# GARBAGE MANAGEMENT PLAN

<table>
<thead>
<tr>
<th>Ship’s Name</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship type</td>
<td></td>
</tr>
<tr>
<td>Flag</td>
<td></td>
</tr>
<tr>
<td>Port of registry</td>
<td></td>
</tr>
<tr>
<td>Gross tonnage</td>
<td></td>
</tr>
<tr>
<td>IMO number</td>
<td></td>
</tr>
<tr>
<td>International call sign</td>
<td></td>
</tr>
<tr>
<td>Number of people the ship is certified to carry</td>
<td></td>
</tr>
<tr>
<td>Identification (rank) of Garbage Management Officer</td>
<td>Chief Officer</td>
</tr>
</tbody>
</table>

KOBE SHIPMANAGEMENT COMPANY., LTD.

(Working Language: English)

This Plan has been developed in accordance with the Revised MARPOL Annex V, IMO Resolutions MEPC.219(63) – 2012 Guidelines for the implementation of MARPOL Annex V and MEPC.220(63) – 2012 Guidelines for the development of Garbage Management Plans.
## Record of Amendments

<table>
<thead>
<tr>
<th>Change Number</th>
<th>Revision details/description</th>
<th>Revised part</th>
<th>Title / Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
INTRODUCTION


The resolution redefines and reclassifies the GARBAGE, and makes new requirements to the discharge of garbage into the sea. The original requirement of MARPOL Annex V “Every ship of 400 gross tonnage and above, and every ship which is certified to carry 15 or more persons, shall carry a garbage management plan which the crew shall follow” is replaced by “Every ship of 100 gross tonnage 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.” Meanwhile, changes have been made to the form of Garbage Record Book and Record of Garbage Discharges.

Company revised the Garbage Management Plan as required by the Resolution. MEPC. 201(62), which was prepared in accordance with the requirements of the Guidelines for development of garbage management plan by the IMO and the relevant requirements and written in shipboard crew’s working language.

The Garbage Management Plan will become effective since 1st, January, 2013 and act in accordance with due time to achieve. All ship must implement the plan effectively and efficiently to handle the shipboard-generated garbage and prevent pollution to environment.
CONTENT

1. Definition
2. Responsibility
3. Principal of Garbage Management
4. Responsible on Garbage Pollution
5. Procedure of Garbage Collection
6. Procedure of Garbage Storage
7. Procedure of Garbage Discharge
8. Garbage Disposal Requirement
9. Training and Education
10. Record
11. Appendix A options for shipboard handling and disposal of garbage
12. Appendix B Summary of garbage disposal regulations
13. Appendix D Incineration options for shipboard-generated garbage
14. Appendix E Ship operational discharge position from “nearest land”
15. Appendix E The form of garbage record book
1. DEFINITION

For the purpose of this Plan:

1.1 Animal carcasses means the bodies of any animals that are carried on board as cargo and that die or are euthanized during the voyage.

1.2 Cargo residues means the remnants of any cargo which are not covered by other Annexes to the present Convention and which remain on the deck or in 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.

1.3 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.

1.4 Domestic wastes means all types of wastes not covered by other Annexes that are generated in the accommodation spaces on board the ship. Domestic wastes does not include grey water.

1.5 En route means that the ship is underway at sea on a course or courses, including deviation from the shortest direct route, which as far as practicable for navigational purposes, will cause any discharge to be spread over as great an area of the sea as is reasonable and practicable.

1.6 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.

1.7 Fixed or floating platforms means fixed or floating structures located at sea which are engaged in the exploration, exploitation or associated offshore processing of sea-bed mineral resources.

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

1.9 Garbage means all kinds of food wastes, domestic wastes and operational wastes, all plastics, cargo residues, cooking oil, 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 Annexes to the present Convention. Garbage does not include fresh fish and parts thereof generated as a result of 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.

1.10 Incinerator ashes means ash and clinkers resulting from shipboard incinerators used for the incineration of garbage.

1.11 Nearest land. The term "from the nearest land" means from the baseline from which the territorial sea of the territory in question is established in accordance with international law, except that, for the purposes of the present Annex, "from the nearest land" off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australian in:

- latitude 11° 00 S, longitude 142° 08 E
- to a point in latitude 10° 35 S, longitude 141° 55 E,
- thence to a point latitude 10° 00 S, longitude 142° 00 E,
- thence to a point latitude 09° 10 S, longitude 143° 52 E,
- thence to a point latitude 09° 00 S, longitude 144° 30 E,
- thence to a point latitude 10° 41 S, longitude 145° 00 E,
- thence to a point latitude 13° 00 S, longitude 145° 00 E,
- thence to a point latitude 15° 00 S, longitude 146° 00 E,
- thence to a point latitude 17° 30 S, longitude 147° 00 E,
- thence to a point latitude 21° 00 S, longitude 152° 55 E,
- thence to a point latitude 24° 30 S, longitude 154° 00 E,
- thence to a point on the coast of Australia in lat. 24° 42 S, long. 153° 15 E.

