

**REPUBLIC OF
THE MARSHALL ISLANDS**



MARPOL Annex V - Prevention of Garbage Pollution from Ships

MARITIME ADMINISTRATOR

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Marine Notice

No. 2-013-5

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TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: MARPOL Annex V - Prevention of Garbage Pollution from Ships

- References:**
- (a) MARPOL, *International Convention for the Prevention of Pollution from Ships, Consolidated Edition 2017*, as amended
 - (b) IMSBC Code, *International Maritime Solid Bulk Cargoes Code, 2020 Edition*, as amended
 - (c) IMO Resolution [MEPC.220\(63\)](#), *2012 Guidelines for the development of garbage management plans*, adopted 2 March 2012
 - (d) IMO Resolution [MEPC.277\(70\)](#), *Amendments to MARPOL Annex V (HME Substances and Form of Garbage Record Book)*, adopted 28 October 2016
 - (e) IMO Resolution [MEPC.295\(71\)](#), *2017 Guidelines for the Implementation of MARPOL Annex V*, adopted 7 July 2017
 - (f) IMO Resolution [MEPC.360\(79\)](#), *Regional Reception Facilities within Arctic Waters and Garbage Record Book*, adopted 16 December 2022
 - (g) IMO Resolution [MEPC.382\(80\)](#), *Establishment of the date on which Regulation 6 of MARPOL Annex V, in respect of the Red Sea Special Area, shall take effect*, adopted on 7 July 2023
 - (h) IMO Circular [MEPC.1/Circ.809](#), *Revised Guidance on the Management of Spoilt Cargoes*, issued 28 June 2013
 - (i) IMO Circular [MEPC.1/Circ.834/Rev.1](#), *Consolidated Guidance for Port Reception Facility Providers and Users*, issued 1 March 2018
 - (j) RMI Marine Notice [2-011-52](#), *International Code for Ships Operating in Polar Waters (Polar Code)*

PURPOSE

This Marine Notice (MN) clarifies requirements from the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex V (Garbage). This version supersedes revision Jul/2021. It was amended as follows:

- section 10.0 to reflect the requirement for ships of 100 GT and above to have a Garbage Record Book from 1 May 2024; and
- to include the Red Sea Special Area that will take effect on 1 January 2025 (see footnote 3).

APPLICABILITY

MARPOL Annex V applies to all ships¹, unless expressly provided otherwise.

The requirements of MARPOL Annex V and the guidelines contained in IMO Resolution [MEPC.295\(71\)](#) must be read in conjunction with this MN to ensure that all provisions are implemented appropriately.

DEFINITIONS

A partial list of defined terms used in MARPOL Annex V and associated guidelines is provided below to aid in the understanding of this Notice. The full definitions list is in MARPOL Regulation V/1 and IMO Resolution MEPC.295(71).

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 that are not covered by other MARPOL Annexes and 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. It refers only to cargo residues that cannot be recovered using commonly available methods for unloading. See §3.0 below for distinctions between Harmful to the Marine Environment (HME) and non-HME cargo residues.

Comminuted means to reduce to minute particles.

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 mean all types of wastes not covered by other MARPOL Annexes that are generated in the accommodation spaces on board the ship.

E-waste means electrical and electronic equipment used for the normal operation of the ship or in the accommodation spaces, including all components, subassemblies, and consumables, which are part of the equipment at the time of discarding (such as electronic cards, gadgets, instruments, equipment, computers, printer cartridges, 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.

Food waste means any spoiled or unspoiled food substances and includes fruits, vegetables, dairy products, poultry, meat products and food scraps generated aboard ship.

1. A ship means a vessel of any type operating in the marine environment. It includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms. It also includes commercial and private yachts.

Garbage means all kinds of food wastes, domestic wastes and operational wastes, all plastics, cargo residues, incinerator ashes, cooking oil, E-waste, 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. Garbage includes synthetic ropes, fishing gear, plastic garbage bags, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse.

Garbage **does not** include fresh fish and fish parts from 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. Grey water is not considered garbage in the context of MARPOL Annex V.

