Frequently asked questions
Revised MARPOL Annex V

Introduction

The section numbers in these FAQs relate to the sections in our Guidance for Shipowners and Operators – Garbage management according to the Revised MARPOL Annex V.

1.2 Background to revised Annex V

2. When will the revised Annex V requirements be effective?
The Revised MARPOL Annex V entered into force on 1 January 2013.

3. Would a ship whose flag state has not ratified the Convention have to comply?
MARPOL Annex V has been in force internationally since the 1980s. If a non-convention vessel enters the waters of a convention country, it must comply as defined by MARPOL 1973 Article 3 (1).

4. What certificates should be on board?
In MARPOL Annex V there are no survey and certificate requirements. But to assist managers and builders Lloyd’s Register can issue a Statement of Conformance for MARPOL 73/78 Annex V.

2.1.3 Shipboard garbage handling

1. What types of garbage should be separated?
   – non-recyclable plastics and plastics mixed with non-plastic garbage
   – rags
   – recyclable material
     • cooking oil
     • glass
     • aluminium 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 (e.g. oily rags, light bulbs, acids, chemicals, batteries, etc.)

2. What are “plastics and plastics mixed with non-plastic garbage”?
These are used for a variety of marine purposes including packaging (vapour-proof barriers, bottles, containers, liners, bags, cargo wrapping material, foam cushioning material, etc.); ship construction (fibreglass and laminated structures, siding, piping, insulation, flooring, carpets, fabrics, paints and finishes, adhesives, electrical and electronic components, etc.); disposable eating utensils (Styrofoam plates, bowls, food containers, cups, etc.); bags; sheeting; floats; fishing nets; fishing lines; strapping bands; wire rope with synthetic fibre sheaths; combination wire rope; rope; line; sails; and many other manufactured plastic items.
3. **What can be done with batteries?**

According to the definitions contained in Regulation 1 of the revised Annex V, batteries can be classified in two groups: domestic wastes and operational wastes.

**Domestic wastes** (Regulation 1.4) are “all types of wastes not covered by other Annexes that are generated in the accommodation spaces on board the ship”. This type of garbage shall be recorded within the Garbage Record Book within Category C.

**Operational wastes** (Regulation 1.12) refers to batteries which “are collected on board during normal maintenance or operations of a ship” – those in generators or other navigational equipment, for example. This type of garbage shall be recorded within the Garbage Record Book within Category F.

In accordance with Section 2.4.3 of the Guidance for Shipowners and Operators, batteries must be collected and separated as “garbage that might present a hazard to the ship or crew”. Therefore they shall be separated from plastic, food waste, etc.

4. **What can be done with hazardous waste?**

Hazardous waste can be classified as:

- domestic wastes (such as rags, light bulbs, chemicals that are not subject to other MARPOL Annexes, electrical components etc.) (Category C) or as
- operational wastes in accordance with the above they will be recorded on the Garbage Record Book under Category F.

Some of this waste can be incinerated at the owner’s discretion. Annex VI Regulation 16.2 lists the types of material that cannot be incinerated. Owners must observe the following:

- Cross check the negative list contained within Annex VI and Table 4 of the 2012 Guidelines for the Implementation of MARPOL Annex V MEPC.219(63).
- It is not advisable to incinerate within the port limits or at berth because the vessel might be subject to local and land law which might be more stringent than MARPOL requirements.
- The incinerator’s operating manual and the instruction plate – attached on the unit – (in accordance with MEPC.76 (40) Standard Specification for Shipboard Incinerators) must be consulted in order to burn in accordance with the quantity prescribed by the manufacturer. If this information is not available the manufacturer must be contacted for clarification.
- Incineration usage is not subject to the Special Areas listed within Annex VI
- Incinerator ash must be recorded within the Garbage Record Book as Category E and disposed to port facilities. Other options are:
  - to recycle when possible and at the owner’s discretion
  - to dispose to a port facility.

5. **What can be done with cooking waste?**

Cooking wastes which are not food wastes (Regulation 1.8, Annex V as amended) are considered domestic waste and are recorded within Category C of the Garbage Record Book.

