



TUVALU SHIP REGISTRY

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MARINE CIRCULAR

MC-5/2013/1

8/2013

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
- “OCM” – Oil Content Meter
- “OLB” – Official Log Book
- “OWS” – Oily Water Separator
- “RO” – Recognized Organization as defined by IMO Resolution A.789(19)
- “UI” – Unified Interpretation

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 which are not covered by other MARPOL Annexes and which remain on the deck or in the holds following loading or unloading, including loading and unloading excess or spillage, whether in wet or dry condition or entrained in wash water, but does not include cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship;
- “Cooking oil” – means any type of edible oil or animal fat used, or intended to be used, for the preparation or cooking of food, but does not include the food itself that is prepared using these oils;
- “Domestic Wastes” – means all types of wastes not covered by other MARPOL Annexes that are generated in the accommodation spaces on board the ship (excludes grey water), for e.g. paper products, rags, glass, metal, bottles, crockery, etc.;

- “Fishing Gear” – means any physical device or part thereof or combination of items that may be placed on or in the water or on the sea-bed with the intended purpose of capturing, or controlling for subsequent capture or harvesting, marine or fresh water organisms. For e.g. surface nets, midwater or bottom nets, longlines, synthetic line and netting scraps, pots and traps, dredges, etc.;
- “Food waste” – means any spoiled or unspoiled food substances and includes fruits, vegetables, dairy products, poultry, meat products and food scraps generated aboard ship;
- “Garbage” – means all kinds of food wastes, domestic wastes and operational wastes, all plastics, cargo residues, cooking oil, fishing gear and animal carcasses generated during the normal operation of the ship and liable to be disposed of continuously or periodically except those substances which are defined or listed in other MARPOL Annexes, for e.g. synthetic ropes, fishing gear, plastic garbage bags, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse. It 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;
- “Operational wastes” – means all solid wastes (including slurries) not covered by other MARPOL Annexes that are collected on board during normal maintenance or operations of a ship, or used for cargo stowage and handling. This includes cleaning agents and additives contained in cargo hold and external wash water, but excludes 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, fire main systems water, freshwater lay-up, gas turbine washwater, motor gasoline and compensating discharge, machinery wastewater, pool, spa water and recreational waters, sonar dome discharge and weldeck discharges;
- “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 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 Annex V, the Special Areas are the Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area, the Gulfs area, the North Sea area, the Antarctic area and the Wider Caribbean Region. These sea areas are defined in Resolution MEPC.201(62).

Note: For the full list of definitions, please refer to IMO Resolution MEPC.201(62).

PURPOSE:

The purpose of this marine circular is to inform ship masters, officers, ship owners, operators and managers on the requirements of the revised MARPOL Annex V which came into force on 1 January 2013. Under the new requirements, the discharge of all garbage is now prohibited except as specifically permitted in regulations 4 to 7 of Annex V. This reverses the historical presumption that garbage may be discharged into the sea based on the nature of the garbage and defined distances from shore.

REFERENCES:

- (a) MARPOL 73/78
- (b) IMO Resolution MEPC.201(62), adopted on 15 July 2011

- (c) IMO Resolution MEPC.219(63), adopted on 2 March 2012
- (d) IMO Resolution MEPC. 220(63), adopted on 2 March 2012
- (e) IMO Circular MEPC.1/Circ.791, dated 18 October 2012
- (f) IMO Circular MEPC.1/Circ.810, dated 27 June 2013

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.

CONTENTS:

1. Prohibition of Discharge of Garbage into the sea

- 1.1. The discharge of all garbage is prohibited, except as specifically permitted by limited exceptions provided in regulations 4 to 7 of MARPOL Annex V. This prohibition includes a ban on the discharge of cooking oil and plastics. See the end of this circular for a table obtained from IMO showing a simplified overview of the discharge provisions.
- 1.2. Where the garbage is mixed with or contaminated by other substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall always apply.

