



ENVIRONMENTAL INFORMATION NOTICE

PROVISIONS FOR PREVENTION OF POLLUTION BY SHIPS VISITING BULGARIAN MARITIME PORTS

- 👉 This notice is an **extract only** of the basic **NATIONAL legal provisions for environmental protection from ship-sourced pollution**. For more details, please refer to the relevant legal act. In case of any disputes Bulgarian text of the provisions written below shall prevail.
- 👉 Ships visiting Bulgarian maritime ports shall be compliant with the national environmental provisions, as well as with all other applicable IMO conventions, EU Regulations and Directives (as transposed).
- 👉 In case of a non-compliance with the environmental provisions sanction will be imposed according to the Bulgarian law.

DELIVERY OF SHIP-GENERATED WASTE TO A PORT RECEPTION FACILITY

Advanced Waste Notification:

The Master of a ship of 300 GT and above, bound for a Bulgarian port, shall complete truly and accurately an **Advanced Waste Notification Form (Annex 1, incl. guidelines how to fill-in this document)**. It shall be sent electronically (by ships' Agent via the National Maritime Single Window) to the relevant Bulgarian Maritime Administration regional directorate. The Waste Notification shall be sent in due time as follows:

- (a) at least 24 hours prior to arrival, if the port of call is known; or
- (b) as soon as the port of call is known, if this information is available less than 24 hours prior to arrival;
- (c) at the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours.

Border Control
Ordinance¹
Art. 32, para. 1
and Annex 6

Delivery of ship-generated waste and cargo residues:

The Master of a ship shall ensure the **delivery of ALL ship-generated WASTE and CARGO RESIDUES to a port reception facility before departure** from a Bulgarian port. Following the MARPOL 73/78 waste type categorization, ship-generated waste shall be collected and delivered separately.

Notwithstanding the above paragraph, a ship may proceed to the next port of call without delivering the ship-generated waste, **if it is permitted to do so by the Bulgarian Maritime Administration inspectors** upon their consideration that there is sufficient dedicated storage capacity for all waste available on board and for those that will be generated during the intended voyage to the next port. **Such a permission could not be granted if the next port is unknown, or port reception facilities are not available there.**

Exemption from the mandatory waste delivery could only be granted for ships, engaged in scheduled traffic and for which sufficient evidence had been provided to the Bulgarian Maritime Administration for an arrangement and payment of fees for waste delivery to a reception facility in another EU port along the ship's route.

Ordinance No.15²
Art. 6(1)(2)

Ordinance No.15
Art. 8

Ordinance No.15,
Art. 9 and Tariff
of port fees
collected by the
BG Port
Infrastructure
Company³, Art. 9

- 👉 **Please, contact ship's Agent to assist you in arranging waste and cargo residues delivery to a port reception facility in due time!**
- 👉 **Indirect Ship Waste Management Fee** is to be paid for each ship calling at a Bulgarian maritime port. **It gives the right to deliver certain quantities of ship-generated waste to a port reception facility without additional charge.** The Fee covers the delivery of **oily waste, sewage and garbage** (i.e. waste under MARPOL Annexes I, IV and V).
- 👉 For the delivery of other waste (i.e. cargo residues, tank washings, dirty ballast waters, etc.) **the ship has to pay directly to the Waste Collector in accordance with its own tariff⁴.**
- 👉 **If a ship departs from a Bulgarian port WITHOUT DELIVERING her waste and/or cargo residues before departure** (when no grounds for exemption or exception are in place), **it will be reported as non-compliant ship – an alert to the attention of all the EU Maritime Control Authorities will be recorded into the Common European Information and Communication System namely THETIS-EU. This will target that ship as a risky and further detailed on-board inspection shall be conducted at next EU-port(s).**

Declaration for waste disposal:

Declaration providing information on the types and quantities of ship-generated waste and cargo residues delivered to a port reception facility before departure shall be submitted by the Master of a ship, leaving Bulgarian port (**Annex 3**). It shall be sent electronically (by ships' Agent via the National Maritime Single Window) to the relevant Bulgarian Maritime Administration regional directorate.

Border Control
Ordinance
Art. 36

¹ Ordinance on the organization and implementation of border customs, health, veterinary and phyto-sanitary control as well as control of vehicles in ports of the Republic of Bulgaria servicing ships engaged in international voyages (*Наредба за организацията за осъществяване на граничен паспортен, митнически, здравен, ветеринарномедицински и фитосанитарен контрол, както и контрол на транспортните средства в пристанищата на Република България, обслужващи кораби от международно плаване, приета с ПМС №186/23.08.2012 г., обн. ДВ 67/31.08.2012г., посл. изм. и доп. с ПМС №173 от 28.04.2021 г., обн. ДВ. бр. 37 от 7 май 2021 г.*)

² Ordinance No.15/ 28.09.2004 on delivery and collection of ship-generated waste and cargo residues (*Наредба № 15/ 28.09.2004 г. за предаване и приемане на отпадъци - резултат от кораблавателна дейност, и на остатъци от корабни товари, изд. от Министерството на транспорта и съобщенията, обн. ДВ бр.94/ 22.10.2004г., посл. изм. и доп. ДВ. бр.101 от 18 Декември 2012 г.*)

³ Tariff of port fees collected by the Bulgarian Port Infrastructure Company (*Тарифа за пристанищните такси, събирани от Държавно предприятие "Пристанищна инфраструктура", изд. с ПМС № 97/03.05.2007 г., обн. ДВ бр. 38/ 11.05.2007 г., посл. изм. и доп. ДВ бр. 76 от 30.09.2016 г.*)

PREVENTION FROM ILLEGAL DISCHARGES

The Master of a ship, bound for a Bulgarian port, must ensure that **all valves for overboard discharge of oily waters and sewage have been duly closed and sealed before ships' entry into Bulgarian Territorial Sea. Single-use numbered seals** shall be used for that purpose. Record for the sealing operation shall be done into a ship's Log Book and it shall be provided for inspection upon request of the Bulgarian Maritime Administration inspectors. The sewage o/v might not be sealed, if the ship has in operation an approved Sewage Treatment Plant.

