



International shipping frameworks and obligations

**Workshop: Improving waste management
practices on board fishing vessels in the Arctic**
27-28 January 2026

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MARPOL Annexes

The International Convention for the Prevention of Pollution from Ships (MARPOL) contains six annexes:



OIL

ANNEX I

Prevention of Pollution by Oil
(entered into force 2 October 1983)



NOXIOUS LIQUID SUBSTANCES

ANNEX II

Control of Pollution by Noxious
Liquid Substances in Bulk (entered
into force 2 October 1983)



HARMFUL SUBSTANCES

ANNEX III

Prevention of Pollution by Harmful
Substances Carried by Sea in
Packaged Form (entered into
force 1 July 1992)



SEWAGE

ANNEX IV

Prevention of Pollution by
Sewage from Ships (entered into
force 27 September 2003)



GARBAGE

ANNEX V

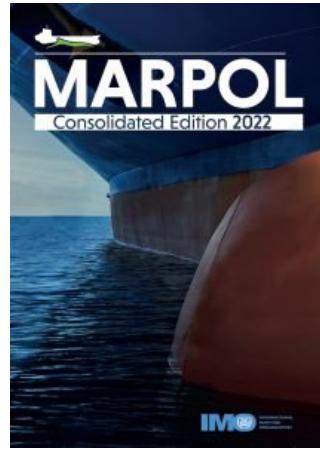
Prevention of Pollution
by Garbage from Ships (entered
into force 31 December 1988)



AIR

ANNEX VI

Prevention of Air Pollution from Ships
(entered into force 19 May 2005)



MARPOL and its Annex V: Prevention of Pollution by Garbage from Ships

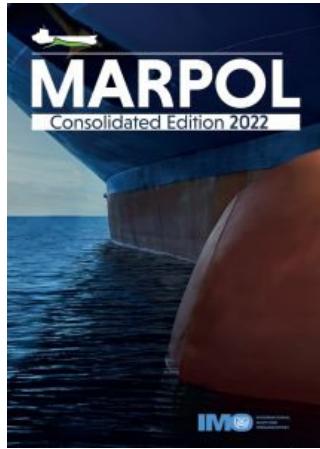
→ Since 31 December 1988 → 156 Parties/99% of the world tonnage

Applies to all ships, unless expressly provided otherwise

Garbage type ¹	All ships except platforms ⁴		
	Regulation 4 Outside special areas and Arctic waters (Distances are from the nearest land)	Regulation 6 Within special areas and Arctic waters (Distances are from nearest land, nearest ice-shelf or nearest fast ice)	Regulation 5 Offshore platforms located more than 12 nm from nearest land and ships when alongside or within 500 metres of such platforms ⁴
All other garbage including plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse	Discharge prohibited	Discharge prohibited	Discharge prohibited



**Complete prohibition of
the disposal into the sea of
all forms of plastics**

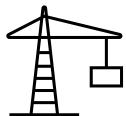


MARPOL and its Annex V : Implementation and enforcement

Who is responsible for what?



Flag States ensure that their ships are in compliance



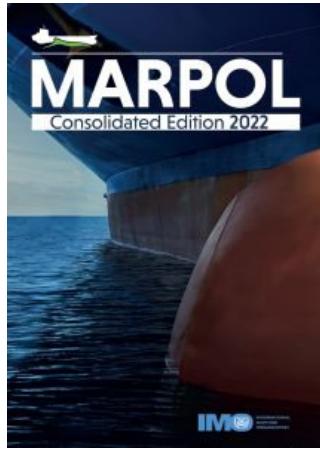
Port States:

- Inspect ships calling their ports and establish sanctions in case of violations
- Put in place adequate port reception facilities (PRF) for the delivery of ship generated waste



Coastal States:

- Prohibit violations of discharge requirements ('illegal discharges')
- Establish sanctions for any violation that occurs in the country's territorial sea and EEZ
- Surveillance at sea to control illegal discharges



MARPOL and its Annex V : Exceptions (regulation 7)

