



# TUVALU SHIP REGISTRY

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## MARINE CIRCULAR

### MC-5/2013/1

05/2021

**FOR:** Ship Owners, Ship Managers, Ship Operators, Ship Masters, Ship Officers, Classification Societies

**SUBJECT: PREVENTION OF GARBAGE POLLUTION BY SHIPS - MARPOL ANNEX V**

#### **DEFINITIONS:**

The following abbreviations stand for:

- “CMR” – Carcinogenic, Mutagenic, or Reprotoxic
- “GMP” – Garbage Management Plan
- “GRB” – Garbage Record Book
- “GT” – Gross Tonnage in accordance to ITC 69
- “HME” – Harmful to the Marine Environment
- “IMO” – International Maritime Organization
- “IMSBC” – International Maritime Solid Bulk Cargoes
- “ITC 69” – International Convention on the Tonnage Measurement of Ships, 1969
- “LOA” – Length Overall
- “MARPOL” – International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978
- “MEPC” – IMO Marine Environment Protection Committee
- “OLB” – Official Log Book
- “Polar Code” – International Code for Ships Operating in Polar Waters

The term “Administration” shall mean the Tuvalu Ship Registry.

The following terms below are partially extracted from the list of definitions from revised MARPOL Annex V for the purpose of this circular:

- “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 that are not covered by other MARPOL Annexes and 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. It refers only to cargo residues that cannot be recovered using commonly available methods for unloading. See section 2.4 of this circular for distinctions between HME and non-HME cargo residues;
- “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 all types of wastes not covered by other MARPOL Annexes that are generated in the accommodation spaces on board the ship;
- E-waste – means electrical and electronic equipment used for the normal operation of the ship or in the accommodation spaces, including all components, subassemblies and consumables, which are part of

the equipment at the time of discarding (such as electronic cards, gadgets, instruments, equipment, computers, printer cartridges, 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, incinerator ashes, cooking oil, E-waste, 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 MARPOL Annexes. 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” – means ash and clinkers resulting from shipboard incinerators 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 that MARPOL Annex VI requires shipboard incinerators installed after 01 January 2000 to be type approved and meet specific air pollution criteria. See IMO Resolution MEPC.244(66), 2014 Standard specification for shipboard incinerators. 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 Annexes of MARPOL 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 layup, gas turbine wash water, motor gasoline and compensating discharge, machinery wastewater, pool, spa water and recreational waters, sonar dome discharge and well deck discharges. For the discharge of soot, see section 2.6 of this circular.
- “Plastic” – means a solid material which contains as an essential ingredient one 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 MARPOL 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 oceanographic 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 MARPOL 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 (includes the Gulf of Mexico and the Caribbean Sea). These sea areas are defined in MARPOL V Reg 1.14 (See also IMO Circular MEPC.1/Circ.778/Rev.2)

#### **PURPOSE:**

This circular incorporates the updates and requirements for garbage handling in Polar Waters which entered into force 01 January 2017 through IMO Resolution MEPC.265(68). In addition, IMO Resolution MEPC.277(70) amends MARPOL Annex V to address the disposal of HME cargo residues originally addressed under the IMSBC Code in IMO Resolution MSC.393(95). It also amends the format of the GRB

which is now a two-part document that addresses the handling of HME cargo residues, e-waste and exceptional discharges. These amendments, which are addressed below, entered into force on 01 March 2018.

## REFERENCES:

- (a) MARPOL 73/78 – International Convention for the Prevention of Pollution from Ships
- (b) IMO Resolution MEPC.201(62) – Amendments to MARPOL Annex V, adopted 15 July 2011
- (c) IMSBC Code, International Maritime Solid Bulk Cargoes Code, 2016 Edition, as amended
- (d) IMO Resolution MEPC.295(71) – 2017 Guidelines for the implementation of MARPOL Annex V, adopted 2 March 2012
- (e) IMO Resolution MEPC.265(68) – Amendments to MARPOL Annexes I, II, IV and V (Making the use of the environment-related provisions of the Polar Code mandatory), adopted 15 May 2015
- (f) IMO Resolution MEPC.277(70) – Amendments to MARPOL Annex V (HME Substances and Form of Garbage Record Book), adopted 28 October 2016
- (g) IMO Resolution MEPC. 220(63) – 2012 Guidelines for the development of Garbage Management Plans, adopted 2 March 2012
- (h) IMO Circular MEPC.1/Circ.809 – Revised Guidance on the Management of Spoilt Cargoes, 28 June 2013
- (i) IMO Circular MEPC.1/Circ.778/Rev.2 – List of Special Areas, Emission Control Areas, and Particularly Sensitive Sea Areas - Special Areas and Emission Control Areas (ECAs) under MARPOL, 06 April 2017
- (j) IMO MEPC.1/Circ.834/Rev.1 – Consolidated Guidance for Port Reception Facility Providers and Users, 01 March 2018
- (k) Tuvalu Marine Circular (MC-6/2013/1) – Reporting of Inadequate MARPOL Port Reception Facilities

