Bulletin

CCS Australian Office, No. 046, 2015 Issue 006

Marine Environment Protection

---Garbage Control Policy from AMSA

A new Media Release was published from AMSA website on June 15, 2015, in which two vessels, Japan registered and Hong Kong registered, were found guilty of illegal discharging garbage within Great Barrier Reef and prosecuted, resulting in fines of 5000$ on the Japan vessel company and 6000$ on Hong Kong vessel company. The Captains were fined 500$ and 600$ respectively. The illegal discharge of garbage overboard was discovered by AMSA attending surveyors when carrying on PSC inspection, as attachment No.1

1、MARPOL Annex V requirements for garbage control

Garbage Management Plans ---MARPOL requires all ships of 100 gross tonnage and above, and every ship certified to carry 15 persons or more to carry a Garbage Management Plan, which includes written procedures for collecting, storing, processing and disposing of garbage. It should be recorded in the working language of the crew.

Placards--- MARPOL requires every ship of 12 meters or more in length overall shall display placards. These placards should be written in the working language of the ship’s crew and also in English, French or Spanish.

Garbage Record Book---MARPOL requires every ship of 400 gross tonnage and above and every ship which is certified to carry 15 or more persons shall be provided with a Garbage Record Book.

The entries in the Garbage Record Book shall be at least any of English, French and Spanish. The entry for each discharge or incineration shall include date and time, position of the ship, category of the garbage and the estimated amount discharged or incinerated. This document shall be preserved for a period of at least two years from the date of the last entry made in it.

2、Corresponding requirements from *GUIDELINES FOR VOYAGE PLANNING*

Referring to IMO RESOLUTION A.893(21) *GUIDELINES FOR VOYAGE PLANNING*, Section 3.2.1stipulates as follows:

3.2.1 The detailed voyage or passage plan should include the following factors:

The plotting of the intended route or track of the voyage or passage on appropriate scale charts: the true direction of the planned route or track should be indicated, as well as all areas of danger, existing ships' routing and reporting systems, vessel traffic services, and any areas where marine environmental protection considerations apply.

That means the information of marine protected areas should be considered and included in voyage or passage plan.

3、AMSA garbage control policy

Referring to the requirements of MARPOL Annex V, AMSA established garbage control policy, as attachment No.2, which can be downloaded from AMSA website as the link bellow:

(http://www.amsa.gov.au/environment/legislation-and-prevention/maritime-discharges/discharges/index.asp#five)

4、AMSA policy for discharge of solid cargo residues:

As per MARPOL Annex V stipulates, cargo residues means the remnants of any cargo which remain on deck or in holds following loading or unloading. They include loading and unloading excess or spillage, whether in wet or dry condition or entrained in wash water but do not include cargo dust remaining on deck after sweeping or dust on the external surfaces of the ship.

Control policy for cargo residues can be seen in attachment No.2, which was highlighted in ORANGE color. Special attention to be drawn to exceptional operational requirements when vessel safety was impacted, for which an appropriate entry should still be recorded into the Garbage Record Book。

Please refer to AMSA Fact Sheet regarding Disposal of Solid Bulk Cargo Residues in Australian Waters, as attachment No.3.

（Please note, Attachment No.2 was stipulated more detailed than Attachment No.3）

5、AMSA policy for garbage control within Great Barrier Reef:

As per the definition of nearest land in Regulation 1 of MARPOL Annex V, the International Maritime Organization has designated the Great Barrier Reef and the Torres Strait a Particularly Sensitive Sea Area. On the north eastern coast of Australia, Australia’ s nearest land boundary extends around the outer edge of the Great Barrier Reef and the Torres Strait.

Discharges permitted under MARPOL must be measured seaward of this boundary. This means that discharge of waste including cargo residues, whether harmful or not to the marine environment, is prohibited within the Great Barrier Reef and the Torres Strait.

The MARPOL nearest land line can be demonstrated as in attachment No.4, which was downloaded from AMSA website.

6、Special Reminder

All crew staff MUST familiarize the details of attachment No.2, and record correctly in Garbage Record Book as required, so that detention and prosecution can be avoided.

