defined as follows:



## 7.6.2 Particularly Sensitive Sea Area (PSSA)

A PSSA is an area that needs special protection through action by the IMO because of its significance for recognized ecological or socio-economic or scientific reasons, and which may be vulnerable to damage by international maritime activities.

The designation as a PSSA is a recognition as a worldwide unique nature area and the measures taken by the coastal state(s) to protect the area.



The PSSA's will be included on all sea charts. It will send a strong signal to and increase the awareness of the international shipping community of the particular sensitivity of the area against impacts from shipping. It will thus assist the countries in further protecting and using the area in a sustainable way.

The Wadden Sea (see picture) is the 5th designated PSSA worldwide, but the first designated on the basis of a joint application by three states and the first in Europe.

The following PSSAS have been designated:



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- The Great Barrier Reef, Australia (designated a PSSA in 1990)
- The Sabana-Camagüey Archipelago in Cuba (1997)
- Malpelo Island, Colombia (2002)
- The sea around the Florida Keys, United States (2002)
- The Wadden Sea, Denmark, Germany, Netherlands (2002)
- Paracas National Reserve, Peru (2003)
- Western European Waters (2004)
- Extension of the existing Great Barrier Reef PSSA to include the Torres Strait (proposed by Australia and Papua New Guinea) (2005)
- Canary Islands, Spain (2005)
- The Galapagos Archipelago, Ecuador (2005)
- The Baltic Sea area, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden (2005)
- The Papahānaumokuākea Marine National Monument, United States (2007)
- The Strait of Bonifacio, France and Italy (2011)

The PSSA's are already subject to an extensive regime of protective measures, consisting of both international and national regulations that aim at reducing the impacts from and risks related to shipping. Examples of relevant measures are the MARPOL Special Areas against discharge of oil and garbage, routing systems making certain shipping routes compulsory for ships carrying hazardous goods and compulsory reporting for ships. Therefore, the PSSA designation will not be associated with new measures. It will not limit shipping in the area or the use of the harbors and the major shipping routes have been excluded from the designation.

The PIC for Garbage Management of this vessel should be aware of the existence of PSSA's.



# Stow it, don't throw it!

## 7.7 Disposing to Shore Facilities

Plan to discharge as much as possible garbage to shore. That means: check with the agent regarding existence of shore garbage reception facilities, including recycling possibilities, reception and handling of garbage, if the port maintains garbage Containers on the pier, limits, prices, etc.

Prices of garbage disposal are important to decide most economical port to discharge (if applicable).

### 7.7.1 HELCOM notification / 24hrs Pre-Notice

This chapter applies to all ships without a Garbage Disposal Contract according to EU Directive 2000/59.

Inform the agent about the amount and kind of garbage to be discharged by using the "HELCOM Notification" and plan to shift all stored garbage from storage places to the place from where garbage will be landed to keep reception time as short as possible.

Some ports do require information of garbage disposal well in advance and will not allow shore disposal if reporting regulations are not complied with. Some ports may have special pre-information forms (HELCOM Notification).

Observe Article 6 of EU Directive 2000/59: 24 hrs pre-notice even if you are not planning to discharge any waste.

The HELCOM Notification is available on page 33 of this GMP.

### 7.7.2 Records

Make sure that a proper disposal record will be issued by the reception facility and filed on board.

#### 7.7.2.1 Self-Disposal Record

If any garbage shall be disposed ashore where no official reception certificate may be issued to the vessel (like: Companies Superintendent, public garbage bins, etc), the person in charge to carry out the plan shall issue a suitable record.

Such record (MEPC.1/Circ. 645) is shown on page 36 of this GMP.



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## 8 SEWAGE

Prevention of the pollution by sewage is basically the responsibility of the Chief Engineer. However, we believe the ECO should have following information:

It is the intention of the Captain and crew of this vessel to comply fully with all laws and regulations pertaining to the discharge of sewage. This vessel has no direct overboard connections from the head; all sewage must first pass into the holding tank / treatment system before it can be discharged from the vessel.