Maritime Ports Regulations⁴
Art. 49

BALLAST WATER MANAGEMENT

The discharge of ship's ballast water within the Bulgarian ports (at berth and in roadsteads) is only permitted if the following requirements are met:

1. a duly filled-in **Ballast Water Reporting Form (Annex 2, incl. guidelines how to fill-in this document)** has been submitted on the clearing inwards prior to the ships' entry into the Bulgarian Territorial Sea. It shall be sent to the relevant Bulgarian Maritime Administration regional directorate electronically – by ships' Agent via the National Maritime Single Window;
2. ballast water management has been conducted according to the provisions of the BWM Convention '2004;
3. the **deballasting does not cause marine pollution, including any discoloration** of the surrounding water.

Maritime Ports Regulations
Art. 48 and
Border Control Ordinance
Art. 33, para. 1
and Annex 7

☞ Please note, that the Republic of Bulgaria is a Party to the IMO's **BWM Convention '2004⁵** and it is part of the Bulgarian legislation. With this regard the discharge of ships' ballast water shall **ONLY be conducted through BALLAST WATER MANAGEMENT** in accordance with the above Convention (i.e. ballast water exchange at the required depth and distance from the nearest land, or ballast water treatment on board).

BWM Convention '2004, Annex, reg. A-2, B-3, B-4

☞ It shall be highlighted, that there are **no reception facilities for ships' ballast water** into the Bulgarian maritime ports and there are **no designated ballast water exchange areas in the Black Sea**.

BWM Convention '2004, Annex, reg. B-3.6, B-4.2

☞ **Exemptions** from the requirements for ballast water management could only be granted for ships, falling under the provisions of reg. A-4 of the BWM Convention '2004.

BWM Convention '2004, Annex, reg. A-4

LIMITS FOR SULPHUR CONTENT OF MARINE FUELS USED BY SHIPS

Since the 1st January 2020 the **0,50% m/m** global Sulphur cap is applicable for ships while in the Bulgarian Black Sea waters.

However, ships at berth in a Bulgarian port (incl. at anchor) shall **only use marine fuels with a Sulphur content not exceeding 0,10% m/m**. The necessary fuel change-over operations shall be conducted as soon as possible on arrival, respectively as soon as possible before departure and relevant times of such operations shall be recorded in ships' Log Books. The "0,10% m/m" requirement does not apply to:

- ships engaged in scheduled traffic that will stay at berth for less than 2 hours;
- ships which switch off all engines and use shore-side electricity;
- ships that are using alternative fuels or duly approved Emissions Abatement Method (or are trialing new emission abatement system), instead of a compliant fuel.

As the Black Sea is still not an ECA-SOx, the maximum permitted sulphur content of marine fuels used by ships within Bulgarian Territorial Sea and EEZ is **0.50% m/m**. Alternative fuels (biofuels, LNG, BOG mixed with marine fuel, etc.) or an Emissions Abatement Method could be used instead.

Fuels' Control Regulation⁶, where the Directive (EU) 2016/802 (so called Sulphur directive) is transposed

BUNKER OPERATIONS

With regard to operations of marine fuels and/or lubricants bunkering the following conditions shall be fulfilled:

- a **preliminary written notification** shall be sent to the Director of the relevant Maritime Administration Directorate providing information on the type & quantity of the marine fuel/ lub oil to be bunkered, time and place of the operation and bunker supplier;
- prior to the bunker operation **all necessary precautionary measures** shall be taken to avoid spillage; a **Bunker Check-list** shall be filled-in and signed by the ship's Master and a bunker supplier representative;
- ship's Master shall **inform the duty operator of the Vessel Traffic Management and Information Services system** about the: exact time of the beginning of the operation, name of the bunker supplier, as well as the exact time of completion of the operation.

Maritime Ports Regulations
Chapter nine,
Art. 63-67

SPECIFIC OPERATIONS THAT REQUIRE ENCLOSURE WITH BOOMS

Enclosure of tankers with booms is **mandatory for operations of loading/discharging oil products with a flashpoint >61°C**. Booms shall be deployed immediately after berthing of the relevant tanker. Its crew shall perform **visual monitoring to avoid possible oil spill**. The Master of the tanker is obliged to ensure adequate **preparedness for response to oil pollution**, acc. to the SOPEP/ SMPEP.

Maritime Ports Regulations
Art. 52

⁴ Mandatory Regulations for the Maritime Ports of the Republic of Bulgaria (*Задължителни правила за морските пристанища на Република България*, изд. от ИАМА, обн. ДВ бр.50/03.07.2009г., посл. изм. и доп. ДВ бр.8/ 29.01.2021 г.)

⁵ International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (*Международна конвенция за контрол и управление на корабните баластни води и седименти*, ратифицирана със закон, приет от 44-то Народно събрание на 16.03. 2018 г. – ДВ, бр. 28 от 29.18 г., в сила за Република България от 30.07.2018 г., издадена от МТИТС – обн. ДВ, бр. 101/ 07.12.2018 г.)

⁶ Regulation on the quality of liquid fuels, terms and means of their control, (*Наредба за изискванията за качеството на течните горива, условията, реда и начина за техния контрол*, изд. с ПМС №156/ 15.07.2003 г., обн. ДВ бр.66/25.07.2003г., посл. изм. и доп. ДВ. бр.75/ 25.08.2020 г.)

OTHER RESTRICTIONS

During ships' stay at a Bulgarian port (at berth or at anchorage) **the following operations are strictly PROHIBITED:**

- removal of rust from the ship's external parts (boards and superstructure);
- painting, thinners and cleaning agents washing of the ships' external parts (boards and superstructure);
- soot cleaning of ship's boilers;
- incinerators use;
- at sea discharge and/or dropping on the pier of any liquid or solid waste and cargo residues;
- use of marine fuels or of alternative emissions abatement methods, that do not comply with the provisions of the Regulation on the quality of liquid fuels, terms and means of their control.
- use of dispersants and/or any other chemical substances for combating oil spills or any other pollution.