Attachment No.1---AMSA Media Release

Attachment No.2---AMSA Garbage Control Policy

Attachment No.3---AMSA Control Policy Regarding Solid Cargo Residues

Attachment No.4---AMSA Stipulation for MARPOL Nearest Land

CCS Australian Office
June 17, 2015

Announcement:

1. Intention is to assist and ensure owners to understand and well prepared, ensuring all updated requirements from AMSA can be met
2. For more information, please visit AMSA website at www.amsa.gov.au and CCS website at www.ccs.org.cn
3. The information contained does not and cannot supersede any AMSA or related governing parties requirements as well as CCS class rules and regulations.

Attachment No.1

Australian Government
Australian Maritime Safety Authority

MEDIA RELEASE

10th June 2015

Shipping companies and masters prosecuted for marine pollution

The Australian Maritime Safety Authority (AMSA) has prosecuted two shipping companies and their masters for two separate marine pollution incidents within the Great Barrier Reef.

Tokyo based Perses Maritima Ltd and the master of its Japan registered vehicle carrier *Asteria Leader* were found guilty on May 18 in the Brisbane Magistrates Court on one charge each of illegally discharging garbage under the Protection of the Sea (Prevention of Pollution from Ships) Act 1983.

A routine Port State Control inspection conducted by an AMSA marine surveyor at Fisherman Island in the Port of Brisbane revealed a record of the discharge of 0.03m3 of food waste within the Great Barrier Reef on October 8, 2014.

Perses Maritima Ltd was fined $5000 for the illegal discharge and the master of the ship was fined $500.

Hong Kong based company Seaspan Corporation and the master of its Hong Kong registered container ship *CSCL Brisbane* were found guilty of illegally discharging garbage on August 6 last year within the Great Barrier Reef Marine Park.

The illegal discharge was also discovered by an AMSA marine surveyor during a routine PSC inspection at Fisherman Island.

It was also found that the ship's passage plan did not take into account the required marine environmental protection measures as per the safety of navigation requirements prescribed by the Safety of Life at Sea (SOLAS) international convention.

Seaspan Corporation was fined $6000 for the illegal discharge and the master was fined $600.

AMSA Chief Executive Officer Mick Kinley said it was disappointing ships were failing to adhere to the measures in place to protect sensitive marine areas, such as the Great Barrier Reef.

But the discovery of the illegal discharges showed Australia's PSC regime was both rigorous and effective, Mr Kinley said.

"Australia has a robust PSC regime, which is designed to ensure ship owners and their masters are adhering to the rules and regulations to prevent marine areas from being polluted," Mr Kinley said.

"These prosecutions highlight to the shipping community if they flout the regulations they can be caught and subsequently prosecuted."

Garbage MARPOL Annex V - Applies to all vessels

【This information was downloaded from AMSA website as indicated below】

http://www.amsa.gov.au/environment/legislation-and-prevention/maritime-discharges/discharges/index.asp#five

This table provides only a summary of discharge requirements under MARPOL Annex V. For full details refer to MARPOL consolidated edition 2011, Annex V, and the 2012 Guidelines for the Implementation of MARPOL Annex V.

Type of garbage	Ships outside special areas[1]	Ships within special areas[1]	Offshore platforms (more than 12 nm from land) and all ships within 500m of such platforms
Food[2] waste comminuted or ground to particle size < 25mm	Discharge permitted, while en route[3], as far as practicable from the nearest land, but in any case, ≥ 3nm from the nearest land.	Discharge permitted[4], while en route[3], as far as practicable from the nearest land, but in any case, ≥ 12nm from the nearest land.	Discharge permitted
Food[2] waste not comminuted or ground	Discharge permitted, while en route[3], as far as practicable from the nearest land, but in any case, ≥ 12nm from the nearest land.	Discharge prohibited	Discharge prohibited
Cargo residues[5] that cannot be recovered using commonly available methods for unloading, not contained in wash water.	Discharge permitted, while en route, as far as practicable from the nearest land, but in any case, ≥ 12nm from the nearest land.	Discharge prohibited	Discharge prohibited
Cargo residues[5] that cannot be recovered using commonly		Discharge permitted, while en route, as far as	Discharge prohibited

available methods for unloading, contained in wash water		practicable from the nearest land, but in any case, ≥ 12nm from the nearest land. Subject to two additional conditions[6.]	
Cargo material[5] contained in cargo hold bilge water	Discharge permitted, from a loaded hold[7] through the ships' fixed piping bilge drainage system.		Discharge prohibited
Cleaning agents and additives[5]contained in cargo hold wash water	Discharge permitted	Discharge permitted, while en route, as far as practicable from the nearest land, but in any case, ≥ 12nm from the nearest land. Subject to two additional conditions[6].	Discharge prohibited
Cleaning agents and additives[4] 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, while en route, as far as practicable from the nearest land and at maximum water depth, but in any case, ≥ 100nm[8] from the nearest land.	Discharge prohibited	Discharge prohibited

