



P&I 特別回報

第 16-004 号
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日本船主責任相互保険組合

外航組合員各位

Marpol Annex Vにおける貨物残渣の海洋投棄について（現状）

掲題の件に関し、最新情報を添付のとおりご案内いたします。

Marpol Annex Vにおける貨物残渣の海洋投棄については2013年9月3日付特別回報[第13-009号](#)にて「有害固体ばら積み貨物を含む貨物倉洗浄水について特定の条件下であれば特別エリア外で排出することが認められている」ことをご案内しておりましたが、2016年4月23日以降は有害固体ばら積み貨物を含む貨物倉洗浄水を特別エリア外ではまったく排出することができなくなりました。

以上

Marpol Annex VIにおける貨物残渣の海洋投棄について

1. MARPOL – 規制手段

1973年の船舶による汚染の防止のための国際条約に関する1978年の議定書(Marpol 73/78)は、投棄、油濁、大気汚染を含む海洋汚染を防止することを主目的としています。

改正Annex Vは締約国を拘束します。改正Annex VI(添付1)は以下のリンクからダウンロードできます。
[http://www.imo.org/OurWork/Environment/PollutionPrevention/Garbage/Documents/201\(62\).pdf](http://www.imo.org/OurWork/Environment/PollutionPrevention/Garbage/Documents/201(62).pdf)

改正Annex Vには以下の2つのガイドラインが含まれます。

- ・Marpol Annex V実施のためのガイドライン(添付2)。当該ガイドラインは以下のリンクからダウンロードできます。

[http://www.imo.org/ourwork/environment/pollutionprevention/garbage/documents/219\(63\).pdf](http://www.imo.org/ourwork/environment/pollutionprevention/garbage/documents/219(63).pdf)

- ・廃棄物管理計画策定のためのガイドライン(添付3)。当該ガイドラインは以下のリンクからダウンロードできます。

[http://www.imo.org/OurWork/Environment/PollutionPrevention/Garbage/Documents/220\(63\).pdf](http://www.imo.org/OurWork/Environment/PollutionPrevention/Garbage/Documents/220(63).pdf)

本紙をご一読頂くことでMarpol Annex Vの概要についてご理解頂けると存じますが、詳細に関してあわせて添付物もご一読されることをお勧め致します。

2. MARPOL Annex V の概要

Marpol Annex Vは原則として海洋投棄を禁止しています。特にプラスチック及び料理油は海洋投棄できません(添付1のRegulation 3)。

廃棄物の種類	特別エリア外船舶	特別エリア内船舶	洋上プラットフォーム及び当該プラットフォームから500メートル以内の船舶
あらゆる廃棄物及び特にプラスチック(合織ロープ、合織漁網、プラスチックごみ袋、プラスチック製品の焼却灰を含む-Regulation 3.2)並びに料理油(Regulation 3.3)	海洋投棄禁止	海洋投棄禁止	海洋投棄禁止

有害性が低いと考えられる特定の廃棄物については特別の例外が規定されています。例外が適用されるかどうかは地理的エリアによります。あるエリアはより環境にセンシティブとみなされています。特別エリアの詳細な地理的特定(緯度/経度)については添付1をご参照下さい。

Annex Vにおける特別エリア外	Annex Vにおける特別エリア
右記以外のエリア	地中海 エリア(Regulation 1, 14.1) バルト海エリア(Regulation 1, 14.2) 黒海エリア(Regulation 1, 14.3) 紅海エリア(Regulation 1, 14.4) ガルフエリア(Regulation 1, 14.5) 北海エリア(Regulation 1, 14.6) カリブエリア (メキシコ湾及びカリブ海を含む) (Regulation 1, 14.8) 南極エリア (南緯 60°以南。 Regulation 1, 14.7)については別途追加規定あり※。

※南極エリアに関する追加要求：当該エリアに寄港、通航、出航する船舶がいる港の締約国は当該船舶に対して適切な廃棄物受入れ設備を提供しなければならない。当該エリアに入域する前に船舶が全ての廃棄物を十分に保管できることを旗国は確認しなければならない。

以下の廃棄物については地理的エリアによっては海洋投棄可能な場合があります。

廃棄物の種類	Regulation 4: 特別エリア外船舶 (特別エリアの定義については上記ご参照)	Regulation 6: 廃棄物の種類による特別規則及び南極エリアに関する特別規則が適用される特別エリア内船舶 (特別エリアの定義については上記ご参照)	洋上プラットフォーム及び当該プラットフォームから 500 メートル以内の全船舶 (Regulation 5)
食物廃棄物 (粉碎装置で粉碎され 25mm より小さい穴 のふるいを通過できるもの)	海洋投棄可能 (航海中、領海の基線から 3 海里以遠) (Regulation 4, 1.1)	海洋投棄可能 (航海中、領海の基線から 12 海里以遠) 南極エリア (殺菌処理されていない限り、鳥製品(鶏肉を含む)の海洋投棄は禁止) (Regulation 6, 1.1)	海洋投棄可能 (プラットフォーム (もしくはそこから 500 メートル以内にいる船舶)が領海の基線から 12 海里以遠にある場合) (Regulation 5, 2)
食物廃棄物 (粉碎されていないもの)	海洋投棄可能 (航海中、領海の基線から 12 海里以遠) (Regulation 4, 1.2)	海洋投棄禁止 (Regulation 6, 1.1)	海洋投棄禁止 (Regulation 5, 1)

貨物残渣 (通常利用可能な揚荷手段を使って回収できないもので海洋環境に無害なもの) (貨物残渣の定義については下記3をご参照)	海洋投棄可能 (航海中、領海の基線から12海里以遠) (Regulation 4, 1.3) (有害貨物かどうかの分類については下記3をご参照)	特定の状況でのみ***、(貨物残渣を含む)貨物倉洗浄水だけ海洋投棄可能 (Regulation 6, 1.2) (有害貨物かどうかの分類については下記3をご参照)	海洋投棄禁止 (Regulation 5, 1)
洗剤及び添加物 (貨物倉、甲板、船体の洗浄水に含まれるもので、海洋環境に無害なもの)	海洋投棄可能 (Regulation 4, 2)	特定の状況でのみ***、貨物倉洗浄水に含まれる洗剤の海洋投棄可能 (Regulation 6, 1.2)	海洋投棄禁止 (Regulation 5, 1)
		甲板、船体の洗浄水に含まれる洗剤の海洋投棄可能 (Regulation 6, 2)	
動物の死体 (貨物として輸送され航海中に死亡したもの)	海洋投棄可能 (可能な限り領海の基線から離れた場所で) (Regulation 4, 1.4)	海洋投棄禁止	海洋投棄禁止 (Regulation 5, 1)
混合廃棄物 (複数廃棄物が混在、混入しているもの)	複数の混合物質の中で、より厳しい方の要件が適用 (Regulation 4, 3)	複数の混合物質の中で、より厳しい方の要件が適用 (Regulation 6, 4)	

※※特別エリアにおける貨物倉洗浄水の海洋投棄のための特定の状況

以下の全ての条件が満たされる場合、陸上/氷棚から12海里以遠で洗浄水を排出することができる。

- ・貨物倉洗浄水に含まれる貨物残渣、洗剤、添加物が海洋環境に有害な物質を含まないこと。
- ・出航から目的地までの航海に特別エリア外の航行が含まれないこと。
- ・寄港地に適当な処理施設が存在しないこと。

なお、改正 Annex V(添付1)の Regulation 7 では一般除外規定が設けられています。同除外規定は船舶の地理的位置に関わらず適用されます。一般除外規定は緊急事態の際の対応を目的としており、以下の場合に認められます。

- ・船舶の安全確保もしくは海上での人命救助のために必要な排出である場合
- ・あらゆる妥当な事前注意を尽くしたにも関わらず船舶の損傷による廃棄物の偶発的な排出の場合
- ・あらゆる妥当な事前注意を尽くしたにも関わらず漁具の偶発的な排出の場合
- ・海洋環境の保護もしくは船舶や船員の安全のための船舶からの漁具の排出の場合

3.貨物残渣の海洋投棄：いかに改正 Annex V を遵守するか

貨物残渣：定義

「貨物残渣とは、貨物の積み降ろしのあとに甲板上又は貨物倉に残った貨物の残存物であって、条約の他の Annex で規制されないものをいう。貨物残渣には、積み降ろし時の余剰や漏出を含み、それが乾いているか湿っているかあるいは洗浄水に混入しているかを問わない。ただし、洗浄後に甲板上に残った貨物の塵または船体外表面の塵を除く。」(Regulation 1, Definitions ,2、添付 1 ご参照)

上記より、単なる貨物の塵は貨物残渣に該当しませんが、それ以外の貨物に関する物質は全て該当すると考えられます。

(a)特別エリア外での貨物残渣の扱い：排出の制限

排出可能なのは以下の場合に限られます。

「通常利用可能な揚荷手段を使って回収できない貨物残渣」(Regulation 4, 1.3、添付 1)

ガイドライン(添付 2)では、港湾、ターミナル、船舶オペレーターは本船上の残留貨物を軽減するために IMSBC Code に規定される Best Cargo-Handling Practices を遵守すべきとされています(3.5)。

貨物残渣が改正 Annex V Regulation 4 及び 6 に規定される除外物質とみなされるためには、IMSBC Code の義務が満たされなければなりません。

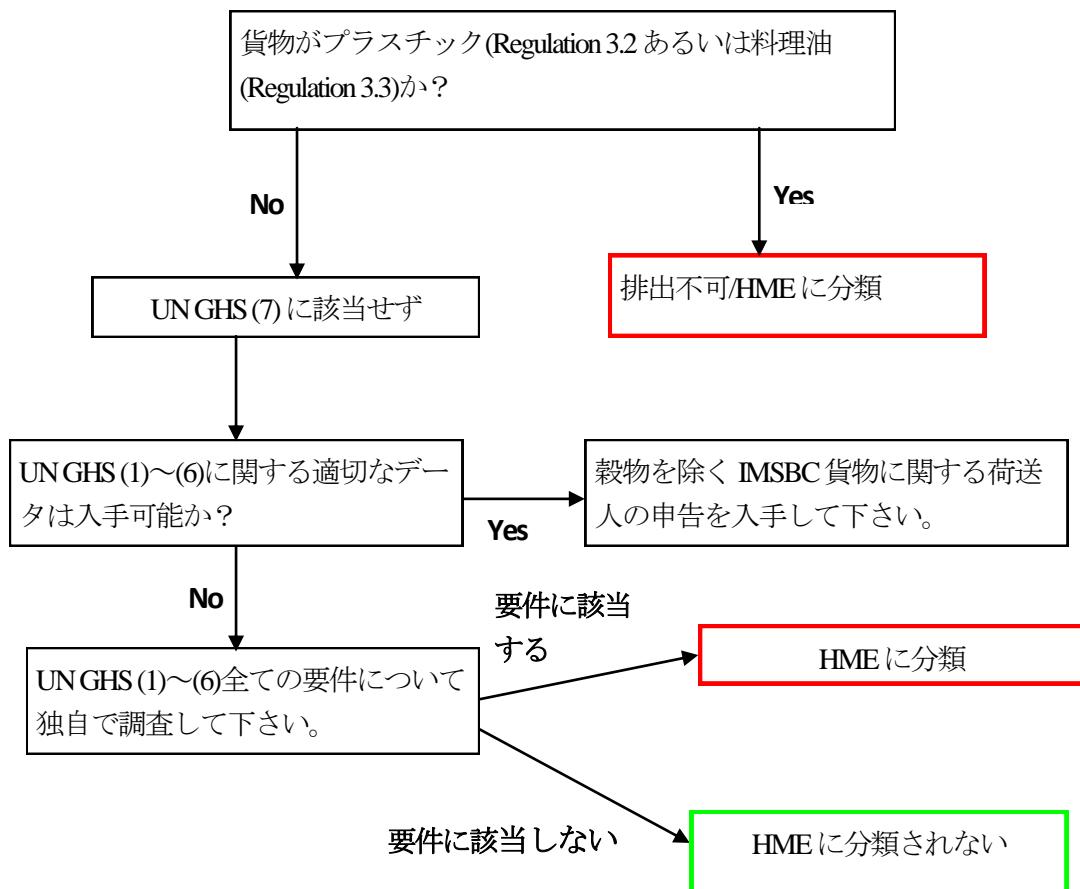
さらに、残渣は海洋環境に無害なものでなければなりません(Regulation 4, 1.3)。ガイドラインの 3.2 では、UN Globally Harmonised System 2011(UN GHS)の要件に従い分類される固体ばら積み物質の残渣である場合は有害とみなされるとしています。UN GHS によると、以下の 7 要件のいずれかに該当する場合、貨物は有害(HME)とみなされます。

- (1)急性水生毒性 カテゴリー1
- (2)慢性水生毒性カテゴリー1 もしくは2
- (3)発がん性カテゴリー1A または 1B で急速に分解せず高い生物蓄積性を伴うもの
- (4)変異原性カテゴリー1A または 1B で急速に分解せず高い生物蓄積性を伴うもの
- (5)生殖毒性カテゴリー1A または 1B で急速に分解せずに高い生物蓄積性を伴うもの
- (6)反復暴露標的臓器毒性カテゴリー1 で急速に分解せず高い生物蓄積性を伴うもの
- (7)合成ポリマー、ゴム、プラスチック、プラスチック原料ペレットを含む固体ばら積み貨物(粉碎、細断、浸軟されたもの、同種物質を含む)

同要件についての更なる詳細は右記のサイトにアクセスして下さい。<http://www.unece.org/>

IMSBC Code の Section 4.2 では、固体ばら積み貨物の荷送人は積載される貨物の詳細な科学的性質を提示しなければならないと規定しています(穀物を除く)。

貨物残渣の排出に関する検討



もともと Annex V に関する固体ばら積み貨物のリストがなく、貨物の分類が難しい場合がありました。IMO もサーキュラー(Amendment、添付 4)でこれを認めています。

サーキュラーは以下のリンクからダウンロードできます。

<http://www.imo.org/en/OurWork/Environment/PollutionPrevention/Garbage/Documents/2014%20revision/MEPC.1-Circ.791.pdf>

しかし、2016 年 4 月 22 日開催 IMO 海洋環境保護委員会(MEPEC)にて、有害固体ばら積み貨物を含む貨物倉浄水を特別エリア外において排出できないことが決議されました。それまでは、港に有害残渣の受入施設が整っていない場合、特定の条件下では排出が認められていました。

現在、IMO は加盟国に対して、有害残渣受入施設が不十分な港を報告するよう求めており、また、かかる問題のあることを関係者へ周知すべく MEPEC に報告することを検討しています。

IMSCB Code では積載する貨物の詳細を提供する義務を荷送人に課しています。しかしながら、現実的には常に当該データを入手できるとは限りません。この点、GESAMP(The Group of Experts on Scientific Aspects of Marine Pollution)が、海洋環境に有害とみなされる可能性のある物質のリスト(添付 5)を作成しています。なお、リストは以下のリンクからダウンロードできます。

<http://www.imo.org/en/OurWork/Environment/PollutionPrevention/ChemicalPollution/Documents/GESAMP%20CompList%202015.pdf>

但し、GESAMP のガイダンスを確定的証拠として用いることはできません。貨物残渣について不十分なデータしか入手できないことから分析実施が必要になる場合、UN GHS 要件に沿った分析所を起用する必要があるでしょう。

(b)特別エリア内の貨物残渣の扱い：排出の制限

特別エリア内の排出は以下の場合に限られます。

「通常利用可能な揚荷手段を使って回収できない貨物残渣で以下の条件を全て満たすもの：

貨物倉洗净水に含まれる貨物残渣、洗剤、添加物に IMO のガイドラインに従い海洋環境に有害と分類される物質が含まれないこと。

本項 2.1、2.2 及び 2.3 の条件を満たした場合、貨物残渣を含む貨物倉洗净水を領海の基線から出来るだけ以遠で排出可能。」(Regulation 6, 1.2)

上記より、貨物残渣を含む貨物倉洗净水のみ特別エリア内で排出することが可能です。

なお、サーキュラー(添付 4)は特別エリア外での貨物残渣の排出にのみ適用されます。従いまして、有害性が疑われる場合には特別エリア内での海洋投棄はできません。

(c)事例検討：揚荷後に甲板に残った丸太の残渣である樹皮の場合

樹皮は上記貨物残渣の定義に該当する貨物残渣と考えられます。

特別エリア内の海洋投棄：

改正 Annex V の目的に則り、貨物残渣は海洋投棄でなく陸上で処理されるべきであり、海洋投棄は最終手段でなければなりません。

先ず、樹皮が通常利用可能な揚荷手段を使って回収できるかどうかの検討が必要です(添付 1、Regulation 4, 1.3)。

IMSBC Code では揚荷について特段の要求を規定していません。従って、全体の揚荷役を実施する際にどの港でも樹皮を陸揚げすることが可能なはずです。

次に、貨物が海洋環境に有害と分類されるかどうか検討する必要があります。一見したところ樹皮は環境に有害とは思われません。しかしながら、現地もしくは国際的な植物検疫規則(例えば ISPM No 15)で船積み前に木材貨物の燻蒸が必要とされている場合があります。有毒な燻蒸剤が樹皮に残っている可能性があり、貨物残渣を有害にする可能性があります。

その場合には、樹皮は特別エリア外で海洋投棄することはできません(特別エリア内でも同様です)。

上記より、各貨物残渣は各々の状況により検討される必要があります。樹皮の場合、燻蒸剤により海洋環境に有害な貨物になる可能性があります。疑わしい場合には、排出前に船員は陸上の技術スタッフに相談すべきです。

(d)組合員が取るべき対応

船員が改正 Annex V の義務を十分に認識するよう、組合員各位におかれましては廃棄物管理マニュアルを作成されることをお勧め致します。その際には廃棄物管理計画策定のためのガイドライン(添付 3)をご参照下さい。当該廃棄物管理計画を遵守することで、改正 Annex V を遵守するための相当な注意義務を尽くしていることを示すことにつながると考えられます。また、トレーニングを行いその記録を残しておくことも有益と思われます。疑わしい場合には、船員は陸上スタッフに相談すべきです。陸上スタッフは場合によっては寄港地の当局に照会することも必要になるかもしれません。

4.Marpol Annex V 違反の罰則

規則の実施についてはガイドライン(添付 2)に規定されています。

「政府は Annex V に規定する目的達成のため責任を持ってコンプライアンスを実施、促進し、法的権限、適切なトレーニング、資金及び設備を提供するための適当な機関を任命する」(Regulation 6.2.3)

従いまして、実施は個々の締約国の法律で規定されます。各国の Port State Control を実施する部署が各の当局となります。その当局が罰則を決定します。

5.過怠金のてん補について

保険契約規定の第 31 条が関係する条項になります。なお、過怠金防止のための適切な手段を講じることを怠った場合、てん補に支障が生じる可能性があります。

最後に、上記「組合員が取るべき対応」に記載した改正 Annex V を遵守するためのあらゆる必要な予防措置を取ることを推奨致します。また、改正 Annex V を遵守した指示を出すことを用船者に義務付ける用船契約条項について法的助言を得ることを検討されることもあわせてお勧め致します。

以上

添付 1 : 改正 Annex V

添付 2 : Marpol Annex V 実施のためのガイドライン

添付 3 : 廃棄物管理計画策定のためのガイドライン

添付 4 : 改正 Annex V における固体ばら積み貨物の分類に関する IMO サーキュラー

添付 5 : GESAMP 作成有害物質リスト

ANNEX 13

RESOLUTION MEPC.201(62)

Adopted on 15 July 2011

**AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO
THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS, 1973**

(Revised MARPOL Annex V)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED draft amendments to Annex V of MARPOL 73/78,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Annex V of MARPOL 73/78, the text of which is set out at annex to the present resolution;
2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2012 unless, prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2013 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the Annex;
5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its Annex.

ANNEX

REVISED MARPOL ANNEX V

REGULATIONS FOR THE PREVENTION OF POLLUTION BY GARBAGE FROM SHIPS

Regulation 1

Definitions

For the purposes of this Annex:

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.

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

- 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 includes 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.
- 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.
- 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 41° N 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:
 - .1 the North Sea southwards of latitude 62° N and eastwards of longitude 4° W;
 - .2 the Skagerrak, the southern limit of which is determined east of the Skaw by latitude 57° 44.8' N; and
 - .3 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.

Regulation 2
Application

Unless expressly provided otherwise, the provisions of this Annex shall apply to all ships.

Regulation 3
General prohibition on discharge of garbage into the sea

- 1 Discharge of all garbage into the sea is prohibited, except as provided otherwise in regulations 4, 5, 6 and 7 of this Annex.
- 2 Except as provided in regulation 7 of this Annex, discharge into the sea of all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products is prohibited.
- 3 Except as provided in regulation 7 of this Annex, the discharge into the sea of cooking oil is prohibited.

Regulation 4

Discharge of garbage outside special areas

1 Subject to the provisions of regulations 5, 6, and 7 of this Annex, 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, but in any case not less than:

- .1 3 nautical miles from the nearest land for food wastes which 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.
- .2 12 nautical miles from the nearest land for food wastes that have not been treated in accordance with subparagraph .1 above.
- .3 12 nautical miles from the nearest land for cargo residues that cannot be recovered using commonly available methods for unloading. These cargo residues shall not contain any substances classified as harmful to the marine environment, taking into account guidelines developed by the Organization.
- .4 For animal carcasses, discharge shall occur as far from the nearest land as possible, taking into account the guidelines developed by the Organization.

2 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.

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

Regulation 5

Special requirements for discharge of garbage from fixed or floating platforms

1 Subject to the provisions of paragraph 2 of this regulation, the discharge into the sea of any garbage is prohibited from fixed or floating platforms and from all other ships when alongside or within 500 m of such platforms.

2 Food wastes may be discharged into the sea from fixed or floating platforms located more than 12 nautical miles from the nearest land and from all other ships when alongside or within 500 m of such platforms, 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.

Regulation 6

Discharge of garbage within special areas

1 Discharge of the following garbage into the sea within special areas shall only be permitted while the ship is en route and as follows:

- .1 Discharge into the sea of food wastes 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.

- .2 Discharge of cargo residues that cannot be recovered using commonly available methods for unloading, where all the following conditions are satisfied:
 - .1 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;
 - .2 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;
 - .3 No adequate reception facilities are available at those ports taking into account guidelines developed by the Organization; and
 - .4 Where the conditions of subparagraphs 2.1, 2.2 and 2.3 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.