Maritime Ports
Regulations
Art. 47 and
Art. 51a

Permission for painting and/or washing might be granted (i.e. for only refreshing the IMO number and/or the Draft Marks, etc.) by the Director of the relevant Maritime Administration Directorate, following an explicit written request sent by the ship's Agent on behalf of the ship's Master.

POLLUTION REPORTING

Each case of a marine pollution (incl. oil/chemical spill, sinking or discharge of waste, cargo residues or other harmful substances) within Bulgarian waters, **which was noticed** by the ship's crew and/or **caused by the ship**, shall be **recorded into a ships' Log Book** and **immediately reported** by the ship's Master to the Director of the relevant Maritime Administration Directorate through the duty operator of the Vessel Traffic Management and Information Services system.

Maritime Ports
Regulations
Art. 51



STRICT CONTROL for compliance of ships with all applicable pollution prevention legal provisions is performed within the Bulgarian maritime spaces.

All ships Pre-arrival documents for waste and ballast (see Annexes 1 and 3) and those for waste delivered prior the departure (see Annex 2), are precisely inspected through the National Maritime Single Window.

If the Advanced Waste Notification and/or the Ballast Water Reporting Form of an arriving ship was not sent in due time, and/or the information provided is incomplete and/or false, penalties are applied for non-compliance with the reporting obligations.

Sanctions are also applied if for a departing ship incomplete and/or false information is declared on the waste delivered to a port reception facility before departure.

On-board State Environmental Inspections and Sulphur Inspections (incl. marine fuels sampling) are carried out by duly authorized Bulgarian Maritime Administration Inspectors (ask for their "MARPOL Inspector" ID Cards).

Visual and satellite monitoring are part of this control.

Each case of an alleged violation is thoroughly investigated and severe sanctions are applied to ships found to be non-compliant with the national and/or international environmental provisions, incl. proven as polluters.

Annex 1 – Advanced Waste Notification

(an UPDATED form, as per the one provided in Annex 2 to Directive (EC) 2019/883 on PRF for waste from ships, transposed into the Bulgarian legislation as Annex 6 to Art. 32(1) of the Border Control Ordinance)

STANDARD FORMAT OF THE ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

Стандартен формат на формуляра за предварително уведомление за предаване на отпадъци в пристанищни приемни съоръжения

Notification of the delivery of waste to:

(enter name of the relevant Bulgarian port of call)

This form should be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book, Garbage Record Book or Garbage Management Plan as required by the MARPOL Convention.

Уведомление за предаване на отпадъци на:

(впишете името на съответното българско пристанище на местоназначението)

Настоящият формуляр трябва да се съхранява на борда на кораба заедно със съответния Дневник за нефтените операции, Дневник за товарните операции, Дневник за операциите с отпадъци или План за управление на отпадъците, както се изисква съгласно Конвенцията MARPOL.

1. SHIP PARTICULARS

Данни за кораба

1.1. Name of ship: Име на кораба.	1.5. Owner or operator: Собственик или оператор.
1.2. IMO number: Номер в регистъра на ММО.	1.6. Distinctive number or letters: Отличително цифрено или буквено обозначение. MMSI (Maritime Mobile Service Identity) number: Номер MMSI.
1.3. Gross tonnage: Вручен тонаж.	1.7. Flag State: Държава на знамето.
1.4 Type of ship: <input type="checkbox"/> Oil tanker Нефтен танкер <input type="checkbox"/> Chemical tanker Танкер химикаловоз <input type="checkbox"/> Bulk carrier Кораб за масови товари <input type="checkbox"/> Container Контейнеровоз	
<input type="checkbox"/> Other cargo ship Друг товарен кораб <input type="checkbox"/> Passenger ship Пътнически кораб <input type="checkbox"/> Ro-ro Ро-ро <input type="checkbox"/> Other (specify) Друг (уточнете)	

2. PORT AND VOYAGE PARTICULARS

Данни за пристанището и пътуването

2.1 Location/ terminal name: Наименование на местоположението/ терминала.	2.6 Last port where waste was delivered: Последно пристанище, в което са били предадени отпадъци.
2.2 Arrival date and time: Дата и час на пристигане.	2.7 Date of last delivery: Дата на последното предаване.
2.3 Departure date and time: Дата и час на напускане на пристанището.	2.8 Next port of delivery: Следващо пристанище за предаване на отпадъци.
2.4 Last port and country: Последно пристанище и държава.	2.9 Person submitting this form (if other than the master): Лице, предоставило формуляра (ако това не е капитанът).
2.5 Next port and country (if known): Следващо пристанище и страна (ако са известни).	

3. TYPE AND AMOUNT OF WASTE AND STORAGE CAPACITY

Вид и количество на отпадъците и капацитет за съхранение

Type Вид	Waste to be delivered (m ³) Отпадъци за предаване (m ³)	Maximum dedicate storage capacity (m ³) Максимален капацитет за съхранение (m ³)	Amount of waste retained on board (m ³) Количество на отпадъците, оставени на борда (m ³)	Port at which remaining waste will be delivered Пристанище, в което ще бъде предадено останалото количество отпадъци	Estimated amount of waste to be generated between notification and next port of call (m ³) Приблизително количество на отпадъците, които ще бъдат генерирани между уведомяването и следващото пристанище (m ³)
MARPOL Annex – Oil Анекс 1 към MARPOL – Нефтепродукти/ масла					
Oil bilge water Омаслени светлинни води					
Oil residues (sludge) Нефтови остатъци, утайки					
Oil tank washings Омаслени води от миене на танкове					
Dirty ballast water Замърсена баластна вода					
Scale and sludge from tank cleaning Утайки и остатъци от почистването на танкове					
Other (please specify) Друго (уточнете)					

MARPOL Annex II – NOXIOUS LIQUID SUBSTANCES (NLS) Анекс II към MARPOL – Вредни течни вещества (ВТВ)				
Category X substance Вещество от кл. X				
Category Y substance Вещество от кл. Y				
Category Z substance Вещество от кл. Z				
OS – other substance ДВ - Друго вещество				