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 (50m 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 500m of such platform) is en route as follows:
 - as far as practicable, but no less than 3 nautical miles from the nearest land, if the food waste has been comminuted or ground and is capable of passing through a screen with opening no greater than 25mm;
 - as far as practicable, no less than 12 nautical miles from the nearest land, if the food waste has not been comminuted or ground.
 - 2.2.2. For a fixed or floating platform located more than 12 nautical miles from the nearest land and from all other ships when alongside or within 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.

2.3. 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 25mm may be discharged into the sea. Such a discharge shall occur when the vessel is en route as far as practicable, but no less than 12 nautical miles from the nearest land or nearest ice shelf.

2.3.2. With respect to the Antarctic area:

- The discharge of introduced avian products, including poultry and poultry parts, is not permitted, unless it has been treated to be made sterile.
- Prior to entering the area, ships shall have sufficient capacity on board for the retention of all garbage, while operating in the area and have concluded arrangements to discharge such garbage at a reception facility after leaving the area.

2.4. Cargo Residues:

2.4.1. Outside Special Areas, cargo residues that cannot be recovered using commonly available methods for unloading may be discharged no less than 12 nautical miles from the nearest land. Such cargo residues are not permitted to contain any substance classified as harmful to the marine environment. This includes cargo residues contained in washwater as well as cargo residues not contained in washwater. Fixed or floating platforms and all other ships when alongside or within 500 m of such platforms are prohibited from discharging cargo residues into the sea.

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

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

Discharges of cargo residues not contained in washwater are prohibited within Special Areas.

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

2.4.4. It is the responsibility of the shipper to classify and declare whether a solid bulk cargo is harmful to the environment. Please refer to paragraph 3.2 of IMO Resolution MEPC.219(63) for the seven criteria to be used by shippers in classifying cargoes.

2.4.5. Due to the lack of adequate and reliable data on the environmental effects of some solid bulk cargoes and a need for a transitional period regarding implementation of this aspect of MARPOL Annex V, MEPC.1/Circ.791 contains instructions on how these cargoes are to be provisionally classified by shippers:

- **1 January 2013 through 31 December 2014:**

During this period shippers are encouraged to classify the bulk cargoes in accordance with the 7 criteria in paragraph 3.2 of IMO Resolution MEPC.219(63) - "2012 Guidelines for the implementation of MARPOL Annex V" to the extent possible and classified and declared by the shipper as to whether or not they are harmful to the marine environment. Administrations are encouraged to accept provisional classifications of these cargoes based on factors such as acute/chronic toxicity and plastic content.

- **1 January 2015:**

Shippers' classifications of solid bulk cargoes should be made using the 7 criteria.

Such declaration as to whether or not the cargo is harmful to the marine environment should be included in the information required in section 4.2 of IMSBC Code to which ship owner/operator should refer.

2.4.6. Further to the provisions of 2.4.5 above, as a result of the difficulties experienced by shippers, consequential problems are being experienced by ship owners/operators in obtaining HME declarations and, when cargoes have been classified as HME, finding adequate reception facilities at receiving terminals. In light of this situation, until 31 December 2015, cargo hold washwater from holds previously containing solid bulk cargoes classified as HME may be discharged outside special areas, subject to the following conditions as these also contained in MEPC.1/Circ.810:

- 2.4.6.1. based upon the information received from the relevant port authorities, the Master determines that there are no adequate reception facilities either at the receiving terminal or at the next port of call;
- 2.4.6.2. the ship is en route and as far as practicable from the nearest land, but not less than 12 nautical miles;
- 2.4.6.3. before washing, solid bulk cargo residue is removed (and bagged for discharge ashore) as far as practicable and holds are swept;
- 2.4.6.4. filters are used in the bilge wells to collect any remaining solid particles and minimize solid residue discharge; and
- 2.4.6.5. the discharge is recorded in the GRB and the Administration is notified using the Revised Consolidated Format for Reporting Alleged Inadequacies of Port Reception Facilities (see MEPC.1/Circ.469/Rev.2).

2.5. Animal Carcasses:

- 2.5.1. Discharge of animal carcasses is permitted only outside Special Areas and shall occur as far from the nearest land as possible.
- 2.5.2. It is recommended that such discharges take place greater than 100 nautical miles from the nearest land in the maximum water depth. When a ship is on a voyage not greater than 100 nautical miles from nearest land, a discharge may take place greater than 12 nautical miles from the nearest land, provided it has been determined by the Master of the ship that retention of the carcasses on board constitutes a threat to human health and safety.