Incinerator ashes mean ash and clinkers from shipboard incinerators² used for the incineration of garbage. Ash and clinkers from shipboard incinerators and coal-burning boilers are considered operational wastes and, therefore, are included in the term garbage.

Operational wastes mean all solid wastes (including slurries) not covered by other Annexes of MARPOL that are collected on board during normal maintenance or operations of a ship, or used for cargo stowage and handling. Operational wastes also include cleaning agents and additives contained in cargo hold and external wash water. For soot discharge, see §5.0.

Operational wastes **do not** include grey water, bilge water, or other similar discharges essential to the operation of a ship, including, but not limited to:

- a) boiler/economizer blowdown;
- b) boat engine wet exhaust;
- c) chain locker effluent;
- d) controllable pitch propeller and thruster hydraulic fluid and other oil-to-sea interfaces (e.g., thruster bearings, stabilizers, rudder bearings, etc.);
- e) distillation or reverse osmosis brine;
- f) elevator pit effluent;
- g) fire main systems water;
- h) freshwater lay-up;
- i) gas turbine wash water;
- j) motor gasoline and compensating discharge;
- k) machinery wastewater;

2. Note MARPOL Annex VI requires shipboard incinerators installed after 1 January 2000 to be type-approved and meet specific air pollution criteria. See IMO Resolution [MEPC.244\(66\)](#), as amended (*the 2014 Standard specification for shipboard incinerators*). Also note that special rules on incineration under domestic law may apply in some ports and may exist in some Special Areas.

- l) pool, spa, and recreational waters;
- m) sonar dome discharge; and
- n) well deck discharges.

Persons carried on board, for MARPOL V, means the total allowable persons on board as stated on the applicable Safety Certificate. If the ship does **not hold** a Safety Certificate, then it means the number of persons for whom permanent overnight accommodations can be provided.

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 MARPOL Annex V, “all plastics” means all garbage that consists of or includes plastic in any form, including:

- a) synthetic ropes and fishing nets;
- b) plastic garbage bags;
- c) biodegradable bags; and
- d) incinerator ashes from plastic products.

Special Area means a sea area where, for recognized technical reasons in relation to its oceanographical 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 MARPOL Annex V, the Special Areas are the Mediterranean Sea, Baltic Sea, Black Sea, Red Sea, Gulfs, North Sea, Antarctic, and the Wider Caribbean Region (including the Gulf of Mexico and Caribbean Sea). These areas are defined in MARPOL Regulation V/1.14.³

3. The Special Area requirements for the Black Sea and Gulfs Area have not yet taken effect due to lack of notifications from MARPOL Parties whose coastlines border the relevant Special Areas regarding the existence of adequate reception facilities (MARPOL Annex I, regulation 38.6, and MARPOL Annex V, regulation 8.2). The Special Area requirements for the Red Sea with respect to MARPOL Annex V will take effect on 1 January 2025, as per IMO Resolution [MEPC.382\(80\)](#).

REQUIREMENTS

1.0 Prohibition on Garbage Discharge⁴ into the Sea

- 1.1 All garbage discharges, including plastics and cooking oil, are prohibited, except as provided in MARPOL Annex Regulations V/4, 5, 6, and 7; and the International Code for Ships Operating in Polar Waters (Polar Code), part II-A, §5.2. See MARPOL Regulation V/3.
- 1.2 More stringent requirements apply when garbage is mixed with or contaminated by other substances that are either prohibited from discharge or have different discharge requirements.
- 1.3 The garbage discharge restrictions are summarized in the Appendix to this Notice.

2.0 Food Wastes

2.1 Outside Special Areas

Discharge of food wastes is permitted into the sea outside Special Areas while the ship (except for a fixed or floating platform and any ship alongside or within 500 m of such platform) is *en route* as follows:

- .1 As far as practicable, but no less than three nautical miles (nm) from the nearest land, if the food waste has been comminuted or ground and can pass through a screen with opening no greater than 25 millimeters (mm); or
- .2 As far as practicable, no less than 12 nm from the nearest land if the food waste has not been comminuted or ground.

