

Implementation of Marine Pollution & Prevention (Marpol 73/78) Annex 5 “Garbage from Ships” among Seagoing Local and International Ships

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Abstract – The main objective of the research is to find out the status of implementation of marine pollution and prevention (MARPOL 73/78) Annex V “Garbage from Ships” among seagoing local and international ships, the research intends to pursue the following objectives: To assess the level of implementation of MARPOL 73/78 Annex V among seagoing local and international ships and to propose a program to enhance the implementation of MARPOL 73/78 Annex V among seagoing local and international ships. The research utilized a quantitative method. The instrument used was based on the requirements provided by the International Convention for the Prevention of Marine Pollution by Ships Annex V to determine the challenges implementation of marine pollution and prevention (MARPOL 73/78) Annex V “Garbage from Ships” among seagoing local and international ships, which were adjusted to suit the needs of the study. The level of implementation of MARPOL 73 / 78 was rated implemented. An action plan to enhance the implementation of MARPOL 73/78 Annex V among seagoing local and international ships is proposed.

Keywords – MARPOL Annex V, Marine Pollution Prevention, MARPOL, Garbage, MARPOL 73/78

INTRODUCTION

Marine environmental pollution is viewed as a universal concern through always developing value whose resolve includes immediate methods connected to minimalizing and eventually removing air pollution from vessel. The acceptance of Global Convention for the Prevention of Pollution from Ships, known universally as MARPOL 73/78 is considered as a main achievement in this ground. It is marked at carrying pollution hastened through vessel that do not surpass the herbal assimilative sizes of the surroundings and organize not to avert the capability to repair its potentials. For this to attain, desired ends MARPOL 73/78 presents a range of necessities associated to vessel and their process. It is a treaty or settlement between states locations also recognized as worldwide conference th at focuses on prevention to different types of pollution acquired from sea-going vessels due to the fact that 1973 and was modified by using the Protocol of 1978, it is one of the greatest necessary worldwide maritime environmental conventions developed

through the International Maritime Organization in effort to reduce the air pollution in ocean and seas.

MARPOL 73/78 is distributed into 6 provisions or annexes such as: Annex I (2 October 1983) emphasizes on pollution began by oil also recognized as International Convention for the Prevention of Pollution of the Sea by means of Oil, Annex II (6 April 1987) small print in categorizing noxious liquid supplies into a number of criteria, Annex III (1 July 1992) is in line with International Maritime Dangerous Goods (IMDG) Code, Annex IV (27 September 2003) is about the pollution that can be precipitated by means of the sewage of ships. Annex V (31 December 1988) focuses on the management of rubbish along with segregation, handling and disposal and being strict with the one-of-a-kind areas in where the waste can be disposed in compliance, Annex VI (19 May 2005) is about the requirements to stop air pollution emitted by ships.

All vessels in sorts and in voyages are mandated to fulfil thru MARPOL 73/78 to assist minimize the pollution in exceptional sorts o

four bodies of water. One of the most authentic annexes that can be typically encountered by using apprentices is the 5th annex of MARPOL or Regulation for the Prevention of Pollution by means of Garbage from Ships due to the categories that fall into this provision such as plastics, food waste, domestic wastes, cooking oil, furnace ashes, working waste, animal carcasses, fishing gear, E-waste, cargo residues (non-HME), cargo remainders (HME).

Industrialization alongside with seaborne alternate make the bad effect on maritime environment, now not only in the Indian, the Pacific and the Atlantic Oceans and more ally in the intercontinental seawaters. Floating rubbish and oil slicks are the most seen structure of pollution in the Mediterranean and the Black Sea region. A crucial furnish of air pollution is the ships transiting the vicinity and the ballast waters, strong garbage and unintended air pollution with the resource of tankers having noxious assets onboard.

Presently, 154 countries on behalf of 98.7% of the biosphere transport weight confirm to the Resolutions that, all vessels under the flag of an associate country are responsible to its policies and rules, regardless of where they entry. Associate country to comply with the responsibility to check out and review the vessel that function through their specialist and the giving of the vital vessel certificates, and for authorizing any violation of MARPOL 73/78 rules [1].