1.12 Operational wastes means all solid wastes (including slurries) not covered by other Annexes 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. Operational wastes does not include grey water, bilge water, or other similar discharges essential to the operation of a ship, taking into account the guidelines developed by the Organization.

1.13 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 this annex, "all plastics" means all garbage that consists of or includes plastic in any form, including synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products.

1.14 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 Annex the special areas are the Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area, the Gulfs area, the North Sea area, the Antarctic area and the Wider Caribbean Region, which are defined as follows:

1) 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 41N parallel and bounded to the west by the Straits of Gibraltar at the meridian 5° 36´ W.

2) 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.

3) The Black Sea area means the Black Sea proper with the boundary between the Mediterranean and the Black Sea constituted by the parallel 41° N.

4) 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).

5) 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).

6) The North Sea area means the North Sea proper including seas therein with the boundary between:

   a.) the North Sea southwards of latitude 62° N and eastwards of longitude 4° W
b.) the Skagerrak, the southern limit of which is determined east of the Skaw by latitude 57° 44.8 N; and
c.) the English Channel and its approaches eastwards of longitude 5° W and northwards of latitude 48° 30 N

7) The Antarctic area means the sea area south of latitude 60° S.

8) 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 southwesterly to the eastern boundary of French Guiana.
2. Responsibility

2.1 Master
1) Responsible for the implementation of the Garbage Management Plan onboard.
2) Responsible for arranging the training and education to the ship`s crew onboard
3) Responsible for commanding the emergency handling and reporting to the administration concerned on the incident of garbage pollution;

2.2 Chief Officer
1) Responsible for the concrete implementation of the Garbage Management Plan on shipboard
2) Responsible for the training and education the personnel managing garbage;
3) Responsible for the commanding of emergency handling on the incident of garbage pollution;
4) Responsible for arranging the reception of garbage disposal;
5) Responsible for recording and keeping of the Record Book for Shipboard-Generated Garbage.

2.3 Officer/Engineer on duty
Responsible for arranging to collect/separate the garbage generated during routing work/living and deliver to the designated location of collection and storage.

2.4 Steward
Responsible for collecting/separating the garbage generated in living areas and deliver to designated handling/storage locations.

2.5 Boatswain
1) Responsible for keeping the sanitary of the handling/storage locations against pollution, spoil, strong odor generated.
2) Responsible for arranging/implementing to discharge garbage disposed.

2.6 All Crew Member
1) Following the requirement of the Garbage Management Plan;
2) Attending the training and exercise of the Garbage Management Plan;
3) Implementing emergency handling under the command of the Chief Officer on the incident of garbage pollution.
3. Principal of Garbage Management

3.1 The garbage generated on this shipboard would be collected and stored after separation and processed and handled following the requirements concerned.

3.2 The garbage on this shipboard would be delivered to the port reception facilities whenever practical for minimum the amount of garbage discharging at sea.

3.3 Compliance with the requirements of Annex V of MARPOL 73/78 and Amendments to Annex V of MARPOL 73/78 when discharge garbage at sea.

3.4 Filling in the Record Book for Shipboard-generated Garbage as per the requirements when processing/handling garbage on shipboard.

3.5 All crew members are encouraged to minimize the taking aboard of potential garbage and on-board generation of garbage.

3.6 Whenever practicable reusable packaging and containers would be selected to decrease the amount of garbage being generated.

3.7 Whenever practiced options exist, consider stowage systems and methods that reuse coverings, dunnage, and shoring, lining and packing materials.

3.8 Dunnage, lining and packing materials generated in port during cargo discharge and garbage generated during ship repairing would preferably be disposed of to the port reception facilities and not retained on board for discharge at sea.

Packing material for supplying use (especially plastics) should be return to the ship’s supplier as far as possible during receiving ship’s store and provision.
4. Reaction on the Incident of Garbage pollution