As regards cooking oil (Annex V) mixing with MARPOL Annex I oil wastes, it is recommended that the two are kept separate and stored in used cans.

Some of this waste can be incinerated at the owner’s discretion. Annex VI Regulation 16.2 lists the types of material that cannot be incinerated. These should also be checked with the manufacturer and it may be feasible to place them into an incinerator day tank.

6. **Is it acceptable for food waste to be burnt in a type approved incinerator?**

Yes, however it should be noted that Reg. VI/16(9) requires monitoring of the combustion flue gas outlet temperature to ensure that the waste is not fed into the incinerator below a specified temperature dependent upon the method of loading the incinerator. This requirement is additional to the performance specifications and may not be provided by all incinerator manufacturers.

7. **What can be done with medical waste?**

Medical waste is considered domestic waste and is recorded within Category C of the Garbage Record Book. It should be disposed of by a recognised pharmacist and a signature should be kept for the records. Some flag authorities require to contact the relevant Consulate and to consult flag law.
8. What can be done with aerosol cans?
   Used aerosol cans may still be under pressure so should not be incinerated. They should be retained in a separate container until to be discharged at a PRF.

9. Can you please assist us with categorising Domestic (Category C) or Operational (Category F) waste by giving some common examples?

<table>
<thead>
<tr>
<th>Type of garbage</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light bulbs / tubes</td>
<td>Domestic (C)</td>
</tr>
<tr>
<td>Pyrotechnics (expired)</td>
<td>Operational (F)</td>
</tr>
<tr>
<td>Batteries (used)</td>
<td>Domestic (C)</td>
</tr>
<tr>
<td>Torches, personal music equipment etc. used by personal use on board ship VHF</td>
<td>Operational (F)</td>
</tr>
<tr>
<td>Portable Radio for ship operation, ship radio, emergency generator</td>
<td></td>
</tr>
<tr>
<td>Electronics / aerosol cans</td>
<td>Domestic (C)</td>
</tr>
<tr>
<td>Paint / chemical drums</td>
<td>Operational (F)</td>
</tr>
<tr>
<td>Printer cartridges</td>
<td>Domestic (C)</td>
</tr>
<tr>
<td>Medical waste (excluding plastics) / expired medicines</td>
<td>Domestic (C)</td>
</tr>
</tbody>
</table>

10. Can cooking oil be disposed of in the waste oil system instead of being landed ashore?

   Putting used oil in the oily bilge system means putting it through the Oil Water Separators (OWS). This also means that oil specified in MARPOL Annex I is being mixed with Annex V. If this is the case, the vessel is running the risk of a port state control detention. The OWS unit and 15 ppm bilge alarm are not approved to treat used cooking oil, which may cause a malfunction or misreading of the discharge of oil.

   OWS are approved according to Resolution MEPC.107(49) “Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery space bilges of ships”. Each system is tested against three grades of test fluids (Section 1.2.4 of MEPC.107(49)) which are: A) Marine Residual Fuel Oil; B) Marine Distillate Fuel Oil; C) a mixture of A, B and detergent.

   The system is not tested against cooking oil in order to be MEPC.107(49) approved. This however does not mean that the OWS could not handle cooking oil. An OWS, in practice, should be able to handle cooking oil – however, the current standard of testing does not include it. And if a problem arises, it may lead to no protection from the actual standard of testing.

   After 1 January 2013, cooking oil will be looked at in detail, since it was raised as a problem area. It is recommended that it should be kept separate and returned to the shore.

   All the records in the MARPOL Annex I Oil Record Book will need to correspond with MARPOL Annex V Garbage Record book for discharge to the shore.