Each year, the emphasis with respect to MARPOL Annex V has remained the persevered extension of one-of-a-kind ranges and stringent implementation. Current television reporting and courtesy at the International Maritime Organization (IMO) has remained on conservatory fuel issues, emission operate zones, and ballast water. But, the Marine Environment Protection Committee (MEPC) has remained silently at work on far-reaching amendments to MARPOL Annex V garbage requirements. The new rules inverse the assumption that rubbish might typically be cleared inside definite limits and severely boundary the kinds of trash that can be cleared [2]. It forbids the release into the ocean of all plastics, and sets rules for the release of one-of-a-kind type of rubbish relying on whether or not the ship is within or outside a one-of-a-kind area [1].

Unsafe administration and dumping of vessel wastes can without difficulty lead to unfavorable health penalties. Persons can come to be unprotected straight, together on vessel and at harbor, as an end consequence of interaction with left-over that is no longer existence achieved in a threatened way.

Contact can additionally happen with the aid of the environmental transmission of virus-causing creatures or detrimental elements due to risky removal. However, waste can be achieved and predisposed of in approaches that stop damage from happening. Unwanted can comprise dangerous bacterial, biochemical or physical agents. For illustration, piercing substances are in themselves unsafe and may also port communicable managers. Used needles are a decent sample and can convey virus-causing agents, such as hepatitis C virus and human immunodeficiency virus.

Stricter guidelines will stance a variety of working tests. Considering an extent of garbage compulsory to be reserved in vessel and discharge on port is credible to generate a host of difficulties logistically for ship and harbor authorities with respect to stowage, apparatus, and hygiene [3]. Certainly, many current vessels will not be in a position to take care of the quantity of trash needful stowage or burning, and many harbor authorities will now not be capable to take care of the larger amounts of rubbish except massive funding. Tseng and Pilcher [4] confirmed that Ships will experience greater harbor rubbish carrier responsibilities, which will have to be occupied into justification in leasing contracts. In adding, larger boundaries on the disposed of freight remainder and clean water will have an effect on if, how, and where the water washing of holds and outside surfaces can also be directed. For example, any cleansing sellers used to wash exterior surfaces can also be disposed only deck dissimilar parts and the ship should have proof from the manufacturer of the merchandise that it meets convinced standards for now not dangerous to the marine environments [2].

To create these lawful modifications and achievement, countrywide and nearby administrations requirement to be greatly be involved in the organizing higher waste transport schemes. This will be vital to guarantee that carriers entire their chosen way with a full cargo of garbage. Authorities ought to

persistently apply rules inclusive of malleable bag bans and penalties for unlawful discharge.

This study is for the Maritime Institution, Industry and other associated enterprise that seeks to improve the implementation of marine air pollution and prevention (MARPOL 73/78) amongst seagoing local and worldwide ships. It is secured to examine the compliance of MARPOL 73/78 Annex V amongst the apprentices associated to the study.

Objectives of the Study

This research aims to evaluate the status of implementation of marine pollution and prevention (MARPOL 73/78) Annex V “Garbage from Ships” among seagoing local and international ships. Specifically, the research intends to pursue the following objectives: to assess the level of implementation of MARPOL 73/78 Annex V among seagoing local and international ships and to propose a strategies plan to enhance the implementation of MARPOL 73/78 Annex V among seagoing local and international ships.

Methods

Research Design

The researcher made use of a descriptive type. According to DE Gruijter and Van der Kamp [5] the descriptive study requires factual information that is accurate, correct, and devoid of private prejudiced judgment. It deals mainly with verbal information was used to describe and analyze the effectiveness of implementation of marine pollution and prevention (Marine Pollution Convention 73/78) Annex V “Prevention of Pollution through waste from ships amongst seagoing neighborhood and worldwide ships too. The diagram of lookup used in this learning is evocative measurable investigation. It includes the series of statistics in the try to attest the hypothesis and so with the exclusive questions speculated as regards to the status of the subject under study. In this study, it aimed to describe the respondent’s solutions on the questionnaires and data gathered were analyzed accordingly.

Participants of the Study

The study focused two principal businesses of respondents, to wit: 100 Our Lady of Fatima University deck/engine apprentices from international seagoing ships, one hundred Our Lady of Fatima

University deck/engine apprentices from local/domestic seagoing ships. A total of 200 respondents were chosen as samples of the study.