4.1 Controlling and recovering garbage to minimize pollution without delay.

4.2 Master report the incident to the Designated Person.

4.3 Master or Chief Officer report the incident to the Administration concerned with following:

1) Ship’s name/Call sign
2) Port of registry
3) Date and time
4) Position of the ship
5) Pollution condition and amount estimated of garbage.
6) Cause
7) Emergency action implemented
8) Ship’s owner/Manager
<table>
<thead>
<tr>
<th>No.</th>
<th>Category</th>
<th>Receptacles</th>
<th>Color</th>
<th>Volume</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Plastic</td>
<td></td>
<td>Red</td>
<td>200L</td>
<td>Các loại rác nhựa</td>
</tr>
<tr>
<td>B</td>
<td>food wastes</td>
<td></td>
<td>Yellow</td>
<td>200L</td>
<td>Thực ăn thừa</td>
</tr>
<tr>
<td>C</td>
<td>Domestic Wastes</td>
<td></td>
<td>Blue</td>
<td>200L</td>
<td>Thủy tinh, sành sứ, vó lon bia, kim loại, giấy, dế</td>
</tr>
<tr>
<td>C</td>
<td>Used Battery</td>
<td>Blue/Black</td>
<td>20L</td>
<td></td>
<td>Pin các loại (chỉ đặt ở ship office)</td>
</tr>
<tr>
<td>C</td>
<td>Expired Medicine</td>
<td>Blue/Black</td>
<td>20L</td>
<td></td>
<td>Thuốc y tế (trong hospital)</td>
</tr>
<tr>
<td>D</td>
<td>Cooking Oil</td>
<td>Darkred</td>
<td></td>
<td>20L</td>
<td>Đầu ăn (có găng tay và đề có định đầu)</td>
</tr>
<tr>
<td>E</td>
<td>Incinerator Ash</td>
<td>Black</td>
<td></td>
<td>200L</td>
<td>Các loại rác dán dột, hoặc găng tay và đề có định đầu</td>
</tr>
<tr>
<td>F</td>
<td>Operational Waste</td>
<td>Grey</td>
<td></td>
<td>200L</td>
<td>Các loại dây thừng, puli, block, gỗ, thùng sơn, bút son, găng tay không định đầu, thùng xốp, bao xạc rắn</td>
</tr>
<tr>
<td>G</td>
<td>Cargo Residues</td>
<td>Green</td>
<td></td>
<td>200L</td>
<td>Mùn cura, cánh hänger các loại</td>
</tr>
</tbody>
</table>
A. Food wastes may temporarily store in the kitchen, if it cannot be discharged at sea or incinerated on board, which should be transferred to Garbage Station daily at least, and disposed to the port reception facilities in accordance with the laws of the receiving country.

B. Domestic Wastes, e.g. paper products, rags glass, metal, crockery, etc. may keep in short-term storage, then transfer to Garbage Station and disposed to the port reception facilities.
   Used Battery should be stored in Ship Office long-term storage, and disposed to the port reception facilities.
   Expired Medicine should be stored in Hospital long-term storage, and transferred to the port reception facilities.

C. Cooking Oil should be stored in Galley long-term storage and then disposed to the port reception facilities.

D. Incinerator ashes should be stored in Garbage Station and disposed to the port reception facilities.
   Oily rags and contaminated rags should be incinerated as much as practicable, the short-term storage must be Non-combustible material with tight cover.

E. Operational Wastes should be stored in Garbage Station, then disposed to the port reception facilities.

F. Cargo Residue if cannot be discharged at sea, which should be transferred to Garbage Station and disposed to the port reception facilities.

Chief Officer is responsible for arranging to collect the garbage generated from cargo/ship repair and deliver to the nearest port reception facilities prior to sailing.

Table 2 Garbage Collection
Kobe Shipmanagement Co., Ltd
Garbage Management Plan

December 2012 – version 1.0

- Plastic
- food wastes
- Domestic Wastes
- Cargo Residue
- Incinerator Ash
- Operational Waste
- Cooking Oil
- Expired Medicine
- Used Battery

Short-term Storage
- Galley
- Engine Room
- Bridge
- Crew Cabin

Long-term Storage
- Garbage Station
- Galley
- Ship Office
- Hospital
5. Procedure of Garbage Storage

6.1 Galley, engine room, bridge, cabin and some accommodation public area have been designated as short-term storage location, Garbage Station, Galley, Ship Office and Hospital have been designated as long-term storage location for different kind of garbage;

6.2 The garbage must be disposed to the port reception facilities should be stored at long-term storage.

6.3 The garbage which can be directly discharged at sea may be kept in the short-term, long-term storage or no storage;

6.4 The garbage would be contained in cans, drums, boxes, bags or other containers categorically at storage locations;

6.5 Garbage long-term stored would be stored in cans, drums, boxes, bags or other containers which should be tightly covered.

6.6 Disinfection/sterilizing would be applied regularly for short/long term garbage storage location;

6.7 Boatswain is responsible for lashing /securing the garbage receptacle.

6. Procedure of Garbage Discharge

7.1 In port or areas where discharging prohibited, the garbage should be collected and transferred to the storage location, and stored in receptacles for further dispose to the port reception facilities or discharge at sea when in dischargeable areas;

7.2 When discharging garbage at sea, dischargeable areas have to be confirmed at first, and then determine whether the garbage can be disposed into the sea
according to the requirements related to the category of garbage, voyage area and distance from the nearest land;

7.3 No garbage shall be disposed into the sea without Chief Officer or Master’s permission;

7.4 Wastes generated in port during cargo discharge should be delivered to the port reception facilities prior to sailing;

7.5 Chief Officer should arrange the garbage reception in port prior to arrive, deliver the garbage to the port reception facilities in time and ask for the receipt or attestation which stating the quantities estimated of garbage received and the receipt or the attestation associated with the Record Book should be kept on board at least three years.

7. Garbage Disposal Requirement

8.1 Discharge of all garbage into the sea is prohibited, except as provided otherwise in Regulation 8 of this Plan.

8.2 Discharge of garbage outside special area: Subject to the provisions of Para. 8.3, 8.4 & 8.5 of this Regulation, discharge of the following garbage into the sea outside special areas shall only be permitted while the ship is en route and as far as practicable from the nearest land, and as follows:

1) Plastics: discharge is prohibited.