Grey water	Discharge permitted[9]	Discharge permitted[9]	Discharge permitted[9]
All other garbage including plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse	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 apply.		
Note: The above conditions apply except where the disposal of garbage from a ship is necessary for the purpose of securing the safety of a ship and those on board or saving life at sea – see MARPOL Regulation 7.1.1			

1. Under MARPOL Annex V, the areas of: the Mediterranean Sea; the Baltic Sea; the Black Sea; the Red Sea; the “Gulfs” area; the North Sea; the Antarctic area; and the Wider Caribbean region (including the Gulf of Mexico and the Caribbean Sea) are provided with a higher level of protection than other sea areas. Further information on special areas can be found in circular MEPC.1/Circ.778/Rev.1.
2. Small quantities of food released directly into the sea for the specific purpose of fish feeding in connection with fishing or tourist operations is permitted.
3. The *en route* requirement does not apply to the discharge of food wastes, where it is clear that retention on board presents an imminent health risk to the people on board. See MARPOL Annex V, Regulation 7.2.1
4. The discharge of introduced avian products, including poultry and poultry parts, is prohibited within the Antarctic special area (sea area south of latitude 600S), except where those introduced avian products are incinerated, autoclaved or otherwise treated to be made sterile.

5. These substances must not be harmful to the marine environment. When in port, check with the port authority as local regulations may also apply. The above restrictions do not apply to the wash down of cargo residues from deck areas of vessels undertaken for safety purposes including:

   • Safe operation of a helicopter within the landing area and its immediate vicinity to avoid dust being raised by the down-draft of the rotors;

   • Where there is a need to avoid navigational hazards such as dust being blown onto the wheelhouse or bridge wings;

   • Where residues may cause a serious safety hazard to personnel if spillages are not cleaned from deck areas, adjacent walkways and working areas

6. Discharge is permitted where conditions (a) and (b), as follows, both apply: (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 theses ports; and (b) if no adequate reception facilities are available at these ports. See MARPOL Annex V Regulation 6.1.2.
7. Vessels at anchorage for a period of time with empty holds may discharge hold bilge water through the ships' fixed piping bilge drainage system as long as the water is not directly related to a hold washing/cleaning operation.
8. If a threat to human health and safety of the crew or the remaining live animals on board exists, discharge to take place ≥ 12nm from the nearest land.
9. In all cases, check with local authorities as local regulations may apply. Within the Great Barrier Reef Marine Park, as far as practicable from reefs and islands.

Australian Government
Australian Maritime Safety Authority

FACT SHEET

Disposal of Solid Bulk Cargo Residues in Australian Waters

Introduction

Shipping is the life-blood of the Australian economy. The movement of solid bulk cargoes in Australia's export trades, as well as around its coastline, is crucial to the economic well-being of the country.

Australia is a party to the International Convention for the Prevention of Pollution from Ships (MARPOL), and strictly enforces the regulations of the Convention in Australia's exclusive economic zone.

The Australian Maritime Safety Authority (AMSA) urges ship operators, masters and crew, of whatever nationality, to act on the contents of this fact sheet to correctly dispose of cargo residues. This will help achieve two important objectives: **the continuation of Australia's vital solid bulk shipping trades in an environmentally responsible manner and the protection of our marine environment.**

Solid Bulk Cargo Residues

The revised MARPOL Annex V sets out regulations for the prevention of pollution by garbage from ships and prohibits the disposal of all types of garbage into the sea unless explicitly permitted under the Annex.

Annex V defines garbage as including a broad range of operational waste from ships, including cargo residues generated through the loading, unloading and onboard handling of solid bulk cargoes that cannot be recovered using commonly available methods for unloading. Cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship is not considered garbage under MARPOL Annex V.

The regulations in MARPOL Annex V state that the discharge of cargo residues from the deck or holds following loading or unloading, including loading or unloading of excess or spillage, whether in wet or dry conditions or entrained in washwater, can only occur while the ship is "en route" and as far as practicable from nearest land but in any case not less than 12 nautical miles (nm) from the nearest land. In addition, the discharge must not contain any substances classified as harmful to the marine environment.