2 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.

3 The following rules (in addition to the rules in paragraph 1 of this regulation) apply with respect to the Antarctic area:

- .1 Each Party at whose ports ships depart en route to or arrive from the Antarctic area undertakes to ensure that as soon as practicable adequate facilities are provided for the reception of all garbage from all ships, without causing undue delay, and according to the needs of the ships using them.
- .2 Each Party shall ensure that all ships entitled to fly its flag, before entering the Antarctic area, 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.

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

Regulation 7

Exceptions

- 1 Regulations 3, 4, 5 and 6 of this Annex shall not apply to:
 - .1 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
 - .2 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
 - .3 The accidental loss of fishing gear from a ship provided that all reasonable precautions have been taken to prevent such loss; or
 - .4 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*:
 - .1 The *en route* requirements of regulations 4 and 6 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.

Regulation 8

Reception facilities

- 1 Each Party undertakes to ensure the provision of adequate facilities at ports and terminals for the reception of garbage without causing undue delay to ships, and according to the needs of the ships using them.
- 2 Each Party shall notify the Organization for transmission to the Contracting Parties concerned of all cases where the facilities provided under this regulation are alleged to be inadequate.
- 3 Reception facilities within special areas
 - .1 Each Party, the coastline of which borders a special area, undertakes to ensure that as soon as possible, in all ports and terminals within the special area, adequate reception facilities are provided, taking into account the needs of ships operating in these areas.
 - .2 Each Party concerned shall notify the Organization of the measures taken pursuant to subparagraph 3.1 of this regulation. Upon receipt of sufficient notifications the Organization shall establish a date from which the requirements of regulation 6 of this Annex in respect of the area in question are to take effect. The Organization shall notify all Parties of the date so established no less than twelve months in advance of that date. Until the date so established, ships that are navigating in a special area shall comply with the requirements of regulation 4 of this Annex as regards discharges outside special areas.

Regulation 9

Port State control on operational requirements¹

1 A ship when in a port or an offshore terminal of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by garbage.

2 In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

Regulation 10

Placards, garbage management plans² and garbage record-keeping

1 .1 Every ship of 12 m or more in length overall and fixed or floating platforms shall display placards which notify the crew and passengers of the discharge requirements of regulations 3, 4, 5 and 6 of this Annex, as applicable.

.2 The placards shall be written in the working language of the ship's crew and, for ships engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention, shall also be in English, French or Spanish.

2 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. This plan shall provide written procedures for minimizing, collecting, storing, processing and disposing of garbage, including the use of the equipment on board. It shall also designate the person or persons in charge of carrying out the plan. Such a plan shall be based on the guidelines developed by the Organization² and written in the working language of the crew.

3 Every ship of 400 gross tonnage and above and every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform shall be provided with a Garbage Record Book. The Garbage Record Book, whether as a part of the ship's official log-book or otherwise, shall be in the form specified in the appendix to this Annex:

¹ Refer to the Procedures for port State control adopted by the Organization by resolution A.787(19) and amended by A.882(21); see IMO sales publication IA650E.

² Refer to the Guidelines for the development of garbage management plans adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.71(38); see MEPC/Circ.317 and IMO sales publication IA656E.

- .1 Each discharge into the sea or to a reception facility, or a completed incineration, shall be promptly recorded in the Garbage Record Book and signed for on the date of the discharge or incineration by the officer in charge. Each completed page of the Garbage Record Book shall be signed by the master of the ship. The entries in the Garbage Record Book shall be at least in English, French or Spanish. Where the entries are also made in an official language of the State whose flag the ship is entitled to fly, the entries in that language shall prevail in case of a dispute or discrepancy;
 - .2 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;
 - .3 The Garbage Record Book shall be kept on board the ship or the fixed or floating platform, and in such a place as to be readily available for inspection at all reasonable times. This document shall be preserved for a period of at least two years from the date of the last entry made in it;
 - .4 In the event of any discharge or accidental loss referred to in regulation 7 of this Annex an entry shall be made in the Garbage Record Book, or in the case of any ship of less than 400 gross tonnage, an entry shall be made in the ship's official log-book, of the location, circumstances of, and the reasons for the discharge or loss, details of the items discharged or lost, and the reasonable precautions taken to prevent or minimize such discharge or accidental loss.
- 4 The Administration may waive the requirements for Garbage Record Books for:
- .1 Any ship engaged on voyages of one (1) hour or less in duration which is certified to carry 15 or more persons; or
 - .2 Fixed or floating platforms.
- 5 The competent authority of the Government of a Party to the Convention may inspect the Garbage Record Books or ship's official log-book on board any ship to which this regulation applies while the ship is in its ports or offshore terminals and may make a copy of any entry in those books, and may require the master of the ship to certify that the copy is a true copy of such an entry. Any copy so made, which has been certified by the master of the ship as a true copy of an entry in the ship's Garbage Record Book or ship's official log-book, shall be admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of a Garbage Record Book or ship's official log-book and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.
- 6 The accidental loss or discharge of fishing gear as provided for in regulations 7.1.3 and 7.1.3bis which poses a significant threat to the marine environment or navigation shall be reported to the State whose flag the ship is entitled to fly, and, where the loss or discharge occurs within waters subject to the jurisdiction of a coastal State, also to that coastal State.

APPENDIX

FORM OF GARBAGE RECORD BOOK

Name of ship: _____

Distinctive number or letters: _____

IMO No.: _____

Period: _____ From: _____ To: _____

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

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

³ Refer to the Guidelines for the Implementation of Annex V of MARPOL 73/78, as amended by resolutions.

- G Cargo residues
- H Animal Carcass(es)
- I Fishing Gear⁴

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 facility⁵ 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.
- 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 Refer to Guidelines to be developed by the Organization.

⁵ 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.

4.2 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

NEW TABLE LAYOUT AS BELOW:

Date/ Time	Position of the Ship/Remarks (e.g., accidental loss)	Category	Estimated Amount Discharged or Incinerated	To Sea	To Reception Facility	Incineration	Certification/ Signature

Master's signature: _____ Date: _____

ANNEX 24**RESOLUTION MEPC.219(63)**
Adopted on 2 March 2012**2012 GUIDELINES FOR THE IMPLEMENTATION OF MARPOL ANNEX V**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by the international conventions for the prevention and control of marine pollution,

RECALLING ALSO that Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78) relating thereto provides regulations for the prevention of pollution by garbage from ships,

NOTING that the Committee, at its twenty-sixth session, approved the Guidelines for the Implementation of Annex V of MARPOL 73/78,

NOTING ALSO that the Committee, at its thirty-third session, adopted the Revised Guidelines for the Implementation of Annex V of MARPOL 73/78 (the Revised Guidelines) by resolution MEPC.59(33), which were further amended by resolution MEPC.92(45), adopted at its forty-fifth session,

NOTING FURTHER that the Committee, at its sixty-second session, adopted the revised MARPOL Annex V by resolution MEPC.201(62), which is expected to enter into force on 1 January 2013,

RECOGNIZING the need to review the Revised Guidelines in light of the revised MARPOL Annex V,

HAVING CONSIDERED, at its sixty-third session, the draft 2012 Guidelines for the Implementation of MARPOL Annex V,

1. ADOPTS the 2012 Guidelines for the Implementation of MARPOL Annex V, the text of which is set out in the annex to this resolution;
2. INVITES Governments, in implementation of the provisions of the revised MARPOL Annex V, to take into account the 2012 Guidelines for the Implementation of MARPOL Annex V, upon the entry into force of the revised MARPOL Annex V; and
3. REVOKEs the Revised Guidelines for the Implementation of Annex V of MARPOL 73/78 (resolution MEPC.59(33), as amended by resolution MEPC.92(45)), upon the entry into force of the revised MARPOL Annex V.

ANNEX

2012 GUIDELINES FOR THE IMPLEMENTATION OF MARPOL ANNEX V

PREFACE

The main objectives of these guidelines are to assist:

- .1 governments in developing and enacting domestic laws which implement Annex V;
- .2 shipowners, ship operators, ships' crews, cargo owners and equipment manufacturers in complying with requirements set forth in Annex V and relevant domestic laws; and
- .3 port and terminal operators in assessing the need for, and providing, adequate reception facilities for garbage generated on all types of ships. In the interest of uniformity, governments are requested to refer to these guidelines and related International Maritime Organization guidance¹ when developing and enforcing appropriate national regulations.

1 INTRODUCTION

1.1 The revised MARPOL Annex V with an entry into force date of 1 January 2013, prohibits the discharge of all types of garbage into the sea unless explicitly permitted under the Annex. These guidelines have been developed taking into account the regulations set forth in Annex V, as amended, of the International Convention for the Prevention of Pollution from Ships, (MARPOL) (hereinafter referred to as the "Convention"). The purpose of these guidelines is to provide guidance to governments, shipowners, ship operators, ships' crews, cargo owners, port reception facility operators and equipment manufacturers. The guidelines are divided into the following six sections that provide a general framework upon which governments can formulate programmes:

- Introduction;
- Garbage management;
- Management of cargo residues of solid bulk cargoes;
- Training, education and information;
- Port reception facilities for garbage; and
- Enhancement of compliance with MARPOL Annex V.

¹ Comprehensive Manual on Port Reception Facilities, 1999 Edition; MEPC.83(44), Guidelines for ensuring the Adequacy of Port Waste Reception Facilities; and MEPC.1/Circ.671, 20 July 2009, Guide to Good Practice for Port Reception Facility Providers and Users Guidelines.

1.2 Under the revised MARPOL Annex V, discharge of all garbage is now prohibited, except as specifically permitted in regulations 3, 4, 5 and 6 of MARPOL Annex V. MARPOL Annex V reverses the historical presumption that garbage may be discharged into the sea based on the nature of the garbage and defined distances from shore. Regulation 7 provides limited exceptions to these regulations in emergency and non-routine situations. Generally, discharge is restricted to food wastes, identified cargo residues, animal carcasses, and identified cleaning agents and additives and cargo residues entrained in washwater which are not harmful to the marine environment. It is recommended that ships use port reception facilities as the primary means of discharge for all garbage.

1.3 Recognizing that the Annex V regulations continue to restrict the discharge of garbage into the sea, require garbage management for ships, and that garbage management technology continues to evolve, it is recommended that governments and the Organization continue to gather information and review these guidelines periodically.

1.4 Regulation 8 of MARPOL Annex V provides that Governments must ensure the provision of adequate port reception facilities for garbage from ships and should facilitate and promote their use. Section 5 provides guidelines for these facilities.

1.5 The Convention provides definitions for terms used throughout these guidelines. Section 1.6 includes relevant aspects of these definitions, followed by other definitions which are useful for these guidelines.

1.6 Definitions

1.6.1 **Dishwater** means the residue from the manual or automatic washing of dishes and cooking utensils which have been pre-cleaned to the extent that any food particles adhering to them would not normally interfere with the operation of automatic dishwashers.

1.6.2 **Grey water** means drainage from dishwater, shower, laundry, bath and washbasin drains. It does not include drainage from toilets, urinals, hospitals, and animal spaces, as defined in regulation 1.3 of MARPOL Annex IV (sewage), and it does not include drainage from cargo spaces. Grey water is not considered garbage in the context of Annex V.

1.6.3 **Recycling** means the activity of segregating and recovering components and materials for reprocessing.

1.6.4 **Reuse** means the activity of recovering components and materials for further use without reprocessing.

1.7 Application

1.7.1 This section provides clarification as to what should and should not be considered garbage under MARPOL Annex V.

1.7.2 Ash and clinkers from shipboard incinerators and coal-burning boilers should be considered as operational wastes within the meaning of regulation 1.12 of MARPOL Annex V, and therefore are included in the term garbage, within the meaning of regulation 1.9 of MARPOL Annex V.

1.7.3 The definition of "operational wastes" (regulation 1.12 of MARPOL Annex V) excludes grey water, bilge water, or other similar discharges essential to the operation of a ship. "Other similar discharges" essential to the operation of a ship include, but are not limited to the following:

- boiler/economizer blowdown;
- boat engine wet exhaust;
- chain locker effluent;
- controllable pitch propeller and thruster hydraulic fluid and other oil to sea interfaces (e.g. thruster bearings, stabilizers, rudder bearings, etc.);
- distillation/reverse osmosis brine;
- elevator pit effluent;
- firemain systems water;
- freshwater lay-up;
- gas turbine washwater;
- motor gasoline and compensating discharge;
- machinery wastewater;
- pool, spa water and recreational waters;
- sonar dome discharge; and
- welldeck discharges.

1.7.4 While cleaning agents and additives contained in hold washwater, and deck and external surface washwater are considered "operational wastes" and thus "garbage" under Annex V, these cleaning agents and additives may be discharged into the sea so long as they are not harmful to the marine environment.

1.7.5 A cleaning agent or additive is considered not harmful to the marine environment if it:

- .1 is not a "harmful substance" in accordance with the criteria in MARPOL Annex III; and
- .2 does not contain any components which are known to be carcinogenic, mutagenic or reprotoxic (CMR).

1.7.6 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 might form part of a Safety Data Sheet or be a stand-alone document but this should be left to the discretion of the producer concerned.

1.7.7 Releasing small quantities of food into the sea for the specific purpose of fish feeding in connection with fishing or tourist operations should not be considered a discharge of garbage in the context of Annex V.

1.7.8 Fishing gear that is released into the water with the intention for later retrieval, such as fish aggregating devices (FADs), traps and static nets, should not be considered garbage or accidental loss in the context of Annex V.

2 GARBAGE MANAGEMENT

2.1 Waste Minimization

2.1.1 All shipowners and operators should minimize taking onboard material that could become garbage. Ship-specific garbage minimization procedures should be included in the Garbage Management Plan. It is recommended that manufacturers, cargo owners, ports and terminals, shipowners and operators and governments consider the management of garbage associated with ships' supplies, provisions, and cargoes as needed to minimize the generation of garbage in all forms.

2.1.2 When making supply and provisioning arrangements, shipowners and operators, where possible, with the ships suppliers should consider the products being procured in terms of the garbage they will generate. Options that should be considered to decrease the amount of such garbage include the following:

- .1 using supplies that come in bulk packaging, taking into account factors such as adequate shelf-life (once a container is open) to avoid increasing garbage associated with such products;
- .2 using supplies that come in reusable or recyclable packaging and containers; avoiding the use of disposable cups, utensils, dishes, towels and rags and other convenience items whenever possible; and
- .3 avoiding supplies that are packaged in plastic, unless a reusable or recyclable plastic is used.

2.1.3 When considering selection of materials for stowage and securing of cargo or protection of cargo from the weather, shipowners and operators should consider how much garbage such materials will generate. Options that should be considered to decrease the amount of such garbage include the following:

- .1 using permanent reusable coverings for cargo protection instead of disposable or recyclable plastic sheeting;
- .2 using stowage systems and methods that reuse dunnage, shoring, lining and packing materials; and

- .3 discharging to port reception facilities the dunnage, lining and packaging materials generated in port during cargo activities as its discharge into the sea is not permitted.

2.1.4 Governments are encouraged to undertake research and technology development to minimize potential garbage and its impacts on the marine environment. Suggested areas for such study are listed below:

- .1 development of recycling technology and systems for all types of materials that may be returned to shore as garbage; and
- .2 development of technology for use of biodegradable materials to replace current plastic products as appropriate. In connection with this, governments should also study the impacts on the environment of the products from degradation of such new materials.

2.2 Fishing gear

2.2.1 Lost fishing gear may harm the marine environment or create a navigation hazard. Fishing vessel operators are required to record the discharge or loss of fishing gear in the Garbage Record Book or Ship's log as specified within regulations 7.1 and 10.3.4 of MARPOL Annex V.

2.2.2 Fishing vessel operators are further required to report the accidental loss or discharge of fishing gear which poses a significant threat to the marine environment and navigation. Reports should be made to the flag State, and where appropriate, the coastal State in whose jurisdiction the loss of the fishing gear occurred, as specified in regulation 10.6 of MARPOL Annex V:

- .1 the accidental loss or discharge of fishing gear which is required to be reported by regulation 10.6 of MARPOL Annex V should be determined specifically by the government. For such determination, the government is encouraged to consider various factors including: (1) the amount of the gear lost or discharged and (2) the conditions of the marine environment where it was lost or discharged. Comprehensive consideration is needed on the characteristics of the gear that was lost, including types, size (weight and/or length), quantity, material (especially, synthetic/plastic or not), buoyancy. In addition, governments should consider the impact of the fishing gear in different locations in order to assess whether the lost gear represents a significant threat to the marine environment or navigation, taking into account the vulnerability of habitat and protected species to gear interactions. Governments are encouraged to report to IMO their measures taken for this issue with a view to promoting information sharing and opinion exchange among governments and relevant International Organizations. Further, governments are encouraged to report to IMO, progress made in implementing these measures, including summaries of where gear was lost and, if applicable, actions taken to address the gear loss;
- .2 examples of lost or abandoned fishing gear which could be considered to pose a significant threat to the marine environment include whole or nearly whole large fishing gear or other large portions of gear. In determining the threat to the marine environment, governments should give careful consideration to the impact of gear in sensitive areas, such as coral reefs, and in areas where interactions would have higher risks of detrimental impacts, such as foraging or breeding areas for protected species;

- .3 governments are encouraged to develop communication frameworks to enable the recording and sharing of information on fishing gear loss where necessary in order to reduce loss and facilitate recovery of fishing gear. Governments are further encouraged to develop frameworks to assist fishing vessels in reporting the loss of gear to the flag State and to a coastal State. Such frameworks should take into consideration implementation challenges in small scale and artisanal fisheries and recreational operations;
- .4 fishing industry, relevant international organizations and governments are encouraged to undertake such research, technology development, information sharing and management measures as may be needed to minimize the probability of loss, and maximize the probability of retrieval of fishing gear from the sea; and
- .5 governments should encourage vessel operators to implement appropriate onboard storage and handling of fishing gear, and should also consider relevant guidance from FAO and IMO.

2.3 Shipboard garbage handling (collection, processing, storage, discharge)

2.3.1 Regulation 3 of MARPOL Annex V provides that the discharge of garbage into the sea is prohibited, with limited exceptions, as summarized in table 1. Under certain conditions discharge into the sea of food wastes, animal carcasses, cleaning agents and additives contained in hold washwater, deck and external surface washwater and cargo residues which are not considered to be harmful to the marine environment is permitted.

**TABLE 1 – SUMMARY OF RESTRICTIONS TO THE DISCHARGE OF GARBAGE
INTO THE SEA UNDER REGULATIONS 4, 5 AND 6
OF MARPOL ANNEX V**

(Note: Table 1 is intended as a summary reference. The provisions in MARPOL Annex V, not table 1, prevail.)

Garbage type¹	All ships except platforms⁴		Offshore platforms located more than 12 nm from nearest land and ships when alongside or within 500 metres of such platforms⁴ Regulation 5
	Outside special areas Regulation 4 (Distances are from the nearest land)	Within special areas Regulation 6 (Distances are from nearest land or nearest ice-shelf)	
Food waste comminuted or ground ²	≥3 nm, en route and as far as practicable	≥12 nm, en route and as far as practicable ³	Discharge permitted
Food waste not comminuted or ground	≥12 nm, en route and as far as practicable	Discharge prohibited	Discharge prohibited
Cargo residues ^{5, 6} not contained in washwater	≥ 12 nm, en route and as far as practicable	Discharge prohibited	Discharge prohibited
Cargo residues ^{5, 6} contained in washwater		≥ 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2)	
Cleaning agents and additives ⁶ contained in cargo hold washwater	Discharge permitted	≥ 12 nm, en route and as far as practicable (subject to conditions in regulation 6.1.2)	Discharge prohibited

Garbage type ¹	All ships except platforms ⁴		Offshore platforms located more than 12 nm from nearest land and ships when alongside or within 500 metres of such platforms ⁴ Regulation 5
	Outside special areas Regulation 4 (Distances are from the nearest land)	Within special areas Regulation 6 (Distances are from nearest land or nearest ice-shelf)	
Cleaning agents and additives ⁶ in deck and external surfaces washwater		Discharge permitted	
Animal Carcasses (should be split or otherwise treated to ensure the carcasses will sink immediately)	Must be en route and as far from the nearest land as possible. Should be >100 nm and maximum water depth	Discharge prohibited	Discharge prohibited
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

- 1 When garbage is mixed with or contaminated by other harmful substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall 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.
- 4 Offshore platforms located 12 nm from nearest land and associated ships include 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.

2.3.2 Compliance with Annex V involves personnel, equipment and procedures for collecting, sorting, processing, storing, recycling, reusing and discharging garbage. Economic and procedural considerations associated with these activities include storage space requirements, sanitation, equipment and personnel costs and in port garbage service charges.