2) Food Wastes
   a.) Discharge of food wastes which have been passed through a comminuter or grinder into the sea is permitted while the ship is en route and not less than 3 nautical miles from the nearest land, such comminuted or ground food wastes shall be capable of passing through a screen with openings no greater than 25 mm.
b.) Discharge of food wastes which have not been treated in accordance with subparagraph a.) of above into the sea is permitted while the ship is en route and not less than 12 nautical miles from the nearest land.

3) Domestic Wastes: discharge is prohibited.

4) Cargo Residue (contained or not contained in washing water): while the ship is en route and not less than 12 nautical miles from the nearest land, discharge of cargo residues that can’t be recovered using commonly available methods for unloading into sea is permitted. These cargo residues shall not contain any substances classified as harmful to the marine environment, taking into account guidelines developed by the Organization.

5) Cleaning agents or additives contained in cargo hold, deck and external surfaces wash water: Cleaning agents or additives contained in cargo hold, deck and external surfaces wash water may be discharged into the sea, but these substances must not be harmful to the marine environment, taking into account guidelines developed by the Organization.

6) Incinerator ashes: discharge is prohibited.

7) Operational Wastes: discharge is prohibited.

8) Oily Rag: discharge is prohibited.

9) Cooking Oil: discharge is prohibited.

10) Used Battery: discharge is prohibited.

11) Expired Medicine: discharge is prohibited.

12) When garbage is mixed with or contaminated by other substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.
8.3 Special requirements for discharge of garbage within 500m of fixed or floating platforms:
Food wastes may be discharged into the sea from the ship within 500m of fixed or floating platforms located more than 12 nautical miles from the nearest land, but only when the wastes have been passed through a comminuter or grinder. Such comminuted or ground food wastes shall be capable of passing through a screen with openings no greater than 25 mm.

8.4 Discharge of garbage within special areas: the following garbage within special areas shall be disposed as follows:

1) Plastic: discharge is prohibited.

2) Food Wastes: Discharge into the sea of food wastes shall be only permitted while the ship is en route as far as practicable from the nearest land, but not less than 12 nautical miles from the nearest land or the nearest ice shelf. Food wastes shall be comminuted or ground and shall be capable of passing through a screen with openings no greater than 25 mm. Food wastes shall not be contaminated by any other garbage type. Discharge of introduced avian products, including poultry and poultry parts, is not permitted in the Antarctic area unless it has been treated to be made sterile.

3) Domestic Wastes: Discharge is prohibited.

4) Cargo Residue
   a.) Cargo Residue (not contained in washing water): Discharge is prohibited
   b.) Cargo Residue (contained in washing water): Discharge of cargo residues that cannot be recovered using commonly available methods for unloading, where all the following conditions are satisfied:
      i. Cargo residues, cleaning agents or additives, contained in hold washing water do not include any substances classified as harmful to the marine environment, taking into account guidelines developed by the Organization;
ii. 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 those ports;

iii. No adequate reception facilities are available at those ports taking into account guidelines developed by the Organization; and

iv. Where the conditions of subparagraphs i.), ii.) and iii.) of this paragraph have been fulfilled, discharge of cargo hold washing water containing residues shall be made as far as practicable from the nearest land or the nearest ice shelf and not less than 12 nautical miles from the nearest land or the nearest ice shelf.

5) Cleaning agents or additives contained in deck and external surfaces wash water: Cleaning agents or additives contained in deck and external surfaces wash water may be discharged into the sea, but only if these substances are not harmful to the marine environment, taking into account guidelines developed by the Organization.

6) incinerator Ashes: Discharge is prohibited.

7) Operational Wastes: Discharges is prohibited

8) Oily Rags: Discharges is prohibited.

9) Cooking Oil: Discharge is prohibited.

10) Used Battery: Discharge is prohibited.

11) Expired Battery: Discharge is prohibited

12) the ship enter the Antarctic Area, shall ensure that they have sufficient capacity on board for the retention of all garbage and discharge such garbage at a reception facility after leaving the area.

13) When garbage is mixed with or contaminated by other substances
prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.

8.5 Exceptions

1) Regulations of this Plan shall not apply to:

a.) The discharge of garbage from a ship necessary for the purpose of securing the safety of a ship and those on board or saving life at sea; or

b.) The accidental loss of garbage resulting from 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; or

c.) The accidental loss of fishing gear from a ship provided that all reasonable precautions have been taken to prevent such loss; or

d.) The discharge of fishing gear from a ship for the protection of the marine environment or for the safety of that ship or its crew

2) Exception of en route:

The en route requirements of regulations 8.2 and 8.4 shall not apply to the discharge of food wastes where it is clear the retention on board of these food wastes presents an imminent health risk to the people on board
9. **Train and Education**

9.1 Training of Garbage management Plan should be organized Quarterly, all crew should strictly perform the garbage management duty according to the Garbage Management Plan.

9.1 The regulation and special requirement for garbage management should be trained to all crew timely when vessel arrive at a new port.

9.3 The crew in charge of handling garbage disposal device operation should obtain necessary training and familiarization before taking up his duty and making record.