Cargo material contained in the cargo hold bilge water is not treated as cargo residues provided that the cargo material is not harmful to the marine environment and the bilge water is discharged from a loaded hold through the ships' fixed piping bilge drainage system.

In addition, ships that are at anchorage for a period of time with empty holds may discharge hold bilge water as long as the water is not directly related to a hold cleaning operation.

While many solid bulk cargoes may be considered harmless to the marine environment, a chief concern is the potential impact on ocean sediments and bottom-dwelling inhabitants of a build-up of materials, especially in ports and relatively shallow shipping lanes.

To assist shipowners, ship operators, ships crews, cargo owners and equipment manufactures to comply with certain requirements set out on Annex V of MARPOL, the International Maritime Organization (IMO) has developed the 2012 Guidelines for the Implementation of MARPOL Annex V (Resolution MEPC.219(63)). Amongst other things, these Guidelines provide detailed information on what is classified as harmful to the marine environment as well as information on how a cargo should be classified and declared.

In adopting these Guidelines in March 2012, the IMO Marine Environment Protection Committee recognised that the toxicity data needed to classify many solid bulk cargoes as 'harmful to the marine environment' would not be available when the revised MARPOL Annex V enters into force on 1 January 2013. It was recognised that an interim measure would be required to assist in the application of this requirement until the time such data became available. These interim measures are set out in Circular MEPC.1/Circ.791- Provisional classification of solid bulk cargoes under the revised MARPOL Annex V between 1 January 2013 and 31 December 2014.

More information on the classification of solid bulk cargoes and these interim measures can be found in AMSA Marine Notice 19 of 2012.

To assist in the management of cargo residues, the (IMO) also recommends that wherever possible cargo residues be completely cleaned up prior to sailing and either delivered to the intended cargo space or to a port reception facility. Shipboard areas where spillage is most common should be protected to ensure residues can be easily recovered.

Garbage Waste Management Onboard

Minimisation of cargo residue wash down and discharge should form part of the ship's **Garbage Management Plan**. MARPOL requires every ship of 100 gross tonnage and above, and every ship certified to carry 15 or more persons to carry a **Garbage Management Plan**. The Garbage Management Plan contains procedures for collecting, storing, processing and disposal of garbage, including the use of equipment on board. Please refer to the AMSA website for more information on the development of Garbage Management Plans.

All cargo residue discharges should be recorded in the **Garbage Record Book** as garbage category 'G' including the start and stop positions of the discharge. Every ship of 400 gross tonnage and above, and every ship certified to carry 15 or more persons engaged in international voyages is provided with a **Garbage Record Book** (Record book). The Record book, whether as a part of the ship's official log-book or otherwise, is to be in the form specified in the appendix to Annex V. The officer in charge is required to record and sign-off each discharge into the sea, or to a reception facility, or a completed garbage incineration in the Garbage Record Book. The master of the ship is required to sign-off each completed page. The Record book and any receipts for using a waste reception facility in port must be kept for two years and be available for inspection by authorities. These records may be checked during Australian port State control inspections.

In addition, all ships of 12 metres or more in length are required to display placards that notify the crew and passengers of the garbage discharge requirements for that ship under MARPOL. Garbage Placards can be requested by submitting a publications order form found on the publications tab on the AMSA website www.amsa.gov.au/Publications/

Ship Safety

The safety of the ship, its crew and others involved in working the ship is also of vital importance. Accordingly, MARPOL Annex V Regulation 7 provides exceptions from the discharge restrictions where there is a threat to the safety of the ship and to those on board.

In addition to the exceptions provided in Annex V Regulation 7, the wash down of cargo residues from the deck of a vessel within the 12 nm limit is only permitted in the following circumstances:

- To ensure the safe operation of a helicopter within the landing area and its immediate vicinity to avoid dust being raised by the down-draft of the rotors;
- Where there is a need to avoid navigational hazards such as dust being blown onto the wheelhouse or bridge wings; and,
- Where residues cause a serious safety hazard to personnel if spillages are not cleaned from deck areas, adjacent walkways and working areas.

An appropriate entry should be recorded in the Garbage Record Book in accordance with item 4.1.4 to provide verification of a discharge under these specific circumstances.