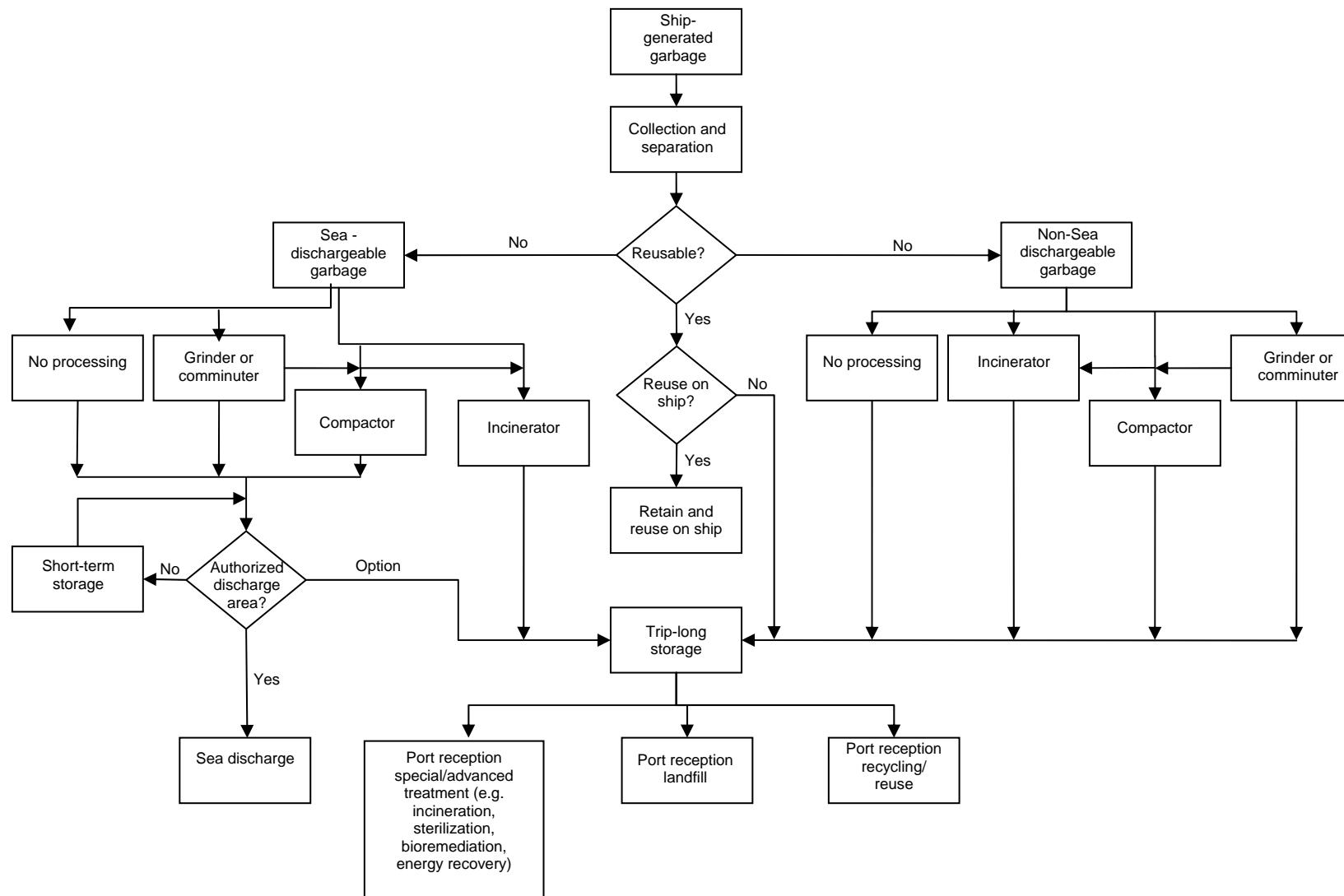
2.3.3 Compliance with the provisions of Annex V involves careful planning by the ship's owner and operator and proper execution by crew members as well as other seafarers. The most appropriate procedures for handling and storing garbage on board ships may vary depending on factors such as the type and size of the ship, the area of operation (e.g. special area, distance from nearest land or ice-shelf), shipboard garbage processing equipment and storage space, number of crew or passengers, duration of voyage, and regulations and reception facilities at ports of call. However, in view of the cost involved with the different garbage handling options, it is economically advantageous to first, limit the

amount of material that may become garbage from being brought on board the ship and second, separate garbage eligible for discharge into the sea from other garbage that may not be discharged into the sea. Proper management of containers and packaging coming on board and proper handling and storage can minimize shipboard storage space requirements and enable efficient transfer of retained garbage to port reception facilities for proper handling (i.e. recycling, reuse) or land-based disposal.

2.3.4 Every ship of 100 gross tonnage and above, and every ship certified to carry 15 or more persons, and fixed and floating platforms are required to carry and implement a garbage management plan that specifies procedures to be followed to ensure proper and efficient handling and storage of garbage. A garbage management plan² should be developed that can be incorporated into crew and ship operating manuals. Such manuals should identify crew responsibilities (including an Environmental Control Officer) and procedures for all aspects of handling and storing garbage on board the ship. Procedures for handling ship-generated garbage are divided into four phases: collection, processing, storage, and discharge. A generalized garbage management plan for handling and storing ship-generated garbage is presented in table 2. Specific procedures for each phase are discussed below.

² Garbage management plans are mandatory on certain ships in accordance with regulation 10 of Annex V of MARPOL 73/78.

Table 2: Options for shipboard handling and discharge of garbage



2.4 Collection

2.4.1 Procedures for collecting garbage generated on board should be based on the consideration of what is permitted and what is not permitted to be discharged into the sea while en route, and whether a particular garbage type can be discharged to port facilities for recycling or reuse. The details of these procedures should be written in the garbage management plan.

2.4.2 To reduce or avoid the need for sorting after collection and to facilitate recycling, it is recommended that distinctively marked garbage receptacles be provided on board the ship to receive garbage as it is generated. Receptacles on board can be in the form of drums, metal bins, cans, container bags, or wheelie bins. Any receptacles on deck areas, poop decks or areas exposed to the weather should be secured on the ship and have lids that are tight and securely fixed. All garbage receptacles should be secured to prevent loss, spillage, or loss of any garbage that is deposited in the receptacles. Receptacles should be clearly marked and distinguishable by graphics shape, size, or location. Receptacles should be placed in appropriate spaces throughout the ship (e.g. the engine-room, mess deck, wardroom, galley, and other living or working spaces) and all crew members and passengers should be advised of what garbage should and should not be placed in them.

2.4.3 The recommended garbage types that should be separated are:

- non-recyclable plastics and plastics mixed with non-plastic garbage;
- rags;
- recyclable material:
 - cooking oil;
 - glass;
 - aluminium cans;
 - paper, cardboard, corrugated board;
 - wood;
 - metal;
 - plastics; (including styrofoam or other similar plastic material); and
- garbage that might present a hazard to the ship or crew (e.g. oily rags, light bulbs, acids, chemical, batteries, etc.).

2.4.4 Crew responsibilities should be assigned for collecting or emptying these receptacles and taking the garbage to the appropriate processing or storage location. Use of such a system facilitates subsequent shipboard processing and minimizes the amount of garbage which must be stored on board ship for return to port.

Plastics and plastics mixed with non-plastic garbage

2.4.5 Plastics are used for a variety of marine purposes including, but not limited to, packaging (vapour-proof barriers, bottles, containers, liners, bags, cargo wrapping material, foam cushioning material, etc.); ship construction (fibreglass and laminated structures, siding, piping, insulation, flooring, carpets, fabrics, paints and finishes, adhesives, electrical and electronic components, etc.); disposable eating utensils (styrofoam plates, bowls, food containers, cups, etc.); bags; sheeting; floats; fishing nets; fishing lines; strapping bands; wire rope with synthetic fibre sheaths; combination wire rope; rope; line; sails; and many other manufactured plastic items.

2.4.6 Regulation 3.2 of Annex V prohibits the discharge of all plastics into the sea. When plastic is mixed with other garbage, the mixture must be treated as if it were all plastic. The most stringent procedures for the handling and discharge should be followed taking into account the applicable provisions of the garbage management plan.

Food wastes

2.4.7 Some governments have regulations for controlling human, plant, and animal diseases that may be carried by foreign food wastes and materials that have been associated with them (e.g. food packing and disposable eating utensils, etc.). These regulations may require incinerating, sterilizing, double bagging or other special treatment of garbage to destroy possible pest and disease organisms. This type of garbage should be kept separate from other garbage and preferably retained for discharge at port reception facilities in accordance with the laws of the receiving country. Governments are reminded of their obligation to ensure the provision of adequate reception facilities. Precautions must be taken to ensure that plastics contaminated by food wastes (e.g. plastic food wrappers) are not discharged into the sea with other food wastes.

Synthetic fishing net and line scraps

2.4.8 As regulation 3.2 of MARPOL Annex V prohibits the discharge into the sea of synthetic fishing net and line scraps generated by the repair or operation of fishing gear, these items should be collected in a manner that avoids their loss overboard. Such material may be incinerated, compacted, or stored along with other plastics or it may be preferable to keep it separate from other types of garbage if it has strong odour or is present in great volume. Unless such garbage is appropriately incinerated, the atmospheric incineration products could be toxic. Onboard incineration should follow regulation 16 of MARPOL Annex VI.

Recovery of garbage at sea

2.4.9 Seafarers are encouraged to recover persistent garbage from the sea during routine operations as opportunities arise and prudent practice permits, and they are encouraged to retain the material for discharge to port reception facilities.

2.5 Processing

2.5.1 Depending on factors such as the type of ship, area of operation, number of crew or passengers, etc., ships may be equipped with incinerators³, compactors, comminuters, or other devices for shipboard garbage processing (see sections 2.8 to 2.11). Appropriate members of the crew should be trained and assigned responsibility for operating this equipment on a schedule commensurate with ship needs. In selecting appropriate processing procedures, the following should be considered.

2.5.2 Use of compactors, incinerators, comminuters, and other such devices has a number of advantages, such as, reducing shipboard space requirements for storing garbage, and making it easier to discharge garbage at port reception facilities.

2.5.3 It should be noted that special rules on incineration under domestic law may apply in some ports and may exist in some special areas. Incineration of hazardous materials (e.g. scraped paint, impregnated wood) and certain types of plastics (e.g. PVC-based plastics or other plastics containing hazardous chemicals) calls for special precaution due to

³ Refer to resolution MEPC.76(40), "Standard specification for shipboard incinerators". Amended by resolution MEPC.93(45).

the potential environmental and health effects from combustion of by-products. The problems of combustion of by-products are discussed in 2.11.3.

2.5.4 Ships operating primarily in special areas or within three nautical miles from the nearest land or ice-shelf are greatly restricted in what they can discharge. These ships should choose between storage of either compacted or uncompacted material for discharging at port reception facilities or incineration with retention of ash and clinkers. The type of ship and the expected volume and type of garbage generated determine the suitability of compaction, incineration or storage options.

2.6 Storage

2.6.1 Garbage collected from throughout the ship should be delivered to designated processing or storage locations. Garbage that must be returned to port for discharge at port reception facilities may require storage until arrangements can be made to discharge it ashore for appropriate processing. In all cases, garbage should be stored in a manner which avoids health and safety hazards. The following points should be considered when selecting procedures for storing garbage:

- .1 sufficient storage space and equipment (e.g. cans, drums, bags or other containers) should be provided. Where storage space is limited, ship operators are encouraged to consider the installation of compactors or incinerators. To the extent possible, all processed and unprocessed garbage stored for any length of time should be in tight, securely covered containers in order to prevent the unintentional discharge of stored garbage;
- .2 food wastes and other garbage to be returned to port and which may carry diseases or pests should be stored in tightly covered containers and be kept separate from garbage which does not contain such food wastes. Quarantine arrangements in some countries may require double bagging of this type of waste. Both types of garbage should be stored in separate clearly marked containers to avoid incorrect discharge and facilitate proper handling and treatment on land; and
- .3 cleaning and disinfecting are both preventative and remedial pest control methods that should be applied regularly in garbage storage areas.

2.7 Discharge

2.7.1 Although discharge into the sea of limited types of garbage is permitted under Annex V, discharge of garbage to port reception facilities should be given primary consideration. When discharging garbage, the following points should be considered:

- .1 regulations 4, 5, and 6 of MARPOL Annex V, summarized in table 1, set forth the requirements for garbage permitted to be discharged into the sea. In general the discharge shall take place when the ship is en route and as far as practicable from the nearest land. Attempts should be made to spread the discharge over as wide an area as possible and in deep water (50 metres or more). Prevailing currents and tidal movements should be taken into consideration when discharging into the sea is permitted; and

- .2 to ensure timely transfer of large quantities of ship-generated garbage to port reception facilities, it is essential for shipowners, operators or their agents to make arrangements well in advance for garbage reception. At the same time, discharge needs should be identified in order to make arrangements for garbage requiring special handling or other necessary arrangements. Advice should be provided to the port of the type of garbage to be discharged and whether it is separated and the estimated amounts. The port may have special discharge requirements for food wastes and related garbage which may carry certain disease or pest organisms, dunnage, batteries, medicines, outdated pyrotechnics or unusually large, heavy, or odorous derelict fishing gear, etc.

2.8 Shipboard equipment for processing garbage

2.8.1 The choice of options⁴ for garbage processing depends largely upon personnel limitations, generation rate, capacity, vessel configuration, voyage route and availability of port reception facilities. The type of equipment available for shipboard garbage handling includes incinerators, compactors, comminuters and their associated hardware.

2.9 Grinding or comminution

2.9.1 The discharge of comminuted food wastes may be permitted under regulations 4.1.1 and 6.1.1 of MARPOL Annex V whilst the ship is en route. Such comminuted or ground food waste must be capable of passing through a screen with openings no greater than 25 mm.

2.9.2 A wide variety of food waste grinders is available on the market and most modern ships' galleys have the equipment needed to produce a slurry of food particles and water that washes easily through the required 25 mm screen. Output ranges from 10 to 250 litres per minute. The discharge from shipboard comminuters should be directed into an appropriately constructed holding tank when the vessel is operating within an area where discharge is prohibited.

2.9.3 Size reduction of certain other garbage items can be achieved by shredding or crushing and machines for carrying out this process are available for use on board ships.

2.9.4 Information on the development, advantages and use of comminuters for processing food waste aboard ships should be forwarded to the Organization for sharing between interested parties.

2.9.5 Outside special areas, ships operating primarily beyond three nautical miles from the nearest land are encouraged to install and use comminuters to grind food wastes to a particle size capable of passing through a screen with openings no larger than 25 mm. Regulation 4 requires comminuting or grinding food wastes if the food wastes are to be discharged between three and 12 nautical miles from the nearest land. Although unprocessed food wastes may be discharged beyond 12 nautical miles, it is recommended that comminuters be used as they hasten assimilation into the marine environment. Because food wastes comminuted with plastics cannot be discharged into the sea, all plastic materials need to be removed before food wastes are placed into a comminuter or grinder.

⁴ Reference may also be made to other technical guidance such as, ISO/CD21070 Ships and marine technology – Marine environment protection – Management and handling of shipboard garbage.

2.9.6 When operating *inside* a special area, regulation 6 of MARPOL Annex V requires all food wastes to be comminuted or ground prior to discharge in to the sea. All discharges are to be as far as practicable and not less than 12 nautical miles from the nearest land or ice-shelf.

2.10 Compaction

Table 3 shows compaction options for various types of garbage.

Table 3 – Compaction options for shipboard-generated garbage

Examples of garbage	Special handling by vessel personnel before compaction	Compaction characteristics			Onboard storage space
		Rate of alteration	Retention of compacted form	Density of compacted form	
Metal, food and beverage containers, glass, small wood pieces	None	Very rapid	Almost 100%	High	Minimum
Comminuted plastics, fibre and paper board	Minor – reduce material to size for feed, minimal manual labour	Rapid	Approximately 80%	Medium	Minimum
Small metal drums ⁵ , uncommminated cargo packing, large pieces of wood	Moderate – longer manual labour time required to size material for feed	Slow	Approximately 50%	Relatively low	Moderate
Uncommminated plastics	Major – very long manual labour time to size material for feed; usually impractical	Very slow	Less than 10%	Very low	Maximum
Bulky metal cargo containers, thick metal items	Impractical for shipboard compaction; not feasible	Not applicable	Not applicable	Not applicable	Maximum

⁵ Small and large drums can be compacted very easily with the proper device – a large number of these devices have been designed for remote locations, and therefore they are small and easy to operate with excellent results. It should be noted, that the compaction of drums is probably restricted to larger vessels, due to lack of space on smaller (fishing) vessels.

2.10.1 Most garbage can be compacted to some degree; the exceptions include unground plastics, fibre and paper board, bulky cargo containers and thick metal items. Pressurized containers should not be compacted or shredded without the use of specialized equipment designed for this purpose because they present an explosion hazard in standard compactors.

2.10.2 Compaction reduces the volume of garbage. In most cases, the output from a compactor is a block of material which facilitates the shipboard storage of garbage and its discharging of the material in a port facility. It should be taken into account that the output from a compactor might be subject to quarantine, sanitary or health requirements or other requirements from the port reception facilities and advice from local authorities should be sought on any standards or requirements which are additional to those set by the Organization.

2.10.3 Compactors have options including sanitizing, deodorizing, adjustable compaction ratios, bagging in plastic or paper, boxing in cardboard (with or without plastic or wax paper lining), baling, etc. Compacted materials should be stored appropriately. While metal and plastic bales can get wet, paper and cardboard bales should be kept dry.

2.10.4 If grinding machines are used prior to compaction, the compaction ratio can be increased and the storage space decreased. Careful investigation of the appropriate compaction machine should be undertaken, based on the type and volume of material that will be compacted, as not all compactor require grinding. Compaction is just one step in the solid waste management scheme and the shipowner/operator should ensure all phases of garbage management are described in their Garbage Management Plan. Proper care should be taken when handling and storing binder wrap to prevent it from accidentally entering the marine environment.

2.10.5 A compactor should be installed in a compartment with adequate room for operating and maintaining the unit and storing garbage to be processed. The compartment should be located adjacent to the areas of food processing and commissary store-rooms. If not already required by regulation, it is recommended that the space should have freshwater wash down service, coamings, deck drains, adequate ventilation and hand or automatic fixed fire-fighting equipment.

2.10.6 Information on the development and use of shipboard compactors should be forwarded to the Organization for sharing between interested parties.

2.11 Incineration

2.11.1 Ash and clinkers from shipboard incinerators should be considered as operational waste and, therefore, as garbage that is not eligible for discharge into the sea.

2.11.2 Incineration conducted in a shipboard incinerator can significantly reduce the need to store garbage on board the ship. Shipboard incinerators should be designed, constructed, operated and maintained in accordance with the IMO Standard Specification for Shipboard Incinerators (footnote 3). MARPOL Annex VI requires shipboard incinerators installed after 1 January 2000 to be type approved and meet specific air pollution criteria. Incinerators should only be used to incinerate materials that are specified by the incinerator manufacturer.

2.11.3 In general, shipboard incineration should not be undertaken when the ship is in port or at offshore terminal. Some ports may have domestic laws that specify additional air emission restrictions, particularly those near high population areas. The use of a shipboard incinerator may require permission from the port authority concerned.

2.11.4 Table 4 presents options for incineration of garbage, and includes considerations for special handling by vessel personnel, combustibility, reduction in volume, residual materials, exhaust, and onboard storage space. Most garbage is amenable to incineration with the exception of metal and glass.

Table 4 – Incineration options for shipboard-generated garbage

Examples of garbage	Special handling by vessel personnel⁶ before incineration	Incineration characteristics				Onboard storage space
		Combustibility	Reduction of volume	Residual	Exhaust	
Paper Packing, food and beverage containers	Minor – easy to feed into hopper	High	Over 95%	Powder ash	Possibly smoky and not hazardous	Minimum
Fibre and paper board	Minor – reduce material to size for feed, minimum manual labour	High	Over 95%	Powder ash	Possibly smoky and not hazardous	Minimum
Plastics packaging, food and beverage containers, etc.	Minor – easy to feed into hopper	High	Over 95%	Powder ash	Possibly smoky and not hazardous based on incinerator design	Minimum
Plastics sheeting, netting, rope and bulk material.	Moderate – manual labour time to size reduction	High	Over 95%	Powder ash	Possibly smoky and not hazardous based on incinerator design	Minimum
Rubber hoses and bulk pieces	Major – manual labour time to size reduction	High	Over 95%	Powder ash	Possibly smoky and not hazardous based on incinerator design	Minimum
Metal food and beverage containers, etc.	Minor – easy to feed into hopper	Low	Less 10%	Slag	Possibly smoky and not hazardous	Moderate

⁶ Each operator of the onboard garbage incinerator should be trained and familiar in the use of the equipment and the types of garbage that can be destroyed in the incinerator.

Examples of garbage	Special handling by vessel personnel ⁶ before incineration	Incineration characteristics				Onboard storage space
		Combustibility	Reduction of volume	Residual	Exhaust	
Metal cargo, bulky containers, thick metal items	Major – manual labour time to size reduction(not easily incinerated)	Very low	Less 5%	Large metal Fragments and slag	Possibly smoky and not hazardous	Maximum
Glass food and beverage containers, etc.	Minor – easy to feed into hopper	Low	Less 10%	Slag	Possibly smoky and not hazardous	Moderate
Wood, cargo containers and large wood scrapes	Moderate – manual labour time to size reduction	High	Over 95%	Powder ash	Possibly smoky and not hazardous	Minimum

2.11.5 Some of the disadvantages of incinerators may include the possible hazardous nature of the ash or vapour, dirty operation, excessive labour required for charging, stoking and ash removal. Some incinerators may not be able to meet air pollution regulations imposed in some ports and harbours or by flag and coastal States when such matters are subject to their jurisdiction. Some of these disadvantages can be remedied by automatic equipment for charging and stoking, however, the additional equipment to perform automatic functions will require more installation space.

2.11.6 The incineration of garbage that contains a large amount of plastic involves very specific incinerator settings such as higher oxygen injection and higher temperatures (850 to 1,200°C). If these special conditions are not met, depending on the type of plastic and conditions of combustion, some toxic gases can be generated in the exhaust stream, including vaporized hydrochloric (HCl) and hydrocyanic (HCN) acids. These and other intermediary products of combustion of waste containing plastics are toxic to humans and marine life.

2.11.7 Onboard incineration of garbage may reduce the volume of garbage subject to quarantine requirements in some countries. However, incinerator ash may still be subject to local quarantine, sanitary or health requirements. Advice should be sought from local authorities regarding requirements that are in addition to MARPOL. For example, higher temperatures and more complete combustion may be required to effectively destroy organisms that present a risk.

2.11.8 Information on the development and advantages on the use of shipboard incinerator systems should be forwarded to the Organization for sharing between interested parties.

2.12 Treatment of animal carcasses

2.12.1 Only fit and healthy animals should be presented for loading as cargo and managed in accordance with international standards for the transport of animals at sea⁷. The master of the ship is expected to have responsibility for shipboard livestock operational issues, animal health and welfare, and conditions for the control and reporting of animal mortality on board.

2.12.2 Ships carrying live animal cargo consignments are expected to have animals that die during a voyage. These mortalities accrue gradually over the voyage and are dependent on various factors including age and type of animal species, facilities on board the ship and local climatic conditions. The most common mortality causes stem from enteritis, refusal to feed, injury, exhaustion, or illness not evident prior to loading. The mortality numbers are generally low and are operational issues to be controlled as part of cargo management practice. These mortalities are considered to be generated during the normal operation of the ship and liable to be discharged of continually or periodically and therefore subject to Annex V regulations.

2.12.3 As part of normal livestock ship management procedures, regular inspections (day and night) are recommended to ensure the health and welfare of the animals. It is recommended that these inspections include shipboard recording, on a daily basis, of the number of animals that have died or have been euthanized.