9.4 New crew should complete garbage management plan training in due time.
## Record of Crew Familiarisation (9.3)

This document is to be circulated to the ship’s staff responsible for shipboard handling and discharge of garbage. After reading, the Garbage Management Plan is to be signed.

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Date joined</th>
<th>Signature and date</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRINH TRUNG KIEN</td>
<td>MASTER</td>
<td>9/8/2012</td>
<td>22/12/2012</td>
</tr>
<tr>
<td>TRAN VAN DUNG</td>
<td>C/OFF</td>
<td>17/2/2012</td>
<td>22/12/2012</td>
</tr>
<tr>
<td>CU TRUNG SON</td>
<td>2/OFF</td>
<td>10/6/2012</td>
<td>22/12/2012</td>
</tr>
<tr>
<td>DO VAN VUONG</td>
<td>3/OFF</td>
<td>9/8/2012</td>
<td>22/12/2012</td>
</tr>
<tr>
<td>NGUYEN HUU PHUOC</td>
<td>C/E</td>
<td>17/2/2012</td>
<td>22/12/2012</td>
</tr>
<tr>
<td>VU VAN TRUONG</td>
<td>1/E</td>
<td>19/6/2012</td>
<td>22/12/2012</td>
</tr>
<tr>
<td>DINH VAN Dinh</td>
<td>2/E</td>
<td>10/6/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>PHAM DINH KHIEI</td>
<td>3/E</td>
<td>10/6/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>NGUYEN XUAN VIET</td>
<td>BSN</td>
<td>10/6/2012</td>
<td>23/12/2012</td>
</tr>
<tr>
<td>PHAM VAN DAC</td>
<td>ABA</td>
<td>17/2/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>TRAN VAN DO ANH</td>
<td>ABB</td>
<td>17/2/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>TRAN VAN QUANG</td>
<td>ABC</td>
<td>17/2/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>NGUYEN VAN TU</td>
<td>OSA</td>
<td>17/2/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>DINH VAN HAO</td>
<td>OSB</td>
<td>19/6/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>LY HONG VIET</td>
<td>NO.1 OLR</td>
<td>10/6/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>HOANG TRONG THUONG</td>
<td>OLR-A</td>
<td>17/2/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>PHAM VAN TUAN</td>
<td>OLR-B</td>
<td>19/6/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>DAO XUAN THANG</td>
<td>WIPER</td>
<td>10/6/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>PHAM TUAN ANH</td>
<td>E/CDT</td>
<td>10/6/2012</td>
<td>24/12/2012</td>
</tr>
<tr>
<td>TRAN HUU VINH</td>
<td>C/COOK</td>
<td>17/2/2012</td>
<td>23/12/2012</td>
</tr>
<tr>
<td>NGUYEN HUU VIET</td>
<td>MESSMAN</td>
<td>19/6/2012</td>
<td>23/12/2012</td>
</tr>
</tbody>
</table>
## Training Record for Garbage Management Plan

<table>
<thead>
<tr>
<th>Date</th>
<th>Training</th>
<th>Ship’s Position</th>
<th>Participants</th>
<th>Signatures</th>
</tr>
</thead>
<tbody>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>TRINH TRUNG KIEN</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>TRAN VAN DUNG</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>CU TRUNG SON</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>DO VAN VUONG</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>NGUYEN HUUPHUOC</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>VU VAN TRUONG</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>DINH VAN DINH</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>PHAM DINH KHET</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>NGUYEN XUAN VIET</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>PHAM VAN DAC</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>TRAN VAN DOANH</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>TRAN VAN QUANG</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>NGUYEN VAN TU</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>DINH VAN HAO</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>LY HONG VIET</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>HOANG</td>
<td>TRONG THUONG</td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>PHAM VAN TUAN</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>DAO XUAN THANG</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>PHAM TUAN ANH</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>TRAN HUY VINH</td>
<td></td>
</tr>
<tr>
<td>22/12/2012</td>
<td>Procedure of Garbage discharge</td>
<td>43°09.4N; 010°06.6W</td>
<td>NGUYEN HUU VIET</td>
<td></td>
</tr>
</tbody>
</table>
10 Record-keeping

10.1 Garbage Record Book

1) When garbage is discharged to a reception facility ashore or to other ships:, the Chief Officer is responsible for make entry in the Garbage Record Book of the following content:
   a.) Date and time of discharge  
   b.) Port or facility, or name of ship  
   c.) Categories of garbage discharged  
   d.) Estimated amount discharged for each category in cubic metres  
   e.) Signature of officer in charge of the operation.

2) When garbage is incinerated, the Chief Engineer is responsible for make entry in the Garbage Record Book of the following content:
   a.) Date and time of start and stop of incineration  
   b.) Position of the ship (latitude and longitude) at the start and stop of incineration  
   c.) Categories of garbage incinerated  
   d.) Estimated amount incinerated in cubic metres  
   e.) Signature of the officer in charge of the operation.

