



**MINISTÈRES  
TRANSITION ÉCOLOGIQUE  
COHÉSION DES TERRITOIRES  
MER**

*Liberté  
Égalité  
Fraternité*

**ÉPREUVE 3  
CONCOURS D'ÉLÈVES STAGIAIRES  
ADMINISTRATEURS  
DES AFFAIRES MARITIMES**  
(article 6.1 du décret statutaire n°2012-1546 modifié)

**ÉPREUVE 4  
CONCOURS D'ÉLÈVES ADMINISTRATEURS  
DES AFFAIRES MARITIMES**  
(articles 4.1 et 4.2 du décret statutaire n°2012-1546 modifié)

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## **MARPOL – Annex V**

### **Regulations for the prevention of Pollution by Garbage from ships**

Garbage from ships can be just as deadly to marine life as oil or chemicals.

The greatest danger comes from plastic, which can float for years. Fish and marine mammals can in some cases mistake plastics for food and they can also become trapped in plastic ropes, nets, bags and other items - even such innocuous items as the plastic rings used to hold cans of beer and drinks together.

It is clear that a good deal of the garbage washed up on beaches comes from people on shore - holiday-makers who leave their rubbish on the beach, fishermen who simply throw unwanted refuse over the side - or from towns and cities that dump rubbish into rivers or the sea. But in some areas most of the rubbish found comes from passing ships which find it convenient to throw rubbish overboard rather than dispose of it in ports.

For a long while, many people believed that the oceans could absorb anything that was thrown into them, but this attitude has changed along with greater awareness of the environment. Many items can be degraded by the seas - but this process can take months or years. For example, rope can take 3-14 months to dissolve, painted wood up to 13 years, Aluminium cans 200-500 years and a plastic bottle 450 years.

The MARPOL Convention sought to eliminate and reduce the amount of garbage being dumped into the sea from ships.

Under Annex V of the Convention, garbage includes all kinds of food, domestic and operational waste, excluding fresh fish, generated during the normal operation of the vessel and liable to be disposed of continuously or periodically.

Annex V totally prohibits the disposal of plastics anywhere into the sea, and severely restricts discharges of other garbage from ships into coastal waters and "Special Areas".

The Annex also obliges Governments to ensure the provision of reception facilities at ports and terminals for the reception of garbage which requires all ships of 400 gross tonnage and above and every ship certified to carry 15 persons or more, and every fixed or floating platform engaged in exploration and exploitation of the seabed to provide a Garbage Record Book and to record all disposal and incineration operations

The date, time, position of ship, description of the garbage and the estimated amount incinerated or discharged must be logged and signed. The Garbage Record Book must be kept for a period of two years after the date of the last entry.

The regulation also requires every ship of 12 metres or more in length to display placards notifying passengers and crew of the disposal requirements of the regulation; the placards should be in the official language of the ship's flag State and also in English or French for ships travelling to other States' ports or offshore terminals.

Generally, discharge is restricted to food wastes, identified cargo residues, animal carcasses, and identified cleaning agents and additives in washwater which are not harmful to the marine environment. Garbage discharge regulations do not apply when the discharge of garbage from a ship was a necessary action for the purpose of securing the safety of a ship and those on board

or saving life at sea. In such cases an entry should be made in the Garbage Record Book, or in the ship's official log-book for ships of less than 400 gross tonnage.

According to revised MARPOL Annex V shipboard generated garbage is to be grouped into the following categories which are prohibited to be discharged at sea:

1. **Plastics** - 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. .
2. **Food wastes** – Spoiled or unspoiled food substances. Food wastes may be discharged at sea under specific circumstances/requirements (refer to the simplified overview of the discharge provisions of the revised MARPOL Annex V developed by IMO).
3. **Domestic Wastes** – Garbage generated mainly in the accommodation spaces on board the ship (e.g. drinking bottles, papers, cardboard etc)
4. **Cooking Oil** – Edible oil or animal fat used for the preparation or cooking of food.
5. **Incinerator ashes** - Ash and clinkers resulting from shipboard incinerators used for the incineration of garbage.
6. **Operational wastes** - Solid wastes 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 that may be harmful to the aquatic environment. Operational wastes does not include grey water, bilge water, or other similar discharges essential to the operation of a ship (boiler/economizer blowdown, gas turbine washwater, machinery waste water etc).
7. **Cargo residues** - Remnants of any cargo which remain on the deck or in holds following loading or unloading. This category does not include cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship.
8. **Animal Carcasses** – Bodies of any animals that are carried on board as cargo and that die or are euthanized during the voyage. Discharge of such wastes permitted at sea under specific circumstances/requirements
9. **Fishing Gear** - Physical device that may be placed on or in the water or on the sea-bed with the intended purpose of capturing marine or fresh water organisms.