### 8.1 Sewage Disposal

In Port & within 3 miles off the coast:

At all times when this vessel is docked, or when it is moored or anchored within three (3) miles of the coast, where sewage disposal is otherwise restricted, or in designated "No Discharge Zones", all sewage will be held within the holding tank provided on the vessel. Discharge of such sewage will be ONLY to pump out stations designated for the pump out of waste from vessels, or other shore facilities as may be designated for that purpose. In NO case will sewage be discharged into the water. Where required by local law or ordinance, dye-disclosing tablets supplied by that jurisdiction may be placed in the holding tank.

At sea:

When this vessel is underway or anchored outside the three (3) mile limit, or outside other areas as may be designated by regulation or law, sewage as contents of the holding tank may be pumped overboard.

### 8.2 Untreated Sewage

The discharge rate of untreated sewage (MEPC.157(55)) must be observed. A table showing the rate should be available in the ECR.



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## Appendix 1 Garbage Management Placard

### Simplified overview of the discharge provisions of the revised MARPOL Annex V (resolution MEPC.201(62)) which will enter into force on 1 January 2013

(for more detailed guidance regarding the respective discharge requirements please refer to the text of MARPOL Annex V or to the 2012 Guidelines for the Implementation of MARPOL Annex V)

Type of garbage	Ships outside special areas	Ships within special areas	Offshore platforms (more than 12 nm from land) and all ships within 500 m of such platforms
Food waste comminuted or ground	Discharge permitted ≥3 nm from the nearest land, en route and as far as practicable	Discharge permitted ≥12 nm from the nearest land, en route and as far as practicable	Discharge permitted
Food waste not comminuted or ground	Discharge permitted ≥12 nm from the nearest land, en route and as far as practicable	Discharge prohibited	Discharge prohibited
Cargo residues <sup>1</sup> not contained in wash water	Discharge permitted ≥12 nm from the nearest land, en route and as far as practicable	Discharge prohibited	Discharge prohibited
Cargo residues <sup>1</sup> contained in wash water		Discharge permitted ≥12 nm from the nearest land, en route, as far as practicable and subject to two additional conditions <sup>2</sup>	Discharge prohibited
Cleaning agents and additives <sup>1</sup> contained in cargo hold wash water	Discharge permitted	Discharge permitted ≥12 nm from the nearest land, en route, as far as practicable and subject to two additional conditions <sup>2</sup>	Discharge prohibited
Cleaning agents and additives <sup>1</sup> in deck and external surfaces wash water		Discharge permitted	Discharge prohibited
Carcasses of animals carried on board as cargo and which died during the voyage	Discharge permitted as far from the nearest land as possible and en route	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
Mixed garbage	When garbage is mixed with or contaminated by other substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply		

- 1 These substances must not be harmful to the marine environment.  
 2 According to regulation 6.1.2 of MARPOL Annex V the discharge shall only be allowed if: (a) 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 these ports (regulation 6.1.2.2); and (b) if no adequate reception facilities are available at those ports (regulation 6.1.2.3).

(The placard used on board may be of different design, provided it meets the regulatory requirements.)



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## Appendix 2 HELCOM Notification

Attachment

### INFORMATION TO BE NOTIFIED BEFORE ENTRY INTO THE PORT OF .....

1. Name, call sign and, where appropriate, IMO identification number of the ship:
2. Flag State:
3. Estimated time of arrival (ETA):
4. Estimated time of departure (ETD):
5. Previous port of call:
6. Next port of call:
7. Last port and date when ship-generated waste was delivered:
8. Are you delivering all  some  none  \* of your waste into reception facilities?
9. Type and amount of waste and residues to be delivered and/or remaining on board, and percentage of maximum storage capacity:

If delivering all waste, complete second column as appropriate.  
 If delivering some or no waste, complete all columns.