The Great Barrier Reef

The International Maritime Organization has designated the Great Barrier Reef and the Torres Strait a Particularly Sensitive Sea Area. MARPOL allows some types of waste to be discharged at sea and a specific distance from the nearest land which is generally defined as the territorial sea baseline. However, on the north eastern coast of Australia, Australia's nearest land boundary extends around the outer edge of the Great Barrier Reef and the Torres Strait.

Discharges permitted under MARPOL must be measured seaward of this boundary. This means that discharge of waste including cargo residues, whether or not they are harmful to the marine environment, is prohibited within the Great Barrier Reef and the Torres Strait.



Penalties

There are substantial penalties for breaches of the MARPOL restrictions on discharge contained in the *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* and the *Great Barrier Reef Marine Park Act 1975.*

Additional Information

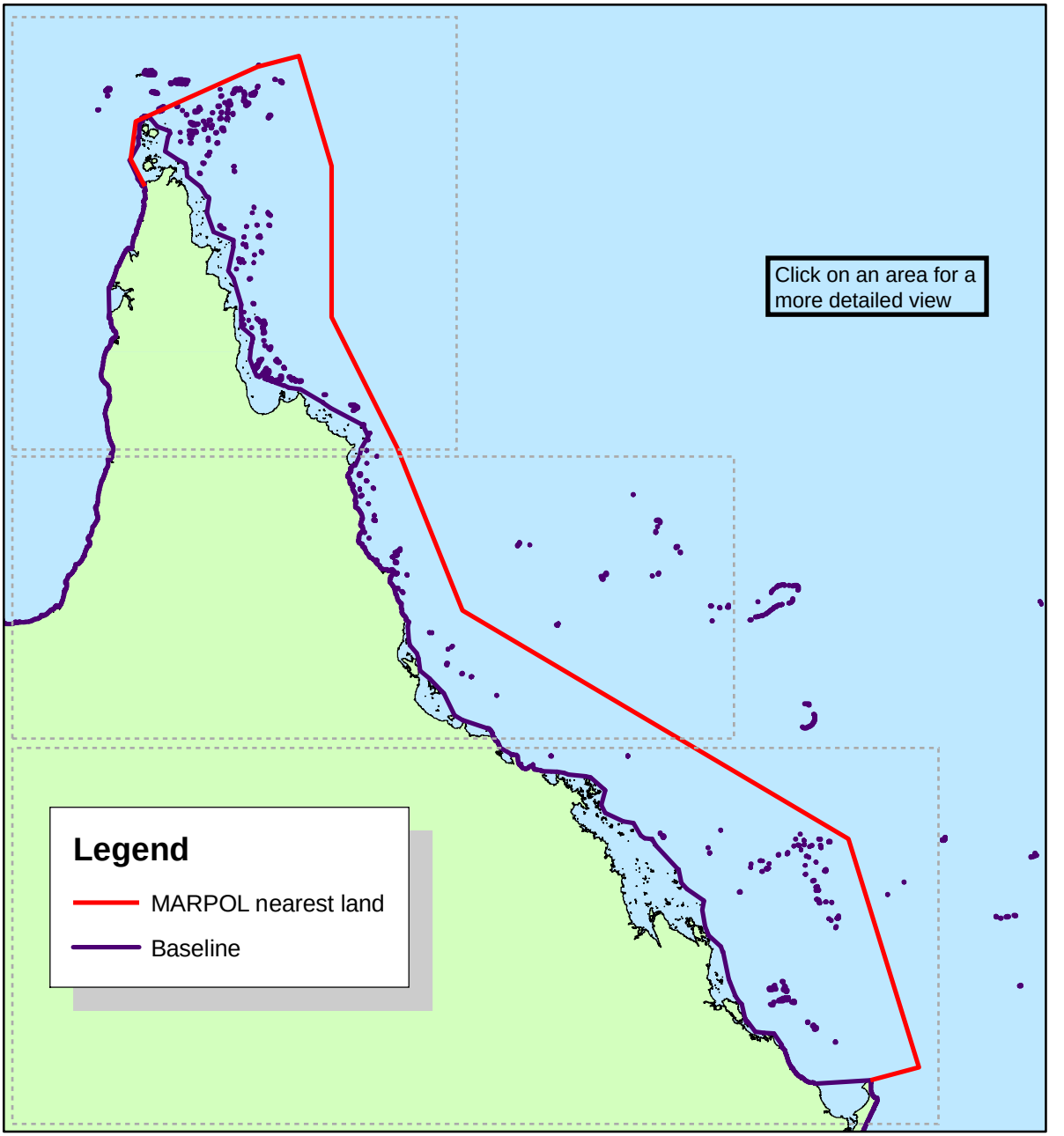
Information on the proper disposal of solid bulk cargo residues and associated wastes can be found in Chapter 5 of the volume Bulk Carrier Practice – 2nd Edition published by the Nautical Institute.