## APPLICATION:

MARPOL Annex V applies to all ships (meaning a vessel of any type operating in the marine environment), unless expressly provided otherwise, and includes:

- hydrofoil boats;
- air-cushion vehicles;
- submersibles;
- floating crafts;
- fixed or floating platforms;
- commercial yachts; and
- private yachts.

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 the number found on:

- the Cargo Ship Safety Equipment Certificate (supplement); or
- the Passenger Ship Safety Certificate.

If the vessel does not hold either of the above certificates, then the figure to be used shall be the number of persons for whom permanent overnight accommodations can be provided.

MARPOL Annex V requirements and the guidelines contained in IMO Resolution MEPC.295(71) must be read in conjunction with this circular to ensure that all provisions are implemented appropriately.

## CONTENTS:

### 1. Prohibition of Discharge of Garbage into the sea

- 1.1. As per MARPOL Reg V/3, the discharge of all garbage, including plastics and cooking oil, is prohibited, except as provided in MARPOL Reg V/4 to V/7 and section 5.2 of part II-A of the Polar Code.
- 1.2. When garbage is mixed with or contaminated by other substances that are either prohibited from discharge or have different discharge requirements, the more stringent requirements apply.

1.3. See **TABLE B** at the end of this circular showing a simplified overview of the garbage discharge restrictions.

## **2. Allowable Discharge of Garbage into the sea**

2.1. For all permitted discharges, attempts should be made to spread the discharge over as wide an area as possible and in deep water (50 m or more) while taking into consideration prevailing currents and tidal movements.

### **2.2. Food Wastes (Outside Special Areas):**

2.2.1. 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:

- as far as practicable, but no less than 3 nm 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;
- as far as practicable, no less than 12 nm from the nearest land, if the food waste has not been comminuted or ground.

2.2.2. For a fixed or floating platform located more than 12 nm from the nearest land and from all other ships when alongside or within 500m 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 500m of such platforms are prohibited from discharging non-comminuted/non-ground food waste into the sea.

2.2.3. Arctic Areas discharges are permitted in accordance with MARPOL Reg V/4 provided the following additional requirements of section 5.2.1 of part II-A of the Polar Code are met:

- discharge into the sea of food wastes is only permitted when the ship is as far as practicable from areas of ice concentration exceeding 1/10, but in any case not less than 12 nm from the nearest land, nearest ice-shelf, or nearest fast ice;
- food wastes are to be comminuted or ground and must be capable of passing through a screen with openings no greater than 25 mm. Food wastes cannot be contaminated by any other garbage type;
- food wastes cannot be discharged onto the ice; and
- discharge of animal carcasses is prohibited.

### **2.3. Food Wastes (Within Special Areas):**

2.3.1. 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 is to occur when the vessel is en route as far as practicable, but no less than 12 nm, from the nearest land or nearest ice shelf.

2.3.2. Antarctic area discharges under section 2.3.1 above, are to be as far as practicable from areas of ice concentration exceeding 1/10, but in any case, not less than 12 nm from the nearest fast ice; and food waste is not to be discharged onto ice (as per section 5.2.2 of part II-A of the Polar Code). The discharge of introduced avian products, including poultry and poultry parts, is not permitted unless it has been made sterile by treatment.

Prior to entering the Antarctic area, ships must 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. See section 5.2 of this circular regarding reception facilities in Special Areas.