2.12.4 When mortalities occur on board, the carcasses should be removed from the pen areas and assessed for appropriate disposition. The options for appropriate discharge of the carcasses under Annex V will typically be discharge into the sea or discharge to a reception facility. Where the ship has an appropriate storage area on board, limited quantities of treated carcasses may be stored for short periods for subsequent discharge into the sea or to reception facilities. Any storage on board should take into account occupational health and safety requirements.

2.12.5 Regulation 4.1.4 of MARPOL Annex V permits the discharge into the sea of animal carcasses generated during the normal operation of a ship, but only if the ship is en route, outside a special area, as far as possible from the nearest land and taking into account the guidelines developed by the Organization. To comply with regulation 4.1.4 of MARPOL Annex V, it is recommended that the discharge into the sea should take place greater than 100 nautical miles (nm) from the nearest land and in the maximum water depth possible.

2.12.6 When a ship is on a voyage that is not often greater than 100 nm from nearest land, the retention of carcasses on board during conditions of high temperatures and high humidity may constitute a threat to human health and safety or to the remaining live animals. In these circumstances it may not be possible to discharge animal carcasses in accordance with these guidelines. In such circumstances where the master of the ship determines that such health and safety threats exist, it is recommended the discharge into the sea should take place greater than 12 nm from the nearest land. Where the discharge of animal carcasses at sea occurs under these circumstances, the entry in the Garbage Record Book of the position of the ship should also include a remark about these circumstances.

⁷

The World Organisation for Animal Health (OIE) formulated "Guidelines for the Transport of Animals by Sea" as part of the Terrestrial Animal Health Code (2010).

2.12.7 Animal carcasses should be split or otherwise treated prior to their discharge at sea. Procedures for the treatment of carcasses should take into account the health and safety of the crew and other livestock cargo. Treatment should facilitate the sinking or dispersal of the carcass when it is discharged into the sea.

2.12.8 Treatment of a carcass involves:

- manually slitting or cutting the carcass to the extent that the thoracic and abdominal cavities are opened; or
- passing the carcass through equipment such as a comminuter, grinder, hogger, or mincer.

2.12.9 For each animal carcass incinerated, discharged into the sea or discharged to a reception facility, an entry in the Garbage Record Book shall be made. The entry should include the date/time, position of the ship and remarks to specify the animal species (e.g. sheep, cattle, goats), the category "H" and the number of carcasses discharged. Where the discharge is to a reception facility, the receipt obtained from the facility should be attached to the Garbage Record Book.

2.12.10 Following the completion of a voyage, the master of the ship is encouraged to provide a copy of the pages of the Garbage Record Book that contain the entries for the discharges of animal carcasses at sea to the flag State and the State from whose port the voyage originated, and other information requested.

2.12.11 Governments are encouraged to analyse the garbage records of discharges of animal carcasses and other relevant information to inform and assist future reviews of the Annex V guidelines and regulations.

Mortalities in excess of those generated during the normal operation of a ship

2.12.12 Carcasses of animals resulting from mortalities in excess of those generated during the normal operation of a ship are not "garbage" under Annex V and are not covered under these guidelines. To assist in managing these situations, masters should contact the flag State of the ship and where appropriate, port and/or coastal State(s) to seek guidance on the appropriate legal regimes and requirements, as well as consult relevant IMO guidelines and circulars. In particular, masters should refer to the joint London Convention-London Protocol/MEPC "Guidance on Managing Spoilt Cargoes".

2.12.13 "Mortalities in excess of those generated during the normal operation of a ship" refers to animal mortalities in excess of those described in paragraph 2.12.2. While this could be a number of animals dying at the same time or within a short period of time, the number of mortalities that exceed those generated during the normal operation of a ship will depend upon the animal species and the total number and/or species carried in the consignment.

2.12.14 Circumstances that may result in mortalities that exceed those generated during the normal operation of the ship, include:

- malfunctioning of ventilation or watering systems;
- weather events such as heat waves or storm systems;
- infectious disease outbreaks; and
- refusal of cargo offloading by authorities at destination, leading to the need to euthanize some or all of the live animal cargo.

2.12.15 The guidance provided above and in the LC-LP/MEPC Circular on guidance on managing spoilt cargoes is not a substitute for any stricter requirements imposed upon a ship by a port State, a flag State or the exporting country, for the management of livestock cargoes.

2.13 Discharge of fish carried as a cargo

2.13.1 Fish, including shellfish, carried on board as cargo that have died or been euthanized on board during the voyage are considered to be animal carcasses and should, to the extent practicable, be treated in the manner set out in section 2.12 of these guidelines. Governments may want to consider additional actions to reduce the risk of spreading parasitic or pathogenic organisms.

3 MANAGEMENT OF CARGO RESIDUES OF SOLID BULK CARGOES

3.1 Cargo residues are included in the definition of garbage within the meaning of Annex V, regulation 1.9 and may be discharged in accordance with regulations 4.1.3 and 6.1.2. However, cargo material contained in the cargo hold bilge water should not be treated as cargo residues if the cargo material is not harmful to the marine environment and the bilge water is discharged from a loaded hold through the ship's fixed piping bilge drainage system.

3.2 Cargo residues are considered harmful to the marine environment and subject to regulations 4.1.3 and 6.1.2.1 of the revised MARPOL Annex V if they are residues of solid bulk substances which are classified according to the criteria of the United Nations Globally Harmonized System for Classification and Labelling of Chemicals (UN GHS) meeting the following parameters¹⁾:

- .1 Acute Aquatic Toxicity Category 1; and/or
- .2 Chronic Aquatic Toxicity Category 1 or 2; and/or
- .3 Carcinogenicity²⁾ Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or
- .4 Mutagenicity²⁾ Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or
- .5 Reproductive Toxicity²⁾ Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or
- .6 Specific Target Organ Toxicity Repeated Exposure²⁾ Category 1 combined with not being rapidly degradable and having high bioaccumulation; and/or
- .7 Solid bulk cargoes containing or consisting of synthetic polymers, rubber, plastics, or plastic feedstock pellets (this includes materials that are shredded, milled, chopped or macerated or similar materials).

Notes:

- 1) The criteria are based on UN GHS, fourth revised edition (2011). For specific products (e.g. metals and inorganic metal compounds) guidance available in UN GHS, annexes 9 and 10 are essential for proper interpretation of the criteria and classification and should be followed.
- 2) Products that are classified for Carcinogenicity, Mutagenicity, Reproductive toxicity or Specific Target Organ Toxicity Repeated Exposure for oral and dermal hazards or without specification of the exposure route in the hazard statement.

3.3 Cargo residues that are harmful to the marine environment may require special handling not normally provided by reception facilities. Ports and terminals receiving such cargoes should have adequate reception facilities for all relevant residues, including when contained in washwater.

3.4 Solid bulk cargoes should be classified and declared by the shipper as to whether or not they are harmful to the marine environment. Such declaration should be included in the information required in section 4.2 of the IMSBC Code.

3.5 Ports, terminals and ship operators should consider cargo loading, unloading and onboard handling practices⁸ in order to minimize production of cargo residues. Cargo residues are created through inefficiencies in loading, unloading, onboard handling. Options that should be considered to decrease the amount of such garbage include the following:

- .1 ensuring ships are suitable to carry the intended cargo and also suitable for unloading the same cargo using conventional unloading methods;
- .2 unloading cargo as efficiently as possible, utilizing all appropriate safety precautions to prevent injury or ship and equipment damage and to avoid or minimize cargo residues; and
- .3 minimizing spillage of the cargo during transfer operations by carefully controlling cargo transfer operations, both on board and from dockside. This should include effective measures to enable immediate communications between relevant ship and shore-based personnel during the transfer operations and when feasible, enclosure of conveyance devices such as conveyor belts. Since this spillage typically occurs in port, it should be completely cleaned up immediately following the loading and unloading event and handled as cargo; delivering it into the intended cargo space or into the appropriate unloading holding area.

3.6 When the master, based on the information received from the relevant port authorities, determines that there are no adequate reception facilities⁹ at either the port of departure or the port of destination in the case where both ports are situated within the same special area, the condition under regulation 6.1.2.3 should be considered satisfied.

3.7 MARPOL Annex V, regulation 6.1.2 also applies when the "port of departure" and the "next port of destination" is the same port. To discharge cargo hold washwater in this situation, the ship must be en route and the discharge must take place not less than 12 miles from the nearest land.

4 TRAINING, EDUCATION AND INFORMATION

4.1 These guidelines are intended to address governments, shipowners, ship operators, ships' crews, cargo owners, port reception facility operators and equipment manufacturers as sources of pollution of the sea by garbage. Accordingly, governments should develop and undertake training, education and public information programmes suited for all seafaring communities under their jurisdiction, prepared and presented in such a way that they communicate with that segment of the community.

⁸ Refer to the International Maritime Solid Bulk Cargoes Code and supplement 2009 Edition (IMSBC Code).

⁹ IMO Circular MEPC.1/Circ.469/Rev.1, Revised Consolidated Format for Reporting Alleged Inadequacy of Port Reception Facilities.

4.2 Governments may exchange and maintain information relevant to compliance, non-compliance and information on legal proceedings for violations with Annex V regulations through the Organization. Governments are encouraged to provide the Organization with the following:

- .1 technical information on shipboard garbage management methods such as minimization, recovery, recycling, reuse, incineration, compaction, separation, sorting and sanitation system, packaging and provisioning methods;
- .2 educational materials developed to raise the level of compliance with Annex V. This includes printed materials (e.g. placards, posters, brochures, etc.), photographs, DVDs, audio and video tapes, and films as well as synopses of training programmes, seminars and formal curricula; and
- .3 information and reports on the nature and extent of garbage from shipping found along beaches and in coastal waters under their respective jurisdictions. In order to assess the effectiveness of Annex V, these studies should provide details on amounts, distribution, sources and impacts of garbage from shipping.

4.3 Governments are encouraged to amend their maritime certification examinations and requirements, as appropriate, to include a knowledge of duties imposed by national and international law regarding the control of pollution of the sea by garbage.

4.4 Placards required by regulation 10.1 should contain a summary declaration stating the prohibition and restrictions for discharging garbage from ships under MARPOL Annex V and the possible penalties for failure to comply. Governments are encouraged to develop appropriate placards for use by every ship of their registry of more than 12 metres in length overall and fixed and floating platforms. (Sample placards targeting crew and shipboard operations; fixed or floating platforms and ships operating within 500 metres of such platforms; and passengers are shown in figures 1, 2 and 3.)

4.4.1 The declaration should be placed on a placard at least 12.5 cm by 20 cm, made of durable material and fixed in conspicuous and prominent places on board the ship. Placards should also be replaced when damage or wear compromises the readability of the declaration.

4.4.2 The placards should also be placed in prominent places where crew will be working and living, and in areas where bins are placed for collection of garbage. These places include galley spaces, mess room(s), wardroom, bridge, main deck and other areas of the ship, as appropriate. The placards should be displayed at line of sight height and be printed in the working language of the crew. Ships which operate internationally will also have placards printed in English, French or Spanish, in accordance with regulation 10.1.2 of MARPOL Annex V.

4.4.3 Where the ship carries passengers, placards also should be placed in prominent places where passengers are accommodated and congregate. These include cabins, all deck areas for recreational purposes open to passengers.

4.5 Governments should ensure that appropriate education and training in respect of MARPOL is included in the training programmes leading to STCW and STCW-F certification.

4.6 Governments are encouraged to have maritime colleges and technical institutes under their jurisdiction develop or augment curricula to include both the legal duties as well as the technical options available to professional seafarers for handling ship-generated garbage. These curricula should also include information on environmental and ecological impacts of garbage. A list of suggested topics to be included in the curriculum is provided below:

- .1 garbage in the marine environment, sources, methods for prevention of release of garbage to the environment and impacts on the environment;
- .2 national and international laws relating to, or impinging upon shipboard waste management;
- .3 health and sanitation considerations related to the storage, handling and transfer of ship-generated garbage;
- .4 current technology for onboard and shoreside¹⁰ processing of ship generated garbage; and
- .5 provisioning options, materials and procedures to minimize the generation of garbage aboard ships.

4.7 Professional associations and societies of ship officers, engineers, naval architects, shipowners and managers, and seafarers are encouraged to ensure their members' competency regarding the handling of ship-generated garbage.

4.8 Ship and reception facility operators should establish detailed training programmes for personnel operating and maintaining ships garbage reception or processing equipment. It is suggested that the programme include instruction on what constitutes garbage and the applicable regulation for handling and disposing of it. Such training should be reviewed annually and updated as appropriate.

4.9 Generalized public information programmes are needed to provide information to non-professional seafarers, and others concerned with the health and stability of the marine environment, regarding the impacts of garbage at sea. Governments and involved commercial organizations are encouraged to utilize the Organization's library and to exchange resources and materials, as appropriate, to initiate internal and external public awareness programmes.

4.9.1 Methods for delivering this information include radio and television, articles in periodicals and trade journals, voluntary public projects such as beach clean-up days and adopt-a-beach programmes, public statements by high government officials, posters, brochures, social media, conferences and symposia, cooperative research and development, voluntary product labelling and teaching materials for public schools.

4.9.2 Audiences include recreational sailors and fishermen, port and terminal operators, coastal communities, ship supply industries, shipbuilders, garbage management industries, plastic manufacturers and fabricators, trade associations, educators and governments.

¹⁰ Reference may also be made to other technical guidance such as, ISO/CD16304 Ships and marine technology – Marine environment protection – Arrangement and management of port waste reception facilities.

4.9.3 The subjects addressed in these programmes are recommended to include the relevant domestic and international law; options for handling garbage at sea and upon return to shore; known sources and types of garbage; impacts of plastics on marine life and ship operations; the accumulation of garbage in the world's oceans and seas impacts on coastal tourist trade; current actions by governments, intergovernmental organizations, non-governmental organizations and sources of further information.

5 PORT RECEPTION FACILITIES FOR GARBAGE

5.1 The methodology for determining the adequacy of a reception facility should be based on the number and types of ships that will call at the port, the waste management requirements of each type of ship as well as the size and location of a port. Emphasis should also be placed on calculating the quantities of garbage, including recyclable material from ships which are not discharged into the sea in accordance with the provisions of Annex V.

5.2 It should be noted that, due to differences in port reception procedures and additional treatment among ports, port reception facilities may require the separation on board of:

- .1 food wastes (e.g. animal derived products and by-products because of risk of animal diseases);
- .2 cooking oil (animal derived products and by-products because of risk of animal diseases);
- .3 plastics;
- .4 domestic waste, operational waste and recyclable or reusable material;
- .5 special items like medical waste, outdated pyrotechnics and fumigation remnants;
- .6 animal wastes, including used bedding from the transport of live animals (due to risk of disease) but excluding drainage from spaces containing living animals; and
- .7 cargo residues.

5.3 Ship, port and terminal operators should consider the following when determining quantities and types of garbage on a per ship basis:

- .1 types of garbage normally generated;
- .2 ship type and design;
- .3 ship operating route;
- .4 number of persons on board;
- .5 duration of voyage;
- .6 time spent in areas where discharge into the sea is prohibited or restricted; and
- .7 time spent in port.

5.4 Governments, in assessing the adequacy of reception facilities, should also consider the technological challenges associated with the recycling, treatment and discharge of garbage received from ships. Governments should take responsible actions within their national programmes to consider garbage management standards. In doing so, relevant international standards should be taken into account.

5.4.1 The type and capacity of equipment for treatment and final disposal of garbage is a significant factor in determining the adequacy of a reception facility. It not only provides a measure of the time required to complete the process, but it also is the primary means for ensuring that ultimate disposal of the garbage is environmentally sound.

5.4.2 Governments should continue to carry out studies into the provision of reception facilities at ports in their respective countries. Governments should carry out the studies in close cooperation with port authorities and other local authorities responsible for garbage handling. Such studies should include information such as a port-by-port listing of available garbage reception facilities, the types of garbage they are equipped to handle their capacities and any special procedures required to use them. Governments should submit data on the availability of port reception facilities to GISIS.

5.4.3 While selecting the most appropriate type of reception facility for a particular port, consideration should be given to several alternative methods available. In this regard, floating plants for collection of garbage, such as barges or self-propelled ships, might be considered more effective in a particular location than land-based facilities.

5.5 These guidelines aim to stimulate governments to develop modern waste reception facilities and continue to improve their garbage management processes. Information on developments in this area should be forwarded to the Organization.

5.6 Governments are encouraged to develop policies and practices that facilitate the reduction, use and recycling of ship-generated garbage. The development of port reception facilities and associated guidance that aids the handling of separated garbage from ships should encourage ships to separate garbage on board.

6 ENHANCEMENT OF COMPLIANCE WITH MARPOL ANNEX V

6.1 Recognizing that direct enforcement of Annex V regulations, particularly at sea, is difficult to accomplish, governments are encouraged to consider not only restrictive and punitive measures consistent with international law, but also the removal of any disincentives, the creation of positive incentives and initiatives to facilitate more effective compliance, and the development of voluntary measures within the regulated community when developing programmes and domestic legislation to ensure compliance with Annex V.

6.2 Compliance Facilitation and Enforcement

6.2.1 Ships should inform their flag State of ports in foreign countries Party to Annex V which do not have adequate port reception facilities for garbage. This can provide a basis for advising responsible governments of possible problems and calling the Organization's attention to possible issues of compliance. An acceptable reporting format is reproduced in MEPC.1/Circ.671, along with the procedure for submitting and handling such reports.

6.2.2 Governments should develop a strategy to assess or audit port reception facilities under their jurisdiction. Detailed guidance in this regard is provided by the Organization. At a minimum, periodic inspection of the reception facilities is recommended and consideration should be given to establishing a documentation system (e.g. letters or certificates) stating that adequate facilities are available for receiving ship-generated garbage.

6.2.2.1 Governments are encouraged to improve the adequacy and efficiency of existing port reception facilities for fishing gear.

6.2.3 Governments should identify appropriate agencies for enforcement and facilitating compliance and provide legal authority, adequate training, funding and equipment to incorporate the goals and objectives under Annex V regulations into their responsibilities. In those cases where customs or agricultural officials are responsible for receiving and inspecting garbage, governments should ensure that the inspections are facilitated.

6.2.4 Governments should consider the use of garbage management reporting systems. Such reporting systems may provide valuable data for measuring and monitoring the impacts of garbage regulations and management and identifying trends over time. A reporting system could be based on the information in garbage record books (where applicable) or ship's log. In addition advance notification forms and garbage reception receipts could provide input into the garbage reporting system.

6.2.5 A garbage management reporting system may also include reporting of discharges of garbage. Particular attention should be given to the reporting of any discharge in special areas; discharge at port reception facilities; and discharge of garbage into the sea. Reports should include the date, time, location by latitude and longitude, or name of port, type of garbage and estimated amount of garbage discharged. Particular attention should be given to the reporting of:

- .1 the loss of fishing gear;
- .2 the discharge of cargo residues;
- .3 any discharge in special areas;
- .4 discharge at port reception facilities; and
- .5 discharge of garbage into the sea, in those limited situations, where permitted.

6.2.6 The issuance of documents or receipts (i.e. IMO standard forms) by port reception facilities might also be used in maintaining a garbage management reporting system.

6.3 Compliance incentive systems

6.3.1 The augmentation of port reception facilities to serve ship traffic without undue delay or inconvenience may call for capital investment from port and terminal operators as well as the garbage management companies serving those ports. Governments are encouraged to evaluate means within their authority to lessen this impact, thereby helping to ensure that garbage delivered to port is actually received and disposed of properly at reasonable cost or without charging special fees to individual ships. Such means could include, but are not limited to:

- .1 tax incentives;
- .2 loan guarantees;
- .3 public vessel business preference;
- .4 special funds to assist in problem situations such as remote ports with no land-based garbage management system in which to deliver ships' garbage;
- .5 government subsidies; and
- .6 special funds to help defray the cost of a bounty programme for lost, abandoned or discarded fishing gear or other persistent garbage. The programme would make appropriate payments to persons who retrieve such fishing gear, or other persistent garbage other than their own, from marine waters under the jurisdiction of government.

6.3.2 The minimization of taking packaging on board and the installation of shipboard garbage management handling and processing equipment would facilitate compliance with Annex V and lessen the burden on port reception facilities to process garbage for discharge. Therefore, governments might consider actions to encourage the reduction of packaging and the installation of certain types of garbage processing equipment on ships operating under its flag. For example, programmes to lessen costs to shipowners for purchasing and installing such equipment, or requirements for installing compactors, incinerators and comminuters during construction of new ships could be very helpful.

6.3.3 Governments are encouraged to consider the economic impacts of domestic regulations intended to ensure compliance with Annex V. Due to the highly variable nature of ship operations and configurations, consideration should be given in domestic regulations to permitting ships the greatest range of options for complying with Annex V. However, any range of options needs to be consistent with Annex V and should facilitate the implementation of and compliance with Annex V.

6.3.4 Governments are encouraged to support research and development of technology that facilitates compliance with Annex V regulations for ships and ports. This research should concentrate on:

- .1 minimization of packaging;
- .2 shipboard garbage handling systems;
- .3 ship provision innovations to minimize garbage generation;
- .4 loading, unloading and cleaning technologies to minimize dunnage, spillage and cargo residues;
- .5 new ship construction design to facilitate garbage management and transfer and to minimize retention of cargo in ship holds; and
- .6 wharf and berth design to facilitate garbage management and transfer.

6.3.5 Governments are encouraged to work within the Organization to develop port reception systems that simplify the transfer of garbage for international vessels.

6.4 Voluntary measures

6.4.1 Governments are encouraged to assist ship operators and seafarers' organizations in developing resolutions, by-laws and other internal mechanisms that encourage compliance with Annex V regulations. Some of these groups include:

- .1 seamen and officer unions;
- .2 associations of shipowners, insurers, classification societies;
- .3 pilot associations; and
- .4 fishermen's organizations.

6.4.2 Governments are encouraged to assist and support, where possible, the development of mechanisms to promote compliance with Annex V among port authorities, terminal operators, stevedores, longshoremen, and land-based garbage management authorities.

Sample placard targeting crew and shipboard operations

Discharge of all garbage into the sea is prohibited except provided otherwise

The MARPOL Convention and domestic law prohibit the discharge of most garbage from ships. Only the following garbage types are allowed to be discharged and under the specified conditions.

