

Garbage Record Book

Part I (All ships)

A separate Garbage Record Book Part II
is compulsory for vessels carrying solid bulk cargoes*

Formularius-
(IMO) MARPOL 73/78
Appendix to Annex V
Sample

according Regulation 10 of Annex V of MARPOL 73/78
and Amendments (MEPC. 264(68)), (MEPC. 265(68)), (MEPC. 277(70))
incl. Polar Code requirements

IMO Company ID #: _____

Name of ship: _____

IMO No.: _____

Period: From: _____ To: _____

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*A combined Garbage Record Book, containing Part I and II, is available for vessels carrying solid bulk cargoes



Item	Page
1. Introduction	1
2. Garbage and garbage management	1
3. Description of the garbage	1
4. Entries in the Garbage Record Book	1
Record of garbage discharges Part I – exceptional discharge or loss only	2
Record of regular discharges Part I	3
Revised MARPOL Annex V	60
Guidelines for the implementation of Annex V of MARPOL 73/78	63
Table 1 - Summary of restrictions to the discharge of garbage	65
Table 2 - Options for shipboard handling and discharge of garbage	66
Table 3 - Compaction options for shipboard-generated garbage	68
Table 4 - Incineration options for shipboard-generated garbage	68
Sample placards texts	73
Excerpt from Polar Code	73
Special area maps of MARPOL 73/78 regulations	74
Particularly Sensitive Sea Areas	76
Managing solid bulk cargo residues in Australian Waters	81
Format for reporting alleged inadequacy of port reception facilities	82
Information to be notified before entry into the port, EU Directive 2000/59/EC as amended	85
Notification form for waste delivery to port reception facilities	86

Formularus- Sample

Note: Ships entering US-waters are obliged to hold a VGP Vessel General Permit.
Additional Laws and regulations to MARPOL 73/78 apply.

Particularly Sensitive Sea Area (PSSA)¹⁾

A Particularly Sensitive Sea Area (PSSA) is an area that needs special protection through action by IMO because of its significance for recognized ecological or socio-economic or scientific reasons and which may be vulnerable to damage by international maritime activities. The criteria for the identification of particularly sensitive sea areas and the criteria for the designation of special areas are not mutually exclusive. In many cases a Particularly Sensitive Sea Area may be identified within a Special Area and vice versa.

Particularly sensitive sea areas

Guidelines on designating a "particularly sensitive sea area" (PSSA) are contained in resolution A.982(24) *Revised guidelines for the identification and designation of Particularly Sensitive Sea Areas (PSSAs)*. These guidelines include criteria to allow areas to be designated a PSSA if they fulfil a number of criteria, including: ecological criteria, such as unique or rare ecosystem, diversity of the ecosystem or vulnerability to degradation by natural events or human activities; social, cultural and economic criteria, such as significance of the area for recreation or tourism; and scientific and educational criteria, such as biological research or historical value.

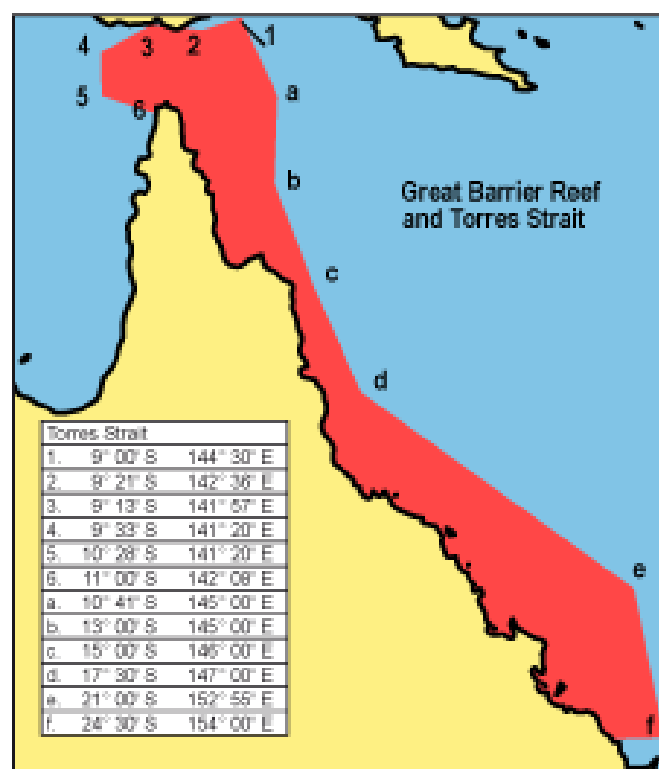
The provisions of the United Nations Convention on the Law of the Sea (UNCLOS) are also relevant.