MARPOL Annex IV – Sewage Анекс IV към MARPOL – Отпадъчни води				

MARPOL Annex V – Garbage Анекс V към MARPOL – Твърди отпадъци				
A. Plastics Пластмаси				
B. Food wastes Хранителни отпадъци				
C. Domestic wastes (e.g. paper, products, rags, glass, metal, bottles, crockery, etc) Витови отпадъци (напр. продукти от хартия, парцали, стъкло, метал, бутилки, порцелин и т.н.)				
D. Cooking oil Мазнини за готвене				
E. Incinerator ashes Пепел от инквизатор				
F. Operational wastes Експлоатационни отпадъци				
G. Animal carcass(es) Клюнати телца(та)				
H. Fishing gear Риболовни уреди				
I. E-waste Отпадъци от електрическо и електронно оборудване				
J. Cargo residues (non-HME) ⁽¹⁾ Остатъци от товари (безопасни за морската среда) (1)				
K. Cargo residues (HME) ⁽²⁾ Остатъци от товари (опасни за морската среда) (2)				

MARPOL Annex VI – Air pollution related Анекс VI към MARPOL – Загриване на въздуха				
Ozone-depleting substances and equipment containing such substances ⁽³⁾ Озоноразрушаващи вещества и оборудване, съдържащо газова вещества (3)				
Exhaust gas-cleaning residues Остатъци от почистването на отработените газове				

Other waste, not covered by MARPOL Други отпадъци, които не са в обхвата на MARPOL				
Passively fished waste Пасивно уловени отпадъци				

Notes Бележки				
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1. This information may be used for port State control and other inspection purposes.
Тази информация се използва за държавен пристанищен контрол и за други инспекционни цели.

2. This form is to be completed unless the ship is covered by an exemption in accordance with Article 9 of Directive (EU) 2019/883.
Настоящият формуляр се попълва задължително, освен в случаите, когато корабът е предмет на освобождаване по член 9 от Директива (ЕС) 2019/883.

⁽¹⁾ May be estimates. Indicate the proper shipping name of the dry cargo.
Допускат се приблизителни стойности; посочва се точното наименование на пратката сухи товари.

⁽²⁾ May be estimates. Indicate the proper shipping name of the dry cargo.
Допускат се приблизителни стойности; посочва се точното наименование на пратката сухи товари.

⁽³⁾ Arising from normal maintenance activities on board.
Възникващи при нормалните дейности по поддръжка на борда.

Guidelines for proper filling-in of the Advanced Waste Notification Form, provided as an Excel sheet

Waste			Last port of waste delivery		LOCODE (5 digits) or name of the port in English		Textual reference
ALL /SOME/ NONE			Date of last waste delivery		dd/mm/yyyy		
Waste delivery type			Yes/No		dd/mm/yyyy after ETA		Waste that has been delivered at the last port of delivery, (m ³)
Accuracy (Y/N)			Yes/No (mark as appropriate)		e.g. Ch. Officer, or 2 nd 3 rd Officer, or Agent		
Storage sufficient capacity (Y/N)			Yes/No (mark as appropriate)		LOCODE (5 digits) or name of the port in English		Port of delivery of the remaining waste
Requirements for waste residue facilities			If any		Max dedicated storage, (m ³)		
Expected Delivery Date			dd/mm/yyyy after ETA		Estimated waste to be generated, (m ³)		Waste amount retained, (m ³)
Person submitting this form (if other than the master)			e.g. Ch. Officer, or 2 nd 3 rd Officer, or Agent		Approximate calculation shall be made on the waste quantity that will be generated during the voyage between the port notified and the next port of delivery (could be the first next port, or a port after that.		
Next port delivery			LOCODE (5 digits) or name of the port in English		Availability of reception facilities could be easily checked from the IMO's Global Integrated Shipping Information System, GISIS - "Port Reception Facilities Module".		Max dedicated storage, (m ³)
Waste type			type of waste as per MARPOL Annexes: choose from the drop-down menu		(to access the system, just register as a "Public User").		
Waste type			type of waste as per MARPOL Annexes: choose from the drop-down menu		Easy estimation of the quantities to be generated could be done after a reference to the Annex II "Waste generation rates for Annexes I, IV, V and VI to the MARPOL Convention" of the Implementing Regulation (EC) 2022/89.		Port of delivery of the remaining waste
type of waste as per MARPOL Annexes: choose from the drop-down menu			type of waste as per MARPOL Annexes: choose from the drop-down menu		(to access the system, just register as a "Public User").		
MARPOL Annex I - Oily bilge water							<p>This column is NON-MANDATORY, but could be useful.</p> <p>Here, in free text, clarifications could be given, if necessary, for example: if cargo residues of cat. J or K are available on board and are duly declared for delivery to a reception facility at the approached Bulgarian port, then the proper shipping name of the dry cargo shall be stated here; if ship is not equipped with sewage holding tank(s) (therefore sewage capacity value declared as 0 m³) as a Sewage Treatment Plant is available on board, a statement like "STP available on board only" would clarify the situation.</p>
MARPOL Annex I - Oily residues (sludge)							
MARPOL Annex I - Oily tank washings (oil tankers only)							
MARPOL Annex I - Dirty ballast water (oil tankers only)							
MARPOL Annex I - Scale and sludge from tank cleaning (if the ship arrives for a repair)							
MARPOL Annex I - Other							
MARPOL Annex II - Cat. X substances (product carriers/chemical tankers only)							
MARPOL Annex II - Cat. Y substances (product carriers/chemical tankers only)							
MARPOL Annex II - Cat. Z substances (product carriers/chemical tankers only)							
MARPOL Annex II - OS other substances (product carriers/chemical tankers only)							
MARPOL Annex IV - Sewage							
MARPOL Annex V - A. Plastics							
MARPOL Annex V - B. Food wastes							
MARPOL Annex V - C. Domestic wastes							
MARPOL Annex V - D. Cooking oil							
MARPOL Annex V - E. Incinerator ashes (if a solid waste incinerator is on board)							
MARPOL Annex V - F. Operational wastes							
MARPOL Annex V - G. Animal carcass(es) (life stocks carriers only)							
MARPOL Annex V - H. Fishing gear (fishing vessels only)							
MARPOL Annex V - I. E-waste							
MARPOL Annex V - J. Cargo res. non-HME (ships certified to carry solid bulk cargoes)							
MARPOL Annex V - K. Cargo residues HME (ships certified to carry solid bulk cargoes)							
MARPOL Annex VI - ODS and equipment containing such substances (if any)							
MARPOL Annex VI - Exhaust gas cleaning residues (ships with scrubbers)							
Waste not covered by MARPOL - Passively fished waste							

Guidelines for proper filling-in of the Advanced Waste Notification Form (cont.)