2.4. Cargo Residues:

- 2.4.1. Cargo residues identified as HME are not permitted to be discharged into the sea. They must be discharged to a port reception facility.
- 2.4.2. Since 01 March 2018, solid bulk cargoes, other than grain, must be declared by the shipper as to whether they are HME or non-HME, already a requirement under the IMSBC Code, by utilizing criteria set out in MARPOL Annex V, Appendix 1. Accordingly, cargo hold washing water will need to be disposed of at port reception facilities in accordance with MARPOL Reg V/4 and V/6 if it contains:
- cargo residues from holds that previously contained HME solid bulk cargoes; or
  - cargo residues mixed with cleaning agents or additives classified as HME.
- 2.4.3. Non-HME cargo residues may be discharged in accordance with MARPOL Reg V/4 and V/6 as summarized in the **TABLE A** below. Take note of the limited circumstances in which non-HME cargoes contained in hold washing water may be discharged within Special Areas.

**TABLE A**

**CARGO RESIDUES**

(Simplified overview of the discharge provisions regarding cargo residues of the revised MARPOL Annex V)

Type of Garbage	Ships outside special areas	Ships within special areas	Offshore platforms and all ships within 500 m of such platforms
Cargo residues not considered HME and not contained in wash water	<b>Discharge permitted</b> ≥ 12 nm from the nearest land and en route	<b>Discharge prohibited</b>	Discharge prohibited
Cargo residues not considered HME contained in wash water		<b>Discharge only permitted in specific circumstances<sup>1</sup> and ≥ 12 nm from the nearest land and en route</b>	
Cargo residues considered HME	Discharge prohibited	Discharge prohibited	

1. According to MARPOL Reg V/6.1.2, 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 (MARPOL Reg V/6.1.2.2); and (b) if no adequate reception facilities are available at those ports (MARPOL Reg V/6.1.2.3),

- 2.4.4. Cargo material contained in the cargo hold bilge water must not be treated as cargo residues if the cargo material is:
- not HME; and
  - the bilge water is discharged from a loaded hold through the ship's fixed piping bilge drainage system.

## 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 outside Special Areas, provided that they are not HME (a cleaning agent or additive is considered not HME if it is not a "harmful substance" in accordance with the criteria in MARPOL Annex III; and it does not contain any components which are known to be CMR). See MARPOL Reg V/4.
- 2.5.2. Cleaning agents or additives contained in deck and external surfaces wash water may be discharged into the sea within Special Areas, provided that they are not HME. See MARPOL Reg V/6.
- 2.5.3. Evidence that the cleaning agent or additive meets the criteria for not being harmful to the environment must be provided by the manufacturer of the product and needs to be kept with the ship's records. It is to take the form of a dated and signed statement to this effect and may form part of a Safety Data Sheet or be a stand-alone document.

## 2.6. Soot (carbon):

- 2.6.1. Boiler/economizer wash water is not explicitly exempted from the MARPOL Annex V's definition of operational wastes. IMO Resolution MEPC.295(71) paragraph 1.7.3, exempts "other similar discharges" such as "gas turbine wash water" and "boiler/economizer blowdown," but does not specifically address boiler/economizer wash water, although it was debated inconclusively at IMO.
- 2.6.2. Wash water that is generated during the water washing of the gas side of a boiler/economizer may contain oily pollutants as well as soot (carbon) that have the potential to produce an oily sheen on the sea's surface in violation of MARPOL Annex I. An owner/operator must take this into consideration when determining the method of disposal for boiler/economizer wash water.
- 2.6.3. Boiler/economizer wash water must not be discharged within port limits or within a coastal State's territorial waters, unless specifically permitted by that governing jurisdiction.
- 2.6.4. If cleaning agents or additives are used, they may only be processed and discharged overboard if they are not HME and conform to the criteria laid out in IMO Resolution MEPC.295(71) sections 1.7.5 and 1.7.6. Also refer to section 2.5 of this circular.

## 2.7. Biodegradable Materials:

- 2.7.1. 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 e.g. wet strength papers are impregnated with cross-linked polymers, and polymer-coated papers are classified as plastics under MARPOL 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 IMO Resolution MEPC.295(71) encourages research and development in this area.
- 2.7.2. 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 must 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.