When an area is approved as a particularly sensitive sea area, specific measures can be used to control the maritime activities in that area, such as routing measures, strict application of MARPOL discharge and equipment requirements for ships, such as oil tankers; and installation of Vessel Traffic Services (VTS).

List of adopted PSSAs

The following PSSAs have been designated:

- The Great Barrier Reef, Australia (designated a PSSA in 1990)
- The Sabana-Camagüey Archipelago in Cuba (1997)
- Malpelo Island, Colombia (2002)
- The sea around the Florida Keys, United States (2002)
- The Wadden Sea, Denmark, Germany, Netherlands (2002)
- Paracas National Reserve, Peru (2003)
- Western European Waters (2004)
- Extension of the existing Great Barrier Reef PSSA to include the Torres Strait (proposed by Australia and Papua New Guinea) (2005)
- Canary Islands, Spain (2005)
- The Galapagos Archipelago, Ecuador (2005)
- The Baltic Sea area, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden (2005)



- The Papahānaumokuākea Marine National Monument, United States (2007)
- The Strait of Bonifacio, France and Italy (2011)
- The Saba Bank, in the North-eastern Caribbean area of the Kingdom of the Netherlands (2012)
- The Jomand Entrance, Papua New Guinea (2016)
- Tubbataha Reefs Natural Park, the Sulu Sea, Philippines (2017)

A.982(24) Revised guidelines for the identification and designation of Particularly Sensitive Sea Areas (PSSAs)¹⁾

The IMO Assembly in November-December 2005 at its 24th session adopted revised Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas (PSSAs) (resolution A.982(24)).

A PSSA is an area that needs special protection through action by IMO because of its significance for recognized ecological, socio-economic, or scientific attributes where such attributes may be vulnerable to damage by international shipping activities. An application for PSSA designation should contain a proposal for an associated protective measure or measures aimed at preventing, reducing or eliminating the threat or identified vulnerability. Associated protective measures for PSSAs are limited to actions that are to be, or have been, approved and adopted by IMO, for example, a routing system such as an area to be avoided.

The guidelines provide advice to IMO Member Governments in the formulation and submission of applications for the designation of PSSAs to ensure that in the process, all interests – those of the coastal State, flag State, and the environmental and shipping communities – are thoroughly considered on the basis of relevant scientific, technical, economic, and environmental information regarding the area at risk of damage from international shipping activities.

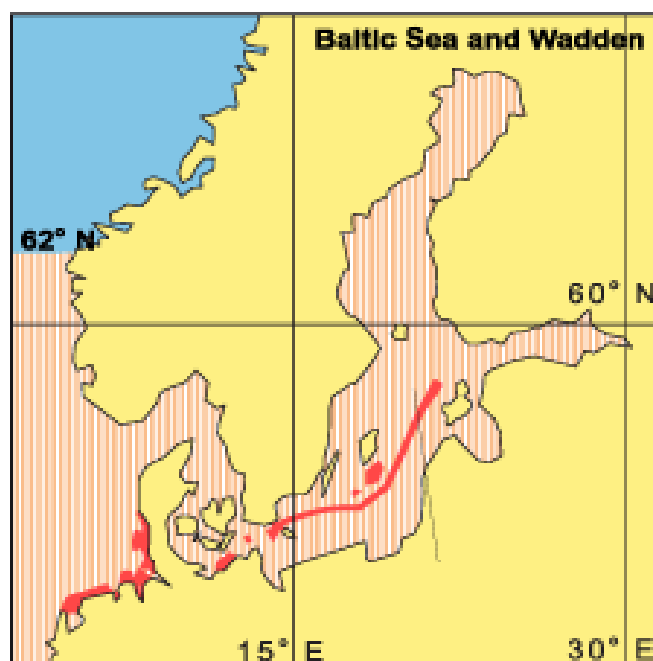
The guidelines update resolution A.927(22) *Guidelines for the Designation of Special Areas under MARPOL 73/78 and Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas*.