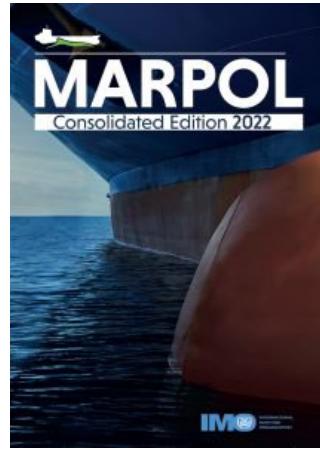
Exceptional circumstances in which the general prohibition is not applicable to:

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

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**
- **fishing gear from a ship provided that all reasonable precautions have been taken to prevent such loss**

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



MARPOL and its Annex V : Garbage management plan and record-book

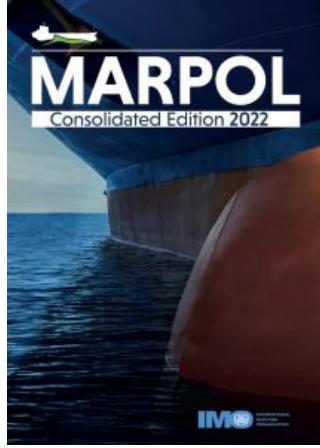
Regulation 10: « [...] the date and time of occurrence, port or position of the ship at time of occurrence, the reason for the discharge or loss, details of the items discharged or lost, reasonable precautions taken to prevent or minimize [...] »

Ships >100 GT and ships certified to carry 15+ persons* shall :

- ♦ Carry a **Garbage Management Plan** describing all equipment, arrangements and procedures for onboard handling of garbage
- ♦ Be provided with a **Garbage Record Book** to record every permitted discharge into the sea or to a port, including exceptional discharge

The accidental loss or discharge of fishing gear which poses a significant threat to the marine environment/ navigation shall be reported to the Flag State and to the Coastal State, if within its waters

*engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating and every fixed or floating platform



MARPOL and its Annex V : PRF for the delivery of ship generated waste

Regulation 8: Parties have to ensure the provision of adequate reception facilities to meet the needs of ships using their ports and terminals, **including fishing vessels**, without undue delay to ships

- ◆ To require port authorities to provide waste reception facilities
- ◆ To inspect and licence PRF, as appropriate
- ◆ Most ports need reception facilities or garbage (Annex V) and many for oily residues



Source: EMSA

IMO Action Plan on Marine Plastic Litter (resolution MEPC.310(73))

IMO plays a key role in tackling the ocean plastic challenge

- ◆ Adopted in October 2018 to enhance existing policy and regulatory frameworks
- ◆ Introduced 30 supporting measures, divided in 8 sections

IMO action plan addresses marine plastic litter from ships



Recognizing that more needs to be done, the Marine Environment Protection Committee's recent meeting adopted a multifaceted action plan

The International Maritime Organization adopted an action plan to address the significant problem posed by plastic litter entering the marine environment from ships.

Dumping plastics is already prohibited

Dumping plastics into the sea is already prohibited under regulations for the prevention of pollution by garbage from ships in the International Convention for the Prevention of Pollution from Ships (MARPOL), which also oblige governments to ensure adequate port reception facilities to receive ship waste.

Under the London Convention and Protocol on the dumping of wastes at sea, only permitted materials can be dumped and this waste—such as from dredging—has to be fully assessed to ensure it does not contain harmful materials like plastics.

More needs to be done

Recognizing that more needs to be done to address the environmental and health problems posed by marine plastic litter, IMO member states meeting in the recent Marine Environment Protection Committee (MEPC 73) agreed actions to be completed by 2025, which relate to all ships, including fishing vessels. The action plan supports IMO's commitment to meeting the targets set in the UN 2030 Sustainable Development Goal 14 on the oceans.