Ship-sourced pollution of the marine environment could only be reduced if waste from ships and their cargo residues are safely stored on board and delivered to shore facilities, not discharged overboard. Therefor a general legal provision stipulates that:

ALL SHIP-GENERATED WASTE and CARGO RESIDUES MUST BE DELIVERED to a port reception facility before departure

Keep this in mind when filling-in the Advanced Waste Notification (AWN)!

Please read carefully this pre-arrival document (form provided in Annex 1) and complete correctly all fields with data related to all waste types, applicable to the ship (e.g. all ships shall report data for bilge, sludge, sewage, garbage of all different categories, MARPOL Annex VI waste; if a ship is a tanker – SLOP capacities & quantities must also be declared; if the ship is a bulk carrier or other cargo vessel that might carry solid bulk cargoes – capacities and quantities of cat. J & cat. K under MARPOL Annex V shall not be forgotten to be declared)!

Some waste and/or cargo residues could remain on board for further delivery at next port(s), but only with the permission of the Bulgarian Maritime Administration Environmental Inspectors, upon their consideration on the availability of sufficient dedicated on-board storage capacity (based on the verification of the data provided in the AWN, duration of ship's stay in port, ship's destination and availability of reception facilities there; Commission Implementing Regulation (EC) 2022/89 on the calculation of the sufficient dedicated onboard storage capacity is also taken into account).

AWN shall be sent electronically via the National Maritime Single Window. To facilitate the data transfer to this system, the AWN will be sent to you by ship's Agent as a simplified Excel Sheet with different tabs ("Ship", "Port", "Cargo", "DPG", "Ship Store", "Waste", "Ballast Water", "Security", "Crew", "Passengers", "Health"), where data shall be chosen from drop-down menus, values entered with digits or text, "Yes/No" options market with ticks, etc.

The information required as an AWN (the form is shown in Annex 1) shall be provided as follows:

➔ "1. SHIP PARTICULARS": fill-in the tab "Ship" with data required under items 1.1÷1.7.

➔ "2. PORT AND VOYAGE PARTICULARS": fill-in the tab "Port" data required under items 2.1÷2.4.

Information required under items 2.6 ÷2.9 shall be filled into the tab "Waste" – fields "Last port of waste delivery" and "Date of last delivery", the column "Waste that had been delivered at the last port of delivery (m³)", fields "Next port of delivery", "Person submitting this form (if other than the Master)";

➔ "3. TYPE AND AMMOUNT OF WASTE AND STORAGE CAPACITY": tab "Waste" – fill it carefully, providing complete and true information for ALL waste on board your ship (not just for those you consider for delivery to shore facility); follow the sequence of the below steps from 1 to 8 (step 8 is optional):

1. Declare **intention for waste delivery to a reception facility at the approached Bulgarian port**, choosing "All, or Some, or None" in the field "Waste delivery type"; "Expected delivery date" field shall be provided with a date (on/after arrival into the approached Bulgarian port), when waste are expected to be collected from your ship; specific issues related to the waste delivery (e.g. need to deliver oily rags, expired pyrotechnics, and/or a big quantity of cargo hold washwaters, etc.) could be addressed in free text in the field "Requirements for waste residue facility" (it is optional); declare the next port of delivery in the relevant field and mark with a tick (as "Yes") the boxes requiring confirmation on the accuracy of the information provided in this document, and on the sufficiency of the on-board storage capacity, as well.

2. "Waste type" column: choose from the drop-down menus all types of waste and cargo residues under Annexes I, II, IV, V and VI that are generated (or might be generated) on the ship;

3. "Max. dedicated storage (m³)" column: fill-in the exact on-board capacity (in cubic meters) for each waste type; refer to ship's IOPP, ISPP, IAPP Certificates and Garbage Management Plan, if necessary; often ship's are provided with more than 1 tank for sludge, identified with different names – their total capacity shall be declared, as given into the item 3.1. of the Supplement to the IOPP Certificate;

4. "Waste amount for delivery (m³)" column: declare the content of waste collection tanks and other receptacles for delivery (Remember the general legal requirement: all waste shall be delivered to a port reception facility before departure!);

5. "Waste amount retained (m³)" column: here the quantities that will (eventually) remain after a delivery to a shore facility shall be declared (e.g. total on-board capacity for sludge is 40 m³ and the quantity inside the tank(s) is 21 m³, from which 20 m³ declared as "Waste amount for delivery" => 1 m³ will be the "Waste amount retained" – a free text comment could be provided into the "Textual reference" column, clarifying that this is an un-pumpable quantity);

6. "Port of delivery of the remaining waste" column: enter the LOCODE or name in English of the port, where those retained/ remained waste described into the column "Waste amount retained" are to be delivered, together with the quantities generated during the voyage to that port;

7. "Estimated waste to be generated (m³)" column: here approximate calculation shall be made on the waste quantity that will be generated during the voyage between the port notified and the next port of delivery (could be the first next port, or a port after that; availability of port reception facilities could be easily checked from the IMO's Global Integrated Shipping Information System, GISIS, "Port Reception Facilities Module" – to access it, just register to the system as a "Public User": <https://www.imo.org/en/OurWork/Environment/Pages/Port-reception-facilities-database.aspx>); for easy estimation of the quantities to be generated a reference to the Annex II "Waste generation rates for Annexes I, IV, V and VI to the MARPOL Convention" of the Implementing Regulation (EC) 2022/89 could be done: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32022R0089>);

8. "Textual reference" column (optional): Here clarifications could be given, if necessary, for example: if cargo residues (cat. J or K) are declared for delivery, then proper shipping name of the dry cargo shall be indicated; or if the declared sewage storage capacity is 0 m³ (ship not constructed with a holding tank for untreated sewage), a textual reference could be provided "Sewage Treatment Plant on board only").