11. What are the Special Areas under Revised MARPOL Annex V?

   Regulation 1.14 defines Special Areas as follows:

   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 the purposes of this Revised Annex V the Special Areas are defined as follows:

   - The Mediterranean Sea area means the Mediterranean Sea proper including the gulfs and seas therein with the boundary between the Mediterranean and the Black Sea constituted by the 41° N parallel and bounded to the west by the Straits of Gibraltar at the meridian 5°36’ W
   - The Baltic Sea area means the Baltic Sea proper with the Gulf of Bothnia and the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57° 44.8’ N
– The Black Sea area means the Black Sea proper with the boundary between the Mediterranean and the Black Sea
countinued by the parallel 41° N
– The Red Sea area means the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the
rhumb line between Ras si Ane (12° 28.5’ N, 43° 19.6’ E) and Husn Murad (12° 40.4’ N, 43° 30.2’ E)
– The Gulfs area means the sea area located north-west of the rhumb line between Ras al Hadd (22° 30’ N, 59° 48’
E) and Ras al Fasteh (25° 04’ N, 61° 25’ E).
– The North Sea area means the North Sea proper including seas therein with the boundary between:
  • the North Sea southwards of latitude 62° N and eastwards of longitude 4° W
  • the Skagerrak, the southern limit of which is determined east of the Skaw by latitude 57° 44.8’ N
  • the English Channel and its approaches eastwards of longitude 5° W and northwards of latitude
    48° 30’ N.
– The Antarctic area means the sea area south of latitude 60° S.
– The Wider Caribbean Region means the Gulf of Mexico and Caribbean Sea proper including the bays and seas
therein and that portion of the Atlantic Ocean within the boundary constituted by the 30° N parallel from Florida
eastward to 77°30’ W meridian, thence a rhumb line to the intersection of 20° N parallel and 59° W meridian,
thence a rhumb line to the intersection of 7°20’ N parallel and 50° W meridian, thence a rhumb line drawn south
westerly to the eastern boundary of French Guiana.

12. Where can I obtain information on port reception facilities?
An Internet-based Port Reception Facility Database provides data on facilities for the reception of all categories of
ship-generated waste. This is a module of the IMO Global Integrated Shipping Information System and can be
found at [http://gisis.imo.org/Public](http://gisis.imo.org/Public). Data for reception facilities can be updated only by the respective Member States via a log-in, while the public is
allowed free access to all the information on a view-only basis, following a simple initial registration. The database
is aimed at improving the rate of reporting alleged inadequacies of reception facilities so that problems can be
tackled more effectively.

13. How will port reception adequacy be evaluated?
Please refer to the IMO Circulars, MEPC.1/Circ 671 – Guide to Good Practice for Port Reception Facility Providers
and Users; and MSC.1/Circ 1216 – Revised Recommendations On The Safe Transport Of Dangerous Cargoes And
Related Activities in Port Areas.
Note: MEPC.1/Circ 671 is likely to be updated because of the changes to MARPOL Annex V and will be considered
by the IMO Flag State Implementation Committee in March 2013.

14. How do I report an inadequate port reception facility?
Please refer to MEPC.1/Circ 671, as above.

2.1.4 Shipboard equipment for processing garbage

1. Do I need an incinerator for my ship?
   There is no requirement to have an incinerator on board the ship.

2. Do I need to separate clear plastic from food before the food waste is comminuted?
The crew should try to separate this before it goes to the comminuter.
   Company/ship audits may include reviews of the sorting process and actually take apart the processing equipment
to see the comminuted waste and look for plastic mixed with food waste destined to go overboard.

3. Can cooking oil be incinerated providing the manufacturer permits it?
   Cooking oil can be burned in an incinerator, provided it does not get into bilge/sludge systems.
   This would mean providing an incinerator day tank which only goes to the incinerator and there is no water
   drainage facility back to the engine room bilge system.
   The reason for these measures is that oily water separators are not designed for use with cooking oil. Doing so
could cause malfunction or put a film of oil on the 15 ppm alarm giving incorrect readings. Even if the system
works, there could be potential problems with port state control.
2.1.5 Treatment of animal carcasses

1. If a cattle carrier operates inside a Special Area for two or more weeks how can animal carcasses be disposed of?
   If the ship is on a regular service for two weeks in a Special Area, it is expected that relevant facilities are provided for storage (refrigeration) or incineration. If the ship does not have facilities, it might need to make a case for a temporary solution to the flag authorities of the vessel in conjunction with coastal states while equipment is fitted. In an emergency, disposal can be done as per Regulation 7.1.1, with the agreement of the flag state and coastal state.