3) When garbage is discharged into the sea in accordance with regulations 4, 5 or 6 of Annex V of MARPOL, the Chief Officer is responsible for make entry in the Garbage Record Book of the following content:
   a.) Date and time of discharge  
   b.) Position of the ship (latitude and longitude). Note: for cargo residue discharges, include discharge start and stop positions.  
   c.) Category of garbage discharged  
   d.) Estimated amount discharged for each category in cubic metres  
   e.) Signature of the officer in charge of the operation.

4) Accidental or other exceptional discharges or loss of garbage into the sea, including in accordance with regulation 7 of Annex V of MARPOL, the Chief
10.1 Officer is responsible for making entries in the Garbage Record Book the following contents:

a.) Date and time of occurrence
b.) Port or position of the ship at time of occurrence (latitude, longitude and water depth if known)
c.) Categories of garbage discharged or lost
d.) Estimated amount for each category in cubic metres
e.) The reason for the discharge or loss and general remarks.

10.2 Ship's Masters should obtain from the operator of the reception facilities, which includes barges and trucks, a receipt or certificate specifying the estimated amount of garbage transferred. The Chief Officer should keep the receipts or certificates together with the Garbage Record Book.

10.3 Cargo Declaration.

For the purpose of complying with regulation 4.1.3 and 6.1.2 of the revised MARPOL Annex V, shipper of solid bulk cargoes should classify and declare the cargo as to whether or not they are harmful to the marine environment. The Chief Officer should keep the Cargo Declaration for three years.

10.4 Compliance document of Cleaning agent or additive. 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. To provide an assurance of compliance, a dated and signed statement to this effect from the product supplier would be adequate for the purposes of a ship's record. This compliance document should be kept by Chief Officer and shall submit to relevant inspector when necessary.
Appendix A  Options for shipboard handling and disposal of garbage

Options for shipboard handling and disposal garbage

Ship-Generated garbage

Ocean-disposable  Collection and separation  Non ocean-disposable

Authorized Discharge Area

Yes

Ocean Disposal

No

Short-term

Trip-long storage

Port Reception Facilities
### Appendix B Summary of at sea garbage disposal regulation

<table>
<thead>
<tr>
<th>Garbage type</th>
<th>All ships except platform (Outside special: Distance are from the nearest land)</th>
<th>Platform (In special areas: Distance are from nearest land or nearest ice-shelf)</th>
<th>Platform</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food wastes comminuted or ground</td>
<td>≥3 nms, en route and as far as possible</td>
<td>≥3 nms, en route and as far as possible</td>
<td>Discharge permitted</td>
</tr>
<tr>
<td>Food waste not comminuted or ground</td>
<td>≥12 nms, en route and as far as possible</td>
<td>Disposal prohibited</td>
<td>Discharge prohibited</td>
</tr>
<tr>
<td>Cargo Residue not contained in wash water</td>
<td>≥12 nms, en route and as far as possible</td>
<td>Disposal prohibited</td>
<td>Discharge prohibited</td>
</tr>
<tr>
<td>Cargo Residue contained in wash water</td>
<td>≥12 nms, en route and as far as possible (subject to conditions in regulation 6.1.2)</td>
<td>≥12 nms, en route and as far as possible (subject to conditions in regulation 6.1.2)</td>
<td>Discharge prohibited</td>
</tr>
<tr>
<td>Cleaning agent and additives contained in cargo</td>
<td>Discharge permitted</td>
<td>≥12 nms, en route and as far as possible (subject to conditions in regulation 6.1.2)</td>
<td>Discharge prohibited</td>
</tr>
<tr>
<td>Cleaning agents and additives in deck and</td>
<td>Discharge permitted</td>
<td>Discharge permitted</td>
<td>Discharge prohibited</td>
</tr>
<tr>
<td>external surfaces wash water</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Animal Carcasses (should be split or otherwise</td>
<td>Must be enroute and as far from the nearest land as possible. Should be &gt; 100nms and maximum water depth</td>
<td>Discharge prohibited</td>
<td>Discharge prohibited</td>
</tr>
<tr>
<td>treated to ensure the carcasses will sink</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>immediately)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All other garbage including plastics, synthetic</td>
<td>Discharge prohibited</td>
<td>Discharge prohibited</td>
<td>Discharge prohibited</td>
</tr>
<tr>
<td>ropes, fishing gear, plastic garbage bags,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>incinerator ashes, clinkers, cooking oil,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>floating dunnages, lining and packing material,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>paper, rags, glass, metal, bottles, crockery and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>similar refuse</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. When garbage is mixed with other harmful substance having different disposal or discharge requirements, the more stringent disposal requirements shall apply.
2. Comminuted or ground garbage must be able to pass through a screen with mesh size no more than 25mm.
3. The discharge of introduced avian products in the Antarctica is not permitted unless incinerated, autoclaved or otherwise treated to be made sterile.