Annex 2 – Ballast Water Reporting Form

(an UPDATED form, provided by IMO – ref. Appendix to the Resolution MEPC.288(71), introduced into the Bulgarian legislation as Annex 7 to Art. 33(1) of the Border Control Ordinance)

BALLAST WATER REPORTING FORM ИНФОРМАЦИЯ ЗА УПРАВЛЕНИЕ НА БАЛАСТНИТЕ ВОДИ

Date of Submission (DD/MM/YYYY): _____ Time of Submission (24:00 GST): _____ AMENDED FORM: Yes No
Дата на подаване (ДД/ММ/ГГГГ): _____ Час на подаване (24:00 GST): _____ ИЗМЕНЕНА ФОРМА Да Не

1. SHIP INFORMATION ИНФОРМАЦИЯ ЗА КОРАБА	2. VOYAGE INFORMATION ИНФОРМАЦИЯ ЗА РЕЙСА	3. BALLAST WATER USAGE AND CAPACITY ИЗПОЛЗВАНЕ И КАПАЦИТЕТ НА БАЛАСТНИТЕ ВОДИ (БВ)
Ship Name: <small>Име на кораба</small>	Arrival Port: <small>Пристигане</small>	Total Ballast Water on Board: <small>Общо количество БВ на борда</small>
IMO Number: <small>Номер в регистър на ММО</small>	Arrival Date (DD/MM/YYYY): <small>Дата на пристигане</small>	
Owner: <small>Собственик</small>	Agent: <small>Агент</small>	Volume <small>обем</small>
Type: <small>Тип</small>	Last Port: Country: <small>Последно пристигане Държава</small>	Units <small>М³</small>
GT: <small>Бруто тонаж</small>	Next Port: Country: <small>Следващо пристигане Държава</small>	No. of Tanks and Holds in Ballast <small>Брой танкове/калбюри с баласт</small>
Date of Construction (DD/MM/YYYY): <small>Дата на построяване</small>	Next Port (2): Country: <small>Следващо пристигане Държава</small>	Total Ballast Water Capacity: <small>Общ капацитет на БВ</small>
Flag: <small>Чужбина</small>	Next Port (3): Country: <small>Следващо пристигане Държава</small>	Volume <small>обем</small>
		Units <small>м³</small>
		Total No. of Ballast Tanks and Holds on Ship <small>Общо брой баластни танкове и калбюри на борда</small>

4. BALLAST WATER MANAGEMENT УПРАВЛЕНИЕ НА БВ

Total No. Ballast Water Tanks to be discharged: _____
Общо брой баластни танкове, които ще бъдат дебалансираны

How many of tanks to be discharged: underwent exchange: were treated using a Ballast Water Management System: _____
Колко от танковете, които ще бъдат дебалансираны са: били обменени: били обработени: чрез системата за управление на БВ:

Please specify Ballast Water Management System used, if any (Manufacturer, Model): _____
Моля, посочете използваната система за управление на БВ, ако има такава (производител, модел)

If no Ballast Water Management conducted, state reason why not: _____
Ако не е проведено управление на БВ, посочете причината защо не е

Approved Ballast Water Management plan on board? YES NO Management plan implemented? YES NO
Одобрен план за управление на БВ на борда Да Не Приложен ли е планът за управление Да Не

Ballast water record book on board? YES NO
Дневник БВ на борда? Да Не

Does ship carry an International Ballast Water Management Certificate: YES NO
Има ли корабът Международен сертификат за управление на БВ Да Не

Date of issue (DD/MM/YYYY): _____ Expiry Date (DD/MM/YYYY): _____
Дата на издаване (ДД/ММ/ГГГГ): _____ Дата на изтичане (ДД/ММ/ГГГГ): _____

Authority that issued Certificate: _____ Place of issue: _____
Власт, издала сертификата: _____ Място на издаване: _____

Date Required to Meet Regulation D-2 (DD/MM/YYYY): _____
Дата, на която корабът трябва да отговори на Прочло D-2 (ДД/ММ/ГГГГ): _____

5. BALLAST WATER HISTORY: RECORD ALL TANKS/HOLDS containing water taken on board to control trim, list, draught, stability or stresses of the ship, regardless of ballast water discharge intentions, in table on page 2. Note: BW Sources are the last BW uptakes prior to any Ballast Water Management practices.

ИСТОРИЯ НА БАЛАСТНИТЕ ВОДИ: ЗАПИШЕТЕ ВСИЧКИ ТАНКОВЕ/ХАМБАРИ, съдържащи води, взети на борда, за да се контролира диферентът, кренът, газенето, стабилността или напреженията на върху кораба, независимо от намеренията за дебалансиране, в таблицата на страница 2. Забележка: източниците на БВ са последните БВ, приети преди прилагането на всякакви методи за управление на БВ.

6. RESPONSIBLE OFFICER'S NAME AND TITLE ИМЕ И ДЪЛЖНОСТ НА ОТГОВОРНИЯ ОФИЦЕР

Ship Name IMO Number Arrival Date: _____
Име на кораба ИМО Номер Дата на пристигане