2.2.1 Dry bulk cargoes

1. The wash water from cleaning the waste heat economiser unit contains soot and is not covered under MARPOL Annex V. Is it covered elsewhere in MARPOL?
   Soot entrained in wash water from the gas side of the economiser is considered as operational waste and is therefore covered by MARPOL Annex V. Hence it is not allowed to be discharged inside or outside of Special Areas. There are differing views on this in the industry, and it is expected to be discussed at the next MEPC meeting in May 2013.

2. Can waste grit from blasting equipment (used for preparation of steel surfaces before re-coating) be discharged overboard into the sea? And can grit from blasting equipment mixed with blasted paint be discharged overboard into the sea?
   From 1 January, 2013, this will come under MARPOL Annex V and cannot be discharged into the sea.

3. Mercury is a toxic metal and is harmful to the environment if discharged in large quantities. Would it be regulated under MARPOL Annex II or would it be covered by the London Convention or any other IMO regulations?
   - London Dumping Convention
     Mercury and mercury compounds are listed in the London Dumping Convention in Annex I Paragraph 2. The Convention completely prohibits the dumping of substances listed in Annex I; namely, the Black List. Under the London Dumping Convention, it is required that the ship crew would need to carry out an assessment before dumping. As the product is not in the IBC Code, the Garbage Regulations would also apply and therefore the State would need to be contacted to discuss.
   - MARPOL Annex II
     If mercury was to be carried between ports as a cargo in tanks that are pumped into and out of, it would come under the IBC Code/MARPOL Annex II. At present it is not listed in the IBC Code.
     - In BLG.1/Circ 31, which is the latest GESAMP listing, there is no entry.
     - If desired to be carried in bulk as a cargo, it would need a Tripartite Agreement to be made under the terms of MEPC.1/Circ 512.
   - MARPOL Annex III
     As MARPOL Annex III is for packaged goods the cargo is lifted on and lifted off. So there is not expected to be any discharge into the sea. There is an entry for mercury in the IMDG Code. In the 2008 version it is considered as a non-pollutant. So if the package has been lost overboard this would not be required to come under the OPRC-HNS Protocol.
   - MARPOL Annex V
     Regulation 3.1 states that discharge of all garbage into the sea is prohibited except as provided otherwise in Regulations 4, 5, 6, and 7. In Regulations 4, 5, 6 and 7 there is no provision for discharging mercury into the sea, so it cannot be discharged under these terms.

The Organisation for Economic Co-operation and Development (OECD) states:
“Marine aquatic organisms at all levels accumulate mercury into tissues. This mercury is retained for long periods if it is in an organic form. A number of factors affect the susceptibility of aquatic organisms to mercury. These include the life-cycle stage (the larval stage being particularly sensitive), the development of tolerance, water temperature, and salinity. Some incidents of severe pollution have resulted in the death of fish at that time. Few follow-up studies have been reported so that it is impossible to assess the long-term hazards. Toxic effects have been produced experimentally only at concentrations much higher than those found in the non-polluted marine environment. Furthermore, most of the studies have been on acute lethality and have used inorganic mercury
4. **Can bilge/drainage water be pumped out from a loaded hold?**

Cargo hold bilge water containing cargo residues (that is discharged through the ship’s fixed piping bilge drainage system) should not be treated as cargo residues if it is not harmful to the marine environment. Such bilge water can be discharged as normal bilge water. If the bilge water contains cargo residues which are harmful to the marine environment, then it should not be discharged inside or outside Special Areas, except to reception facilities.

5. **Are sediments from ballast tanks considered as operational wastes under the Revised MARPOL Annex V and are they therefore prohibited from being discharged into the sea?**

Disposal of ballast water sediments is addressed under Regulations B-1 and B-5 of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments 2004, and not MARPOL Annex V. Please refer to Article 1.11, plus Articles 4 and 5. Disposal procedures for such sediments are included in the Ballast Water Management Plans as per Resolution MEPC 127 (53).