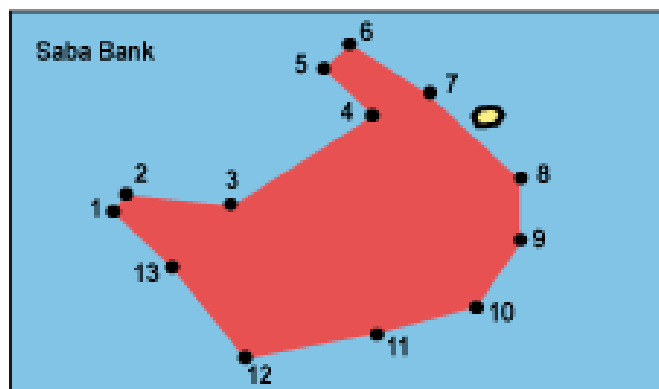
Ships routing measures to protect PSSAs

A PSSA can be protected by ships routing measures – such as an area to be avoided; an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships, or by certain classes of ships.

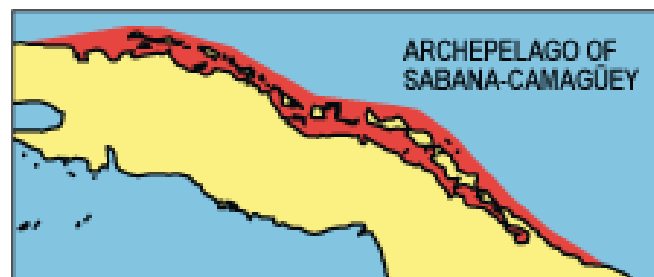
The IMO Publication *Ships' Routing* includes General provisions on ships' routing, first adopted by IMO in 1973, and subsequently amended over the years, which are aimed at standardizing the design, development, charted presentation and use of routing measures adopted by IMO.

¹⁾ cited Sept. 2012 from:
<http://www.imo.org/OurWork/Environment/Protection/PSSAs/Pages/Default.aspx>

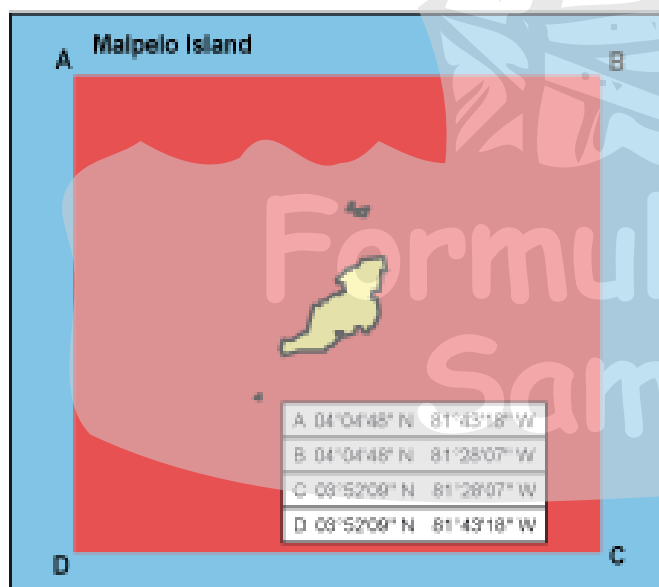




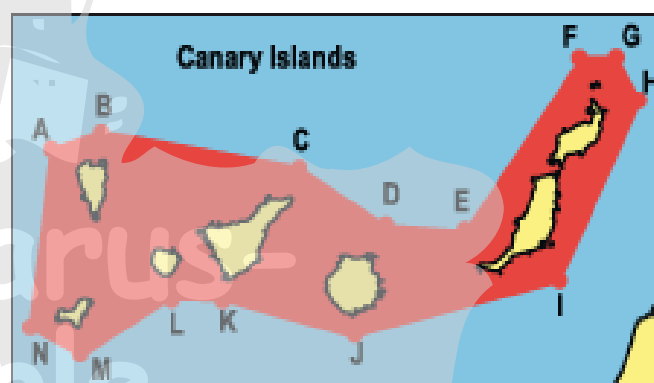
Saba Bank	
1. 17° 27' 06" N 063° 56' 14" W	8. 17° 30' 88" N 063° 10' 02" W
2. 17° 28' 00" N 063° 55' 09" W	9. 17° 29' 80" N 063° 11' 25" W
3. 17° 27' 94" N 063° 43' 32" W	10. 17° 16' 27" N 063° 15' 85" W
4. 17° 38' 03" N 063° 27' 41" W	11. 17° 13' 44" N 063° 28' 89" W
5. 17° 43' 35" N 063° 32' 74" W	12. 17° 10' 55" N 063° 41' 81" W
6. 17° 45' 58" N 063° 29' 88" W	13. 17° 20' 85" N 063° 49' 89" W
7. 17° 40' 34" N 063° 21' 10" W	