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

2.6. Cleaning Agents/Additives:

- 2.6.1. Cleaning agents or additives contained in a cargo hold, deck and external surfaces wash water may be discharged into the sea both within and outside Special Areas, but these substances must not be harmful to the marine environment. It is recommended that the ship’s record contain evidence provided by the producer of the cleaning agent or additive that the product meets the criteria for not being harmful to the environment. This must take the form of a dated and signed statement to this effect and could form part of a Safety Data Sheet or be a stand-alone document.
- 2.6.2. A cleaning agent or additive is considered not harmful to the marine environment if it is not a “harmful substance” in accordance with the criteria in MARPOL Annex III, and does not contain any components which are known to be CMR.
- 2.6.3. Fixed or floating platforms and all other ships when alongside or within 500m of such platforms are prohibited from discharging cleaning agents and additives contained in cargo hold washwater.

3. Exceptions

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

- 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 Annex V regulations 7.1.3 from any Tuvalu flagged fishing vessel which poses a significant threat to the marine environment or navigation shall be reported to the Administration and also to the coastal State if such loss/discharge occurs within the waters subject to the jurisdiction of that coastal State.

4. Garbage Management

4.1. Placard:

Every ship of 12m or more in LOA and fixed or floating platforms shall display placards which notify the crew and passengers of the discharge requirements of regulations 3 to 6 of MARPOL Annex V. The placard shall be written in English and the working language of the ship’s crew, if not English. Sample placards can be found in IMO Resolution MEPC.219(63).

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 garbage

management plan (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.219(63), 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.

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 Garbage Record Book (GRB). This may form part of the ship's OLB, or a separate format in the form of FORM GRB (can be downloaded at www.tvship.com), or any format that can be purchased commercially.

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

4.3.3. Records shall be kept for each discharge into the sea, reception facility, or to another ship, or for a completed incineration. Entries in the Garbage Record Book 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/incinerated; and
- signed by the officer in charge on the date of discharge/incineration.

4.3.4. An entry in the GRB shall also be made for any discharge or accidental loss as referred to in regulation 7 of MARPOL Annex V.

4.3.5. Each completed page of the GRB shall be signed by the Master of the ship.

4.3.6. The GRB may be kept as an electronic log so as to make it possible to transmit information electronically to the ship owner / operator as and when required. However, in this case, it is recommended that the GRB be printed out about once a week for the Master's signature so that it can be produced on board should authorities request to review it.

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 Master of the ship 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. Discharge of Soot

- 5.1. Boiler washwater is not specifically exempted from the MARPOL Annex V definition of operational wastes.
- 5.2. Although Resolution MEPC.219(63) paragraph 1.7.3, exempts "other similar discharges" such as "gas turbine washwater" and "boiler/economizer blowdown", it does not specifically address boiler/economizer blowdown "washwater" which may contain soot entrained in and carried forward within this washwater.
- 5.3. This Administration is aware that some industry associations have taken the initiative to address this matter with at least one offering an interpretation that boiler/economizer washwater is a discharge essential to the operation of the ship which should be specifically exempted, and it welcomes any effort to seek consensus and clarification from the member States of the IMO on this matter either in the form of a UI or an amendment to the Guideline Resolution. However, there has been no decision reached at recent MEPC 65 in May 2013.
- 5.4. At this time, owners / operators are advised that this washwater, which is generated during the water washing of the gas side of a boiler/economizer, may contain considerable amounts of oily pollutants as well as soot (carbon), and if discharged directly overboard will potentially leave a sheen on the sea's surface. Therefore, this washwater should not be discharged directly overboard until deemed to be acceptable.
- 5.5. Arrangements on some vessels may be such that it is feasible to separate the majority of the soot by decanting and drying it onboard before landing it to a shore reception facility while recording it in the GRB as a Category F waste as per the revised MARPOL Annex V. If the OWS and OCM are capable of coping with the potential substances in the remaining decanted washwater, it could possibly be processed through the ships machinery bilge system. If not, the remaining washwater/soot slurry should be retained onboard for eventual discharge to a reception facility.
- 5.6. Under no circumstances should even processed boiler/economizer washwater be discharged within port limits or within a coastal State's territorial waters. Furthermore, if cleaning agents or additives are used, they may only be processed and discharged overboard if they are considered not harmful to the marine environment and conform with the criteria laid out in IMO Resolution MEPC.219(63) section 1.7.5 and 1.7.6.