Note: the BWM Convention is not yet in force internationally, but there are local regulations in place at present.

6. **If the port of departure, transiting waters and next port of call are within the Special Areas and have no adequate port reception facility, can cargo residues and cleaning agents which are not harmful to the marine environment be discharged into the sea?**

As per Regulation 6.1.2.1, in the absence of adequate reception facilities discharge of cargo hold washing water containing residues which are not classified as harmful to the marine environment shall be made as far as practicable from the nearest land but in any case not less than 12 nautical miles from the nearest land.

Note: local restrictions on discharge requirements in line with the revised MARPOL 73/78 Annex V may apply and these should also be taken into consideration.

7. **In cases where the port of discharge has reception facilities available and the next port of loading is not known, can a vessel keep the residues on board, and if it appears that no reception facilities are available when the next port of loading is nominated after the vessel’s departure, will it then be acceptable to pump out the cleaning water within a Special Area?**

This depends on the location of the ship after discharging and the location of the next loading port. If the ship has always been in the Special Area where the discharge port is located, and has not transited through a non-Special Area before arriving at the loading port, then discharge of cargo residues included in cargo hold wash water would be allowed, subject to full compliance with Regulation 6.2.1.

8. **Until now it has not been allowed to pump out any cleaning water in the North Sea, Skagerrak, Baltic Sea and English Channel. However, is it acceptable to pump out cleaning water within these Special Areas from January 2013 if it appears that no reception facilities are available in the port of discharge and the next port of loading? And would it make any difference if the vessel will transit where reception facilities are available by barge for vessels in transit (Danish Waters, for example)?**

Since these are Special Areas and have become effective due to availability of sufficient reception facilities, the scenario of not having reception facilities would not exist. Therefore it is not allowed to dump cargo residues included in cargo hold wash water in these areas unless Regulation 6.2.1 is satisfied.

9. **Is it mandatory from January 2013 for the vessel/master to obtain adequate and reliable data about a solid bulk cargo’s carcinogenicity, mutagenicity, reproductive toxicity, or specific target organ toxicity before loading, as per Section 4.2 in the IMSBC Code, in order to determine if the cargo will be complying with Regulation 6.1.2 in the Revised MARPOL Annex V? And therefore will wash water be allowed to be pumped out within a Special Area? And what can be done if this data is not available before loading?**

The characteristics carcinogenicity, mutagenicity, reproductive toxicity, or specific target organ toxicity repeated exposure are those given in sections 3.2.3, 3.2.4, 3.2.5, 3.2.6 of MEPC.219(63) – the 2012 Guidelines. In line with these Guidelines, shippers should still make every effort to ensure that their solid bulk cargoes are classified to the extent possible using the seven criteria in paragraph 3.2. Also, administrations should accept provisional classifications of solid bulk cargoes that are based on the other criteria contained in Paragraphs 3.2.1, 3.2.2 and...
3.2.7. Please note that this is only a provisional measure which is valid from 1 January, 2013 to 31 December, 2014. It is recommended to have this circular on board to assist with explaining to Port State Control officers if this is raised.

10. Retrospective modification will be required for existing vessels in view of the substantial investment to be made where cargo residues are harmful to the marine environment. Is there any period of grace? No, MARPOL Annex V will apply to all vessels of all ages, see MEPC.1/Circ 791.

11. Where can I get guidance on the cargo residues and cleaning agents that are harmful to the marine environment? As per MEPC.1/Circ. 791, it is meant to be certified by the shipper. The shippers of solid bulk cargoes who should classify those cargoes using the seven criteria in Paragraph 3.2 of the 2012 Guidelines for the implementation of MARPOL Annex V. Shippers should notify the competent authority of the port state of loading on the basis for the classification. As stated in Paragraph 3.4 of the 2012 Guidelines, solid bulk cargoes should be classified and declared by the shipper as to whether or not they are harmful to the marine environment. Such declaration should be included in the information required in Section 4.2 of the International Maritime Solid Bulk Cargoes Code. For wash water, it refers to MARPOL Annex III pollutants and those chemicals that have carcinogenicity, mutagenicity, reproductive toxicity. The list of MARPOL Annex III pollutants can be found in the IMDG Code.