IMO Action Plan on Marine Plastic Litter

The 8 sections

- ♦ Reduction of marine plastic litter generated from, and retrieved by, fishing vessels (8 actions)
- ♦ Reduction of shipping's contribution to marine plastic litter (5 actions)
- ♦ Improvement of the effectiveness of Port Reception Facilities and treatment in reducing marine plastic litter (4 actions)
- ♦ Enhanced public awareness, education and seafarer training (3 actions)
- ♦ Improved understanding of the contribution of ships to marine plastic litter (4 actions)
- ♦ Improved understanding of the regulatory framework associated with marine plastic litter from ships (1 action)
- ♦ Strengthened international cooperation (2 actions)
- ♦ Targeted technical cooperation and capacity-building (2 actions)



IMO Action Plan on Marine Plastic Litter

Completed Action: supporting Project

Under section « Targeted technical cooperation and capacity-building »

The IMO-FAO GloLitter Partnerships Project was established in 2020 and funded by Norway, and will continue along subsequent projects under the OceanLitter Programme





IMO Action Plan on Marine Plastic Litter

Completed Action: sharing research

Under section « Improved understanding of the contribution of ships to marine plastic litter »

Since 2021, Member States and international organizations are encouraged, through MEPC.1/Circ.894 on *Sharing of results from research on marine litter and encouraging studies to better understand microplastics from ships*, to:

- ◆ Provide to IMO results of any research conducted on marine litter
- ◆ Undertake studies to better understand microplastics from ships and provide the results to IMO

Additionally, take into consideration GESAMP Reports and Studies No. 108 (Sea-based sources of marine litter)



IMO Action Plan on Marine Plastic Litter

Completed Action: PRF

Under section « Improvement of the effectiveness of Port Reception Facilities and treatment in reducing marine plastic litter »

Through GloLitter publications:

- ◆ **Guidance document on Developing a Port Waste Management Plan (2022)**
- ◆ **Guidance document on Conducting Techno-Economic Feasibility Studies for the Establishment of Port Reception Facilities for Plastic Waste (2023)**
- ◆ **Fishing gear Recycling Technologies and Practices (2023)**



IMO Action Plan on Marine Plastic Litter Review and adoption of the 2025 Action Plan

MEPC 83 (April 2025) adoption the 2025 Action Plan to Address Marine Litter from Ships (2025 Action Plan) (resolution MEPC.404(83)), to be completed by 2030

2 new actions were integrated during the revision, including:

- ♦ **Action 4 under the section ‘Reduction of marine plastic litter generated from, and by, fishing vessels’**
« Consider the development of measures for a ship-specific management plan for the gear and equipment deployed in fishing activities, including the logging of fishing gear on board a fishing vessel »



Progress on reporting of fishing gear that has been lost or discharged from a ship

PPR 12 (Feb 2025) made progress in respect of enhancing the reporting of fishing gear that has been lost or discharged:

The Sub-Committee agreed to the data to be reported to IMO to meet objectives 1 to 3 of the IMO database that were agreed by PPR 11

1. To be able to make an inventory of fishing gear lost or discharged in the seas allowing an assessment of the extent and spatial distribution of lost and discharged fishing gear and improve understanding of the contribution of lost and discarded fishing gear;
2. To support robust data analysis to facilitate developing measures for preventing and reducing lost and discharged fishing gear;
3. To provide IMO and MS with a database to measure trends and monitor the loss and discharge of fishing gear at the national and international levels.



Progress on marking of fishing gear

Documents submitted to PPR 13 (Feb 2026) with concrete proposals on marking of fishing gear

PPR 13/11/6 (Austria et al.) provides a follow-up on previous IMO actions to address measure 2 of outcome 1 contained in the Action Plan to address Marine Plastic Litter from Ships regarding the marking of fishing gear and includes a proposal on draft amendments to MARPOL Annex V for a goal-based fishing gear marking requirement

PPR 13/11/10 (FOEI and CSC) comments on document PPR 13/11/6 regarding the draft amendments to MARPOL Annex V and associated guidelines for a goal-based fishing gear marking requirement and the interconnectedness with lost-gear reporting included in the Action Plan



Promotion of the FAO Voluntary Guidelines for Marking of Fishing Gear

MEPC instructed the PPR Sub-Committee to develop an [MEPC circular](#) to promote :

- the implementation of fishing gear marking systems and
- the FAO Voluntary Guidelines for the Marking of Fishing Gear

The FAO Voluntary Guidelines for the Marking of Fishing Gear:

has been long recognized as a tool to improve the overall management of fisheries and contribute to more sustainable fisheries through the prevention and reduction of abandoned, lost or otherwise discarded fishing gear and its impacts, including its contribution to sea-based marine plastic litter

Questions?

Thank you.

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