## 2.8. Animal Carcasses:

- 2.8.1. Discharge of animal carcasses is permitted only outside Special Areas and shall occur as far from the nearest land as possible.
- 2.8.2. It is recommended that such discharges take place greater than 100 nm from the nearest land in the maximum water depth. When a ship is on a voyage not greater than 100 nm from nearest land, a discharge may take place greater than 12 nm 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, and if such discharge takes place, then the animal carcass(es) must be split or otherwise treated such that they sink immediately.
- 2.8.3. Carcasses of animals resulting from mortalities in excess of those generated during the normal operation of a ship are not treated as “garbage” under MARPOL Annex V. In such cases, Masters shall contact the most appropriate port and/or coastal State(s) for guidance (see also MEPC.1/Circ.809 – Revised Guidance on Managing Spoilt Cargoes, 28 June 2013 or the London Convention/London Protocol addressing dumping at sea).
- 2.8.4. The discharge of animal carcasses is not permitted in Polar Waters.

## 3. Exceptions

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

- 3.1. when the discharge of garbage is necessary for securing the safety of a ship and those on board or saving a life at sea;
- 3.2. 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;
- 3.3. to fishing gear that is accidentally lost provided that all reasonable precautions have been taken to prevent such loss; and
- 3.4. 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 Reg V/7.1.3 and V/7.1.4 from any Tuvalu-flagged fishing vessel which poses a significant threat to the marine environment or navigation must be reported to the to the appropriate coastal State if such loss/discharge occurs within the waters subject to the jurisdiction of a coastal State).

An exceptional discharge or accidental loss under this regulation is to be recorded in the GRB in accordance with the instructions provided in section 4.3.5 of this circular.

The en route requirements of MARPOL Reg V/4 and V/6 do not apply to the retention of food wastes when such retention presents an imminent health risk to those on board.

## 4. Garbage Management

### 4.1. Placards:

Every ship of 12 m or more in length overall and fixed or floating platforms must display placards notifying the crew and passengers of the discharge requirements of MARPOL Reg V/3, V/4, V/5 and V/6, and section 5.2 of part II-A of the Polar Code. The placard must be written in English and the working language of the ship's crew, if not English. See Resolution MEPC.295(71) for sample placards.

#### 4.2. Garbage Management Plan:

- 4.2.1. Every ship of 100 GT 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 GMP which the crew shall follow. It is the responsibility of the ship owner / operator to ensure production and maintenance of the GMP which 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 as well as section 2 of IMO Resolution MEPC.295(71), 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 5 of this circular).
- 4.2.3. In accordance with the stated requirements of MARPOL Annex V, there is no requirement for the GMP to be approved by the Administration or entity acting on behalf of the Administration.

#### 4.3. Garbage Record Book:

- 4.3.1. Every ship of 400 GT 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 GRB.
- 4.3.2. As of 01 March 2018, the new format of the GRB must be utilized and consists of 2 parts:
- Part I: Applicable to all ships; and  
Part II: Applicable to only ships that carry solid bulk cargoes.

Whether as part of the ship's OLB or kept separately, the GRB may be filled out as prescribed by the Administration's Form GRB (can be downloaded at: <https://tvship.com/forms> under "Miscellaneous Forms"), or any format that can be purchased commercially.

Any ship of less than 400 GT shall make an entry in the ship's GRB of any discharge or accidental loss referred to in MARPOL Reg V/7. 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.

- 4.3.3. Records shall be kept for each discharge into the sea, reception facility, or to another ship, or for a completed incineration. Entries in the GRB shall be:
- promptly recorded in English and in the official working language of the ship, if not English;
  - include the date, time, ship's position, category of garbage and estimated amount discharged or incinerated, along with applicable comments as may be necessary;
  - signed by the officer in charge on the date of discharge/incineration; and
  - signed by the Master for each completed page.



#### 4.3.4. Recording cargo residues (Part II)

Part II is to be used for the recording discharges of non-HME and HME cargo residues, whether such residues are entrained in wash water or not. The new categories for recording are:

- J: Cargo residues (non-HME); and
- K: Cargo residues (HME).

#### 4.3.5. Exceptional Discharges (Part I and Part II)

An entry in the GRB must be made for any discharge or accidental loss referred to in MARPOL Reg V/7. These exceptional discharges are to be recorded in a separate table in Part I of the GRB. Since this separate table is currently only included in Part I of the GRB, ships that carry solid bulk cargoes are also instructed to record any exceptional discharges of cargo residues in this section.