12. It is understood that there are cargoes which would even require an independent cargo hold bilge system / wash water holding tank in order to avoid pollution of the normal system. Is there any further information available? This issue is covered in Lloyd’s Register’s Guidance for shipowners and operators document which can be downloaded from www.lr.org/garbage

13. Is cargo material contained in the cargo hold bilge water considered as cargo residue under MARPOL Annex V if it is from a loaded hold? Yes.

14. How does the ship operator know if the cleaning agent is harmful to the marine environment? In accordance with Paragraph 1.7.6 of the 2012 Guidelines to MARPOL Annex V, the ship’s record should contain evidence provided by the producer of the cleaning agent or additive that the product meets the criteria for not being harmful to the marine environment. A dated, signed statement to this effect from the product supplier would be adequate. This might form part of a Safety Data Sheet or be a stand-alone document but this should be left to the discretion of the producer concerned.

15. If cleaning agents used on open decks are not harmful to the marine environment, would the residual chemical and rinse water be considered as an operational waste? And do they need to be recorded in the Garbage Record Book whenever they are used? This would come under the terms of 2012 Guidelines to MARPOL Annex V Paragraph 1.7.4 – operational wastes deck and external surface wash water. This also appears in Lloyd’s Register’s Guidance for shipowners and operators document’s Appendix. Since it comes under MARPOL Annex V it will need to be recorded in the Garbage Record Book.

16. Can lime and cement be washed and the wash water disposed of within the Gulf Areas, if cement and lime are not marine pollutants? The Gulf has been designated as a Special Area under MARPOL Annex V effective from 1 August, 2008. On the basis that lime is not harmful to the environment, if it is used as an additive for facilitating deck washing Regulation 6.2 allows the discharge of such material on deck or external surfaces and when the ship is en route. As per the 2012 Guidelines, Table 1, cargo residues (being not harmful to the environment) contained in wash water can be discharged in Special Areas subject to full compliance with Regulation 6.1.2 and when the ship is en route. Please refer to footnote 1 to Table 1 of the 2012 Guidelines and to section 3.2 of the 2012 Guidelines regarding the necessity of providing sufficient information in confirming whether cargoes and cleaning agents and additives are harmful or not. Please also refer to MEPC.1/Circ.791 regarding the provisional classification of cargoes during the period 1 January, 2013 to 31 December, 2014.
17. Will the temporary permission for pumping out cleaning water (given in the IMO circular dated March 2010 in Special Areas) be valid from January 2013?
No, the Revised MARPOL Annex V entered into force from 1 January 2013 and therefore the temporary permission as per MEPC.1/Circ.675/Rev.1 for pumping cargo hold wash water containing cargo residues would not be allowed.

18. What are the arrangements from 1 January 2013 where vessels have to discharge cargo residues at the port of discharge and where they have no storage capacity/transfer arrangements for residues harmful to the marine environment?
Regulation 6.1.2 states that discharge shall only be allowed if:
- 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 discharge and the next port of destination are within a Special Area and the ship will not transit outside the Special Area between these ports
- no adequate reception facilities are available at those ports
  the vessel is more than 12 nm from the nearest land or ice shelf.

2.2.2  Containers or packaged goods

1. What is the main effect on container ships of the Revised MARPOL Annex V?
The main effect is that when packaged cargoes (including tank containers) are damaged, they no longer fall within the definition of packaged cargo and, therefore, should be treated as residues or wastes, which are covered under MARPOL Annex V.

2.3.1  Garbage Management Plan

1. Is the requirement for a Garbage Management Plan applicable to my vessels?
Every ship of 100 gross tons and above, and every ship which is certified to carry 15 or more persons, and fixed or floating platforms, shall carry a garbage management plan which the crew shall follow.