2.2 Fixed or Floating Platforms Outside Special Areas

Fixed or floating platforms located more than 12 nm from the nearest land and from all other ships when alongside or within 500 m of those platforms. They may discharge food wastes into the sea only if they have been passed through a comminutor or grinder with a screen opening no greater than 25 mm.

2.3 Food Wastes - Within Special Areas

Within Special Areas, only food wastes that have been comminuted or ground and can pass through a screen with an opening no greater than 25 mm may be discharged into the sea. Such a discharge must occur when the vessel is *en route* and as far as practicable from the nearest land, but not less than 12 nm from the nearest land or nearest ice shelf.

4. For all permitted discharges spread the discharge over as wide an area as possible and in deep water (50 meters or more) to the extent practicable, taking into consideration prevailing currents and tidal movements.

2.4 Antarctic Area

- .1 Discharges under §2.3, above, are to be as far as practicable from areas of ice concentration exceeding 1/10, but in any case, not less than 12 nm from the nearest fast ice. In addition, food waste must not be discharged onto ice (Polar Code, part II-A, §5.2.2). The discharge of introduced avian products, including poultry and poultry parts, is not permitted unless it has been made sterile by treatment.
- .2 Prior to entering the Antarctic area, ships must 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. See §11 below regarding reception facilities in Special Areas.

2.5 Arctic Areas

Discharges in Arctic Areas must be both in accordance MARPOL Regulation V/4, and the additional requirements of the Polar Code, part II-A, §5.2.1. See RMI Marine Notice [2-011-52](#) for RMI Polar Code requirements, including those for MARPOL Annex V.

3.0 Cargo Residues

- 3.1 Cargo residues identified as HME are not permitted to be discharged into the sea. They must be discharged to a port reception facility.
- 3.2 Solid bulk cargoes, other than grain, must be declared by the shipper as to whether they are HME⁵, utilizing criteria set out in MARPOL Annex V, Appendix I. Accordingly, cargo hold washing water must be disposed of at port reception facilities in accordance with MARPOL Regulations V/4 and V/6 if it contains either: 1) cargo residues from holds that previously contained HME solid bulk cargoes; or 2) cargo residues mixed with cleaning agents or additives classified as HME.
- 3.3 Cargo material contained in the cargo hold bilge water must not be treated as cargo residues if the cargo material is: (1) not HME; and (2) the bilge water is discharged from a loaded hold through the ship's fixed piping bilge drainage system.

4.0 Cleaning Agents/Additives

- 4.1 Cleaning agents or additives in a **cargo hold, deck, and external surfaces** wash water may be discharged into the sea outside Special Areas, but they must not be HME⁶. See MARPOL Regulation V/4.

5. This is already a requirement under the IMSBC Code.

6. A cleaning agent or additive is considered not HME if it is not a "harmful substance" in accordance with the criteria in MARPOL Annex III; and it does not contain any components which are known to be carcinogenic, mutagenic, or reprotoxic (CMR).

- 4.2 Cleaning agents or additives in **deck and external surfaces** wash water may be discharged into the sea within Special Areas, but they must not be HME. See MARPOL Regulation V/6.
- 4.3 Evidence that the cleaning agent or additive meets the criteria for not being harmful to the environment must be provided by the product's producer and needs to be kept with the ship's records. The evidence must be a dated and signed statement from the product supplier to this effect. It may form part of a Safety Data Sheet or be a stand-alone document. See IMO Resolution [MEPC.295\(71\)](#) for additional information.

5.0 Soot Discharge

- 5.1 Boiler/economizer wash water is not explicitly exempted from the MARPOL Annex V definition of operational wastes. IMO Resolution MEPC.295(71) paragraph 1.7.3, exempts "other similar discharges" such as "gas turbine wash water" and "boiler/economizer blowdown," but does not specifically address boiler/economizer wash water. See also MN [2-013-8](#).
- 5.2 Wash water that is generated during the water washing of the gas side of a boiler/economizer may contain oily pollutants as well as soot (carbon) that have the potential to produce an oily sheen on the sea's surface in violation of MARPOL Annex I. An owner/operator must take this into consideration when determining the method of disposal for boiler/economizer wash water.
- 5.3 Boiler/economizer wash water must not be discharged within port limits or within a coastal State's territorial waters, unless specifically permitted by that governing jurisdiction.
- 5.4 If cleaning agents or additives are used, they may only be processed and discharged overboard if they are not HME and conform to the criteria laid out in IMO Resolution MEPC.295(71), §1.7.5 and §1.7.6. See also §11.0 below.

