

1. INTRODUCTION	1
1.1. General.....	1
1.2. Goals and purpose	1
1.3. Application	1
1.4. Additional Considerations	1
2. INSPECTION.....	2
2.1. Initial inspection	2
2.1.1. Documents.....	2
2.1.2. Shipboard Incinerator	2
2.2. Clear grounds	2
2.3. More detailed inspection.....	2
3. FOLLOW-UP ACTION.....	3
3.1. Deficiencies warranting detention.....	3

1. INTRODUCTION

1.1. General

MARPOL Annex V seeks to eliminate and reduce the amount of garbage being discharged into the sea from ships. MARPOL Annex V prohibits the discharge of all types of garbage into the sea unless explicitly permitted.

1.2. Goals and purpose

This document is intended to provide guidance on the verification of compliance with MARPOL Annex V during PSC inspections.

1.3. Application

Unless expressly provided otherwise, the provisions of MARPOL Annex V apply to all ships.

Special Areas are defined in Reg. 1.14 and include the Baltic Sea, Black Sea, North Sea and the Mediterranean Sea areas.

When ships are observed to be operating, or previously operated, in Polar Waters, special requirements of MARPOL Annex V in accordance with Part II-A of the Polar Code shall be examined.

1.4. Additional Considerations

In addition to the requirements of MARPOL Annex V when ships are observed to be operating, or previously operated, in polar waters, special requirements exist (POLAR Code, PART II-A, Reg. 5.2).

Shipper means any person by whom or in whose name, or on whose behalf, a contract of carriage of goods by sea has been concluded with a carrier, or any person by whom or in whose name, or on whose behalf, the goods are delivered to the carrier in relation to the contract of carriage by sea. The identification of the shipper is made possible by consulting the bill of lading referring to the above goods.

2. INSPECTION

2.1. Initial inspection

2.1.1. Documents

MARPOL ANNEX V has no requirements for statutory certification. During an initial inspection the PSCO should check for every ship of 100 gross tonnage and above and every ship which is certified to carry 15 or more persons:

- .1 **Garbage Record Book (GRB)** – for appropriate entries, in conjunction with shipper declaration for cargo residues and any receipts obtained from port reception facilities. *Note: The PSCO should take into account there is no convention requirement for port reception facilities to issue a waste receipt nor for a vessel to be able to present one.*
- .2 **Garbage Management Plan** – that provides written procedures for collecting, storing, processing and disposing of garbage, including the use of the equipment on board. The plan shall be based on the guidelines developed by the Organization and written in the working language of the crew.

2.1.2. Shipboard Incinerator

If a ship is fitted with an incinerator, the garbage collection space capacity may be smaller than for a ship that has no incinerator. The incinerator shall be maintained in good working condition. It should be noted, some incinerators may not be able to meet air pollution regulations imposed in some ports and harbours or by flag and coastal States when such matters are subject to their jurisdiction.

2.2. Clear grounds

The following non exhaustive list may be considered as clear grounds for a more detailed inspection:

1. Garbage Record Book is missing or clearly invalid (e.g. not signed or appears to have been tampered with);
2. Garbage Record Book entries are not recorded correctly as required in MARPOL ANNEX V;
3. Garbage Management Plan is missing or the content of it is incomplete according to MARPOL ANNEX V;
4. The Placards posted on board are not according to MARPOL ANNEX V;
5. The garbage is not separated, handled or stored correctly according to the Garbage Management Plan;
6. Evidence that garbage collecting arrangements or storage space is not sufficient for the intended voyage;
7. the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by garbage;
8. Declaration of shipper for the categorisation, of cargo residue as harmful to the marine environment (HME) or not, missing, incomplete or invalid.

2.3. More detailed inspection

If the PSCO has clear grounds for carrying out a more detailed inspection, the PSCO should be guided by the following::

1. Aligning the garbage handling equipment with the garbage management plan, including different colour markings on containers;
2. Confirming the different types of garbage stored in separate containers, and that these are clearly marked to avoid incorrect discharge, and to facilitate proper handling and treatment on land;
3. Confirming that there was no deliberate discharge of garbage, including in restricted areas;
4. Confirming that the garbage collected throughout the ship has been delivered to the designated processing or storage locations.

With regard to the operational control for garbage, the PSCO may determine if all operational requirements of MARPOL ANNEX V have been taken into account:

5. Ship's personnel are aware of garbage management plan and procedures, in particular minimizing the amount of potential garbage generated (Reusing and Recycling) and shipboard handling and storage of garbage; and
6. Ship's personnel are familiar with the disposal and discharge requirements under MARPOL ANNEX V inside and outside a special area and Polar waters and are aware of such special areas, as determined under MARPOL ANNEX V.

3. FOLLOW-UP ACTION

3.1. Deficiencies warranting detention

The following (non exhaustive) list of deficiencies could be considered to be of such a serious nature that they may warrant the detention of the ship involved:

1. Absence of the garbage management plan;
2. No garbage record book available;
3. Ship's crew are not familiar with the handling and discharge requirements documented in the garbage management plan, leading to illegal discharge of garbage into the sea where prohibited by MARPOL Annex V;
4. excess garbage stored on board and/or insufficient garbage storage space for the intended voyage.