#### 4.3.6. Electronic GRB

As with the move to digitalisation of the maritime industry, the Administration allows for the GRB to be kept as an electronic log. However, since use of electronic record books is still under discussion at IMO, the electronic GRB must mirror the format specified in MARPOL Annex V (and Form GRB – refer to section 4.3.2 of this circular). The electronic system must be able to produce a printed copy of the GRB on board should authorities request to review it. In this regard and until a smooth transition from hard copy record books to electronic ones is achieved, the GRB pages are to be printed out at least once a week and signed by the ship's Master.

4.3.7. The GRB 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 2 years from the date of last entry.

4.3.8. The competent authority of a Government that is a Party to the Convention has the authority to inspect a GRB or a ship's OLB 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 ship's Master as a true copy of an entry in the ship's GRB, or the ship's OLB, shall be admissible in any judicial proceedings as evidenced by the facts stated in the entry.

4.3.9. 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 GRB for 2 years.

## 5. Reception Facilities

5.1. Where reception facilities are available, ship owners or operators must make arrangements for discharge well in advance of garbage reception. This includes providing the port with information on the type(s) and estimated amount(s) of garbage to be discharged and whether the garbage has been separated. The port may have special discharge requirements for food waste and related garbage which may carry certain diseases or pest organisms, dunnage, batteries, medicines, outdated pyrotechnics or unusually large, heavy, or odorous derelict fishing gear, etc.

5.2. 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 Reg V/4 (discharges outside Special Areas) until the date established by IMO when the requirements of MARPOL Reg V/6 are to take effect for the Special Area in question. See MARPOL Reg V/8.2.2.

5.3. Where inadequate port facilities are encountered, the situation is to be reported to the Administration in accordance with procedures established in Tuvalu Ship Registry Marine Circular MC-6/2013/1 – Reporting Inadequate MARPOL Port Reception Facilities.

Yours sincerely,

Deputy Registrar  
Tuvalu Ship Registry

**TABLE B**

**SUMMARY OF GARBAGE DISCHARGE RESTRICTIONS**

(This is a summary of Regulations 4, 5, 6 and 14 of MARPOL Annex V and Chapter 5 of Part II-A of Polar Code and provisions contained in those prevail (not this table))

Type of garbage <sup>1</sup>	All ships except platforms <sup>4</sup>		<b>Regulation 5</b> Offshore platforms located more than 12 nm from nearest land and ships when alongside or within 500 m of such platforms <sup>4</sup>
	<b>Regulation 4</b> Outside special areas and Arctic waters (Distances are from the nearest land)	<b>Regulation 6</b> Within special areas and Arctic waters (Distances are from the nearest land, nearest ice-shelf or nearest fast ice)	
Food waste comminuted or ground <sup>2</sup>	>3 nm, en route and as far as practicable	>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
Non-HME cargo residues <sup>5,6</sup> not contained in wash water		>12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2 and paragraph 5.2.1.5 of part II-A of the Polar Code)	
HME cargo residues contained or not in wash water	Discharge prohibited	Discharge prohibited	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 and paragraph 5.2.1.5 of part II-A of the Polar Code)	
Cleaning agents and additives <sup>6</sup> in deck and external surfaces wash water		Discharge permitted	
Animals carcasses (should be split or otherwise treated to ensure the carcasses will sink immediately)	Must be en route 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, plastic garbage bag, clinkers, floating dunnage, lining & packing materials, paper, rags, glass, metal, bottles, crockery, cooking oil, incinerator ashes, fishing gear and similar refuse	Discharge prohibited		

- When garbage is mixed with or contaminated by other harmful substances prohibited from discharge or having different discharge requirements, the more stringent requirements must apply.
- Comminuted or ground food wastes must be able to pass through a screen with mesh no larger than 25mm.
- The discharge of introduced avian products in the Antarctic area is not permitted unless incinerated, autoclaved or otherwise treated to be made sterile. In polar waters, discharge must be made as far as practicable from areas of ice concentration exceeding 1/10; in any case food waste must not be discharged onto the ice.
- Offshore platforms located 12 nm from the 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.
- Cargo residues means only those cargo residues that cannot be recovered using commonly available methods of unloading.
- These substances must not be HME.