6. Discharge of Biodegradable Materials

- 6.1. Biodegradable products are an often used as replacement for plastics and help eliminate or reduce packaging materials, especially on board ship. However, a product that is labelled "biodegradable" does not automatically mean it is safe for the environment or permitted to be discharged 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 Annex V. In addition, not enough is known about biodegradable materials and their impacts on the

environment. As a result, section 2.1.4 of MEPC. 219(63) encourages further research and development in this area.

- 6.2. If a product, regardless of its labeling as biodegradable, is composed of a material that is not permitted to be discharged under MARPOL Annex V, then it shall be disposed at a port reception facility. For e.g., biodegradable paper bags are made of paper, a product that is not permitted to be discharged at sea and thus needs to be disposed 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.

7. Reception Facilities

- 7.1. MARPOL Annex V Regulation 8 requires member States to ensure that adequate facilities at ports and terminals are available to ships for the reception of garbage. This is especially important within Special Areas. However, it is recognized that there is a serious lack of reception facilities worldwide and MARPOL requires signatory nations to report to IMO allegations of inadequate facilities. As a result, owners / operators that encounter inadequate port facilities shall report the situation to the Administrator in accordance with procedures established in Tuvalu Marine Circular MC-6/2013/1.
- 7.2. Where reception facilities are available, the Administration recommends ship owners/operators to make arrangements for discharge well in advance of garbage reception. Advice should be provided to the port of the type of garbage to be discharged, whether it is separated and the estimated amounts. The port may have special discharge requirements for food waste and related garbage which may carry certain disease or pest organism, dunnage, batteries, medicines, outdated pyrotechnics or unusually large, heavy or odorous derelict fishing gear, etc.
- 7.3. Due to the lack of reception facilities in Special Areas, ships navigating in a Special Area are permitted to comply with the requirements of MARPOL Annex V Regulation 4 (discharges outside Special Areas), until such time as IMO notifies member States of the location and date on which adequate reception facilities are available in the Special Area. When such notification is made, ships shall comply with MARPOL Annex V Regulation 6.

Yours sincerely,

Deputy Registrar
Tuvalu Ship Registry

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

(for the full text of the respective discharge requirements please refer to the text of the revised
MARPOL Annex V, and for more detailed guidance please consult the
2012 Guidelines for the Implementation of MARPOL Annex V (resolution MEPC.219(63))

Type of garbage	Ships outside special areas	Ships within special areas	Offshore platforms and all ships within 500 m of such platforms
Food waste comminuted or ground	Discharge permitted ≥3 nm from the nearest land and <i>en route</i>	Discharge permitted ≥12 nm from the nearest land and <i>en route</i>	Discharge permitted ≥12 nm from the nearest land
Food waste not comminuted or ground	Discharge permitted ≥12 nm from the nearest land and <i>en route</i>	Discharge prohibited	Discharge prohibited
Cargo residues ¹ not contained in wash water	Discharge permitted ≥12 nm from the nearest land and <i>en route</i>	Discharge prohibited	Discharge prohibited
Cargo residues ¹ contained in wash water		Discharge only permitted in specific circumstances ² and ≥12 nm from the nearest land and <i>en route</i>	Discharge prohibited
Cleaning agents and additives ¹ contained in cargo hold wash water	Discharge permitted	Discharge only permitted in specific circumstances ² and ≥12 nm from the nearest land and <i>en route</i>	Discharge prohibited
Cleaning agents and additives ¹ contained 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 <i>en route</i>	Discharge prohibited	Discharge prohibited
All other garbage including plastics, domestic wastes, cooking oil, incinerator ashes, operational wastes and fishing gear	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).