For further information on Australian regulations contact:
The Manager,
Environment Protection Standards,
Australian Maritime Safety Authority,
GPO Box 2181,
Canberra City ACT 2601 AUSTRALIA

Facsimile: 02-6279 5076
Email eps@amsa.gov.au

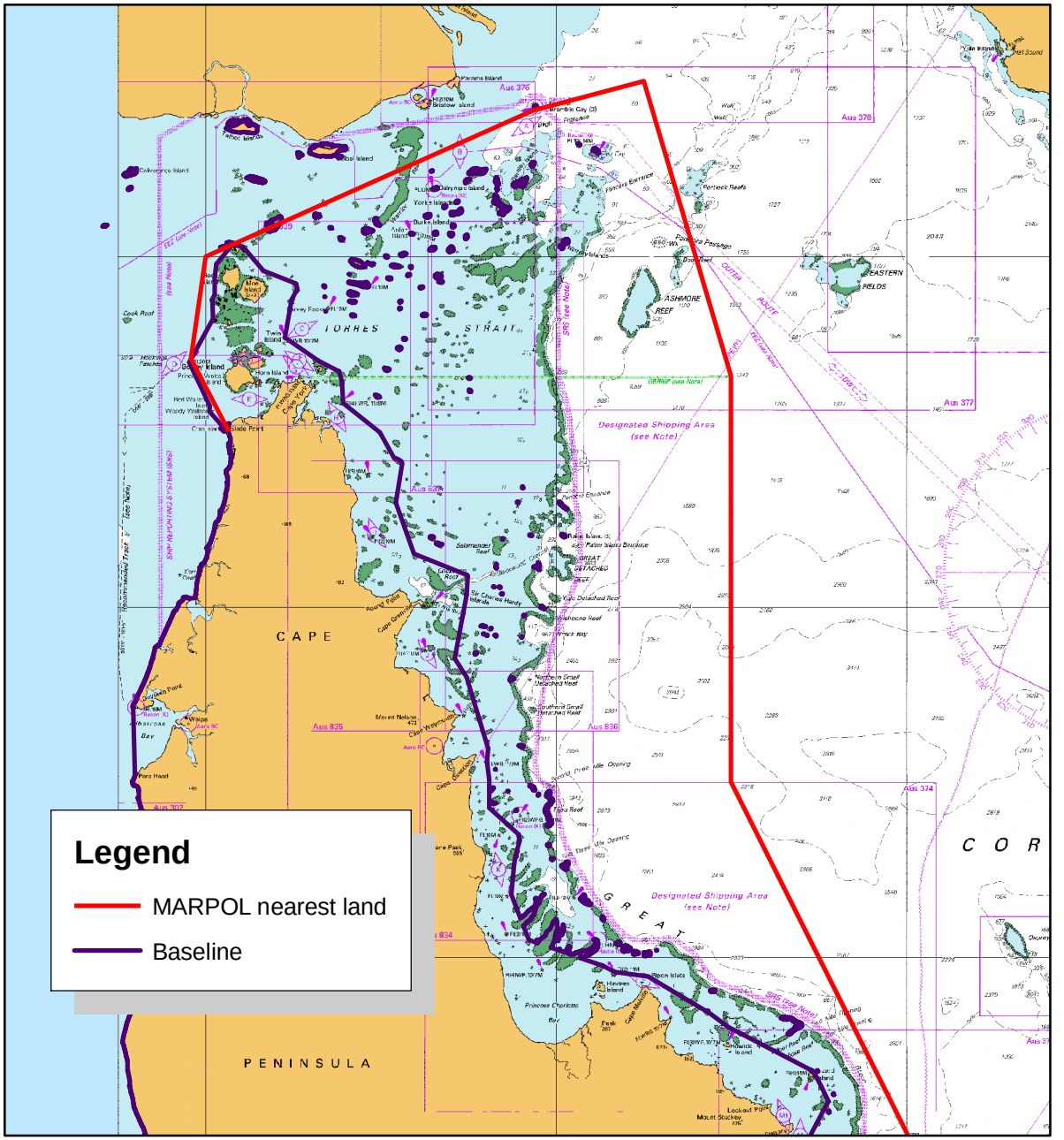