Outside Special Areas designated under MARPOL Annex V:

- Comminuted or ground food wastes (capable of passing through a screen with openings no larger than 25 millimetres) may be discharged not less than 3 nautical miles from the nearest land.
- Other food wastes may be discharged not less than 12 nautical miles from the nearest land.
- Cargo residues classified as not harmful to the marine environment may be discharged not less than 12 nautical miles from the nearest land.
- Cleaning agents or additives in cargo hold, deck and external surfaces washing water may be discharged only if they are not harmful to the marine environment.
- With the exception of discharging cleaning agents in washing water, the ship must be en route and as far as practicable from the nearest land.

Inside Special Areas designated under MARPOL Annex V

- More stringent discharge requirements apply for the discharges of food wastes and cargo residues; AND
- Consult Annex V and the shipboard garbage management plan for details.

For all areas of the sea, ships carrying specialized cargos such as live animals or solid bulk cargoes should consult Annex V and the associated Guidelines for the implementation of Annex V.

Discharge of any type of garbage must be entered in the Garbage Record Book
Violation of these requirements may result in penalties.

Sample placard targeting fixed or floating platforms and ships operating within 500 metres of such platforms

Discharge of all garbage into the sea is prohibited except provided otherwise

The MARPOL Convention and domestic law prohibit the discharge of all garbage into the sea from fixed or floating platforms and from all other ships when alongside or within 500 metres of such platforms.

Exception: Commminated or ground food wastes may be discharge from fixed or floating platforms located more than 12 miles from the nearest land and from all other ships when alongside or within 500 metres of such platforms. Commminated or ground food wastes must be capable of passing through a screen no larger than 25 millimetres.

Discharge of any type of garbage must be entered in the Garbage Record Book

Violation of these requirements may result in penalties.

Sample placard targeting passengers

Discharge of all garbage into the sea is prohibited except provided otherwise

The MARPOL Convention and domestic law generally prohibit the discharge of most forms of garbage from ships into the sea.

Violation of these requirements may result in penalties.

All garbage is to be retained on board and placed in the bins provided.

ANNEX 25**RESOLUTION MEPC.220(63)**
Adopted on 2 March 2012**2012 GUIDELINES FOR THE DEVELOPMENT OF
GARBAGE MANAGEMENT PLANS**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by the international conventions for the prevention and control of marine pollution,

RECALLING ALSO that Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto provides regulations for the prevention of pollution by garbage from ships,

NOTING that the Committee, at its thirty-eighth session, adopted the Guidelines for the Development of Garbage Management Plans by resolution MEPC.71(38),

NOTING ALSO that the Committee, at its sixty-second session, adopted the revised MARPOL Annex V by resolution MEPC.201(62), which is expected to enter into force on 1 January 2013,

NOTING FURTHER that regulation 10.2 of the revised MARPOL Annex V provides that 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 based on the guidelines developed by the Organization,

RECOGNIZING the need to review the Guidelines for the Development of Garbage Management Plans, in light of the revised MARPOL Annex V,

HAVING CONSIDERED, at its sixty-third session, the draft 2012 Guidelines for the Development of Garbage Management Plans,

1. ADOPTS the 2012 Guidelines for the Development of Garbage Management Plans, the text of which is set out in the annex to this resolution;
2. INVITES Governments to apply the 2012 Guidelines for the Development of Garbage Management Plans, upon the entry into force of the revised MARPOL Annex V; and
3. REVOKEs the Guidelines for the Development of Garbage Management Plans (resolution MEPC.71(38)), upon the entry into force of the revised MARPOL Annex V.

ANNEX

2012 GUIDELINES FOR THE DEVELOPMENT OF GARBAGE MANAGEMENT PLANS

For compliance with regulation 10 of the revised MARPOL Annex V

1 INTRODUCTION

- 1.1 In 2011, IMO adopted amendments to MARPOL Annex V which require that:
- .1 every ship of 100 gross tonnage and above, and every ship certified to carry 15 or more persons, and fixed or floating platforms shall carry a garbage management plan;
 - .2 every ship of 400 gross tonnage and above, and every ship certified to carry 15 or more persons engaged in voyages to ports or offshore terminals of another Party, and every fixed or floating platform shall be provided with a Garbage Record Book; and
 - .3 every ship of 12 metres or more in length overall, and fixed or floating platforms shall display placards which notify the crew and passengers of the ship's disposal requirements of regulations 3, 4, 5 and 6 of the Annex as applicable.

These provisions are included in regulation 10 to the revised MARPOL Annex V with an entry into force date of 1 January 2013.

1.2 These Guidelines provide direction on complying with the requirements for a ship's garbage management plan, and are intended to assist the shipowner/operator in the implementation of regulation 10.2 of the revised MARPOL Annex V. It is assumed that the author of the garbage management plan is familiar with the requirements of the revised MARPOL Annex V and the IMO Guidelines for the Implementation of MARPOL Annex V.

1.3 Shipowners and operators should also consult other available technical guidance on shipboard garbage handling such as, ISO 21070 "Standard for the Management and handling of shipboard garbage" which outlines best management practices for shipboard garbage management and, to the extent it is consistent with the revised MARPOL Annex V, should be incorporated in any garbage management plan.

1.4 A ship's garbage management plan should detail the specific ship's equipment, arrangements and procedures for the handling of garbage. The plan may contain extracts and/or references to existing company instructions.

2 REGULATORY REQUIREMENTS

- 2.1 Regulation 10.2 of MARPOL Annex V reads as follows:

"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. This plan shall provide written procedures for minimizing, collecting, storing, processing and disposing of garbage, including the use of the equipment on board. It shall also designate the person or

persons in charge of carrying out the plan. Such a plan shall be based on the guidelines developed by the Organization and written in the working language of the crew."

3 PREVENTION OF POLLUTION FROM GARBAGE

3.1 To achieve cost-effective and environmentally sound results, many garbage management planners use a combination of complementary techniques to manage garbage, such as the following:

- .1 reduction at source;
- .2 reusing or recycling;
- .3 onboard processing (treatment);
- .4 discharge into the sea in those limited situations where it is permitted; and
- .5 discharge to a port reception facility.

3.2 When requisitioning stores and provisions, shipping companies should encourage their suppliers to remove, reduce, all packaging, at an early stage, to limit the generation of garbage on board ships.

3.3 When garbage is generated aboard a ship, procedures should be defined to enable the crew to sort the material that can be reused onboard the ship or recycled at an appropriate port reception facility.

3.4 Ship's garbage is made up of distinct components, some of which are regulated in MARPOL Annex V, while others may be regulated locally, nationally or regionally. Each component of the garbage should be evaluated separately to determine the best management practice for that type of garbage.

4 MATTERS WHICH SHOULD BE ADDRESSED IN THE GARBAGE MANAGEMENT PLAN

4.1 Designated person in charge of carrying out the plan

4.1.1 In accordance with regulation 10.2 of the revised MARPOL Annex V, the plan shall designate a person in charge of carrying out the plan. The person should ensure the garbage management plan is followed.

4.1.2 This person should be assisted by ship's crew to ensure that the minimization, collection, separation and processing of garbage is appropriate and efficient in all areas of the ship.

4.2 Procedures for collecting garbage

4.2.1 Identify suitable receptacles for collection and separation¹.

¹ Separation of garbage for the purposes of these Guidelines is considered part of the collection process. Separation may take place at the source or at a separate designated station.

4.2.2 Identify the locations of receptacles and collection and separation stations.

4.2.3 Describe the process of how garbage is transported from the source of generation to the collection and separation stations.

4.2.4 Describe how garbage is to be handled between primary collection and separation stations and other handling methods relating to the following:

- .1 needs of reception facilities, taking into account possible local recycling arrangements;
- .2 onboard processing and potential reuse of garbage aboard the ship;
- .3 storage; and
- .4 discharge into the sea in those limited situations where it is permitted.

4.2.5 Describe the training or education programmes to facilitate collection of garbage and sorting of reusable or recyclable material.

4.3 Procedures for processing garbage

4.3.1 Identify personnel responsible for the operation of the processing equipment.

4.3.2 Identify available processing devices and their capacities.

4.3.3 Identify the locations of processing devices and processing stations.

4.3.4 Identify the categories of garbage that are to be processed by each of the available processing devices.

4.3.5 Describe how material that can be reused or recycled is to be handled between primary processing stations and the storage or transfer stations.

4.3.6 Describe processing procedures used for the following:

- .1 needs of reception facilities, taking into account available recycling arrangements;
- .2 storage; and
- .3 discharge into the sea in those limited situations where it is permitted.

4.3.7 Describe the training or education programmes to facilitate the processing of garbage and reuse or recycling of material.

4.3.8 Identify standard operating procedures for the operation and maintenance of the equipment used to manage garbage. This may be done by reference to documents available on board.

4.4 Procedures for storing garbage or reusable or recyclable material

4.4.1 Identify the locations, the intended use, and the capacities of available storage stations for each category of garbage or reusable or recyclable material.

4.4.2 Describe the condition of how the garbage will be stored (for example, "food – frozen"; "cans – compacted and stacked"; "paper – compacted and should remain dry", etc.).

4.4.3 Describe how garbage, including reusable and recyclable material, is to be handled between storage stations and discharge with regard to the following:

- .1 discharge to reception facilities, taking into account available recycling arrangements; and
- .2 discharge into the sea in those limited situations where it is allowed.

4.4.4 Describe the training or education programmes to facilitate the storing of garbage and options for reusing and recycling components of the waste stream.

4.5 Procedures for discharging of garbage

4.5.1 Describe the ship's procedures to ensure and demonstrate compliance with the requirements of the revised MARPOL Annex V for the discharge of garbage.



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MEPC.1/Circ.791
18 October 2012

IMPLEMENTATION OF MARPOL ANNEX V

Provisional classification of solid bulk cargoes under the revised MARPOL Annex V between 1 January 2013 and 31 December 2014

1 The Marine Environment Protection Committee, at its sixty-fourth session (1 to 5 October 2012), having considered the challenges associated with the classification of solid bulk cargoes and discharge of associated cargo residues in accordance with the requirements of the revised MARPOL Annex V which will enter into force on 1 January 2013; having taken into account paragraph 3.2 of the *2012 Guidelines for the implementation of MARPOL Annex V* (2012 Guidelines); and further recognizing that a transitional period for the implementation of this aspect of MARPOL Annex V would greatly facilitate maritime trade of solid bulk cargoes with minimal additional risk to the marine environment, decided that (MEPC 64/23, paragraphs 7.29 to 7.31):

- .1 for the purposes of complying with regulations 4.1.3 and 6.1.2 of the revised MARPOL Annex V, shippers of solid bulk cargoes should classify those cargoes using the seven criteria in paragraph 3.2 of the *2012 Guidelines for the implementation of MARPOL Annex V*. Shippers should notify the competent authorities of the port State of loading and unloading of the basis for the provisional classification. As stated in paragraph 3.4 of the 2012 Guidelines, solid bulk cargoes should be classified and declared by the shipper as to whether or not they are harmful to the marine environment. Such declaration as to whether or not the cargo is harmful to the marine environment should be included in the information required in section 4.2 of the International Maritime Solid Bulk Cargoes Code;
- .2 between 1 January 2013 and 31 December 2014, if adequate and reliable data on a solid bulk cargoes carcinogenicity, mutagenicity, reproductive toxicity, or specific target organ toxicity – repeated exposure are not available, shippers of solid bulk cargoes should still make every effort to ensure that their solid bulk cargoes are classified to the extent possible using the seven criteria in paragraph 3.2 of the 2012 Guidelines;
- .3 also, between 1 January 2013 and 31 December 2014, while shippers are acquiring adequate and reliable data on a solid bulk cargoes carcinogenicity, mutagenicity, reproductive toxicity or specific target organ toxicity – repeated exposure, Administrations should accept provisional classifications of solid bulk cargoes that are based on the other criteria as contained in paragraphs 3.2.1, 3.2.2 and 3.2.7 of the 2012 Guidelines:
 - data concerning acute aquatic toxicity; and/or
 - data concerning chronic aquatic toxicity; and/or

- data concerning the synthetic polymer, rubber, plastic or plastic feedstock content of the solid bulk cargoes; and
- .4 as of 1 January 2015, shippers' classifications of solid bulk cargoes should be made using the seven criteria listed in paragraph 3.2 of the 2012 Guidelines.

2 Parties to MARPOL Annex V are requested to ensure the provision of adequate facilities at ports and terminals for the reception of solid bulk cargo residues including those entrained in the wash water.

3 Member Governments are invited to bring the content of this circular to the attention of those interested, including port State control authorities and coastguard and maritime surveillance services, as appropriate.

GESAMP Composite List

2015

Issued May 2015 as PPR.1/Circ.2. Replaces all previous versions.

ANNEX 4

GESAMP HAZARD PROFILES FOR NEW SUBSTANCES SUBMITTED FOR EVALUATION TO GESAMP/EHS 52

This annex sets out the GESAMP Hazard Profiles (GHP) assigned for the products submitted to the current session. The respective substances and their GHPs are summarized in the subsequent table.

ANNEX 4 - Evaluation of new products proposed for bulk transport

17 April 2015
Page 1 of 1

EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Cresol/Phenol/Xylenol mixture	2471 3673	(2)	(2)	(2)	R	(3)	(1)	1	2	3	3B	3		SD	3	
Cyclohexane-1,2-dicarboxylic acid, diisomylyl ester	2472 3915	0	3	3	R	0	0	0	0	(1)	1	0		Fp	2	
Cyclohexane-1,2-dicarboxylic acid, diisomylyl ester	2469 3989	1	Nl	1	NR	1	(0)	(1)	(1)	(3)	(3)	(3)	T		D	
2,6-Diaminohexanoic acid phosphonate mixed salts solution	2473 3990	5	Nl	5	R	0	Nl	0	0	1	2	1	A		F	
1-Dodecene	2470 3974	(5)	Nl	(5)	R	(0)	(0)	(0)	(0)	(1)	(1)	(1)		Fp	2	
Triglycerides, C16-C18 and C18 unsaturated, reclaimed (UCO) Used cooking oil (m)													CAS No 112-41-4			
													CAS No 68990-65-8			

ANNEX 5

UPDATED GESAMP COMPOSITE LIST

Notes:

- 1 In the Composite List, both EHS and TRN (shipping) names are shown for each product. The alphabetical listing of the products is based on the EHS names.
- 2 Any changes introduced in the table since the last issue of the Composite List are highlighted.
- 3 Entries with an EHS name marked with a single asterisk (*) represent cleaning additive components that have only a partial hazard profile assigned. These profiles **cannot be used** for mixture calculations in relation to bulk shipments.
- 4 Entries with an EHS name marked with a double asterisk (**) represent mixture components for which only a partial hazard profile has been assigned. These profiles **may be used** for mixture calculations in relation to bulk shipments.
- 5 Entries with an EHS name marked with a hash mark (#) reflect that for the **C3 rating**, the product, as a vapour rather than an aerosol or mist, could be considered to have a lower inhalation hazard for the purposes of risk management.
- 6 Entries with an EHS name marked with an exclamation mark (!) refer to a mixture that contains components with substantially different physical properties and therefore different physical behaviours when released in the marine environment. The **E2 rating** assigned reflects the most severe impact from an environmental standpoint. For example, a mixture assigned a rating of Fp may also have a major component(s) with sinker characteristics (S) or dissolver characteristics (D).

ANNEX 5 - GESAMP/EHS COMPOSITE LIST
GESAMP Hazard Profiles

17 April 2015
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EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Acetic acid	13	0	0	0	R	1	NI	1	1	3C	3			D	3	
Acetic acid	64									CAS No	64-19-7					
Acetic anhydride	12	0	0	0	R	1	NI	1	0	2	3	3	A	D	3	
Acetic anhydride	65									CAS No	108-24-7					
Acetochlor (ISO)	2047	3	2	2	NR	4	NI	1	0	(1)	0	0		S	2	
Acetochlor	66									CAS No	34256-82-1					
Acetone	15	0	0	0	R	0	0	0	0	0	0	1	2	NT	DE	2
Acetone	67									CAS No	67-64-1					
Acetone cyanohydrin	14	0	0	0	R	4	NI	3	4	3	(3)	(3)		D	3	
Acetone cyanohydrin	68									CAS No	75-86-5					
Acetonitrile	16	0	0	0	R	1	NI	1	1	2	1	2		D	2	
Acetonitrile	69									CAS No	75-05-8					
Acetonitrile (Low purity grade)	2333	0	NI	0	R	3	NI	1	1	2	1	2		D	2	
Acetonitrile (Low purity grade)	2876									CAS No						
Acid mixtures (nitrating acid)	289	Inorg	NI	0	Inorg	(2)	NI	3	3	4	3C	3		D	3	
Nitration acid (mixture of sulphuric and nitric acids)	497									CAS No						
Acrylamide	23	0	0	0	R	2	0	2	2	(2)	1	2	CIMNSs	D	3	
Acrylamide solution (50% or less)	70									CAS No	79-06-1					
Acrylic acid	24	0	0	0	R	4	NI	2	2	2	3C	3		D	3	
Acrylic acid	71									CAS No	79-10-7					
Acrylic acid / dimethylidiallyl ammonium chloride copolymer, partial sodium salt (MWt 1500-4000, aqueous solution)	2406	0	NI	0	R	0	0	0	0	(0)	0	0		D	0	
Acrylic acid / dimethylidiallyl ammonium chloride copolymer, partial sodium salt (MWt 1500-4000, aqueous solution)	3682									CAS No						
Acrylic acid/ethenesulphonic acid copolymer with phosphonate groups, sodium salt (aqueous solution)	2417	0	NI	0	NR	0	NI	0	(0)	(0)	0	0		D	0	
Acrylic acid/ethenesulphonic acid copolymer with phosphonate groups, sodium salt solution	3693									CAS No	107-13-1					
Acrylonitrile	25	0	2	2	NR	3	0	2	3	3	2	2	CMSs	NT	DE	3
Acrylonitrile	72															
Acrylonitrile-styrene copolymer dispersion in polyether polyol (LOA)	1432	NI	0	0	NI	1	NI	0	(0)	(0)	0	(0)		S	0	
Acrylonitrile-Styrene copolymer dispersion in polyether polyol	73									CAS No						

EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Adiponitrile		26	0	0	R	1	NI	3	(3)	3	3	(3)		FD	3	
Alachlor (ISO)	74													S	3	
Alachlor technical (90% or more)	1488	3	3	NI	4	1	1	0	(2)	1	0	CSS				
Alcoholic beverages, n.o.s.	75	293	0	0	R	0	0	0	0	0	0	CAS No	111-69-3			
Alcoholic silicasol	85	2198	0	0	R	0	0	0	0	0	0	CAS No	15972-60-8			
Tetraethyl silicate monomer/oligomer (20% in ethanol)	2475													DE	2	
Alcohol(C12-C16) poly(20 and above)ethoxylates	1482	4	(3)	R	2	0	(0)	(0)	(2)	2	1			D	1	
Alcohol (C12-C16) poly(20+)ethoxylates	78											CAS No				
Alcohol(C6-C17)(secondary) poly(3-6)ethoxylate	722	4	3	3	R	4	2	0	(0)	(3)	3	2				
Alcohol (C6-C17) (secondary) poly(3-6)ethoxylates	81											CAS No				
Alcohol(C6-C17)(secondary) poly(7-12)ethoxylate	295	3	3	R	4	1	1	0	(3)	3	3			D	2	
Alcohol (C6-C17) (secondary) poly(7-12)ethoxylates	80											CAS No				
Alcohol(C8-C11) poly(2.5-9)ethoxylates	2094	3	3	R	3	NI	1	0	(2)	(2)	(2)			D	3	
Alcohol (C9-C11) poly (2.5-9) ethoxylate	2209											CAS No				
Alcohol(C12-C16) poly(1-6)ethoxylates	294	5	3	3	R	4	1	0	0	(2)	2			D	2	
Alcohol (C12-C16) poly(1-6)ethoxylates	77											CAS No				
Alcohol(C12-C16) poly(7-19)ethoxylates	1481	4	3	3	R	4	1	1	0	(3)	3	3		D	3	
Alcohol (C12-C16) poly(7-19)ethoxylates	79											CAS No				
Alcohol(C12-C14)poly(2)ethoxylate sulphate, sodium salt (*)	2419	2	NI	2	R	3	NI	NI	NI	NI	NI			NI	NI	
Alcohol(C12-C16)poly(2)ethoxylate sulphate, sodium salt (*)	3695											CAS No				
Alcohols (C8-C11)	2279	5	2	2	(R)	(3)	(1)	(0)	(0)	(2)	(2)			FP	2	
Alcohols (C8-C11), primary, linear and essentially linear	2887											CAS No				
Alcohols, C13 and above as individuals and mixtures	2039	5	2	2	R	4	1	0	0	0	(1)			FP	2	
Alcohols (C13+)	86											CAS No				
Alcohols, C10-C16 ethoxylated propoxylated (*)	2450	0	NI	0	R	3	NI	NI	NI	NI	NI			NI	NI	
Alcohols (C12-C13), linear	3868											CAS No				
Alcohols (C12-C13), primary, linear and essentially linear	2294	5	2	2	R	4	(1)	0	0	(1)	1			FP	2	
Alcohols, C10-C16 ethoxylated propoxylated (*)	2950											CAS No				