2. Where do I find the guidelines to prepare a Garbage Management Plan?
The guidelines contained in IMO Resolution MEPC 220 (63) provide direction on complying with mandatory requirements for the development of a ship’s Garbage Management Plan, and are intended to assist the shipowner/operator in the implementation of Regulation 10.2 of the Revised MARPOL Annex V.

3. Is there a standard Garbage Management Plan template produced by Lloyd’s Register?
Lloyd’s Register has produced a model Garbage Management Plan which can be downloaded at www.lr.org/garbage

4. Is the Garbage Management Plan required to be approved?
No, the Garbage Management Plan is not required to be approved. However, Lloyd’s Register can examine Garbage Management Plans for clients.

5. How much will it cost to get my Garbage Management Plan examined?
Please contact your local Lloyd’s Register office for the cost.

6. Does Lloyd’s Register prepare Garbage Management Plans for clients?
No, but we have produced a model Garbage Management Plan which can be downloaded at www.lr.org/garbage

7. Is it possible to have a Garbage Management Plan approved in a non-English language?
Lloyd’s Register can only review a Garbage Management Plan in English.
Once reviewed, the Garbage Management Plan can be translated into any other language. This does not require approval and is the responsibility of the vessel’s owner or manager.
8. **What does LR provide following a Garbage Management Plan review?**
   After the review we will provide an Examined Stamped Garbage Management Plan and a Design Appraisal Document.
   A ‘Statement of Conformance for MARPOL 73/78 Annex V’ can be issued to a ship that is equipped in compliance with MARPOL Annex V. This is issued by the attending surveyor after survey of the vessel, and can be shown to flag authorities and port state control to demonstrate how the vessel complies with the requirements.

### 2.3.2. **Garbage Record Book**

1. **Is the requirement for a Garbage Record Book applicable to my vessels?**
   Every ship of 400 gross tons and above and every ship which is certified to carry 15 persons or more engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform (fixed or floating structures located at sea which are engaged in exploration, exploitation or associated offshore processing of sea-bed mineral resources) shall be provided with a Garbage Record Book. The Garbage Record Book, whether as a part of the ship’s official log-book or otherwise, shall be in the form specified in the Appendix Form of Garbage Record Book to MARPOL Annex V Record of Garbage Discharges.

2. **Can we have a Garbage Record Book which does not match the IMO template?**
   No. The Garbage Record Book, whether as a part of the ship’s official log-book or otherwise, shall be in the form specified in the Appendix form of Garbage Record Book to MARPOL Annex V Record of Garbage Discharges.

3. **Can I get an exemption from the requirement for a Garbage Record Book?**
   The Administration may waive the requirements for Garbage Record Books for:
   - any ship engaged on voyages of one (1) hour or less in duration which is certified to carry 15 persons or more; or
   - fixed or floating platforms.

### 2.3.3 **Placards**

1. **Is it a mandatory requirement to display placards?**
   Yes. Every ship of 12 metres or more in length overall and fixed or floating platforms shall display placards which notify the crew and passengers of the discharge requirements of Regulations 3, 4, 5 and 6 of MARPOL Annex V, as applicable.

2. **What is the standard placard size used on board ships and what information do they need to include?**
   It is recommended for all ships to permanently post a summary declaration stating the prohibition and restrictions for discharging garbage from ships under MARPOL Annex V and the possible penalties for failure to comply. This declaration should be placed on a placard at least 12.5 cm by 20 cm, made of durable material and fixed in conspicuous and prominent places on board the ship.

3. **Where do ships carrying passengers need to display these placards?**
   If the ship carries passengers, placards should be placed in prominent places where passengers are accommodated and congregate. These places include cabins and all recreational deck areas open to passengers. Is it mandatory to place a full MARPOL Annex V placard in each passenger cabin?
   The IMO information is unclear. We recommend that passenger ship operators contact the flag authority to agree placard placement. The answer may also depend on whether the cabins have a balcony, since some garbage may be discharged into the sea from it by accident or on purpose.