TYPE	WASTE TO BE DELIVERED m <sup>3</sup>	MAXIMUM DEDICATED STORAGE CAPACITY m <sup>3</sup>	AMOUNT OF WASTE RETAINED ON BOARD m <sup>3</sup>	PORT AT WHICH REMAINING WASTE WILL BE DELIVERED	ESTIMATED AMOUNT OF WASTE TO BE GENERATED BETWEEN NOTIFICATION AND NEXT PORT OF CALL m <sup>3</sup>
<b>1. Waste Oils</b>					
Sludge					
Bilge water					
Others (specify)					
<b>2. Garbage</b>					
Food waste					
Plastic					
Other					
<b>3. Sewage</b>					
<b>4. Cargo-associated waste ** (specify)</b>					
<b>5. Cargo residues ** (specify)</b>					

\* Tick appropriate box      \*\*May be estimates

I confirm that the above details are accurate and correct and there is sufficient dedicated onboard capacity to store all waste generated between notification and the next port at which waste will be delivered.

Date ..... Time ..... Signature .....

## Appendix 3 Advanced Notification Form (ANF)

MEPC.1/Circ.644

### ANNEX

#### STANDARD FORMAT OF THE ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

**Notification of the Delivery of Waste to:** ..... (enter name of port or terminal)

*The master of a ship should forward the information below to the designated authority at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours*

*This form shall be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB*

#### DELIVERY FROM SHIPS (ANF)

##### 1. SHIP PARTICULARS

1.1 Name of ship:	1.5 Owner or operator:
1.2 IMO number:	1.6 Distinctive number or letters:
1.3 Gross tonnage:	1.7 Flag State:
1.4 Type of ship: <input type="checkbox"/> Oil tanker <input type="checkbox"/> Chemical tanker <input type="checkbox"/> Bulk carrier <input type="checkbox"/> Container <input type="checkbox"/> Other cargo ship <input type="checkbox"/> Passenger ship <input type="checkbox"/> Ro-ro <input type="checkbox"/> Other (specify)	

##### 2. PORT AND VOYAGE PARTICULARS

2.1 Location/Terminal name and POC:	2.6 Last Port where waste was delivered:
2.2 Arrival Date and Time:	2.7 Date of Last Delivery:
2.3 Departure Date and Time:	2.8 Next Port of delivery (if known):
2.4 Last Port and Country:	2.9 Person submitting this form is (if other than the master):
2.5 Next Port and Country (if known):	

##### 3. TYPE AND AMOUNT OF WASTE FOR DISCHARGE TO FACILITY

MARPOL Annex I – Oil	Quantity (m <sup>3</sup> )	MARPOL Annex V – Garbage	Quantity (m <sup>3</sup> )
Oily bilge water		Plastic	
Oily residues (sludge)		Floating dunnage, lining, or packing material	
Oily tank washings		Ground-down paper products, rags, glass, metal, bottles, crockery etc.	
Dirty ballast water		Cargo residues <sup>2</sup> , paper products, rags, glass, metal, bottles, crockery, etc.	
Scale and sludge from tank cleaning		Food waste	
Other (please specify)		Incinerator ash	
<b>MARPOL Annex II – NLS</b>	<b>Quantity (m<sup>3</sup>)/Name<sup>1</sup></b>	Other wastes (specify)	
Category X substance		<b>MARPOL Annex VI – Air pollution</b>	<b>Quantity (m<sup>3</sup>)</b>
Category Y substance		Ozone-depleting substances and equipment containing such substances	
Category Z substance		Exhaust gas-cleaning residues	
OS – other substances			
<b>MARPOL Annex IV – Sewage</b>	<b>Quantity (m<sup>3</sup>)</b>		

<sup>1</sup> Indicate the proper shipping name of the NLS involved.

<sup>2</sup> Indicate the proper shipping name of the dry cargo.



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Name of ship:	IMO Number:
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Please state below the approximate amount of waste and residues remaining on board and the percentage of maximum storage capacity. If delivering all waste on board at this port please strike through this table and tick the box below. If delivering some or no waste, please complete all columns.