EHS Name	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3	
TRN Name	TRN															
Alkyl acrylate/Vinyl pyridine copolymer in toluene	94	299	2	2	R	2	0	0	0	(2)	2	2	RNA	F/Fp	3	
Alkyl acrylate/vinylpyridine copolymer in toluene	3825	2447	(1)	(1)	(R)	(2)	(0)	(1)	(1)	(2)	(2)	(3)	FED	3		
Alkyl/cyclo(C4-C5)alcohols	3962	2447	(1)	(1)	(R)	(2)	(0)	(1)	(1)	(2)	(2)	(3)	FED	3		
Alkyl/cyclo (C4-C5) alcohols	98	1433	Nl	Nl	Nl	1	Nl	(0)	(0)	Nl	Nl	Nl	Fp	2		
Alkyl amine, alketyl acid ester, mixture	98	2267	4	4	R	4	4	0	0	(1)	1	0	S	1		
Alkylaryl phosphate mixtures (more than 40% Diphenyl tolyl phosphate, less than 0.02% ortho-isomers)	280	2273	0	2	0	NR	1	0	1	0	(2)	1	Fp	2		
Alkylaryl phosphate mixtures (more than 40% Diphenyl tolyl phosphate, less than 0.02% ortho-isomers)	2575	300	0	2	2	NR	0	(3)	0	0	1	1	Fp	2		
Alkylated phenols (C4-C9)	3106	1872	0	4	4	NR	0	Nl	0	0	0	0	FE	2		
Alkylated (C4-C9) hindered phenols	103	2303	(2)	(2)	(R)	(3)	(0)	0	0	(2)	2	2	ACMNR	FE	3	
Alkyl benzene distillation bottoms	2909	2206	Nl	(3)	R	4	Nl	0	0	(2)	(2)	(1)	FE	2		
Alkyl benzene distillation bottoms	91	2207	5	4	4	(NR)	4	Nl	0	0	(2)	(2)	(1)	F	2	
Alkyl (C12-C15) benzene/Indane/Indene mixture	92	1783	0	4	4	NR	1	Nl	0	(0)	(1)	(1)	F	1		
Alkylindane, alkylindene mixture (each C12-C17)	100	3600	3	3	NR	4	Nl	0	0	(2)	2	1	AC	F	3	
Alkylbenzene mixtures (containing at least 50% of toluene)	91	2424	(3)	(3)	(NR)	(4)	Nl	0	0	(1)	1	1	AC	F	3	
Alkylbenzene mixtures (containing at least 50% of toluene)	92	3966	(3)	(3)	(NR)	(4)	Nl	0	0	(1)	1	1	AC	F	3	
Alkyl (C3-C4) benzenes	100	2424	(3)	(3)	(NR)	(4)	Nl	0	0	(2)	2	1	AC	F	3	
Alkyl (C3-C4) benzenes	91	3698	(3)	(3)	(NR)	(4)	Nl	0	0	(1)	1	1	AC	F	3	
Alkylbenzenes mixture (containing less than 1% naphthalene)	92	2423	3	3	NR	4	Nl	0	0	(2)	2	1	AC	F	3	
Alkylbenzenes mixture (containing less than 1% naphthalene)	100	3966	2424	(3)	(3)	(NR)	(4)	Nl	0	0	(1)	1	1	AC	F	3
Alkylbenzenes mixtures (containing naphthalene)	91	2424	(3)	(3)	(NR)	(4)	Nl	0	0	(1)	1	1	AC	F	3	
Alkylbenzenes mixtures (containing naphthalene)	92	3698	(3)	(3)	(NR)	(4)	Nl	0	0	(1)	1	1	AC	F	3	

EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Alkyl(C12-C14)polyglucoside solution (max 55% active material)	2137	3	Ni	3	R	3	0	0	0	(3)	2	3		D	3	
Lauryl polyglucose (50% or less)	416												S	0		
Alkylsulphonic acid ester of phenol (MESAMOLL)	1878	5	Ni	5	NR	0	Ni	0	(0)	(0)	0	0	CAS No	110615-47-9		
Alkyl sulphonic acid ester of phenol	1701												CAS No	91082-17-6		
Alkytoluenes	2374	0	2	2	NR	0	Ni	0	(0)	(1)	0	1		Fp	2	
Alky(C18+)-toluenes	3148												CAS No			
Alky(C18-C28)toluenesulphonic acid (>90% in mineral oil)	2429	0	4	4	NR	3	Ni	0	0	(3)	2	3	Ss	Fp	3	
Alky(C18-C28)toluenesulphonic acid	3658												CAS No			
Alky(C18-C28)toluenesulphonic acid, calcium salts, borated (up to 70% in mineral oil)	2404	0	4	4	NR	0	Ni	(0)	(0)	(1)	(1)	Ss		S	2	
Alky(C18-C28)toluenesulphonic acid, calcium salts, borated	3661												CAS No			
Alky(C18-C28)toluenesulphonic acid, calcium salts, high overbase (up to 70% in mineral oil)	2373	(0)	(4)	(4)	(NR)	(0)	Ni	0	0	(0)	0	0	Ss	S	2	
Alky(C18-C28)toluenesulphonic acid, calcium salts, high overbase	3149												CAS No			
Alky(C18-C28)toluenesulphonic acid, calcium salts, low overbase (up to 60% in mineral oil)	2409	0	4	4	NR	0	Ni	0	0	(2)	2	0	Ss	Fp	3	
Alky(C18-C28)toluenesulphonic acid, calcium salts, low overbase	3685												CAS No			
Allyl alcohol	28	0	0	R	4	Ni	2	3	3	2	3	A		D	3	
Allyl alcohol	105												CAS No	107-18-6		
Aluminium chloride/hydrogen chloride solution	336	Inorg	Ni	2	Inorg	3	1	1	(0)	3	(3C)	3		D	3	
Aluminium chloride (30% or less)/Hydrochloric acid (20% or less) solution	110												CAS No			
Aluminium hydroxide, sodium carbonate solution (40% or less)	2438	Inorg	0	0	Inorg	3	Ni	0	0	(3)	3B	(3)		D	3	
Aluminium hydroxide, sodium carbonate solution (40% or less)	3807												CAS No			
Aluminium hydroxide, sodium hydroxide, sodium carbonate solution (40% or less)	2205	Inorg	Inorg	2	Inorg	3	1	1	(0)	(3)	(2)	(3)		D	3	
Aluminium sulphate solution	111												CAS No	111-41-1		
Aluminium sulphate solution	75	0	0	NR	1	0	0	1	(3)	3	3			D	3	
2-(2-Aminoethoxy) ethanol	37												CAS No	929-06-6		
2-(2-Aminoethoxy) ethanol	68	0	0	NR	1	0	0	0	(3)	3B	2	SsSr		D	3	
Aminoethyl ethanolamine	112												CAS No	111-41-1		
Aminoethyl ethanolamine/Aminoethyl diethanolamine	74	Inorg	0	0	NR	1	0	(0)	(0)	(3)	(3B)	(2)	SsSr	D	3	
Aminoethyl diethanolamine/Aminoethyl diethanolamine solution	113												CAS No	140-31-8		
N-Aminoethyl piperazine	88	0	0	NR	1	Ni	0	2	(3)	3	3	Ss		D	3	
N-Aminoethyl piperazine	472												CAS No			

EHS Name	TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3	
Amyl propionate	n-Pentyl propionate	484	1484	2	NI	2	R	2	NI	0	0	(2)	2	1	F	2		
Aniline	Aniline	127	261	0	0	R	3	2	2	2	3	1	3	CTSs	NT	FD	3	
Apple juice	Apple juice	130	275	0	NI	0	R	0	0	0	0	0	0	D	0			
Aryl polyolefin (C11-C50) (LOA)	Aryl polyolefins (C11-C50)	131	1979	NI	NI	0	NR	0	NI	0	0	0	0	CAS No	62-53-3			
L-Aspartic acid, homopolymer, sodium salt (aqueous solution)	L-Aspartic acid, homopolymer, sodium salt (aqueous solution)	132	2421	0	0	0	NR	0	NI	0	(0)	0	0	CAS No		D	0	
Aviation alkylates (C8 paraffins and iso-paraffins BPT 95-120 Celcius)	Aviation alkylates (C8 paraffins and iso-paraffins BPT 95 - 120°C)	132	286	(5)	NI	(5)	(R)	(4)	NI	0	0	(0)	(0)	CAS No		Fp	2	
Aziridine polymer with methyloxirane (78% in diethylene glycol monoethyl ether)	Aziridine polymer with methyloxirane (78% in diethylene glycol monoethyl ether)	133	2436	0	NI	0	NR	2	0	0	0	0	1	CAS No		FE	2	
Aziridine polymer with methyloxirane (78% in diethylene glycol monoethyl ether)	Aziridine polymer with methyloxirane (78% in diethylene glycol monoethyl ether)	134	3751	4	NI	4	NR	3	NI	2	0	(2)	0	CAS No		Fp	2	
Barium long chain alkaryl sulphonate (C11-C50) (LOA)	Barium long chain alkaryl sulphonate (C11-C50) alkaryl sulphonate	135	1978	4	NI	4	NR	3	NI	2	0	(2)	0	CAS No	71-43-2			
Benzene	Benzene and mixtures having 10% benzene or more (i)	136	324	2	1	1	R	2	NI	1	0	0	2	CTM	NT	E	3	
Benzenepropanoic acid, 3,5-bis(1,1-dimethyl/ethyl), 4-hydroxy-C7-C9 alcohols branched and linear	Benzenepropanoic acid, 3,5-bis(1,1-dimethyl/ethyl)-4-hydroxybenzenepropanoic acid, (C7-C9)-branched alkyl esters	137	2378	0	3	3	NR	3	0	0	0	(0)	0	CAS No		Fp	2	
Benzene sulphonyl chloride	Benzene sulphonyl chloride	138	3405	1	1	1	R	3	NI	1	(2)	(3)	3	Ss	SD	3		
1,2,4-Benzene tricarboxylic acid, trietyl ester	1,2,4-Benzene tricarboxylic acid, triethyl ester	139	1733	0	0	0	NR	0	NI	0	(0)	2	1	CAS No	98-09-9	Fp	2	
Benzyl acetate	Benzyl acetate	140	136	348	1	NI	1	R	3	1	1	0	2	1	1	SD	2	
Benzyl alcohol	Benzyl alcohol	141	349	1	NI	1	R	2	NI	1	1	2	2	CAS No	140-11-4			
Benzyl chloride	Benzyl chloride	142	352	NI	1	1	R	3	1	1	(2)	3	3	CSSa	SD	2		
Benzyl chloride	Benzyl chloride	143	140	353	NI	1	R	3	1	1	(2)	3	3	CSSa	100-44-7			

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EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Butylamine		392	0	NI	0	R	2	NI	2	3	3C	3			DE	3
Butylamine (all isomers)		154									CAS No	109-73-9				
Butyl benzene		1774	4	NI	4	NI	4	1	0	0	(2)	2	1		Fp	2
Butylbenzene (all isomers)		155									CAS No	104-51-8				
Butyl benzyl phthalate		398	4	4	4	R	4	2	0	0	(0)	(0)	R		S	3
Butyl benzyl phthalate		149									CAS No	85-68-7				
Butyl butyrate		399	2	NI	2	(R)	2	NI	0	0	(1)	1	NI		FE	2
Butyl butyrate (all isomers)		150									CAS No	109-21-7				
Butyl/I-Decyl/Cetyl/I/Eicosyl methacrylate mixture		2295	(5)	NI	(5)	(R)	(3)	NI	0	0	0	2	2	Ss	FE	2
Butyl/I-Decyl/Cetyl/I/Eicosyl methacrylate mixture		153									CAS No	110-63-4				
Butylene glycol(s)		402	0	NI	0	R	1	NI	1	0	0	0	0		D	1
Butylene glycol		156									CAS No	4435-53-4				
Butylene glycol methyl ether acetate		953	1	1	1	R	3	NI	0	(0)	(1)	1	1		FED	1
3-Methoxybutyl acetate		58									CAS No	2517-43-3				
Butylene glycol monomethyl ether		952	0	NI	0	R	1	NI	0	0	(1)	0	1		D	1
3-Methoxy-1-butanol		57									CAS No	106-88-7				
1,2-Butylene oxide		403	0	NI	0	NR	2	NI	1	1	2	1	1	C	DE	3
1,2-Butylene oxide		8									CAS No	97-88-1				
Butyl methacrylate		409	2	NI	2	NR	1	NI	0	0	0	2	2	Ss	FE	2
Butyl methacrylate		151									CAS No	84-78-6				
Butyl octyl phthalate		410	5	NI	5	(R)	0	2	0	(0)	(1)	(1)	(1)		Fp	2
Butyl octyl phthalate		2749									CAS No	590-01-2				
Butyl phosphate/dibutyl phosphate mixture		2434	2	NI	2	R	1	0	0	(0)	(3)	2	3	D	3	
Butyl phosphate/dibutyl phosphate mixture		3749									CAS No	123-95-5				
Butyl propionate		1483	2	NI	2	R	2	NI	0	0	0	1	1	FED	2	
n-Butyl propionate		476									CAS No	123-72-8				
Butyl stearate		413	0	NI	0	(R)	0	NI	0	NI	2	NI		Fp	2	
Butyl stearate		152									CAS No	123-95-5				
Butyraldehyde		416	1	NI	1	R	2	0	0	1	0	3	3	DE	3	
Butyraldehyde (all isomers)		157									CAS No					

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Butyric acid	418	0	NI	0	R	2	0	0	0	0	3A	3		D	3	
Butyric acid	158										CAS No	107-92-6				
Butyrolactone	420	0	NI	0	R	(3)	NI	1	(0)	0	0	1	C		D	3
gamma-Butyrolactone	360										CAS No	96-48-0				
Calcium alkyl (long chain) salicylate (overbased) in mineral oil (LOA)	70	0	NI	0	NR	2	NI	0	0	(1)	(1)	Ss		Fp	3	
Calcium long-chain alkyl salicylate (C13+)	166															
Calcium alkyl phenol sulphide,polyolefin phosphorosulphide mixture (LOA)	1435	NI	NI	NI	NR	4	NI	0	0	(0)	NI	NI		Nl	Nl	
Calcium alkyl (C9) phenol sulphide/Polyolefin phosphorosulphide mixture	160										CAS No					
Calcium alkyl salicylate	2015	3	NI	3	NR	2	NI	0	0	(2)	2	2		Fp	2	
Calcium alkyl (C10-C28) salicylate	3152										CAS No	7789-41-5				
Calcium bromide (solutions)	427	Inorg	NI	0	Inorg	0	0	(0)	(0)	(2)	(1)	(2)		D	2	
Drilling brines, including:calcium bromide solution, calcium chloride solution and sodium chloride solution	308										CAS No					
Calcium carbonate slurry	2016	Inorg	0	0	Inorg	0	NI	0	(0)	(0)	0	0		S	0	
Calcium carbonate slurry	161										CAS No	471-34-1				
Calcium hydroxide	431	Inorg	0	0	Inorg	2	NI	0	(0)	(2)	1	2		S	2	
Calcium hydroxide slurry	162										CAS No	1305-62-0				
Calcium hypochlorite solutions containing 15% Ca(OCl)2 or more	432	Inorg	0	0	Inorg	5	NI	1	0	2	3A	3				
Calcium hypochlorite solution (more than 15%)	164										CAS No	7778-54-3				
Calcium hypochlorite solutions containing less than 15% but more than 1.5% Ca(OCl)2	2073	Inorg	0	0	Inorg	(4)	NI	1	0	2	3A	3		D	3	
Calcium lignosulphonate (52% solution in water)	163										CAS No	7778-54-3				
Calcium lignosulphonate solutions	2087	0	NI	0	NR	0	NI	0	(0)	(0)	0	0		D	0	
Calcium long chain alkaryl sulphonate (C11-C50) (LOA)	1973	NI	0	0	NR	0	NI	0	0	(1)	1	1		FD	1	
Calcium alkaryl sulphonate (C11-C50)	169										CAS No					
Calcium long chain alkyl (C5-C10) phenate (LOA)	2106	0	NI	0	NR	2	NI	0	0	(0)	0	0		FD	1	
Calcium long-chain alkyl(C11-C40) phenate	168										CAS No					
Calcium long chain alkyl phenate sulphide (C8-C40) (LOA)	2097	0	NI	0	NR	0	NI	0	0	(1)	1	1		Fp	2	
Calcium long-chain alkyl phenate sulphide (C8-C40)	167										CAS No					
Calcium long-chain alkyl phenate sulphide (C8-C40)	1756	0	NI	0	NR	1	NI	0	0	(1)	1	1		Fp	2	
Calcium long-chain alkyl phenate sulphide (C8-C40)	170										CAS No					

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2,4-Di-tert-butyl phenol	2083	5	4	4	NR	4	NI	NI	NI	NI	0	0	(1)	1	1			
2,4-Di-tert-butylphenol	2339															CAS No	96-76-4	
2,6-Di-tert-butyl phenol	2082	4	NI	4	NR	4	NI	0	0	0	(1)	1	1					
2,6-Di-tert-butylphenol	2250															CAS No	128-39-2	
Di-n-butyl phthalate	582	4	4	4	R	4	1	0	0	1	0	1	R		S			
Dibutyl phthalate	230															CAS No	84-74-2	
Dibutyl terephthalate	2430	5	(3)	(3)	R	4	2	0	0	(0)	0	0					S	0
Dibutyl terephthalate	3596															CAS No		
Dichlorobenzene (all isomers)	333	3	4	4	NR	3	1	1	0	1	(2)	2	CMR	T	S			
Dichlorobenzene (all isomers)	232															CAS No		
3,4-Dichlorobut-1-ene	2079	2	2	2	NR	3	NI	1	0	2	2	2					S	3
3,4-Dichloro-1-butene	56															CAS No	760-23-6	
1,1-Dichloroethane	590	1	NI	1	NR	1	NI	1	(1)	0	2	2					SD	2
1,1-Dichloroethane	4															CAS No	75-34-3	
1,2-Dichloroethane	591	1	1	1	NR	2	0	1	0	2	1	2	C				SD	3
Ethylene dichloride	330															CAS No	107-06-2	
1,6-Dichlorohexane	593	3	NI	3	NR	3	NI	0	(0)	(0)	0	0					S	0
1,6-Dichlorohexane	19															CAS No	2163-00-0	
Dichloromethane	594	1	2	2	NR	1	0	1	0	0	2	2	C				SD	3
Dichloromethane	234															CAS No	75-09-2	
2,4-Dichlorophenol	596	3	2	2	NR	3	2	3	2	3	3	3	T	S				
2,4-Dichlorophenol	30															CAS No	120-83-2	
2,4-Dichlorophenoxyacetic acid, diethanolamine salt, solution	599	0	1	1	R	2	NI	1	0	(3)	1	3						
2,4-Dichlorophenoxyacetic acid, dimethylamine salt solution	33															CAS No		
2,4-Dichlorophenoxyacetic acid, diethanolamine salt solution (70% or less)	600	0	1	1	R	3	NI	1	0	(3)	1	3						
2,4-Dichlorophenoxyacetic acid, dimethylamine salt solution (70% or less)	33															CAS No		
2,4-Dichlorophenoxyacetic acid, trisopropanolamine salt soln.	602	0	NI	0	R	2	NI	1	0	(3)	(1)	3						
2,4-Dichlorophenoxyacetic acid, trisopropanolamine salt solution	34															CAS No		
1,1-Dichloropropane	605	2	1	1	NR	2	1	0	0	1	1	1					SD	1
1,1-Dichloropropane	5															CAS No	78-99-9	

EHS Name	TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
1,2-Dichloropropane		606	2	1	1	NR	2	0	1	0	2	2	2		SD	2	
1,2-Dichloropropane		9													SD	NI	
1,3-Dichloropropane	Dichloropropane and dichloropropene, mixture	607	2	1	1	NR	2	1	0	NI	NI	NI	NI		SD	3	
1,3-Dichloropropane	Dichloropropene/Dichloropropane mixtures	12	(2)	(1)	(1)	(NR)	(4)	(1)	2	1	2	3	3	CAS No	142-28-9		
1,3-Dichloropropene		608												CAS No	78-87-5		
1,3-Dichloropropene	Dichloropropene and dichloropropene, mixture	235												CAS No	8003-19-8		
1,3-Dichloropropene	Dichloropropene/Dichloropropane mixtures	612	1	NI	1	NR	4	1	2	1	2	3	3	CAS No	542-75-6		
1,3-Dichloropropene		13												CAS No	542-75-6		
2,2-Dichloropropionic acid		609	2	2	2	NR	2	NI	1	0	(3)	3	3		D	3	
2,2-Dichloropropionic acid		28												SD	2		
Di-(2-chloro-iso-propyl) ether		615	2	2	2	NR	2	NI	2	0	2	0	2		SD	3	
2,2-Dichloroisopropyl ether		25												CAS No	108-60-1		
Dicyclopentadiene(80-90%)/Co-dimers(10-20%), mixtures		2389	2	3	3	NR	3	0	2	0	3	2	2	AR	FED	3	
Dicyclopentadiene, Resin Grade, 81-89%		3559												CAS No	111-42-2		
Diethanolamine		620	0	NI	0	R	1	0	1	0	0	2	3	T	D	3	
Diethanolamine		236												CAS No	111-42-2		
Diethylamine		621	0	NI	0	R	2	NI	1	2	3	3C	3		DE	3	
Diethylamine		240												CAS No	109-89-7		
2,6-Diethylaniline		1437	3	3	3	NR	2	NI	1	1	(2)	1	2		FD	2	
2,6-Diethylaniline		35												CAS No	579-66-8		
Diethyl benzene (mixed isomers)		624	4	4	4	NR	3	NI	0	(0)	(2)	2	1		F	2	
Diethylbenzene		242												CAS No	25340-17-4		
Di-(2-ethylbutyl) phthalate		625	5	NI	5	R	0	2	0	0	(1)	1	(1)	R	Fp	3	
Di-(2-ethylbutyl) phthalate		2750												CAS No	84-75-3		
Diethylene glycol		628	0	NI	0	R	0	0	1	0	2	1	1		D	2	
Diethylene glycol		243												CAS No	111-46-6		
Diethylene glycol di-n-butyl ether		629	2	NI	2	NI	1	NI	0	0	(1)	1	1		FD	1	
Diethylene glycol diethyl ether		244												CAS No	112-73-2		
Diethylene glycol diethyl ether		630	0	NI	0	NR	0	NI	1	0	(2)	(2)	2		D	2	
Diethylene glycol diethyl ether		245												CAS No	112-36-7		