6.0 Biodegradable Materials Discharge

- 6.1 Biodegradable products are often used as replacements for plastics and to help eliminate or reduce packaging materials, especially aboard ship. However, because a product is labeled as biodegradable, it does not mean that it is safe for the environment or able to be disposed of at sea under MARPOL Annex V. This is because biodegradable products are often treated to enhance moisture resistance.
- 6.2 For example, wet strength papers are impregnated with cross-linked polymers, and polymer-coated papers are classified as plastics under MARPOL Annex V. In addition, not enough is known about biodegradable materials and their impacts on the environment. IMO Resolution MEPC. 295(71) §2.1.4 encourages research and development in this area.

- 6.3 If a product, regardless of its labelling as biodegradable, is composed of a material that is not permitted to be discharged under MARPOL Annex V, then it must be disposed of at a port reception facility. For example, biodegradable paper bags are made of paper, a product that is not permitted to be discharged at sea and thus needs to be disposed of ashore. Owners and operators are to contact the Administrator for guidance should there be any questions on materials allowed to be discharged.

7.0 Animal Carcasses

- 7.1 Animal carcass discharge is permitted only outside Special Areas and must occur as far as possible from the nearest land.
- .1 These discharges are to take place greater than 100 nm from the nearest land in the maximum water depth.
 - .2 Carcass discharge may take place provided the ship's Master determines that retaining them on board constitutes a threat to human health and safety when the ship's position is:
 - (a) less than 100 nm; but
 - (b) greater than 12 nm from the nearest land.
- 7.2 Animal carcasses resulting from mortalities more than those generated during the normal operation of a ship are not considered "garbage" in MARPOL Annex V.
- .1 In such cases, Masters must contact the Administrator and, where appropriate, port and/or coastal State(s) for guidance.
 - .2 See also IMO Circular [MEPC.1/Circ.809](#), *Revised Guidance on Managing Spoilt Cargoes*, for further information, including guidance on the applicability of either MARPOL Annex V or the London Convention/London Protocol addressing dumping at sea.
- 7.3 Animal carcass discharge is not permitted in Polar Waters.

8.0 Exceptions

- 8.1 In accordance with MARPOL Regulation V/7, the prohibition on the discharge of garbage into the sea does not apply in the following circumstances:
- .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;
 - .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 accidental loss;

- .3 to fishing gear that is accidentally lost provided that all reasonable precautions have been taken to prevent such loss; and
 - .4 to fishing gear that is discharged for the protection of the marine environment or for the safety of the ship or its crew.⁷
- 8.2 An exceptional discharge or accidental loss under this regulation is to be recorded in the GRB in accordance with the instructions provided in §10.7 below.
- 8.3 The *en route* requirements of MARPOL Regulations V/4 and V/6 do not apply to the retention of food wastes when it presents an imminent health risk to those on board.

9.0 Garbage Management

9.1 Placards

- .1 Every ship of 12 m or more in length overall and fixed or floating platforms must display placards notifying the crew and passengers of the discharge requirements of MARPOL Regulations V/3, V/4, V/5, and V/6, and the Polar Code, part II-A, §5.2.
- .2 The placard must be written in English and the working language of the ship's crew, if not English. See IMO Resolution [MEPC.295\(71\)](#) for sample placards.