I confirm that I am delivering all the waste held on board this vessel (as shown on page 1) at this port

Type	Maximum dedicated storage capacity m <sup>3</sup>	Amount of waste retained on board m <sup>3</sup>	Port at which remaining waste will be delivered (if known)	Estimate amount of waste to be generated between notification and next port of call m <sup>3</sup>
<b>MARPOL Annex I – Oil</b>				
Oily bilge water				
Oily residues (sludges)				
Oily tank washings				
Dirty ballast water				
Scale and sludge from tank cleaning				
Other (please specify)				
<b>MARPOL Annex II – NLS<sup>1</sup></b>				
Category X substance				
Category Y substance				
Category Z substance				
OS – other substances				
<b>MARPOL Annex IV – Sewage</b>				
Sewage				
<b>MARPOL Annex V – Garbage</b>				
Plastic				
Floating dunnage, lining or packing material				
Ground paper products, rags, glass, metal, bottles, crockery				
Cargo residues <sup>2</sup> , paper products, rags, glass, metal bottles, crockery				
Food waste				
Incinerator ash				
Other wastes (specify)				

Date: ..... Name and Position: .....  
 Time: ..... Signature: .....

<sup>1</sup> Indicate the proper shipping name of the NLS involved.  
<sup>2</sup> Indicate the proper shipping name of the dry cargo.

## Appendix 4 Standard Waste Delivery Receipt

MEPC.1/Circ.645

### ANNEX

#### STANDARD FORMAT FOR THE WASTE DELIVERY RECEIPT

*The designated representative of the reception facility provider should provide the following form to the master of a ship that has just delivered waste.*

*This form should be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB*

#### 1. RECEPTION FACILITY AND PORT PARTICULARS

1.1 Location/Terminal name:	
1.2 Reception facility provider(s):	
1.3 Treatment facility provider(s) – if different from above:	
1.4 Waste Discharge Date and Time from:	to

#### 2. SHIP PARTICULARS

2.1 Name of ship:	2.5 Owner or operator:
2.2 IMO number:	2.6 Distinctive number or letters:
2.3 Gross tonnage:	2.7 Flag State:
2.4 Type of ship: <input type="checkbox"/> Oil tanker <input type="checkbox"/> Chemical tanker <input type="checkbox"/> Bulk carrier <input type="checkbox"/> Container <input type="checkbox"/> Other cargo ship <input type="checkbox"/> Passenger ship <input type="checkbox"/> Ro-ro <input type="checkbox"/> Other (specify)	

#### 3. TYPE AND AMOUNT OF WASTE RECEIVED

MARPOL Annex I – Oil	Quantity (m <sup>3</sup> )	MARPOL Annex V – Garbage	Quantity (m <sup>3</sup> )
Oily bilge water		Plastic	
Oily residues (sludge)		Floating dunnage, lining, or packing materials	
Oily tank washings		Ground paper products, rags, glass, metal, bottles, crockery	
Dirty ballast water		Cargo residues <sup>2</sup> , paper products, rags, glass, metal, bottles, crockery, etc.	
Scale and sludge from tank cleaning		Food waste	
Other (please specify)		Incinerator ash	
<b>MARPOL Annex II – NLS</b>	<b>Quantity (m<sup>3</sup>)/Name<sup>1</sup></b>	Other wastes (specify)	
Category X substance		<b>MARPOL Annex VI – related</b>	<b>Quantity (m<sup>3</sup>)</b>
Category Y substance		Ozone-depleting substances and equipment containing such substances	
Category Z substance		Exhaust gas-cleaning residues	
OS – other substances			
<b>MARPOL Annex IV – Sewage</b>	<b>Quantity (m<sup>3</sup>)</b>		

On behalf of the port facility I confirm that the above wastes were delivered.

Signature: .....

Full Name and Company Stamp: .....

<sup>1</sup> Indicate the proper shipping name of the NLS involved.

<sup>2</sup> Indicate the proper shipping name of the dry cargo.



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## Appendix 5 Inadequacy of Port Reception Facilities

MEPC.1/Circ.469/Rev.1

### ANNEX

#### REVISED CONSOLIDATED FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES<sup>1</sup>

The Master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information below, together with any supporting documentation, to the Administration of the flag State and, if possible, to the competent Authorities in the port State. The flag State shall notify the IMO and the port State of the occurrence. The port State should consider the report and respond appropriately informing IMO and the reporting flag State of the outcome of its investigation.