Purposive sampling was used in the study to generate reviews of activities or experiences, as regard to the popularity of implementation of marine pollution and prevention (Marine Pollution Convention 73/78) Annex V “Prevention of Pollution of Garbage from Ships amongst seagoing nearby and global ships who had undertaken suited education, and are conscious on the necessities of Marine Pollution Convention 73/78 Annex V.

Instrument

The instrument has been created based totally on the necessities provided with the aid of the International Convention for the Prevention of Marine Pollution through Ships Annex V to determine the challenges in implementation of marine pollution and prevention (Marine Pollution Convention 73/78) Annex V “Prevention of Pollution via Garbage from Ships amongst seagoing local and global ships, which were adjusted to swimsuit the needs of the study. Other sources in the change of two contraptions had been taken from associated literature. Validation of instruments was validated by expert of through Maritime school and administrative personnel and statistically dealt with by means of the Statistics Center.

Procedures

The researchers had introduced the notion to the Research council. Instruments have been developed and validated, then disseminated to the supposed respondents. Review of Several associated literature and related records and findings from previous studies was done in order to get relevant data for the enchantment of the discussion of this. Instruments were disseminated to the target respondents and will be retrieve accordingly. The consequences of these gathered statistics were done in tabular form the place the frequency and proportion distribution and rating and weighted mean had been employed. Tabular results were then interpreted and analyzed.

Data Analysis

The data that collected were tallied, encoded, and tabulated for analysis. The usage of frequency current and percentage distribution were utilized in decoding

the results using the SPSS software. The use of ranking machine and imply common have been additionally employed to analyze the information amassed in this study. Weighted mean was used to determine the degree of implementation of (Marine Pollution Convention 73/78 among seagoing local and global ships.

Ethical Considerations

Ethics is a fundamental section of each and every study. Before participating in the study, the researchers made sure that each respondent had read, acknowledged, and agreed to the instrument's statement. The participants' privacy was respected to the fullest extent possible. There was no pressure put on any of the participants to answer questions they didn't want to answer. The relevant literature was also subjected to ethical scrutiny by referencing its appropriate sources.

RESULTS AND DISCUSSION

Table affords the degree of implementation of Marine Pollution Convention 73 /78. The composite means of 3.16 suggests that it was once implemented. However, "Disposal of garbage inside distinct areas", and the vessel complies with the "Reception Facilities unique (3.35) both got absolute highest weighted mean rating and rank first.

Under Marine Pollution Convention Annex V a different place is described as "a sea region the place for regarded technical reasons in relation to its oceanographically and ecological condition, and to the particular personality of its traffic the adoption of extraordinary obligatory strategies for the prevention of sea pollution via rubbish is required". The efficiency of vessels to fulfill with the disposal necessities of Marine Pollution Convention relies upon mostly upon the obtainability of enough port reception facilities, mainly within distinctive areas. Hence, Marine Pollution Convention Annex V also gratifies Administrations to guarantee the providing of enough facilities services at harbors and stations for the facilities of waste barring producing excessive extend towards the vessels, and in accordance to the desires of the vessels the usage of them [6]. It is no elongated a story that shipping is in truth global in personality, and regulations and criteria that covenant with marine toxic waste avoidance and protection ought

to be discussed, agreed, and carried out at a global level. With the development of global merchant transport in the past decades, there used to be growing worldwide endeavor in delivery which was carried out on the inventiveness of the United Kingdom, the then greatest seafaring people in the world. They frolicked a position of a person who reads finishing exclusive worldwide agreements which deal with maritime security and toxic waste avoidance [7].

The highest weighted mean Based on the respondent assessment, how effective is the implementation of MARPOL 73/78 Annex V on board seagoing local and international ships with a weighted mean of 3.37 because of the stringent implementation and constant upgrading of training a MARPOL 73/78 the seafarer followed the regulation

Stricter policies will pose a range of effective encounters. In the recent study of Robinson [8] The bigger the volume of wastes obligatory to be engaged on the ship and discharged of ashore is in all likelihood to create of logistical troubles for vessels and port jurisdiction with concern to storing, use of tools, and cleanliness. Certainly, many present vessels resolve not be capable to deal with the quantity of waste requiring storage or burning, and many harbor jurisdictions will now remain incapable to take care of the larger quantities of wastes besides considerable backing and preparation. Ships will incur higher port rubbish carrier custodies, which will have to be occupied into explanation in commissioning arrangements. In calculation, increased boundaries on the disposal of vessel deposit and wash-down water determination have an effect on condition, in that way, the cleaning of holds and exterior surfaces may additionally be conducted. Used to wash external sides may also dispose only in outdoor distinctive areas and the vessel must have evidence from the producer of the merchandise that it meets certain standard to avoid detrimental effect to the sea surroundings [9].