*December 2012 – version 1.0*
①Offshore platforms located 12nm from nearest land and associated ships include all fixed or floating platforms engaged in exploration or exploitation or associated processing of sea-bed mineral resources and all ships alongside or within 500m of such platform.
⑤Cargo Residue means only those cargo residues that cannot be recovered using commonly available methods for unloading.
⑥These substances must not be harmful to the marine environment.
### Appendix C INCINERATION OPTIONS FOR SHIPBOARD-GENERATED GARBAGE

<table>
<thead>
<tr>
<th>Typical example</th>
<th>Special handling by vessel’s personnel before incineration</th>
<th>Incineration Characteristics</th>
<th>Onboard storage space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paper packing, food, and beverage containers</td>
<td>Minor-easy to feed into hopper</td>
<td>Combustibility: High; Reduction of Volume: Over 95%; Residual: Powder ash; Exhaust: Possibly smoke and not hazardous</td>
<td>Minimum</td>
</tr>
<tr>
<td>Fiber and paper board</td>
<td>Minor-reduce material to size for feed’s; Minimum manual labor</td>
<td>Combustibility: High; Reduction of Volume: Over 95%; Residual: Powder ash; Exhaust: Possibly smoke and not hazardous</td>
<td>Minimum</td>
</tr>
<tr>
<td>Plastic packing, food and beverage containers, etc</td>
<td>Minor-easy to feed into hopper</td>
<td>Combustibility: High; Reduction of Volume: Over 95%; Residual: Powder ash; Exhaust: Possibly smoke and hazardous Based on incinerator design</td>
<td>Minimum</td>
</tr>
<tr>
<td>Plastic sheeting, netting, rope and bulk material</td>
<td>Moderate manual labor time for size reduction</td>
<td>Combustibility: High; Reduction of Volume: Over 95%; Residual: Powder ash; Exhaust: Possibly smoke and hazardous Based on incinerator design</td>
<td>Minimum</td>
</tr>
<tr>
<td>Rubber hoses and bulk pieces</td>
<td>Major manual labor time for size reduction</td>
<td>Combustibility: High; Reduction of Volume: Over 95%; Residual: Powder ash; Exhaust: Possibly smoke and hazardous Based on incinerator design</td>
<td>Minimum</td>
</tr>
<tr>
<td>Metal food and beverage containers, etc</td>
<td>Minor-easy to feed into hopper</td>
<td>Combustibility: Low; Reduction of Volume: Less 10%; Residual: Slag; Exhaust: Possibly smoke and not hazardous</td>
<td>Moderate</td>
</tr>
<tr>
<td>Metal cargo, bulky containers, Thick metal items</td>
<td>Major manual labor time for size reduction(not easy incinerated)</td>
<td>Combustibility: Very low; Reduction of Volume: Less 5%; Residual: Large metal fragments and slag; Exhaust: Possibly smoke and not hazardous</td>
<td>Maximum</td>
</tr>
<tr>
<td>Glass food and beverage containers, etc</td>
<td>Minor-easy to feed into hopper</td>
<td>Combustibility: Low; Reduction of Volume: Less 10%; Residual: Slag; Exhaust: Possibly smoke and not hazardous</td>
<td>Moderate</td>
</tr>
<tr>
<td>Wood, cargo containers and Large wood scraps</td>
<td>Moderate manual labor time for size Reduction</td>
<td>Combustibility: High; Reduction of Volume: Over 95%; Residual: Powder ash; Exhaust: Possibly smoke and hazardous Based on incinerator design</td>
<td>Minimum</td>
</tr>
</tbody>
</table>

Remark: Shipboard incineration shall take place in accordance with MARPOL Annex VI Reg.16.
Appendix D  Ship operational discharge position from “nearest land”

The purpose of this Appendix is to remind relevant seagoing personnel of the need to ensure that the specified nautical mile distances from “nearest land” are taken into account when taking any discharge around the Australian coastline in compliance with the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78). The Australian Maritime Safety Authority (AMSA) is particularly concerned at the high number of pollution incidents that have occurred where ships under taking discharges while en route are clearly not located beyond the specified distance from the nearest land.

The term "from the nearest land" means from the baseline from which the territorial sea of the territory in question is established in accordance with international law, except that, for the purposes of the present Annex, “from the nearest land” off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in:

- latitude 11°00’S, longitude 142°08’E to a point in latitude 10°35’S, longitude 141°55’E,
- thence to a point latitude 10°00’S, longitude 142°00’E,
- thence to a point latitude 09°10’S, longitude 143°52’E,
- thence to a point latitude 09°00’S, longitude 144°30’E,
- thence to a point latitude 10°41’S, longitude 145°00’E,
- thence to a point latitude 13°00’S, longitude 145°00’E,
- thence to a point latitude 15°00’S, longitude 146°00’E,
- thence to a point latitude 17°30’S, longitude 147°00’E,
- thence to a point latitude 21°00’S, longitude 152°55’E,
- thence to a point latitude 24°30’S, longitude 154°00’E,
- thence to a point on the coast of Australia in latitude 24°42’S, longitude 153°15’E.