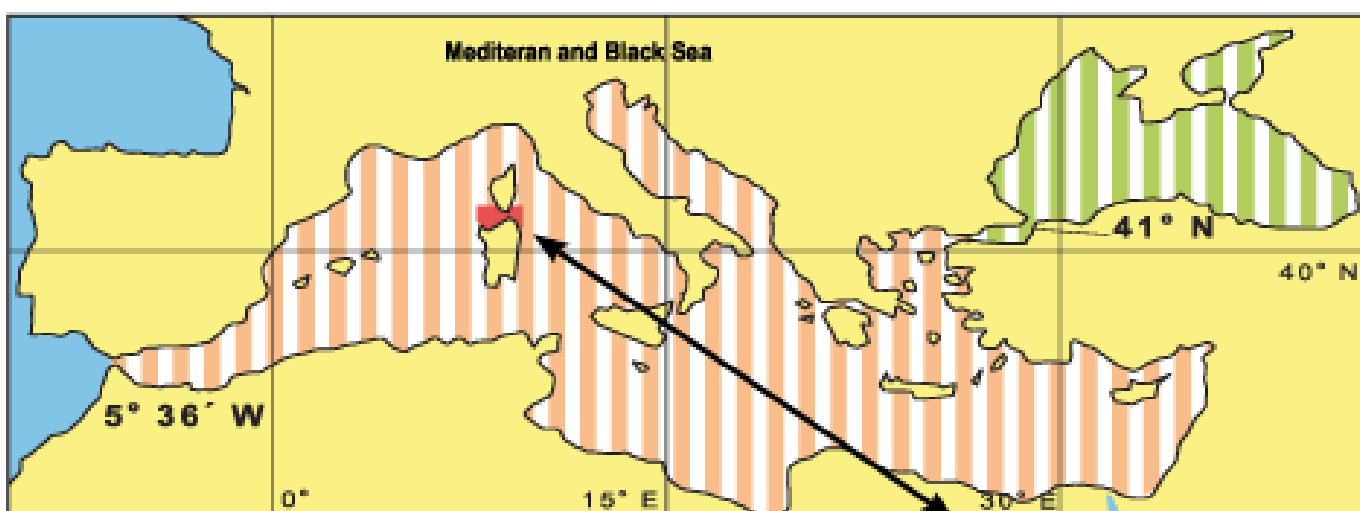
Archipelago of Sabana-Camagüey	
23°11' 0" N 82°00' 0" W	Punta Tijeras
23°16' 0" N 81°05' 2" W	Cayo Mono
23°18' 9" N 80°54' 9" W	Faro Cruz del Padre
23°13' 6" N 80°19' 6" W	
22°56' 8" N 79°45' 4" W	Cayo La Vela
22°41' 4" N 78°53' 4" W	
22°37' 8" N 78°38' 8" W	Cayos Guillermitos
22°32' 9" N 78°22' 8" W	
22°28' 9" N 78°10' 0" W	Cayo Paredón Grande
22°21' 1" N 77°51' 7" W	Bajo Tributarios de Minerva
22°11' 5" N 77°39' 8" W	Cayo Confitas
21°39' 8" N 77°08' 4" W	Punta Matemillos
21°18' 1" N 76°21' 4" W	



A 04°04'48" N 81°03'18" W
B 04°04'48" N 81°28'07" W
C 03°52'09" N 81°28'07" W
D 03°52'09" N 81°43'18" W



Canary Islands			
A 28°56' N	018°13' W	H 28°17' N	013°06' W
B 28°04' N	017°47' W	I 27°57' N	013°48' W
C 28°45' N	018°04' W	J 27°32' N	015°35' W
D 28°22' N	015°18' W	K 27°48' N	016°45' W
E 28°19' N	014°36' W	L 27°48' N	017°11' W
F 28°37' N	013°39' W	M 27°23' N	017°58' W
G 28°37' N	013°18' W	N 27°36' N	018°25' W

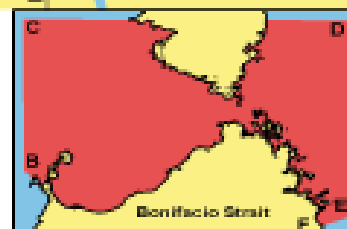


To the north: a line linking point 41° 45' 00" N – 008° 01' 48" E to point 41° 45' 00" N – 008° 48' 30" E passing the French coast (Cap Muro to the west and Anse de Tarou to the east);

On the western side: a line linking points 41° 45' 00" N – 008° 01' 48" E; 41° 05' 36" N – 008° 01' 48" E and 40° 58' 00" N – 008° 12' 00" E on the Italian coast;

and on the eastern side, a line linking points 41° 45' 00" N – 008° 48' 30" E; 40° 51' 08" N – 008° 48' 30" E and 40° 45' 56" N – 008° 41' 42" E on the Italian coast to the south.