9.2 Garbage Management Plan

- .1 Every ship of 100 gross tonnage (GT) and above, and every ship regardless of tonnage which is certified to carry 15 or more persons, and every fixed or floating platform must carry a garbage management plan to be followed by the crew. It is the responsibility of the ship owner or operator of the ship to ensure production and maintenance of the plan. The Garbage Management Plan must:
 - a. provide written procedures for minimizing, collecting, sorting, processing and disposing of garbage, including the use of equipment on board;
 - b. designate the person(s) in charge of carrying out the plan; and
 - c. take into consideration IMO Resolution [MEPC.220\(63\)](#), which contains guidelines for the development of such plans and IMO Resolution [MEPC.295\(71\)](#) §2 which contains recommendations for waste minimization.

7. The accidental loss or discharge of fishing gear as provided for in MARPOL Regulations V/7.1.3 and V/7.1.4 from any RMI-flagged fishing vessel which poses a significant threat to the marine environment or navigation must be reported to the Administrator and also to the appropriate coastal State if such loss/discharge occurs within the waters subject to the jurisdiction of a coastal State.

9.3 Primary Means of Garbage Disposal

Discharge of garbage into port reception facilities, where available, is to be given consideration in garbage management planning as the primary means of disposing of garbage (see §11 below).

9.4 Approval - Not Required

There is no requirement for a Garbage Management Plan to be approved by the Administrator or entity acting on behalf of the Administrator.

10.0 Garbage Record Books

10.1 A Garbage Record Book (GRB) must be maintained by:

- .1 ships of 400 GT and above⁸;
- .2 ships certified to carry 15 or more persons, regardless of tonnage; and
- .3 fixed or floating platforms.

10.2 Beginning, 1 May 2024, and in accordance with IMO Resolution [MEPC.360\(79\)](#), a GRB must be maintained by:

- .1 every ship of 100 GT and above;
- .2 ships certified to carry 15 or more persons, regardless of tonnage; and
- .3 fixed or floating platforms.

10.3 The GRB, which may be electronic⁹, is composed of:

- .1 Part I: applicable to all ships; and
- .2 Part II: applicable to only those ships that carry solid bulk cargoes.

10.3 Whether as part of the ship's official log book¹⁰ or kept separately, the GRB must take the form and be filled out as prescribed by the Administrator in [MI-295B](#), *Garbage Record Book Form*.

10.4 Records must be kept for each discharge into the sea, reception facility, or to another ship, or for a completed incineration. Entries in the GRB must:

8. Beginning 1 May 2024, §10.2.1 of this Notice will apply.

9. See MN [7-041-5](#).

10. All ship less than 400 GT must make an entry in the ship's official log book of any discharge or accidental loss referred to in MARPOL Regulation V/10. This entry must include the location, circumstances, 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.

- .1 be promptly recorded in English and in the official language of the ship, if not English;
- .2 include the date, time, ship's position, category of garbage, and estimated amount discharged or incinerated, along with applicable comments as may be necessary;
- .3 be signed by the officer in charge on the date of discharge or incineration.

10.5 Each completed page of the GRB must be signed by the Master of the ship.

10.6 Recording cargo residues (Part II)

Part II is to be used for the recording discharges of non-HME and HME cargo residues, whether such residues are entrained in wash water or not. The new categories for recording are:

J:	Cargo residues (non-HME)
K:	Cargo residues (HME)

10.7 Exceptional Discharges (Part I and Part II)

- .1 An entry in the GRB must be made for any discharge or accidental loss referred to in MARPOL Regulation V/7. These exceptional discharges must be recorded in a separate table in Part I of the GRB. Since this separate table is currently only included in Part I of the GRB, ships that carry solid bulk cargoes, are also instructed to record any exceptional discharges of cargo residues in this section.
- .2 For ships of less than 400 GT, the entry must be made in the ship's official logbook, as per MARPOL V/10. Beginning, 1 May 2024, this requirement will extend to ships of less than 100 GT.

10.8 Electronic GRB

The GRB, parts I and II, may be kept as an electronic record book (ERB). Regulations for recordkeeping and using ERB onboard to meet MARPOL requirements are in MN [7-041-5](#), *Electronic Record Books and Logbook Systems*.