Second to the highest ranking is for the vessel complies with the requirements of Regulation 7 of Annex V of MARPOL 73/78 "Reception Facilities" and the vessel complies with the requirements of Regulation 5 of Annex V of MARPOL 73/78 "Disposal of garbage within special areas" (3.35) as per the MARPOL become more stringent about vessel audit in complying into MARPOL regulation The Captain and the Chief Engineer of the vessel should

show to the auditor the log book of garbage record book about the garbage that is handed over to the reception facilities

Table 1

Level of the Implementation of MARPOL 73/78 Annex V among Local and International Seagoing Ships

Indicators	WM	VI	R
1. Regulation 3 of Annex V of MARPOL 73/78 “Disposal of garbage outside special areas”	3.04	I	5
1.1. The vessel prohibits the disposal 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 which may contain toxic or heavy metal residues.	3.00	I	6
1.2. The vessel complies with the required distance for the disposal of garbage as far as practicable from the nearest land.	2.96	I	7
1.2.1. Disposal of garbage such as dunnage, lining and packing materials that will float must be not less than 25 nautical miles from the nearest land	3.30	I	1
1.2.2. Disposal of food wastes and all other garbage including paper products, rags, glass, metal, bottles, crockery and similar residues must be not less than 12 nautical miles from the nearest land	3.27	I	2
1.3. Disposal into the sea of garbage specified in subparagraph(b)(ii) of this regulation may be permitted when it has passed through a comminuter or grinder and made as far as practicable from the nearest land but in any case, is prohibited if the distance from the nearest land is less than 3 nautical miles. Such comminuted or ground garbage shall be capable of passing through a screen with openings no greater than 25 mm.	3.16	I	4
1.4. When the garbage is mixed with other discharges having different disposal or discharge requirements the more stringent requirements shall apply.	3.26	I	3
Composite Mean	3.14	I	4
2. Regulation 4 of Annex V of MARPOL 73/78 “Special requirements for disposal of garbage”	2.82	I	3
2.1. Subject to the provisions of paragraph (2) of this regulation, the disposal of any materials regulated by this Annex is prohibited from fixed or floating platforms engaged in the exploration, exploitation and associated offshore processing of sea-bed mineral resources, and from all other ships when alongside or within 500 m of such platforms.	2.86	I	2
2.2. The disposal into the sea of food wastes may be permitted when they have been passed through a comminuter or grinder from such fixed or floating platforms located more than 12 nautical miles from land and all other ships when alongside or within 500 m of such platforms. Such ground food wastes shall be capable of passing through a screen with openings no greater than 25 mm.	2.98	I	1
Composite Mean	2.88	I	5.5
3. Regulation 5 of Annex V of MARPOL 73/78 “Disposal of garbage within special areas”	3.35	I	1
3.1. Subject to provisions of regulation 6 of Annex V: disposal into the sea of plastics, including but not limited to synthetic ropes, synthetic fish nets and plastic garbage bag is prohibited	2.82	I	4
3.2. Disposal into the sea of all other garbage including paper products, rags, glass, metal, bottles, crockery, dunnage, lining, and packing materials are prohibited	2.86	I	3
3.3. When the garbage is mixed with other discharges having different disposal or discharge requirements the more stringent requirements shall apply.	2.98	I	2
Composite Mean	2.88	I	5.5
4. Regulation 7 of Annex V of MARPOL 73/78 “Reception Facilities”	3.35	I	1
4.1. The Government of each Party to the Convention undertakes to ensure the provision of 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.	3.17	I	2
4.2. The Government of each Party shall notify the Organization for transmission to the Parties concerned of all cases where the facilities provided under this regulation are alleged to be inadequate.	3.00	I	3
Composite Mean	3.17	I	2
5. Regulation 9 of Annex V of MARPOL 73/78 “Placards, garbage management plans and garbage record-keeping”	2.96	I	9
5.1 Every ship of 12 m or more in length overall shall display placards which notify the crew and passengers of the disposal requirements of regulations 3 and 5 of this Annex, as applicable.	3.30	I	3
5.2. The placards shall be written in the working language of the ship's personnel 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.	3.04	I	7
5.3 The placards shall be written in the working language of the ship's personnel 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.	3.16	I	5
5.4. Every ship of 400 gross tonnage and above and every ship which is certified to carry 15 persons or more engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention and every fixed and floating platform engaged in exploration and exploitation of the sea-bed 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	3.09	I	6
5.4.1. each discharge operation, or completed incineration, shall be recorded in the Garbage Record Book and signed for on the date of the incineration or discharge 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, these entries shall prevail in case of a dispute or discrepancy	3.00	I	8
5.4.2 the entry for each incineration or discharge shall include date and time, position of the ship, description of the garbage and the estimated amount incinerated or discharged;	3.25	I	4
5.4.3. the Garbage Record Book shall be kept on board the ship and in such a place as to be available for inspection in a reasonable time. This document shall be preserved for a period of two years after the last entry is made on the record;	3.31	I	2
5.4.4. in the event of discharge, escape or accidental loss referred to in regulation 6 of this Annex an entry shall be made in the Garbage Record Book of the circumstances of, and the reasons for, the loss.	3.33	I	1