Tanks/Holds <small>танкове/трюмове</small> List multiple sources/ tanks separately <small>Избройте множество источници / танкове поотделно</small>	TANK CAPACITY <small>КАПАЦИТЕТ</small> НА ТАНКОВЕТЕ	BW SOURCES <small>ИЗТОЧНИЦИ НА БВ</small>		CURRENT VOLUME <small>НАЛИЧЕН ОБЕМ</small> (m ³)	BW MANAGEMENT PRACTICES <small>МЕТОДИ ЗА УПРАВЛЕНИЕ НА БВ</small>							PROPOSED BW DISCHARGE IN PORT <small>БВ КОЕТО БЪДЕ НАМЕРЯНО ДА БЪДЕ ИЗПУСКАНО В ПРИБЛИЖИТЕЛНОТО (ДЕБАЛИСИРАНЕ)</small>					
		DATE <small>ДАТА</small> DD/MM/YYYY	PORT or <small>ПРИСТИГАНЕ</small> LAT. LONG <small>Координати (ГШ x ГД)</small>		DATE <small>ДАТА</small> DD/MM/YYYY	Start Point* <small>Начална точка</small> Lat. & Long <small>Координати (ГШ x ГД)</small>	End Point* <small>Крайна точка</small> Lat. & Long. <small>Координати (ГШ x ГД)</small>	VOLUME <small>Обем</small> Used* <small>Използван*</small> (m ³)	% <small>% обмен</small> Exch* <small>обем</small>	METHOD <small>метод</small> (DM/SM/F M, T)	SALINITY <small>солност</small> (PSU)	DATE <small>ДАТА</small> DD/MM/YYYY	PORT or <small>ПРИСТИГАНЕ</small> LAT. LONG <small>Координати (ГШ x ГД)</small>	VOLUME <small>Обем</small> (m ³)	SALINITY <small>солност</small> (PSU)		

Ballast Water Tank Codes: Forepeak = FP, Aftpeak = AP, Double Bottom = DB, Wing = WT, Topside = TS, Cargo Hold = CH, Other = O.
Кодове на баластни танкове

Попълнете колоните със (*) само ако е извършен обмен.
 Method: DM=Dilution, SM=Sequential, FM=Flow Through, T=Treatment.
Метод: DM=с разреждане, SM=последователен, FM=проток, T=третиране.

Complete column with (*) only if exchange was conducted.
Попълнете колоните със (*) само ако е извършен обмен.

Guidelines for proper filling-in of the Ballast Water Reporting Form, provided as an Excel sheet

B a l l a s t w a t e r															
Ballast water date	dd/ mm/ yyyy														
Amended form	Yes/ No (choose as appropriate)														
Total ballast water on board, m ³	Quantity of ballast water ON-BOARD, in m ³														
Number of tanks in Ballast	How many tanks are WITH ballast water? State their number														
Total number of ballast tanks on ship	State the number of all ballast water tanks of the ship														
Total number of ballast water tanks to be discharged	State the number of tanks that will be deballasted into the approached Bulgarian port (detailed information for them shall be filled-in into all columns of the "Ballast water history" table)														
How many of tanks to be discharged: underwent exchange or were treated using Ballast Water Management System	State the number of these tanks (remember, that all tanks to be deballasted, shall be either exchanged, or treated)														
Ballast Water Management System used, if any (Manufacturer, Model)	Describe in free text as it is recorded into ship's BWM Certificate (or Statement of Compliance)														
If no Ballast Water Management System conducted, state reason why not	describe in free text														
Responsible officer	describe in free text														
BALLAST WATER HISTORY: Leave empty the below table, if no ballast water on board. Fill-in if there is ballast water on board (even in 1 tank), taken to control trim, list, draught, stability or stress of the ship, regardless of the intention to discharge it. If ballast water IS on board, but will NOT be deballasted, just fill-in the first 5 columns. If ballast water IS on board and WILL BE deballasted, then fill-in all columns of the "Ballast Water History" table!															
Tanks/ Holds	Ballast water source	Port/ Coords	Volume	Date	Start Point	End Point	Volume	% Exchange	Method	Salinity	Date	Port/ Coords	Volume	Salinity	
For each tank with ballast water record: tank's the name, its capacity (in m ³), source (date when ballast was taken in the relevant tank - dd/mm/yyyy, and place where it was taken - port name in English or in 5-digits LOCODE; if ballast taken at sea - state the Lat. & Long); state the current quantity (i.e. volume, in m ³) of the ballast water in the tank.	Date	Port/ Coords	Volume	dd/ mm/ yyyy	EXCHANGE start & end point positions at sea (Lat. & Long.)	(leave empty if ballast is treated)	In m ³	If EXCHANGE performed (leave empty if ballast is treated)	If EXCHANGE performed, state the method applied: SM = sequential method, FT = flow-through method, DM = dilution method. If the ballast was TREATED - T	State the salinity of the water in each tank, in PSU	If the ship's is going to deballast at the approached Bulgarian port, then the following details shall be provided: date of deballasting (dd/mm/yyyy); name of the port (name in English or in 5-digits LOCODE); if deballasting intended at sea prior the entry in the approached port - then position shall be stated in Lat. & Long.; quantity (i.e. volume, in m ³) of ballast water to be discharged from each tank the salinity (in PCU) of the water to be discharged	Date	Port/ Coords	Volume	Salinity
(If no deballasting intended at the approached Bulgarian port, do not fill-in the other columns)															

Guidelines for proper filling-in of the Ballast Water Reporting Form (cont.)

The Ballast Water Reporting Form (BWRF) shall be sent electronically via the National Maritime Single Window before ship enters the Bulgarian Territorial Sea. To facilitate the data transfer to the mentioned national system, the form will be sent to you by ship's Agent as a **simplified Excel Sheet** with different tabs ("Ship", "Port", "Cargo", "DPG", "Ship Store", "Waste", "Ballast Water", "Security", "Crew", "Passengers", "Health"), where data shall be chosen from drop-down menus, values entered with digits or text, "Yes/No" options marked with ticks, etc.

Please note, that the form is **UPDATED** (the latest recommended by IMO form is in use)!

The new data required to be provided into the updated Ballast Water Reporting Form are listed below:

- all tanks, containing ballast water (regardless of its deballasting intention);
- the ship-specific ballast water management option and concrete method – exchange (SM/ FM/ DM) or treatment (T);
- the ship-specific date of compliance with the D-2 "Performance standard" (for ships not yet supplied with a BWMS);
- details of the ship's BWMS (if such already installed on board);
- details of ship's International Ballast Water Management Certificate (or Statement of Compliance – if the ship is flying a flag of a non-Party to the BWM Convention '2004).