The Particularly Sensitive Sea Area is bounded by the points A, B, C, D, E, and F as set out in the map above.



NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES*

Notification of the Delivery of Waste to: _____ (enter name of port or terminal)

The master of a ship should forward the information below to the designated authority at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours.

This form shall be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB.

DELIVERY FROM SHIPS (ANF)

1. SHIP PARTICULARS

1.1 Name of ship:	1.5 Owner or operator:
1.2 IMO number:	1.6 Distinctive number or letters:
1.3 Gross tonnage:	1.7 Flag State:
1.4 Type of ship: <input type="checkbox"/> Oil tanker <input type="checkbox"/> Chemical tanker <input type="checkbox"/> Bulk carrier <input type="checkbox"/> Container <input type="checkbox"/> Other cargo ship <input type="checkbox"/> Passenger ship <input type="checkbox"/> Ro-ro <input type="checkbox"/> Other (specify)	

2. PORT AND VOYAGE PARTICULARS

2.1 Location/Terminal name and POC:	2.6 Last Port where waste was delivered:
2.2 Arrival Date and Time:	2.7 Date of Last Delivery:
2.3 Departure Date and Time:	2.8 Next Port of Delivery (if known):
2.4 Last Port and Country:	2.9 Person submitting this form is (if other than the master):
2.5 Next Port and Country (if known):	

3. TYPE AND AMOUNT OF WASTE FOR DISCHARGE TO FACILITY

MARPOL Annex I – Oil	Quantity (m³)
Oily bilge water	
Oily residues (sludge)	
Oily tank washings	
Dirty ballast water	
Scale and sludge from tank cleaning	
Other (please specify)	
MARPOL Annex II - NLS	Quantity (m³)/Name ¹
Category X substance	
Category Y substance	
Category Z substance	
OS – other substances	
MARPOL Annex IV – Sewage	Quantity (m³)
Sewage	

MARPOL Annex V – Garbage	Quantity (m³)
A. Plastics	
B. Food wastes	
C. Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)	
D. Cooking oil	
E. Incinerator ashes	
F. Operational wastes	
G. Animal carcass(es)	
H. Fishing gear	
I. E-waste	
J. Cargo residues (none HME)	
K. Cargo residues ¹ (HME)	
MARPOL Annex VI – Air pollution	Quantity (m³)
Ozone-depleting substances and equipment containing such substances	
Exhaust gas-cleaning residues	
¹ Indicate the proper shipping name of the dry cargo. *) Remark by the publisher: The official IMO-form (MEPC.1/Circ.834) has not been adapted to the present regulations at the time of printing. Additional content has been completed by the publisher.	

¹ Indicate the proper shipping name of the NLS involved.

Name of ship:	IMO Number:
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Please state below the approximate amount of waste and residues remaining on board and the percentage of maximum storage capacity. If delivering all waste on board at this port please strike through this table and tick the box below. If delivering some or no waste, please complete all columns.

I confirm that I am delivering: all the waste held on board this vessel (as shown on page 1) at this port ☐

Type	Maximum dedicated storage capacity (m³)	Amount of waste retained on board (m³)	Port at which remaining waste will be delivered (if known)	Estimate amount of waste to be generated between notification and next port of call (m³)
MARPOL Annex I - Oil				
Oily bilge water				
Oily residues (sludges)				
Oily tank washings				
Dirty ballast water				
Scale and sludge from tank cleaning				
Other (please specify)				
MARPOL Annex II – NLS²				
Category X substance				
Category Y substance				
Category Z substance				
OS - other substances				
MARPOL Annex IV – Sewage				
Sewage				
MARPOL Annex V – Garbage				
A. Plastics				
B. Food wastes				
C. Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)				
D. Cooking oil				
E. Incinerator ashes				
F. Operational wastes				
G. Animal carcass(es)				
H. Fishing gear				
I. E-waste				
J. Cargo residues (none HME)				
K. Cargo residues ³ (HME)				
MARPOL Annex VI – Air pollution				
Ozone-depleting substances and equipment containing such substances				
Exhaust gas-cleaning residues				

²Indicate the proper shipping name of the NLS involved.

³Indicate the proper shipping name of the dry cargo.

Date: _____ Name and Position: _____

Time: _____ Signature: _____