10.9 The Master must 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 two years.

11.0 Reception Facilities

- 11.1 Where reception facilities are available, ship owners or operators must plan arrangements for discharge well in advance of garbage reception. This includes providing the port with information on the type(s) and estimated amount(s) of garbage to be discharged and whether it is separated. The port may have special discharge requirements for food waste and related garbage which may carry certain diseases or pest organisms, dunnage, batteries, medicines, outdated pyrotechnics or unusually large, heavy, or odorous derelict fishing gear, etc.
- 11.2 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 Regulation V/4 (discharges outside Special Areas) until the date established by IMO when the requirements of MARPOL Regulation V/6 are to take effect for the Special Area in question. See MARPOL Regulation V/8.2.2. See also the IMO's MARPOL Special Areas table, [here](#).¹¹
- 11.3 Where inadequate port facilities are encountered, the situation is to be reported to the Administrator in accordance with procedures established in MN [2-014-2](#), *Reports Alleging Inadequate MARPOL Port Reception Facilities*.

11. The Special Area requirements for the Red Sea will take effect on 1 January 2025, as per IMO Resolution [MEPC.382\(80\)](#).

APPENDIX

Summary of Garbage Discharge Restrictions

Note: The table text is a summary; the official text prevails in:
 MARPOL Annex V, Regulations 4, 5, 6, and 14
 Polar Code, Part II-A, Chapter 5.

For additional restrictions on the discharge of garbage in Polar Waters, see MN [2-011-52](#).

Garbage type¹	All ships except platforms⁴		Offshore platforms⁴
	Regulation 4 Outside special areas and Arctic waters (Distances are from the nearest land)	Regulation 6 Within special areas and Arctic waters (Distances are from nearest land, nearest ice-shelf or fast ice)	Regulation 5 Offshore platforms located more than 12 nm from nearest land and ships when alongside or within 500 meters of such platforms ⁴
Food waste comminuted or ground ²	>3 nm, <i>en route</i> and as far as practicable	>12 nm, <i>en route</i> and as far as practicable ³	Discharge permitted
Food waste not comminuted or ground	>12 nm, <i>en route</i> and as far as practicable	Discharge prohibited	Discharge prohibited
Non-HME cargo residues ^{5,6} not contained in wash water	> 12 nm, <i>en route</i> and as far as practicable	Discharge prohibited	Discharge prohibited
Non-HME cargo residues ^{5,6} contained in wash water		> 12 nm, <i>en route</i> and as far as practicable (subject to conditions in regulation 6.1.2 and paragraph 5.2.1.5 of part II-A of the Polar Code)	
HME cargo residues contained or not in wash water	Discharge prohibited	Discharge prohibited	Discharge prohibited
Cleaning agents and additives ⁶ contained in cargo hold wash water	Discharge permitted	> 12 nm, <i>en route</i> and as far as practicable (subject to conditions in regulation 6.1.2 and paragraph 5.2.1.5 of part II-A of the Polar Code)	Discharge prohibited
Cleaning agents and additives ⁶ in deck and external surfaces wash water		Discharge permitted	
Animal carcasses (should be split or otherwise treated to ensure the carcasses will sink immediately)	Must be <i>en route</i> and as far from the nearest land as possible. Should be >100 nm and maximum water depth	Discharge prohibited	Discharge prohibited

Garbage type ¹	All ships except platforms ⁴		Offshore platforms ⁴
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

Table Notes:

1. When garbage is mixed with or contaminated by other harmful substances prohibited from discharge or having different discharge requirements, the more stringent requirements must apply.
2. Comminuted or ground food wastes must be able to pass through a screen with mesh no larger than 25 mm.
3. The discharge of introduced avian products in the Antarctic area is not permitted unless incinerated, autoclaved or otherwise treated to be made sterile. In polar waters, discharge must be made as far away as practicable from areas of ice concentration exceeding 1/10; in any case food wastes must not be discharged onto the ice.
4. Offshore platforms located 12 nm from the nearest land and associated ships includes all fixed or floating platforms engaged in exploration or exploitation or associated processing of seabed mineral resources, and all ships alongside or within 500 m of such platforms.
5. Cargo residues means only those cargo residues that cannot be recovered using commonly available methods for unloading.
6. These substances must not be harmful to the marine environment.