Many discharge standards in MARPOL 73/78 require ships to be a specified distance from nearest land before a discharge at sea can be undertaken. The term “nearest land “is defined in the Annexes to MARPOL 73/78 as the baseline from which the territorial sea is measured. It should be recognized that baseline do not always follow the low water mark. straight baselines are often designated across bays, harbors, deeply indented coastlines and fringing reefs. There are 393 straight baselines around Australia and its offshore territories. Large areas enclosed within straight baseline3s existing near major shipping routes include off Dampier in Western Australia, the Gulfs area near Adelaide, and offshore islands covering all approaches to Darwin and Hobart. The only exception to the measurement from the baseline is off the north-eastern coast of Australia, where “nearest land “ is defined by a line drawn between a series of co-ordinates that encompasses the entire Great Barrier Reef and the shipping routes through the Torres Strait, requiring discharges to be made much further out to sea in these areas.

The discharge of residue from cargoes of oil or substances carried in an oil medium must only be undertaken in accordance with Annex I of MARPOL 73/78, Sewage discharges in accordance with Annex IV, and garbage or cargo residue discharges in accordance with Annex V. ships undertaking operational discharges at sea must plan the voyage route to ensure that the ship remains outside the specified distance from the nearest land at all times during the discharge.

Record books and voyage detail of ships are regularly examined by AMSA inspectors and any ship found to have been undertaken discharges inside the specified distance with be subject to an investigation by AMSA with a view to commencing legal proceedings. Significant penalties apply for pollution violations in Australian waters.
Appendix E  The form of Garbage Record Book

GARBAGE RECORD BOOK

Name of ship:

Distinctive number or letters:

IMO number:

Period from: to:

Date: ________________________
1 Introduction

In accordance with regulation 10 of Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL), a record is to be kept of each discharge operation or completed incineration. This includes discharges into the sea, to reception facilities, or to other ships, as well as the accidental loss of garbage.

2 Garbage and garbage management

Garbage means all kinds of food wastes, domestic wastes and operational wastes, all plastics, cargo residues, cooking oil, 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 Annexes to the present Convention.

Garbage does not include fresh fish and parts thereof generated as a result of 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.

The Guidelines① for the Implementation of Annex V of MARPOL3 should also be referred to for relevant information.

① Refer to the Guidelines for the Implementation of Annex V of MARPOL 73/78, as amended by resolutions.

3 Description of the garbage

Garbage is to be grouped into categories for the purposes of the Garbage Record Book (or ship’s official log-book) as follows:

A  Plastics
B  Food wastes
C  Domestic Wastes
D  Cooking Oil
E  Incinerator ashes
F  Operational wastes
G  Cargo residues
H  Animal Carcass(es)
I  Fishing Gear①

4 Entries in the Garbage Record Book

4.1 Entries in the Garbage Record Book shall be made on each of the following occasions:

4.1.1 When garbage is discharged to a reception facility ashore or to other ships:

.1 Date and time of discharge;
.2 Port or facility, or name of ship;
.3 Categories of garbage discharged;
.4 Estimated amount discharged for each category in cubic metres;
.5 Signature of officer in charge of the operation.

① Refer to Guidelines to be developed by the Organization.
② Ship's masters should obtain from the operator of the reception facilities, which includes barges and trucks, a receipt or certificate specifying the estimated amount of garbage transferred. The receipts or certificates must be kept together with the Garbage Record Book.

4.1.2 When garbage is incinerated:

.1 Date and time of start and stop of incineration;
.2 Position of the ship (latitude and longitude) at the start and stop of incineration;
.3 Categories of garbage incinerated;
.4 Estimated amount incinerated in cubic metres;
.5 Signature of the officer in charge of the operation.

4.1.3 When garbage is discharged into the sea in accordance with regulations 4, 5 or 6 of Annex V of MARPOL:

.1 Date and time of discharge;
.2 Position of the ship (latitude and longitude). Note: for cargo residue discharges, include discharge start and stop positions;
.3 Category of garbage discharged;
.4 Estimated amount discharged for each category in cubic metres;
.5 Signature of the officer in charge of the operation.

4.1.4 Accidental or other exceptional discharges or loss of garbage into the sea, including in accordance with regulation 7 of Annex V of MARPOL:

.1 Date and time of occurrence;
.2 Port or position of the ship at time of occurrence (latitude, longitude and water depth if known);
.3 Categories of garbage discharged or lost;
.4 Estimated amount for each category in cubic metres;
.5 The reason for the discharge or loss and general remarks.

4.2 Amount of garbage: The amount of garbage on board should be estimated in cubic metres, if possible separately according to category. The Garbage Record Book contains many references to estimated amount of garbage. It is recognized that the accuracy of estimating amounts of garbage is left to interpretation. Volume estimates will differ before and after processing. Some processing procedures may not allow for a usable estimate of volume, e.g., the continuous processing of food waste. Such factors should be taken into consideration when making and interpreting entries made in a record.
# RECORD OF GARBAGE DISCHARGES

**Ship's name:** ____________________  **Distinctive No., or letters:** ____________  **IMO No.:** ____________________

**Garbage categories:**
- 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 Cargo residues
- H Animal Carcass(es)
- I Fishing gear

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Position of the Ship/ Remarks (e.g. accidental loss)</th>
<th>Category</th>
<th>Estimated Amount Discharged or Incinerated</th>
<th>To Sea</th>
<th>To Reception Facility</th>
<th>Incineration</th>
<th>Certification / Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Master’s Signature: ____________________  Date: _____________*