

“Don’t Cure, Prevent”

Circular 01/07/2015

Subject: “Garbage not segregated properly in the bins” - Important PSC Issue!

Case: Recently, it has been reported that a cargo vessel faced difficulties in India when the Port State Control Officers boarded the vessel for a detailed PSC inspection. During inspection, one of the PSC Officers donned a pair of rubber gloves and started rummaging his hands through the contents of the galley food waste bin. Regrettably, the galley staff on this ship had not been segregating the garbage, as required by **Annex V of MARPOL 73/78** (as amended) regulations and as consequence, the PSC Inspector found plastic, paper and bottles in the bin clearly marked **Galley Food Waste Only**. As a result the following deficiency (*code 17*) was imposed:

“Garbage not segregated properly in the bins”



In connection to the above, and in order to assist our clients to avoid similar complications, we would like to remind the Revised **MARPOL Annex V** requirements with regards to the garbage management onboard. According to revised **MARPOL Annex V**, shipboard generated garbage is to be grouped into the following nine categories:

Plastics:	<i>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.</i>
Food wastes:	<i>Spoiled or unspoiled food substances</i>
Domestic Wastes:	<i>Garbage generated mainly in the accommodation spaces on board the ship (e.g. drinking bottles, papers, cardboard etc.).</i>
Cooking Oil:	<i>Edible oil or animal fat used for the preparation or cooking of food</i>
Incinerator ashes:	<i>Ash and clinkers resulting from shipboard incinerators used for the incineration of garbage</i>
Operational wastes:	<i>Solid wastes (including slurries) 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 that may be harmful to the aquatic environment. Operational wastes do not include grey water, bilge water, or other similar discharges essential to the operation of a ship (boiler/economizer blowdown, gas turbine wash-water, machinery wastewater etc.).</i>
Cargo residues:	<i>Remnants of any cargo which remain on the deck or in holds following loading or unloading. This category does not include cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship. Such garbage may be discharged at sea under specific circumstances/requirements. It is essential to remember that besides other requirements (e.g. distance from shore) cargo residues in order to be discharged at sea they should not be harmful to the marine environment.</i>
Animal Carcasses:	<i>Bodies of any animals that are carried on board as cargo and that die or are euthanized during the voyage.</i>
Fishing Gear:	<i>Physical device that may be placed on or in the water or on the sea-bed with the intended purpose of capturing marine or fresh water organisms</i>

The **Annex V of MARPOL**, also requires every ship of 400 gross tons and above and every ship certified to carry 15 persons or more, to carry a *Garbage Management Plan (GMP)* and be provided with a *Garbage Record Book (GRB)*. In addition, every ship of 12 meters or more in length overall, shall display relevant **placards** to notify the crew of the ship’s disposal requirements.

The **Garbage Management Plan (GMP)** is designed to:

- list all types of garbage generated by the vessel
- list garbage management techniques/equipment available and employed by the vessel
- designate the person(s) responsible for carrying out the plan
- describe the collection, processing, storage and disposal of each type of garbage, according to **Annex V of MARPOL**, generated by the vessel.



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Garbage Treatment

All garbage produced should be disposed in the *receptacles of the appropriate category only*. Receptacles for each category shall be clearly marked and distinguished by color, graphics, shape, size or location.

The separation of garbage procedure is based on the consideration of what **can** and **cannot** be discarded overboard throughout the voyage of the vessel.

Receptacles for ash, cigarettes, matches or other hot material shall be **fireproof**. Receptacles for wet waste or humidity submitting substances shall be **waterproof**.

The *garbage receptacles on board which may be bins, cans or garbage bags* can also receive:

- 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 including Styrofoam or other similar plastic material)
- garbage that might present a hazard to the ship or crew (oily rags, light bulbs, acids, chemical, batteries etc.)
- food wastes
- medical wastes & expired medicines

SUMMARY OF AT SEA GARBAGE DISPOSAL REGULATIONS

Garbage Type	Outside special areas	In special areas
Food waste ³ comminuted or ground (<i>if vessel is equipped with a comminuter</i>)	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
Food waste not comminuted or ground	Discharge permitted >12 nm from the nearest land, en route and as far as practicable	Discharge prohibited
Cargo residues ¹ not contained in wash water	Discharge permitted >12 nm from the nearest land, en route and as far as practicable	Discharge prohibited
Cargo Residues ¹ contained in wash water	Discharge permitted >12 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 and subject to two additional conditions ²
Cleaning agents and additives ¹ contained in cargo hold wash water	Discharge permitted	Discharge permitted >12 nm from the nearest land, en route and as far as practicable and subject to two additional conditions ²
Cleaning agents and additives ¹ in deck and external surfaces wash water	Discharge permitted	Discharge permitted
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
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 special area between these ports (6.1.2.2) and (b) if no adequate reception facilities are available at those ports (6.1.2.3)
3. Comminuted or ground food wastes must be able to pass through a screen with mesh size no greater than 25 mm.

Discharges of Cargo residues & Cleaning Agents and additives require start and stop time/positions to be recorded in the Garbage Record Book.

Note: The Baltic Sea Special Area Disposal Regulations took effect on 1 October 1989



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Any receptacles on deck areas, poop decks or areas exposed to the weather should be secured on the ship and have lids (non-combustible material) that are tight and securely fixed. All garbage receptacles should be secured to prevent loss, spillage or loss of any garbage that is deposited in the receptacles. All garbage receptacles should be regularly checked for potential damage and renewed as necessary.

Crew members should be aware and receive proper training on garbage management on board. For individuals (e.g. riding teams, technicians etc.) training should be conducted by the Master or assigned Officer following the vessel's departure.

It is the responsibility of all Officers and Crew, regardless of their direct involvement with garbage collection and disposal to ensure that the Garbage Management Plan is followed at all times.

The crew should pay particular attention to the requirements applicable to discharges into the sea of ***cargo residues and cleaning agents and additives***. Such discharges are permitted in accordance with the regulations, only if they do not contain substances that are harmful to the marine environment.

It is important to ensure that the **vessels' records** contain relevant documentation to evidence this fact:

- cleaning agents and additives not harmful to the environment should be delivered to the vessel with a dated and signed statement to this effect from the supplier of the product and
- solid bulk cargoes should be classified and declared by the shipper, as part of the declaration required in section 4.2 of the International Maritime Solid Bulk Cargoes Code (IMSBC Code), whether they are harmful to the marine environment or not.

Training

All crewmembers who are involved in operating the garbage processing equipment, collecting, handling, storing and disposing of garbage as part of their operational responsibilities should receive adequate training. The training program should be reviewed annually and should define what constitutes garbage and the applicable regulations for handling and disposal.

Advance notification

Ship operators should check with local agents, port authorities, harbour masters, or reception facility providers for ***port specific requirements prior to arrival***, in order to plan for and accommodate any special handling requirements of garbage for particular ports, including any additional segregation that may need to take place onboard prior to arrival. This information should be incorporated into the company's environmental management plan and should be taken into consideration in voyage planning.

We remain at your disposal for more details,

Prevention at Sea