Composite Mean	3.16	I	3
6. Based on the respondent assessment, how effective is the implementation of MARPOL 73/78 Annex V on board seagoing local and international ships. (1 is lowest and 5 is highest)	3.37	I	1
Overall Composite Mean	3.10	I	

Legend: 3.50 – 4.00 – Highly Implemented (HI); 2.50 – 3.49 – Implemented (I); 1.50 – 2.49 – Less Implemented (LI); 1.50 – 1.49 – Not implemented (NI)

Onboard ships, various sorts of trash are generated. During loading and unloading activities, oily wastes, sludge, drainage from either the bilges, sewage, including garbage, among other things, are created, as well as cargo residues. The type as well as quantity of trash generated are determined by a number of factors, including the ship's type and size, the length of the journey and speed, as well as the type of fuel used at last but not least, the waste management practices on board [10].

For centuries the majority of waste generated on board ended up in the oceans and seas. At the present time shipping accounts for about 20% of the global discharges into the sea. The consequences of these discharges are well-known, ranging from chemical contaminants, which can affect ocean acidity or introduce chemicals through into food chain, affecting marine life and human health, to the death of marine life as non-digestible, non-degradable debris as well as plastic is accidentally eaten by marine animals. Marine Litter can also affect both the natural and economic value of the shoreline.

Under MARPOL and the PRF Directive there is a responsibility to provide port waste reception facilities (PRF) that are adequate to suit the needs of ships that used the port without creating excessive delay. The EU PRF Directive also mandates the delivery of ship-generated wastes and the establishment of a cost recovery scheme by Member States to cover the expenses of waste planning, collection, and disposal. This Cost Recovery System (CRS) should always be based on the polluter-pays principle, while also providing an incentive for ships to discharge their trash on land. Member States have a lot of leeway under the PRF Directive when it comes to arranging garbage reception and implementing CRS in the most efficient way for their ports.

The wide range of PRF systems used in the EU's 1000+ seaports has resulted in complaints and calls for standardized practices from port users. As a result, EMSA has been tasked with providing technical support and direction to the Commission and Member States in order to ensure a harmonized interpretation and implementation of the EU PRF Directive. EMSA has conducted training and discussion workshops with

key stakeholders on many of the topics mentioned in the PRF Directive to achieve this goal (e.g., the provision of exemptions, the delivery of cargo residues and the CRS systems) [10]. EMSA has also visited each Member State to see how they have implemented the PRF Directive, and has presented the EC with conclusions in the form of a horizontal assessment. EMSA is now assisting the Commission with the reform of this Directive by providing technical support to the ESSF – PRF Sub-Group, which is serving as a stakeholder engagement group for this initiative. A stand-alone module in THETIS is also being developed by the concerned group to assist Member States in enforcing the Directive.