Attachment No.4

MARPOL 73/78 nearest land - Overview



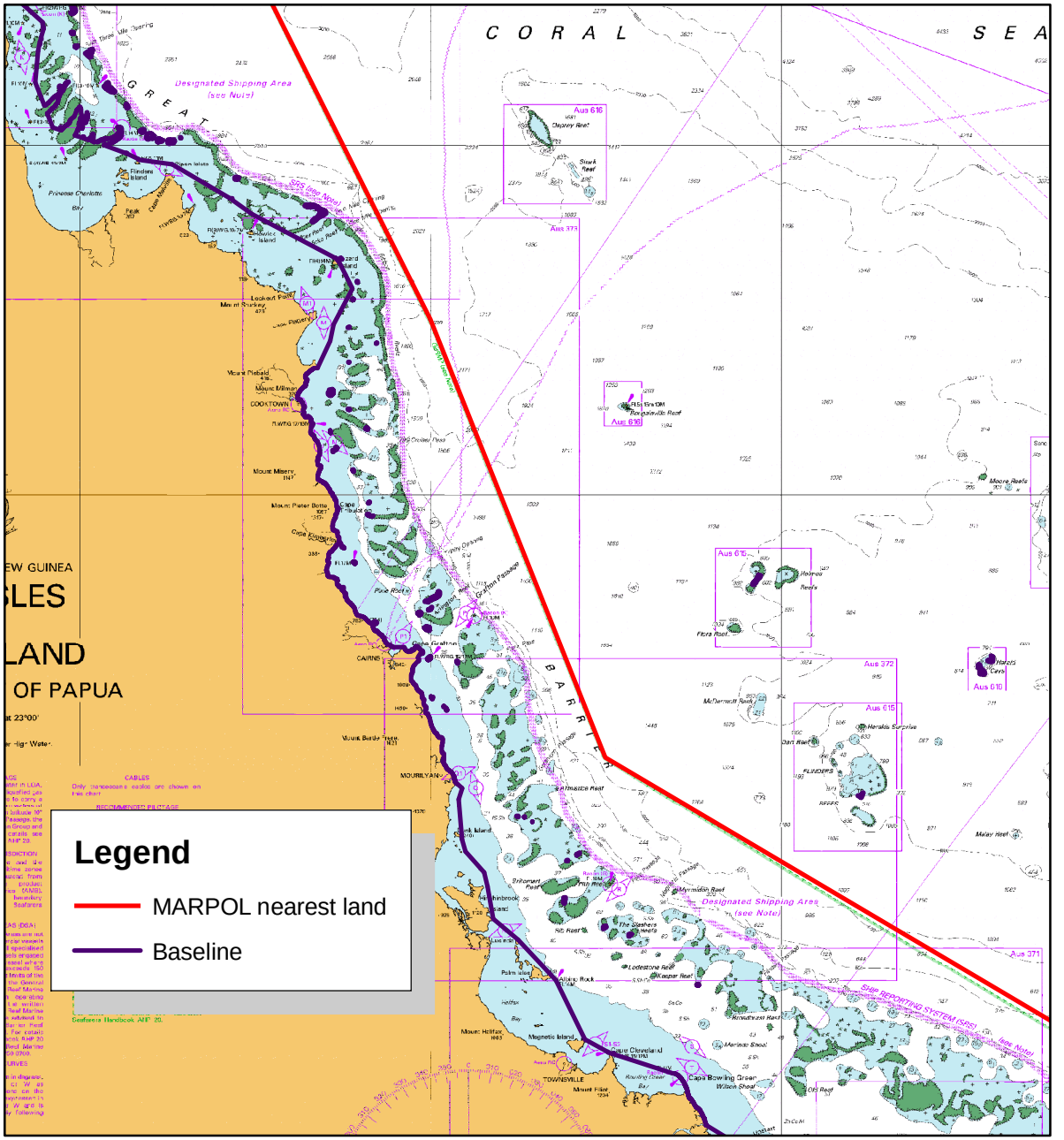
MARPOL 73/78 nearest land - North

Back to Overview



MARPOL 73/78 nearest land - Mid

Back to Overview



MARPOL 73/78 nearest land - South

Back to Overview