EHS Name	TRN Name	EHS TRN	A1a	A1b	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Polyetheramine		2353 2946	0	NI	0	NR	2	NI	0	0	(3)	3B	(3)		D	3
Diethylene glycol initiated polyoxypropylene diamine		2353 3113	0	NI	0	NR	2	NI	0	0	(3)	3B	(3)		D	3
Polyetheramine		247	1438	2	NI	2	NR	1	NI	0	0	(2)	(1)	2		
Diethylene glycol initiated polyoxypropylene diamine		248	638	0	1	1	(R)	2	NI	1	3	3	3A	3	Ss	FD
Diethylene glycol phthalate		247	3929	2466	1	NI	1	NR	2	NI	NI	NI	NI	NI	NI	NI
Diethylene glycol phthalate		248	3930	2076	0	NI	0	NR	0	NI	0	(0)	(0)	0	0	D
Diethylenetriamine		249	3930	2467	0	NI	0	R	2	NI	NI	NI	NI	NI	NI	NI
Diethylenetriamine pentaacetic acid, pentapotassium salt solution (40%) (**)		249	3930	3930	0	NI	0	NR	0	NI	0	(0)	(0)	0	0	D
Diethylenetriamine pentaacetic acid, pentasodium salt (40% solution in water)		249	3930	2467	0	NI	0	R	2	NI	NI	NI	NI	NI	NI	NI
Diethylenetriamine pentaacetic acid, pentasodium salt solution		249	3930	3930	0	NI	0	NR	3	NI	1	1	2	3	3	D
Diethylenetriamine pentamethylene phosphonic acid, pentasodium salt solution (47 %) (**)		249	3930	3930	0	NI	0	NR	3	NI	1	0	0	1	1	D
Diethylenetriamine pentamethylene phosphonic acid, pentasodium salt solution		249	3930	3930	0	NI	0	R	2	NI	NI	NI	NI	NI	NI	NI
Diethyl ethanolamine		241	622	0	NI	0	NR	3	NI	1	1	2	3	3		
Diethyl aminoethanol		241	640	0	1	1	NR	0	NI	1	0	0	1	1		
Diethyl ether		237	640	0	2	2	R	4	2	0	0	0	1	1		
Diethyl ether		237	641	0	2	2	R	4	2	0	0	0	1	1		
Di-(2-ethylhexyl) adipate		222	641	0	2	2	R	4	2	0	0	0	1	1		
Di-(2-ethylhexyl) adipate		222	643	(2)	1	1	NR	2	NI	0	1	(2)	2	2		
Di-(2-ethylhexyl) phosphoric acid		223	643	(2)	1	1	NR	2	NI	0	1	(2)	2	2		
Di-(2-ethylhexyl) phosphoric acid		223	642	0	4	4	R	0	0	0	0	1	1	1		
Di-(2-ethylhexyl) phthalate		2751	642	0	4	4	R	0	0	0	0	1	1	1		
Di-(2-ethylhexyl) phthalate		2751	648	3	3	3	R	2	0	0	0	(1)	1	1		
Diethyl phthalate		238	648	3	3	3	R	2	0	0	0	(1)	1	1		
Diethyl phthalate		238	649	1	NI	1	R	(2)	NI	1	2	3	2	3	CM	SD
Diethyl sulphate		239	653	3	NI	3	NR	4	NI	0	0	(2)	1	2	Ss	SD
Diethyl sulphate		239	653	3	NI	3	NR	4	NI	0	0	(2)	1	2	Ss	SD
Glycidyl ether of Bisphenol A		250	653	3	NI	3	NR	4	NI	0	0	(2)	1	2	Ss	SD
Glycidyl ether of bisphenol A		250	653	3	NI	3	NR	4	NI	0	0	(2)	1	2	Ss	SD
Glycidyl ether of Bisphenol A		1675-54-3	653	3	NI	3	NR	4	NI	0	0	(2)	1	2	Ss	SD

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Diglycidyl ether of Bisphenol F	728	0	NI	0	NR	3	NI	0	(0)	(2)	1	(2)	SSR	S	3	
Diglycidyl ether of bisphenol F	251	655	0	(4)	(4)	R	0	NI	0	0	(1)	1	1	Fp	3	
Diheptyl phthalate	252	656	5	NI	5	(NR)	5	0	0	0	(1)	0	1	FE	1	
Diheptyl adipate	224	2125	5	NI	5	R	0	2	0	0	(1)	1	1	R	Fp	3
Di-n-hexyl adipate	253	657	1	NI	1	NI	1	NI	0	NI	NI	NI	NI	D	NI	
Di-n-hexyl phthalate	15	575	4	4	4	NR	3	NI	0	0	0	1	0	FE	2	
Di-hexyl phthalate	257	576	(2)	NI	(2)	(R)	(3)	NI	2	(2)	2	(3)	(3)	FED	3	
1,4-Dihydro-9,10-dihydroxy anthracene disodium salt (soln.)	256	579	3	NI	3	R	2	NI	0	0	2	2	2	F	2	
Disobutene	254	581	4	(4)	4	R	(4)	1	0	0	1	0	0	S	3	
Disobutylene	255	619	0	0	0	(R)	0	(0)	0	0	(1)	0	1	Fp	2	
Disobutylamine	3119	3119	0	(4)	(4)	R	0	0	0	0	(1)	1	1	CAS No	26761-40-0	
Disobutylamine	2391	690	0	NI	0	R	0	0	0	0	(1)	1	1	R	Fp	3
Disobutyl ketone	3561	691	0	0	0	R	0	0	0	0	(0)	0	0	CAS No	33703-08-1	
Disobutyl ketone	3120	693	0	4	4	(R)	0	0	0	0	(1)	1	0	Fp	2	
Disobutyl phthalate	258	703	0	NI	0	NR	1	NI	0	0	0	2	3	FD	3	
Disodecyl phthalate	259	260	693	0	4	(R)	0	0	0	0	(1)	1	0	Fp	2	
Disodecyl phthalate	259	703	0	NI	0	NR	1	NI	0	0	0	2	3	FD	3	
Disoheptyl phthalate	258	691	0	0	0	R	0	0	0	0	(0)	0	0	CAS No	27554-26-3	
Disononyl adipate	3120	693	0	4	4	(R)	0	0	0	0	(1)	1	0	CAS No	110-97-4	
Disononyl phthalate	258	703	0	NI	0	NR	1	NI	0	0	0	2	3	FD	3	
Disononyl phthalate	259	260	693	0	4	(R)	0	0	0	0	(1)	1	0	Fp	2	
Disopropanolamine	259	703	0	NI	0	NR	1	NI	0	0	0	2	3	FD	3	
Disopropanolamine	260	693	0	4	4	(R)	0	0	0	0	(1)	1	0	CAS No	110-97-4	

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EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Dimethyllethanolamine	667	0	NI	0	R	2	NI	1	1	2	3	3			D	3
Dimethyllethanolamine	273												CAS No	108-01-0		
Dimethyl formamide	676	0	0	0	R	1	0	0	1	2	1	2	R		D	3
Dimethylformamide	274												CAS No	68-12-2		
Dimethyl glutarate	670	0	NI	0	R	3	NI	0	0	2	3	2	A		SD	3
Dimethyl glutarate	265												CAS No	26717-67-9		
Dimethyl hydrogen phosphite	673	0	NI	0	NR	2	NI	1	0	0	0	1	1		D	1
Dimethyl hydrogen phosphite	266												CAS No	868-89-9		
2,2-Dimethyloctanoic acid	675	3	NI	3	R	4	1	0	0	(2)	2	2			Fp	2
Dimethyl octanoic acid	267												CAS No	29662-90-6		
Dimethyl phthalate	678	2	2	2	R	2	0	0	0	(1)	0	1			SD	1
Dimethyl phthalate	268												CAS No	131-11-3		
2,2-Dimethylpropane-1,3-diol	679	0	0	0	NR	0	0	0	0	0	2	2			FD	2
2,2-Dimethylpropane-1,3-diol (molten or solution)	29												CAS No	126-30-7		
Dimethyl succinate	681	0	NI	0	NI	2	NI	0	0	0	0	2			SD	2
Dimethyl succinate	269												CAS No	106-65-0		
Dinitrotoluene	688	2	2	2	NR	4	2	2	(2)	(2)	1	0	CMR		S	3
Dinitrotoluene (molten)	276												CAS No	25321-14-6		
Dinonyl phthalate	689	0	NI	0	R	0	0	0	0	(1)	1	1			Fp	2
Dinonyl phthalate	2993												CAS No	84-76-4		
Di-n-octyl phthalate	692	0	(4)	(4)	(R)	0	0	0	0	(1)	1	(1)			Fp	2
Diocetyl phthalate	277												CAS No	117-84-0		
1,4-Dioxane	682	0	0	0	NR	0	0	0	0	0	2	C		D	3	
1,4-Dioxane	16												CAS No	123-91-1		
Dipentene	686	4	NI	4	NR	2	NI	0	0	(2)	2	2	Ss		F	3
Dipentene	278												CAS No	138-86-3		
Diphenyl	694	3	4	4	R	4	1	0	0	(1)	0	1			S	1
Diphenyl	279												CAS No	92-52-4		
Diphenylamine (molten)	2186	3	3	3	NR	3	1	0	0	(1)	1	1			S	1
Diphenylamine (molten)	285												CAS No			

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Formamide	808	0	NI	0	NR	1	NI	0	0	1	1	2	R	D	3	
Formamide	355												CAS No	75-12-7		
Formic acid	809	0	NI	0	R	2	NI	1	(1)	2	3C	3		D	3	
Formic acid (85% or less acid)	356												CAS No	64-18-6		
Formic acid mixture (containing up to 18% propionic acid and up to 25% sodium formate)	2408	0	NI	0	R	1	NI	(0)	(0)	(2)	(2)	(3)		D	3	
Formic acid mixture (containing up to 18% propionic acid and up to 25% sodium formate)	3684												CAS No	65997-04-8		
Fumaric adduct of rosin (water dispersion)	810	3	NI	3	NR	3	NI	0	(0)	(3)	0	3	Ss	D	3	
Fumaric adduct of rosin, water dispersion	357												CAS No	65997-04-8		
Furfural	812	0	NI	0	R	2	1	2	(2)	3	2	2	C	D	3	
Furfural	358												CAS No	98-01-1		
Furfuryl alcohol	813	0	NI	0	R	1	NI	2	2	3	2	2		D	2	
Furfuryl alcohol	359												CAS No	98-00-0		
Glucitol/glycerol blend propoxylated (containing 10% or more amines)	2441	2	NI	2	NR	1	1	1	0	(2)	(1)	(1)		D	2	
Glucitol/glycerol blend propoxylated (containing 10% or more amines)	3919												CAS No			
Glucitol/glycerol blend, propoxylated (containing less than 10% amines)	2368	0	NI	0	NR	1	NI	1	0	(2)	(1)	(1)		SD	2	
Glucitol/glycerol blend propoxylated (containing less than 10% amines)	3074												CAS No			
Glycerine	814	0	NI	0	R	0	0	0	(1)	0	1			D	1	
Glycerine	363												CAS No	56-81-5		
Glycerine (83%) Dioxane-dimethanol (17%) mixture	1743	NI	NI	NI	R	1	NI	0	(0)	(1)	(0)	1		D	1	
Glycerine (83%), Dioxanediethanol (17%) mixture	364												CAS No			
Glycerol ethoxylated	2360	0	NI	0	R	0	NI	0	0	(0)	0	0		D	0	
Glycerol ethoxylated	3123												CAS No			
Glycerol monooleate	1898	0	0	0	R	0	NI	0	(0)	(1)	1	1		Fp	2	
Glycerol monooleate	365												CAS No	25496-72-4		
Glycerol propoxylated	2346	0	NI	0	NR	1	NI	1	0	(2)	1	0		D	2	
Glycerol propoxylated	3110												CAS No			
Glycerol, propoxylated and ethoxylated	2276	0	NI	0	NR	1	0	0	0	0	0	0		SD	2	
Glycerol, propoxylated and ethoxylated	2872												CAS No			
Glycerol/sorbitol blend, propoxylated and ethoxylated	2372	0	NI	0	NR	2	NI	NI	NI	NI	NI	NI		NI	NI	
Glycerol/sorbitol blend, propoxylated and ethoxylated	3136												CAS No			

EHS Name	TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
1-Hexanol			854	1	0	0	(R)	2	NI	1	0	(3)	1	3		FD	3
Hexanol			385														
Hexene (all isomers)			2224	3	NI	3	R	3	NI	(0)	(0)	(1)	(1)	(1)		E	2
Hexene (all isomers)			386														
1-Hexene			855	3	NI	3	R	3	NI	0	0	0	1	1		E	2
1-Hexene			2681														
2-Hexene (mixed isomers)			856	3	NI	3	R	3	NI	(0)	(0)	0	(1)	(1)		E	2
2-Hexene (mixed isomers)			2682														
Hexyl acetate			857	2	NI	2	NI	3	NI	0	0	0	(1)	1	1	FE	2
Hexyl acetate			387														
sec-Hexyl acetate			858	2	NI	2	NI	3	NI	0	0	0	1	(2)		FED	2
Methylamyl acetate			456														
Hexylene glycol			859	0	NI	0	R	0	0	0	0	(3)	2	3		D	2
Hexylene glycol			388														
Hydrocarbon waxes			2278	0	NI	0	NR	0	0	0	0	(0)	1	1		Fp	2
Hydrocarbon waxes			2886														
Hydrochloric acid			864	Inorg	0	0	Inorg	1	NI	1	1	3	3C	3	DE	3	
Hydrochloric acid			389													D	0
Hydrogenated Starch Hydrolysate			2347	0	NI	0	R	0	NI	0	0	(0)	0	0		D	0
Hydrogenated starch hydrolysate			3077														
Hydrogen peroxide, more than 60%			867	Inorg	0	0	Inorg	3	NI	1	0	2	3	3		D	3
Hydrogen peroxide, more than 60%			2689														
Hydrogen peroxide, more than 60%			867	Inorg	0	0	Inorg	3	NI	1	0	2	3	3		D	3
Hydrogen peroxide solutions (over 60% but not over 70% by mass)			390														
Hydrogen peroxide, more than 8% but not more than 60%			2231	Inorg	0	0	Inorg	3	NI	1	0	(2)	3	3		D	3
Hydrogen peroxide, more than 8% but not more than 60%			2690														
Hydrogen peroxide, more than 8% but not more than 60%			2231	Inorg	0	0	Inorg	3	NI	1	0	(2)	3	3		D	3
Hydrogen peroxide solutions (over 8% but not over 60% by mass)			391														
N-(2-Hydroxyethyl) ethylene diamine triacetic acid, trisodium salt (solution)			870	0	NI	0	NI	1	NI	0	0	(1)	1	1	R	D	3
N-(Hydroxyethyl)ethylenediaminetriacetic acid, trisodium salt solution			470													150-30-0	CAS No

EHS Name TRN Name	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Isobutene	1113	2	NI	2	NI	2	NI	(0)	(0)	(0)	(0)	(0)	(1)	E	2
Isopentene	2677													FD	2
Isophorone	879	1	1	R	2	0	1	1	(2)	1	2				
Isophorone	399	0	0	NR	2	0	1	(1)	(3)	3	3	Ss	D	3	
Isophorone diamine	880	0	0	NR	2	0	1	(1)	(3)	3	3	SsSrA	S	3	
Isophoronediamine	401												CAS No	563-45-1	
Isophorone diisocyanate	881	1	NI	1	NR	3	NI	0	0	3	3	SsSrA	S	3	
Isophorone diisocyanate	400												CAS No	2855-13-2	
Isoprene	882	2	2	NR	3	1	0	0	0	1	2	CM	E	3	
Isoprene	402												CAS No	4098-71-9	
Isopropanol	1181	0	NI	0	R	0	0	0	0	0	1	2		DI	2
Isopropyl alcohol	405												CAS No	67-63-0	
Isopropanolamine	1182	0	NI	0	R	2	NI	0	1	0	3	3		DI	3
Isopropanolamine	403												CAS No	78-96-6	
Isopropyl acetate	1192	1	NI	1	R	1	NI	0	0	0	1	2		ED	2
Isopropyl acetate	404												CAS No	108-21-4	
Isopropylamine	1195	0	NI	0	R	2	NI	2	2	1	3	3		DE	3
Isopropylamine	407												CAS No	75-31-0	
Isopropylamine (70%)	2350	0	NI	0	R	2	NI	2	2	1	3	3		DE	3
Isopropylamine (70% or less) solution	395												CAS No		
Isopropyl benzene	1197	3	2	2	R	3	NI	0	0	0	2	1		FE	2
Isopropylbenzene	2687												CAS No	98-82-8	
Isopropyl benzene	1197	3	2	2	R	3	NI	0	0	0	2	1		FE	2
Propylbenzene (all isomers)	623												CAS No	98-82-8	
Isopropyl cyclohexane	1199	4	NI	4	(NR)	(3)	NI	(0)	(0)	(1)	(0)	(1)		FE	2
Isopropylcyclohexane	408												CAS No	696-29-7	
Isopropyltoluenes	549	4	4	4	(NR)	3	NI	0	(0)	1	2	(1)		FE	2
p-Cymene	552												CAS No	99-87-6	
Isovaleraldehyde	1390	1	NI	1	R	3	NI	0	0	0	2	2		DI	2
Valeraldehyde (all isomers)	731												CAS No	590-86-3	

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EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3	
Long-chain polyetheramine in alkyl(C2-C4)benzenes		1457	NI	NI	NR	2	NI	0	0	(2)	2	2			Fp	2	
Lubrizol polyolefin anhydride		422															
Polyolefin anhydride		1865	0	NI	0	NR	1	NI	0	0	(2)	1	(2)		Fp	2	
L-Lysine solution (50% or less)		605															
L-Lysine solution (60% or less)		2199	0	0	0	R	1	0	0	0	0	1	NI		D	1	
Magnesium alkyl (long chain) salicylate (overbased) in mineral oil (LOA)		71	(0)	NI	(0)	NR	(2)	NI	0	0	(1)	(1)	(1)	Ss		S	2
Magnesium long-chain alkyl salicylate (C11+)		429															
Magnesium chloride solution		915	Inorg	0	0	Inorg	1	0	0	0	(0)	0	0		D	0	
Magnesium hydroxide slurry		427															
Magnesium hydroxide slurry		916	Inorg	0	0	Inorg	0	NI	0	0	(1)	(0)	1		S	1	
Magnesium lignosulphonate solutions		428															
Ligninsulphonic acid, magnesium salt solution		2356	(0)	NI	(0)	(NR)	(0)	NI	0	0	(0)	(0)	(0)		D	0	
Magnesium long chain alkaryl sulphonate (C11-C50) (LOA)		3116															
Magnesium long-chain alkyl sulphonic acid copolymer (C11-C50)		1967	0	NI	0	NR	0	NI	0	0	(2)	1	2		Fp	2	
Maleic acid/allyl sulphonic acid copolymer with phosphonate groups, partial sodium salt (aqueous solution)		430															
Maleic acid/allyl sulphonic acid copolymer with phosphonate groups, partial sodium salt (aqueous solution)		2412	0	NI	0	NR	0	NI	(0)	(0)	(0)	(0)	(0)		D	0	
Maleic anhydride		3688															
Maleic anhydride		921	1	NI	1	R	2	0	1	2	(3)	3	3	SsSr	D	3	
Maleic anhydride		431															
Maleic anhydride - sodium allylsulphonate copolymer (aqueous solution)		2410	0	NI	0	NR	1	NI	0	0	(0)	0	0		D	0	
Maleic anhydride-sodium allylsulphonate copolymer solution		3686															
Maltitol Syrup		2348	0	NI	0	R	0	NI	0	0	(0)	0	0		D	0	
Maltitol solution		3078															
Mango kernel oil (containing less than 10% free fatty acids)		2305	(0)	NI	(0)	(R)	(0)	NI	(0)	(0)	(0)	(0)	(0)		Fp	2	
Mango kernel oil		3035															
2-Mercaptobenzothiazol		925	2	1	1	NR	4	2	0	0	(0)	0	0	Ss		S	2
Mercaptobenzothiazol, sodium salt solution		432												CAS No	149-30-4		

EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Mesityl oxide		946	1	NI	1	R	(1)	NI	1	0	2	2	2			D 2
Metam-sodium (ISO)		433												CAS No	141-79-7	
Metam sodium solution		202	0	NI	0	NR	4	NI	1	2	(2)	2	1	Ss		D 2
Methacrylic acid-alkoxy poly (alkylene oxide) methacrylate co-polymer sodium salt (45% or less solution)	2288	NI	0	0	NR	1	NI	0	(0)	(1)	1	0				CAS No 137-42-8
Methacrylic acid - alkoxy poly (alkylene oxide) methacrylate copolymer, sodium salt aqueous solution (45% or less)	2819															
Methacrylic acid, inhibited		948	0	NI	0	R	2	0	1	2	2	3	3			D 3
Methacrylic acid		435												CAS No	79-41-4	
Methacrylic resin in 1,2 Dichloroethane soln.	2046	1	1	1	NR	2	0	(1)	(0)	(2)	(1)	(2)	C			SD 3
Methacrylic resin in ethylene dichloride		949	0	NI	0	R	2	0	2	2	3	1	1	Ss		
Methacrylonitrile		436												CAS No	126-98-7	
Methacrylonitrile		951	0	NI	0	R	0	0	(2)	(2)	2	2	T			DE 3
Methanol		441												CAS No	67-56-1	
Methyl alcohol		2452	0	NI	0	R	0	(0)	0	0	(0)	0	0			
(2-Methoxymethyl)ethoxypropanols		3870												CAS No		
Methyl acetate		954	0	NI	0	R	1	NI	0	0	0	1	2			DE 2
Methyl acetate		438												CAS No	79-20-9	
Methyl acetoacetate		335	0	NI	0	R	1	NI	0	0	(2)	1	2			D 2
Methyl acetoacetate		439												CAS No	105-45-3	
Methyl acrylate		955	0	NI	0	R	3	NI	1	1	2	2	3	MSs		D 3
Methyl acrylate		440												CAS No	96-33-3	
Methylamine solution 42% or less	957	0	NI	0	R	2	NI	2	(2)	3	3	3	M	NT	DE 3	
Methylamine solutions (42% or less)		455												CAS No	74-89-5	
Methyl amyl alcohol	958	1	NI	1	R	1	NI	1	0	2	1	3			FED 3	
Methylamyl alcohol		457												CAS No	108-11-2	
Methyl amyl ketone	959	1	NI	1	NI	1	NI	1	0	0	1	1			FED 2	
Methyl amyl ketone		442												CAS No	110-43-0	
N-Methyl aniline	961	1	NI	1	(NR)	3	1	1	1	(2)	(1)	1				FD 2
N-Methylaniline		3107												CAS No	100-61-8	