#### 1 SHIP'S PARTICULARS

- 1.1 Name of ship: \_\_\_\_\_  
1.2 Owner or operator: \_\_\_\_\_  
1.3 Distinctive number or letters: \_\_\_\_\_  
1.4 IMO Number<sup>2</sup>: \_\_\_\_\_  
1.5 Gross tonnage: \_\_\_\_\_  
1.6 Port of registry: \_\_\_\_\_  
1.7 Flag State<sup>3</sup>: \_\_\_\_\_  
1.8 Type of ship:  
 Oil tanker                       Chemical tanker                       Bulk carrier  
 Other cargo ship                       Passenger ship                       Other (specify) \_\_\_\_\_

#### 2 PORT PARTICULARS

- 2.1 Country: \_\_\_\_\_  
2.2 Name of port or area: \_\_\_\_\_  
2.3 Location/terminal name: \_\_\_\_\_  
(e.g. berth/terminal/jetty)  
2.4 Name of company operating the reception facility (if applicable): \_\_\_\_\_  
2.5 Type of port operation:  
 Unloading port     Loading port     Shipyard  
 Other (specify) \_\_\_\_\_  
2.6 Date of arrival: \_\_\_/\_\_\_/\_\_\_ (dd/mm/yyyy)  
2.7 Date of occurrence: \_\_\_/\_\_\_/\_\_\_ (dd/mm/yyyy)  
2.8 Date of departure: \_\_\_/\_\_\_/\_\_\_ (dd/mm/yyyy)

<sup>1</sup> This format was approved by the fifty-third session of the Marine Environment Protection Committee in July 2005.

<sup>2</sup> In accordance with the IMO ship identification number scheme adopted by the Organization by Assembly resolution A.600(15).

<sup>3</sup> The name of the State whose flag the ship is entitled to fly.

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### 3 INADEQUACY OF FACILITIES

3.1 Type and amount of waste for which the port reception facility was inadequate and nature of problems encountered

Type of waste	Amount for discharge (m <sup>3</sup> )	Amount <u>not</u> accepted (m <sup>3</sup> )	Problems encountered Indicate the problems encountered by using one or more of the following code letters, as appropriate. A No facility available B Undue delay C Use of facility technically not possible D Inconvenient location E Vessel had to shift berth involving delay/cost F Unreasonable charges for use of facilities G Other (please specify in paragraph 3.2)
<b>MARPOL Annex I-related</b>			
Type of oily waste:			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			
Scale and sludge from tank cleaning			
Other (please specify .....)			
<b>MARPOL Annex II-related</b>			
Category of NLS <sup>4</sup> residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
<b>MARPOL Annex IV-related</b>			
Sewage			
<b>MARPOL Annex V-related</b>			
Type of garbage:			
Plastic			
Floating dunnage, lining, or packing materials			
Ground paper products, rags, glass, metal, bottles, crockery, etc.			
Cargo residues, paper products, rags, glass, metal, bottles, crockery, etc.			
Food waste			
Incinerator, ash			
Other (please specify .....)			
<b>MARPOL Annex VI-related</b>			
Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

<sup>4</sup> Indicate, in paragraph 3.2, the proper shipping name of the NLS involved and whether the substance is designated as 'solidifying' or 'high viscosity' as per MARPOL Annex II regulation 1 paragraphs 15.1 and 17.1 respectively.



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3.2 Additional information with regard to the problems identified in the above table.

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3.3 Did you discuss these problems or report them to the port reception facility?

Yes       No

If Yes, with whom (please specify)

---



---

If Yes, what was the response of the port reception facility to your concerns?

---



---

3.4 Did you give prior notification (in accordance with relevant port requirements) about the vessel's requirements for reception facilities?

Yes       No       Not applicable

If Yes, did you receive confirmation on the availability of reception facilities on arrival?

Yes       No

#### 4 ADDITIONAL REMARKS/COMMENTS

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\_\_\_\_\_  
Master's signature

Date: \_\_/\_\_/\_\_\_\_ (dd/mm/yyyy)



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