The information required as a BWRF shall be provided as follows:

- "1. SHIP INFORMATION": record ship's name, IMO number, owner, type, construction date, flag in the tab "Ship"
- "2. VOYAGE INFORMATION": provide the required data into the tab "Port", i.e. arrival port, arrival date, last port, next port
- All other ship-specific information regarding ballast water management on board and submission of the reporting form (items 3, 4, 5, 6 of the updated BWRF, shown in Annex 3 to this environmental notice) shall be filled-in into the tab "BALLAST WATER", as follows:
 - "Ballast water date": fill-in the date of submission of this form, DD/MM/YYYY
 - "Amended form": "Yes" - if you send an amended/ corrected information, after the initial submission of the BWRF
 - "Total ballast water on board, m³": record the quantity of ballast water that is on board in cubic meters
 - "Number of tanks in ballast": state how many tanks are with ballast; please note, that for these tanks the "Ballast water history" table shall be filled-in (all columns – for tanks to be deballasted into the approached Bulgarian port; or the first 5 columns only if no deballasting to be conducted – just to indicate ballast water source)
 - "Total ballast water capacity, m³": declare the ship's ballast water tanks total capacity in cubic meters
 - "Total number of ballast tanks on ship": declare the number of ship's ballast water tanks
 - "Total number of ballast water tanks to be discharged": here just state the number of these tanks (detailed information for them shall be filled-in into all columns of the "Ballast water history" table)
 - "How many tanks to be discharged: underwent exchange; or were treated using a Ballast Water Management System (BWMS)": just declare the number of these tanks (remember, that all tanks to be deballasted, shall be either exchanged, or treated);
 - "BWMS used, if any (manufacturer, model)": describe ship's BWMS – its manufacturer and model are indicated into the ship's International Ballast Water Management Certificate (or Statement of Compliance) and into the Type Approval Certificate of the BWMS itself
 - "If no Ballast Water Management conducted, state the reason why not": the BWM Convention, Reg. A-2 of the Annex, stipulates, that a discharge is only permitted of ballast water that was either exchanged or treated; if such a management was not undertaken, then the reason shall be stated - free text (e.g. BWMS out of order; or safety risks due to a bad weather or other extraordinary situation; note: the reason shall be recorded into ship's Ballast Water Record Book and relevant evidence shall be on disposition)
 - "Responsible officer": duty and name of the ship's crew member, that filled-in this form shall be recorded
 - "Ballast Water Record Book on board": place a tick, to mark as "Yes" (if left empty – the meaning is "No" and this could be considered as a non-compliance with Reg. B-2 of the Annex to the BWM Convention)
 - "Approved Ballast Water Management Plan on board": place a tick, to mark as "Yes" (if left empty – the meaning is "No" and this could be considered as a non-compliance with Reg. B-1 of the BWM Convention)
 - "Management Plan implemented": place a tick, to mark as "Yes" (if left empty – the meaning is "No")
 - "Does the ship carry an International Ballast Water Management Certificate": as mentioned above, the document could be named "Statement of Compliance" (not a Certificate) if the ship is flying a flag of a non-Party to the BWM Convention; ships of 400 GT and above are in general required to have such a document (ref. to regulations in section E of the Annex to the BWM Convention); place a tick, to mark as "Yes"; then provide in the next fields of the BWRF this document dates of issue and validity (format DD/MM/YYYY), issuing authority and place of issue;
 - "Date required to meet Reg. D-2": this is a ship-specific date up to which your vessel shall be fitted with a BWMS to comply with the treatment performance standard of the Reg. D-2 of the Annex to the BWM Convention; consult the Company on this date, if needed, and declare it in a format DD/MM/YYYY; if a BWMS is already installed on board – leave this field empty.

"BALLAST WATER HISTORY" table:

→ Leave **empty** if no ballast water on board

→ Fill-in if there is ballast water on board (even in 1 tank), regardless of the intention to discharge it:

- **If ballast water IS on board, but will NOT be deballasted**, just fill-in the first 5 columns: identify each tank/ holds with a ballast, state its capacity (in cubic meters), declare the source of the ballast water inside – date when taken (DD/MM/YYYY) + place where taken (Port name, or Lat. & Long. If at sea) and the current quantity inside the tank/ hold (in cubic meters);
- **If ballast water IS on board and WILL BE deballasted, then fill-in all columns of the "Ballast Water History" table!**
For each tank, that will be deballasted, record the name, capacity, source and current quantity into the first 5 columns as described above. Then into the further columns provide details on the ballast water management performed:
 - if it is EXCHANGE: date of exchange (DD/MM/YYYY), start & end point positions at sea (Lat. & Long.), quantity/ volume exchanged (in cubic meters), % of the tank exchanged, method of exchange (SM=sequential method, FT=flow-through method, DM=dilution method) and salinity of the water in PSU;
 - if it is TREATMENT: declare only the date of treatment (DD/MM/YYYY), mark the management method as "T"=treatment and write the salinity of the water in PSU;
 - finally fill-in the columns for deballasting at the approached Bulgarian port: date (DD/MM/YYYY), name of port/ or Lat. & Long. if the ballast water will be discharged at sea prior entering the approached port; quantity/ volume (in cubic meters) of ballast water to be discharged from each tank/ hold and the salinity (in PCU) of this water.

**Annex 3 – Declaration of waste disposed
before departure from a Bulgarian Maritime Port
(Annex 8 to Art. 36(1) of the Border Control Ordinance)**

**DECLARATION
Декларация
FOR WASTE DISPOSAL AT THE PORT OF
за отпадъците, предадени в пристанище**

Name of the ship:
Име на кораба:
IMO number:
ИМО номер:
Flag State:
Държава на знамето:
Port of registry
Пристанището на регистрацията:

DATE Дата	TYPE OF WASTE Вид на отпадъците	QUANTITY m ³ /bags/kg Количество м ³ /местимости/кг	NAME OF THE WASTE OPERATOR Име на оператора, на когото са предадени отпадъците

I, the undersigned Master / Agent of

.....

Аз, долуподписаният, капитан / агент на
herewith declare, that above mentioned information is identical with the original receipts for waste disposal at the port of
с настоящото декларирам, че информацията по-горе е еднаква с оригиналните фактури за отпадъците, предадени в пристанище

_____ / _____ /

Name
Име

signature & ship's / agent's stamp
подпис и печат на кораба / агента

DATE: ____ / ____ / ____
Дата