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EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Naphthalene, crude (molten) (#)(l)	2459	NI	(3)	(3)	NR	3	0	0	(0)	(2)	2	2	GMT			Fp 3
Naphthalene crude (molten)	3858												CAS No	85117-10-8		
Naphthalene sulphonic acid condensed with formaldehyde, sodium salt, solution	1020	0	1	1	(NR)	1	NI	0	(0)	(1)	0	1				D 1
Naphthalenesulphonic acid-formaldehyde copolymer, sodium salt solution	494												CAS No	9084-06-4		
Neodecanoic acid	1025	4	NI	4	NR	2	NI	0	0	(2)	0	2				Fp 2
Neodecanoic acid	496												CAS No	26896-20-8		
Nitric acid (90% or less)	1029	Inorg	NI	0	Inorg	2	NI	(3)	(1)	3	3C	3				D 1
Nitric acid (70% and over)	498												CAS No	7697-37-2		
Nitric acid (90% or less)	1029	Inorg	NI	0	Inorg	2	NI	(3)	(1)	3	3C	3				D 1
Nitric acid (less than 70%)	499												CAS No	7697-37-2		
Nitilotriacetic acid, trisodium salt	1030	0	NI	0	R	1	0	1	(0)	0	1	1	CMR			D 3
Nitilotriacetic acid, trisodium salt solution	500												CAS No	5094-31-3		
Nitroethane	1037	0	NI	0	NR	2	NI	1	0	(2)	(0)	(1)				SD 2
Nitroethane	502												CAS No	79-24-3		
Nitroethane (80%)/Nitropropane (20%)	2245	0	1	1	NR	2	NI	1	1	2	0	1				E 2
Nitroethane(80%)/ Nitropropane(20%)	503												CAS No			
Nitroethane, 1-Nitropropane (each 15% or more) mixture	2270	(0)	(1)	(1)	(NR)	(2)	NI	1	1	2	0	1				FED 2
Nitroethane, 1-Nitropropane (each 15% or more) mixture	2212												CAS No			
2-Nitrophenol	1041	1	2	2	R	3	(2)	0	0	(1)	1	1				S 1
o-Nitrophenol (molten)	536												CAS No	88-75-5		
1-Nitropropane	1044	0	1	1	NR	1	NI	1	0	2	0	1				FED 2
1-Nitropropane	2747												CAS No	108-03-2		
1- or 2- Nitropropane	2242	0	1	1	NR	1	NI	2	0	2	0	1				FED 3
1- or 2- Nitropropane	20												CAS No			
2-Nitropropane	1045	0	1	1	NR	2	NI	2	0	2	0	0	C			FED 3
2-Nitropropane	2748												CAS No	79-46-9		
Nitropropane (60%)/ Nitroethane (40%) (mixture)	1046	0	1	1	NR	2	NI	1	0	2	0	1	C			FED 3
Nitropropane (60%)/Nitroethane (40%) mixture	504												CAS No			
o-Nitrotoluene	1049	2	2	2	NR	2	(1)	1	0	(2)	0	1	CMR			S 3
o-Nitrotoluene	2745												CAS No	88-72-2		

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EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
p-Nitrotoluene	1051	2	1	1	NR	3	0	1	0	(2)	0	1	R		S	3
p-Nitrotoluene	2746												CAS No	99-99-0		
o- or p-Nitrotoluenes	2241	2	2	2	NR	3	(1)	1	0	(2)	0	1	CMR		S	3
o- or p-Nitrotoluenes	532												CAS No	111-84-2		
Noname	1054	4	NI	4	R	4	NI	0	0	1	1	1	A		FE	2
Noname (all isomers)	506												CAS No	111-84-2		
Nonanoic acid	1055	3	NI	3	R	2	NI	0	0	(3)	2	3			F	3
Nonanoic acid (all isomers)	507												CAS No	112-05-0		
None (all isomers)	2222	4	NI	4	NI	3	NI	0	0	0	1	1	A		FE	2
None (all isomers)	508												CAS No	27215-95-8		
1-Nonene	1060	4	NI	4	NI	3	NI	0	0	0	1	1	A		FE	2
1-Nonene	2680												CAS No	27215-95-8		
Nonyl acetate	1766	4	NI	4	NI	NI	NI	0	0	NI	NI	NI		F	NI	
Nonyl acetate	509												CAS No	143-13-5		
Nonyl methacrylate monomer	1061	5	NI	5	R	3	NI	(0)	(0)	(1)	(1)	(1)		F	1	
Nonyl methacrylate monomer	511												CAS No	2696-43-7		
Nonyl phenol	1062	5	4	4	NR	5	3	1	0	(3)	3	3		Fp	3	
Nonylphenol	512												CAS No	25154-52-3		
Nonyl(C6-C12)phenol poly(4-12)ethoxylate	1063	4	NI	4	NR	3	1	0	0	(2)	2	1		D	2	
Alkyl(C7-C11)phenol poly(4-12) ethoxylate	97												CAS No			
Nonyl(C6-C12)phenol poly(4-12)ethoxylate	1063	4	NI	4	NR	3	1	0	0	(2)	2	1		D	2	
Nonylphenol poly(4+)ethoxylate	513												CAS No			
Octamethylcyclotetrasiloxane	2398	5	5	5	NR	0	3	0	0	0	0	0		F	1	
Octamethylcyclotetrasiloxane	3633												CAS No	111-65-9		
Octane	1072	5	NI	5	(R)	4	NI	(0)	(0)	0	0	0	A		FE	2
Octane (all isomers)	538												CAS No	111-65-9		
Octanoic acid (Caprylic acid)	1074	3	NI	3	R	1	NI	0	0	(3)	3	3		F	3	
Octanoic acid (all isomers)	539												CAS No	134-07-2		
1-Octanol	1075	3	NI	3	R	2	0	1	0	(2)	2	2		Fp	2	
Octanol (all isomers)	540												CAS No	111-87-5		

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EHS Name TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
1-Pentene		1114	2	NI	2	NI	(2)	NI	(0)	0	(0)	(1)			E	2
1-Pentene	2679												CAS No	109-67-1		
2-Pentene		1115	2	NI	2	NI	2	NI	(0)	(0)	(0)	(1)			E	2
2-Pentene	2678												CAS No	109-68-2		
Petrolatum		2244	0	NI	0	NR	0	NI	0	0	2	1			Fp	2
Petrolatum	565												CAS No			
Petroleum wax		1122	0	NI	0	NR	0	NI	0	0	(0)	0				
Waxes	741												CAS No	8002-74-2		
Phenol		1124	1	2	2	R	3	0	2	2	(3)	3		NT	S	3
Phenol	566												CAS No	108-95-2		
Phenylxylylethane		1135	5	4	4	NR	(2)	NI	1	0	(1)	(0)			F	1
1-Phenyl-1-xyl ethane	23															
Phosphate esters, alkyl(C12-C14)amine (LOA)		1854	2	NI	2	NR	3	NI	0	(0)	(2)	1			FD	2
Phosphate esters, alkyl (C12-C14) amine	1345												CAS No	40766-31-2		
Phosphoric acid		1138	0	NI	0	Inorg	1	NI	(3)	(3)	3	3			D	3
Phosphoric acid	567												CAS No	7664-38-2		
Phosphorus (elemental yellow)		1139	Inorg	(3)	(3)	Inorg	6	4	0	0	0	2			S	2
Phosphorus, yellow or white	568												CAS No	7732-14-0		
Phthalic anhydride (molten)		1146	1	NI	1	R	2	0	1	0	(3)	1		SsSr	S	3
Phthalic anhydride (molten)	569												CAS No	85-44-9		
alpha-Pinene		40	4	NI	4	R	4	NI	0	0	0	1				
alpha-Pinene	109												CAS No	80-56-8		
beta-Pinene		41	4	NI	4	(R)	4	NI	0	0	0	1				
beta-Pinene	141												CAS No	1330-16-1		
Pine oil		1148	4	NI	4	NR	4	NI	0	0	(1)	(1)			Fp	3
Pine oil	570												CAS No	8002-09-3		
Piperazine, 68% Aqueous		2433	0	NI	0	NR	2	NI	0	0	2	3A		SsSN	SD	3
Piperazine, 68% solution	3748												CAS No	110-85-0		

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Triglycerides, C16-C18 and C18 unsaturated, reclaimed (UCO)	2470 3974	(5)	NI	(5)	R	(0)	(0)	(0)	(0)	(1)	(1)	(1)	(1)	(1)	(1)	Fp 2	
Used cooking oil (m)	1370	0	0	NR	1	0	1	0	0	(2)	3				FD	3	
Triisopropanolamine	711														S	0	
Triisopropylated phenyl phosphates	1375 712	5	5	5	R	4	NI	0	0	0	0						
Triisopropylated phenyl phosphates	1350 714	1	1	1	R	2	NI	1	1	(2)	2	2				Fp 2	
Trimethylacetic acid	1353 715	0	NI	0	R	1	NI	1	0	2	3	3				DE	3
Trimethylacetic acid	1354 716	3	3	3	NR	4	0	0	0	1	2	1				FE	2
Trimethylamine	1359 718	1	NI	1	NI	NI	NI	1	0	(3)	2	3	Ss		D	3	
Trimethylbenzene (all isomers)	1360 717	0	NI	0	NI	3	NI	0	NI	NI	NI	NI	SsSr		Nl	2	
1,2,3-Trimethyl benzene	1362 719	NI	NI	NI	NR	1	NI	0	0	NI	NI	NI			Nl	Nl	
Trimethylbenzene (all isomers)	2274 2870	0	NI	0	(NR)	1	0	0	0	(1)	0	1			SD	1	
2,4,4-Trimethyl hexamethylene diamine	1845 26	4	NI	4	NR	0	NI	0	0	(1)	1	0				F	1
Trimethylhexamethylenediamine (2,2,4- and 2,4,4-isomers)	1364 27	3	NI	3	NI	2	NI	0	0	(1)	1	1	CAS No 25264-77-4		Fp 2		
Trimethyl hexamethylene diisocyanate	1365 713	0	NI	0	R	NI											
Trimethylhexamethylene diisocyanate (2,2,4- and 2,4,4-isomers)	1844 10	0	NI	0	NI	0	NI	0	0	0	1	R		SD	3		
Trimethylol propane polyethoxylate	1372 720	0	0	0	R	0	0	0	0	(0)	0	0	CAS No 110-88-3		D	0	
Trimethylolpropane polyethoxylate													CAS No 24800-44-0				

EHS Name	TRN Name	EHS TRN	A1a	A1b	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Trixyl enyl phosphate		1377 721	5	4	4	NR	4	1	(0)	(1)	(0)	(1)	(1)	R	S	3
Trixyl phosphate														CAS No	25155-23-1	Fp 2
Tung oil	Tung oil	1378 2784	0	NI	0	R	(2)	NI	(0)	(0)	(1)	(0)	(1)			
Turpentine (wood)	Turpentine	1379 722	4	NI	4	NI	4	NI	0	(0)	1	(2)	2	SsA	(T)	D 2
Undecanoic acid	Undecanoic acid	1381 723	4	NI	4	(R)	3	NI	(0)	(0)	(2)	1	(2)			Fp 2
Undecyl alcohol	1-Undecanol	1382 724	4	NI	4	R	4	NI	0	0	(2)	2	(1)			
Undecyl alcohol	Undecyl alcohol	1383 24	5	NI	5	NR	4	NI	(0)	(0)	(1)	(2)	(1)	A	F	3
1-Undecene	1-Undecene	1384 726	0	0	0	R	1	NI	0	0	(1)	1	(1)			D 1
Urea	Urea solution	1384 2627	0	0	0	R	1	NI	0	0	(1)	1	(1)			
Urea	Urea	1386 727	0	0	0	R	3	2	NI	NI	NI	NI	NI			
Urea/Ammonium mono and dihydrogen phosphate/ Potassium chloride solution	Urea/Ammonium mono- and di-hydrogen phosphate/Potassium chloride solution	1386 727	0	NI	0	R	3	NI	0	0	(2)	1	2			D 2
Urea/Ammonium nitrate solution (> 1% aq. ammonia)	Urea/Ammonium nitrate solution	2322 728	0	NI	0	R	3	NI	0	0	(1)	(1)	(1)			
Urea/Ammonium nitrate solution (containing < 1% aq. ammonia)	Urea/Ammonium nitrate solution (containing less than 1% free ammonia)	1387 729	0	NI	0	R	(2)	(0)	0	0	(1)	(1)	(1)			D 1
Urea-ammonium phosphate solutions	Urea-ammonium phosphate solution	2179 730	0	0	0	R	3	2	(0)	(0)	(2)	(2)	(2)			D 2
Urea-formaldehyde resin solution	Urea formaldehyde resin solution	1388 725	NI	NI	NI	1	NI	1	1	NI	NI	NI	Ss		NI 2	Fp 2
Vegetable acid oils	Vegetable acid oils	2371 3138	0	NI	0	R	0	NI	(0)	(0)	(1)	(1)	(1)			
Vegetable oils fatty acid distillates	Vegetable fatty acid distillates (m)	2369 3137	0	NI	0	R	0	NI	(0)	(0)	(0)	(0)	(0)			Fp 2

EHS Name	TRN Name	EHS TRN	A1a	A1b	A1	A2	B1	B2	C1	C2	C3	D1	D2	D3	E1	E2	E3
Vegetable protein solution,hydrolysed		1398	0	NI	0	R	0	NI	(0)	(0)	(0)	(0)	(0)	(0)	D	0	
Vinyl acetate		734															
Vinyl acetate		1400	0	NI	0	R	2	NI	1	0	2	1	1	C		ED	3
Vinyl ethyl ether		735															
Vinyl ethyl ether		1405	1	NI	1	NR	1	NI	0	0	0	1	1		E	2	
Vinyldiene chloride		736															
Vinyldiene chloride		1406	2	1	1	NR	2	NI	2	0	(2)	2	2	M		SD	3
Vinyl neodecanoate		738															
Vinyl neodecanoate		1404	5	NI	5	NR	3	NI	0	0	(3)	3	3		F	3	
Vinyl neodecanoate		737															
Vinyl toluenes		1409	3	3	3	NR	3	NI	0	0	2	2	1	NM	(T)	F	3
Vinyl/toluene		739															
White spirit, low (15-20%) aromatic		1411	(4)	NI	(4)	(R)	3	NI	(0)	(0)	(2)	(1)	(2)	A		F	3
White spirit, low (15-20%) aromatic		742															
Wood lignin with sodium acetate/oxalate		2403	NI	NI	(0)	NR	(0)	NI	0	0	(1)	(1)	(1)				
Wood lignin with sodium acetate/oxalate		3638															
Xylene (mixed isomers)		1408	3	NI	3	NR	3	0	0	0	0	2	2	(T)	FE	2	
Xylenes		743															
Xylenes/Ethyl benzene (10% or more) mixture		2269	3	2	2	NR	3	1	(0)	(0)	(2)	(2)	(2)		(T)	FE	2
Xylenes/ethylbenzene (10% or more) mixture		2337															
Xylenols (mixtures)		1422	2	NI	2	R	3	NI	1	2	(3)	3	3				
Xylenol		744															
Yeast Extract Solution with Propylene Glycol (25% or less)		2396	NI	0	0	R	0	NI	0	0	(1)	0	1		D	1	
Stabilized Yeast Extract Solution		3631															
Zinc alkaryl dithiophosphate (C7-C16) (LOA)		1977	0	NI	0	NR	3	NI	0	0	(0)	(0)	(0)		Fp	2	
Zinc alkaryl dithiophosphate (C7-C16)		745															
Zinc alkenyl carboxamide (LOA)		2053	NI	0	0	NR	0	NI	0	0	(1)	1	(1)		Fp	2	
Zinc alkyl dithiophosphate (C3-C14)		746															
Zinc alkyl dithiophosphate		1428	5	NI	5	NR	3	NI	0	0	2	2		S	2		

ANNEX 6

REVIEW OF SENSITIZERS

EHS Name	EHS No.	Conclusions Column D3	Consequential Changes to E3 Ratings
1. Acrylamide	23	C M N Ss	
2. Acrylonitrile	25	C M Ss	
3. Alachlor (ISO)	1488	C Ss	
4. Alkenyl succinic anhydride	298	Ss Sr	
5. Alkyl amine, alkenyl acid ester, mixture	1433		2
6. Alkyl (C7-C9) nitrates	8		
7. Alkyl(C18-C28)toluenesulphonic acid (>90% in mineral oil)	2429	Ss	
8. Alkyl(C18-C28)toluenesulphonic acid, calcium salts, borated (up to 70% in mineral oil)	2404	Ss	
9. Alkyl(C18-C28)toluenesulphonic acid, calcium salts, high overbase (up to 70% in mineral oil)	2373	Ss	
10. Alkyl(C18-C28)toluenesulphonic acid, calcium salts, low overbase (up to 60% in mineral oil)	2409	Ss	
11. Aminoethylethanolamine	68	Ss Sr	
12. Aminoethylethanolamine/Aminoethylmethanolamine solution	74	Ss Sr	
13. N-Aminoethylpiperazine	88	Ss	
14. Amyl acetate	255		
15. Aniline	261	C T Ss	
16. Benzene sulphonyl chloride	320	Ss	
17. Benzyl chloride	352	C Ss A	
18. Butyl acrylate	390	Ss A	
19. Butyl/Decyl/Cetyl/Eicosyl methacrylate mixture	2295	Ss	
20. Butyl methacrylate	409	Ss	
21. Calcium alkyl (long chain) salicylate (overbased) in mineral oil (LOA)	70	Ss	
22. Calcium long chain alkaryl sulphonate (C11-C50) (LOA)	1973		1
23. Calcium long-chain alkyl (C18-C28) salicylate	2383	Ss	
24. Cashew nut shell oil (untreated)	443	Ss	
25. Chlorhydrins	463	C	
26. N-(3-Chloro-2-hydroxypropyl) trimethylammonium chloride solution (75% or less)	2286	C	
27. 4-Chloro-2-methylphenoxyacetic acid, dimethylamine salt solution	1536		
28. Crotonaldehyde	528		
29. Crude Piperazine	2331	Ss Sr	
30. Crude Tall Oil	2357	Ss	
31. 1,5,9-Cyclododecatriene	534	A	
32. Cyclohexylamine	542		
33. Dichloropropane and dichloropropene, mixture	608	C Ss	
34. 1,3-Dichloropropene	612	C Ss	
35. Diethylene triamine	638	Ss	
36. Diglycidyl ether of Bisphenol A	653	Ss	
37. Diglycidyl ether of Bisphenol F	728	Ss R	
38. Dimethylamine (40-50% aq.sol.)	661	Ss	

EHS Name	EHS No.	Conclusions Column D3	Consequential Changes to E3 Ratings
39. Dipentene	686	Ss	
40. Diphenylamine, reaction product with 2,4,4-trimethylpentene	1500		2
41. Diphenylamines, alkylated	1770		2
42. Diphenylmethane-4,4'-diisocyanate	700	Ss Sr	
43. Ditridecyl adipate	2351		
44. tert-Dodecanethiol	2233	Ss	
45. Epichlorohydrin	731	C Ss	
46. Ethanoltriazine (aqueous solution)	2411	Ss	
47. Ethoxylated tallow amine (>95%)	2313		
48. Ethoxylated tallow amine, glycol mixture	2252		
49. Ethyl acrylate	734	C Ss	
50. Ethylene diamine	758	Ss Sr	
51. Ethylene glycol acrylate	869	M Ss	
52. Ethylene oxide	77	C M R	
53. 2-Ethylhexyl acrylate	782	Ss	
54. Ethyl methacrylate	785	Ss	
55. Formaldehyde (37%-50% solution)	807	C M Ss	
56. Glyoxal solutions (40% or less)	84	M Ss Sr	
57. Glyoxylic acid	1535	Ss	
58. Hexamethylene diamine	845	R	
59. Hexamethylene diisocyanate	2142	Ss Sr	
60. Hexamethylene tetramine (40% solution)	849	Ss	
61. Isobutyl methacrylate	408	Ss	
62. Isophorone diamine	880	Ss	
63. Isophorone diisocyanate	881	Ss Sr A	
64. Linear alkyl (C12-16) propoxyamine ethoxylate	2380		
65. Long-chain alkylphenate/Phenol sulphide mixture	1754		2
66. Magnesium alkyl (long chain) salicylate (overbased) in mineral oil (LOA)	71	Ss	
67. Magnesium long chain alkaryl sulphonate (C11-C50) (LOA)	1967		2
68. Maleic anhydride	921	Ss Sr	
69. 2-Mercaptobenzothiazol	925	Ss	
70. Metam-sodium (ISO)	202	Ss	
71. Methacrylonitrile	949	Ss	
72. Methyl acrylate	955	M Ss	
73. Methylene dithiocyanate	2235	Ss	
74. Methyl methacrylate	995	Ss	
75. 3-(Methylthio) propionaldehyde	993	N Ss	
76. Metolachlor (ISO)	113	Ss	
77. Pentaethylene hexamine	1103	Ss	
78. 1,5-Pentanodial solution, (5-50%)	1107	Ss Sr	
79. Phthalic anhydride (molten)	1146	Ss Sr	
80. alpha-Pinene	40	Ss	
81. beta-Pinene	41	Ss	
82. Pine oil	1148	Ss	
83. Piperazine, 68% Aqueous	2433	N Sr Ss	
84. Polyethylene amines / paraffin mixtures	1991	Ss	
85. Polyethylene polyamines	2367	Ss	

EHS Name	EHS No.	Conclusions Column D3	Consequential Changes to E3 Ratings
86. Polymethylene polyphenyl isocyanate	1153	Ss Sr	
87. Rosin	1219	Ss	
88. Sodium chlorate solid and solutions (50% or less)	1244		
89. Sodium dichromate solution	487	C M Ss Sr	
90. Sodium hypochlorite solutions containing 20% and less but more than 2% NaOCl	1256		
91. Sodium hypochlorite solutions containing more than 20% NaOCl	1255		
92. Sodium petroleum sulphonate	1860		
93. Tall oil, crude and distilled	1285	Ss	
94. Tall oil soap, crude	2432	Ss	
95. Tetraethylene pentamine	1302	Ss	
96. Toluene diisocyanate	1315	C Ss Sr	
97. 2,4-Tolylendiamine	1317	C M Ss	
98. Tributyl phosphate	1319		2
99. Triethylenetetramine	1346	Ss	
100. Triethyl phosphite	1349	Ss	
101. 2,4,4-Trimethyl hexamethylene diamine	1359	Ss	
102. Trimethyl hexamethylene diisocyanate	1360	Ss Sr	
103. Turpentine (wood)	1379	A Ss	
104. Urea-formaldehyde resin solution	1388	Ss	
105. Zinc bromide solutions	2227	Ss	

ANNEX 7

DRAFT AGENDA FOR THE FIFTY-THIRD SESSION OF THE GESAMP/EHS WORKING GROUP

- 1 Adoption of the agenda
 - 2 Outcome of other bodies
 - 3 Evaluation of new substances
 - 4 Correspondence with industry/government
 - 5 Classification issues
 - 6 Consolidation of existing data files
 - 7 Communication and publication
 - 8 Any other business
 - 9 Future Work Programme
 - 10 Consideration and adoption of the report
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