For years, the focal point with regard to Marine Pollution Convention Annex V has been the persisted development of one-of-a-kind areas and authoritarian implementation. Current media coverage and interest at the International Maritime Organization (IMO) has remained continuously greenhouse fuel issues, emission control areas, and ballast water. However, the Marine Environment Protection Committee (MEPC) has been quietly working on sweeping revisions to MARPOL Annex V waste requirements. It prohibits the discharge into the sea of all plastics, and units' policies for the discharge of different kind of garbage conditional on whether or not the ship is within or backyard a specific area [1].

The lowest WM is gotten by the item stating that the vessel complies with the requirements of Regulation 4 of Annex V of MARPOL 73/78 "Special requirements for disposal of garbage" and Subject to provisions of regulation 6 of Annex V: disposal into the sea of plastics, including but not limited to synthetic ropes, synthetic fish nets and plastic garbage bag is prohibited with a weight mean of 2.86.

Second to the lowest WM is the Disposal into the sea of all other garbage including paper products, rags, glass, metal, bottles, crockery, dunnage, lining, and packing materials are prohibited and Subject to the provisions of paragraph (2) of this regulation, the disposal of any materials regulated by this Annex is prohibited from fixed or floating platforms engaged in the exploration, exploitation and associated offshore processing of sea-bed mineral resources, and from all

other ships when alongside or within 500 m of such platforms with the weighted mean of 2.86

Garbage is defined as all types of food, domestic and operational trash, all plastics, cargo residues, incinerator ashes, cooking oil, fishing gear, and animal carcasses created during normal ship operations and liable to be disposed of constantly or occasionally under MARPOL Annex V. Fresh fish and parts thereof generated as a result of fishing activities or aquaculture activities during the cruise are not considered garbage.

Marine Pollution Convention 73/78 amongst others lays down necessities for the building and tools of vessels, inclusive of oily-water splitting and cleaning tools, segregated ballast tanks (SBT), devoted easy ballast tanks (CBT), oil dispose observing and manage systems, and crude oil washing systems (COW). Moreover, criteria for the discharge of oil through ballast water as well as tank washings of oil tankers, as well as from machinery room bilges of all ships, are established [1]. The convention's adoption has a significant economic and technological impact [11]. The lack of receiving services at several harbors around the world, as well as the lack of consistent and accurate oil substance material meters, are the main technical problems in implementing Annex V. [7]. The problem appears to be substantial in Special Areas such as the Mediterranean Sea, where oily rubbish discharge is strictly prohibited except for separated and smooth ballast [12].

Disposal of rubbish described in this rule into the sea could well be permitted provided it has been processed by a comminuter or grinder and transported as far as possible from the nearest land, but it would be forbidden if the range is less than 3 nautical miles. Such comminuted or ground waste must be able to pass through a screen with a maximum opening of 25 mm [13].

In the processes, a number of techniques are recommended, including collecting products that come in bulk packaging as much as feasible, avoiding the use of non-reusable tableware and towels, and using recyclable cargo covers, dunnage, and packing materials. The guideline also recommends numerous garbage sorting practices, highlighting the importance of thorough garbage management planning. Resources in waste management decisions are given an analysis of the compensations, weaknesses, and efficiency of grinders, compactors, burners, and other

waste management tools. Because the new laws will increase the amount of garbage diverted to shoreline-based function facilities, this guide also includes suggestions for trash control options for port receiving facilities. Revised sample placards targeting crew, offshore platforms, and travelers are positioned on the finish of the procedures.

The provision of port function amenities is critical for a successful Marine Pollution Convention 73/78 proposal, so the MEPC has pushed hard for tightening parties to the Marine Pollution Convention 73/78, such as port states, to ensure that adequate reception amenities are available in their ports. (International Maritime Organization 2011). Tightening events have also been prompted to respond to a survey on the purported inadequacy of harbor waste collection services in their respective ports [14]-[15] and to report their encounters to the MEPC with the goal of recognizing territories with trouble and building up a future sketch of action [11]. MARPOL 73/78, as a foremost instrument dealing with marine air pollution from ships, gave flags states the most important responsibility of making sure compliance with the requirements provided for international pollution.

Meanwhile, other gadgets were rated lowly such as the ship complies with the necessities of Regulation four of Annex V of Marine Pollution Convention 73/78 "Special necessities for discharging of waste" (2.82) and discharging into the sea of all other rubbish along with Operational waste are prohibited (2.82) received the lowest rating. Except in certain limited circumstances, it is prohibited to discharge any waste into the water from a vessel. Garbage includes all types of meals wastes, domestic wastes and operational wastes, all plastics, cargo deposits, burner ashes, cooking oil, fishing gear, and animal corpses generated during the ship's daily operations, according to Annex V of the Marine Pollution Convention. To protect the environmental and oceanographic shape of these zones, annex 5 accepts a special Mandatory mode of pollution control and waste management. Maritime traffic, water exchange, ice conditions, and the number of endangered species are used to identify or mark out these areas.

The revised Marine Pollution Convention Annex 5 beneath regulation MEPC 70 came into impact on March 1, 2018. The predominant exchange protected addition

of extra class (E-Waste) in the rubbish record book; with the introduced standards to determine two and judge cargo residue based totally happening the range of damage they do to the sea surroundings. The new regulation put specific restrict on extraordinary kinds of cargo residue; for example, residue containing much less unsafe substance for the surroundings have lesser restriction on dispose than of another unsafe residue. The whole shape of rubbish document e book is revised to make separates for cargo residue of bulk / cargo vessels. And some other set for the all-other rubbish relevant for complete service provider fleet Meaning all sorts of ships). Apart from these major changes solely one extra gradual exchange is made in the amended model other than easy revisions such as definition alternate (Changed however almost equal) and renumbering paragraph of the annex. That one more important trade is the revision of categories beneath the waste record e book toward improve one main and two slight classes in the incline.

Under 2013 modification there was solely moderate introduction about the cargo residue damaging to marine environment. For example, cargo residue had been termed to be hazardous however no in addition detailed classification was given with appropriate discharging technique other than transferring it to shore facilities. But underneath new revised conference A residue of solid cargo is viewed unsafe if it got here underneath the class of United Nations Globally Harmonized System for chemical compounds (it contains 7 exclusive sub category). The residue must be transferred to shore facilities when possible; if discharged have to be as a long way as feasible as of the nearby land (minimum 12 nautical miles). The new regulation also made water gathered after washing such hold (for strong cargo) un-harmful for the environment. [16].

Table 2
Proposed Strategies Plan for the Enhancement of the Implementation of MARPOL ANNEX V

Programs/ Projects/ Activities	Strategies	Performance Indicators	Office Primary Responsible
1. Survey form about the Implementation of MARPOL annex V in respective vessel	1. Provide survey form for implementation of MARPOL Annex V	100% of staff are trained, 100% of heads, 1 training per quarter	STO and Assistant STO Support:
2. Assessment plan requirement	2. Be strict in the implementation of assessment plan		Top management Deans' office, STO office Budget Office,
3. Fundamental familiarization/seminar courses should be given at their 3rd year maritime student	3. Develop a course familiarization of the equipment or instrument at the students' 3 rd level in the maritime school		

CONCLUSION AND RECOMMENDATION

The level of implementation of MARPOL 73 / 78 was rated implemented. The vessel complies with the requirements of Regulation 5 of Annex V of MARPOL 73/78 “Disposal of garbage within special areas”, and the vessel complies with the requirements of Regulation 7 of Annex V of MARPOL 73/78

“Reception Facilities” specified. A program to enhance the implementation of MARPOL 73/78 Annex V among seagoing local and international ships is proposed.

The administrator for the implementation of the requirements of MARPOL 73/78 Annex V among seagoing local and international ships may adapt

proposed programs for the improvement of the requirements of Regulation 4 of Annex V of MARPOL 73/78 “Special requirements for disposal of garbage”, and Disposal into the sea of all other garbage including paper products, rags, glass, metal, bottles, crockery, dunnage, lining, and packing materials are prohibited. The MHEI may adopt programs or seminars to further enhance the level of understanding of the students on the requirements of MARPOL 73/78 Annex V. The seafarers onboard domestic or international vessel may undergo different seminars/trainings to upgrade their knowledge and understanding on the requirements of MARPOL 73/78 Annex V. CHED may adopt programs to enhance the understanding and knowledge of the maritime students who are aiming to become a seafarer. Future researchers may take into account the respondents’ profile in further assessing its relationship in their observance of the implementation of MARPOL 73/78 Annex VI within Manila, Philippines. The proposed program discussed and tabled for implementation & evaluation thereafter

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