



MTCC CARIBBEAN
Maritime Technology Cooperation Centre

Status of Domestic, Legal & Institutional Frameworks for Maritime Climate Action in Select Caribbean Countries



GMN | The Global MTCC Network
A global network for energy-efficient shipping



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Acronyms

ADOMS - Antigua and Barbuda Department of Marine Services and Merchant Shipping

ANAMAR - National Authority for Maritime Affairs

BCG - Belize Coast Guard

BEST Commission - The Bahamas Environment, Science & Technology Commission

BMA - The Bahamas Maritime Authority

BMSR - The Barbados Maritime Ships Registry

BPA - Belize Port Authority

CARICOM – Caribbean Community

CBD - Caribbean Development Bank

CCAB - Climate Change Advisory Board

CCCCC - Caribbean Community Climate Change Centre

CLIA - Cruise Line International Association

CMOU - Caribbean Memorandum of Understanding on Port State Control

COP - Conference of the Parties

CSA - Caribbean Shipping Association

DWT - Deadweight Tonnage

ECA - Emission Control Area

EEDI - Energy Efficiency Design Index

EGD - European Green Deal

EU – European Union

EU MRV – European Union Monitoring, Reporting and Verification System

GCCA+ - The Global Climate Change Alliance Plus

GCF - Green Climate Fund

GDP - Gross Domestic Product

GHG - Greenhouse Gas

GloMEEP - Global Maritime Energy Efficiency Partnerships Project

GMN - Global MTCC Network

IACS - International Association of Classification Societies

IALA - International Association of Marine Aids to Navigation and Lighthouse Authorities

ICS - International Chamber of Shipping

IDB - Inter-American Development Bank

IEEC - International Energy Efficiency Certificate

ILO - International Labour Organization

IMCA - International Marine Contractors Association

IMMARBE - The International Merchant Marine Registry of Belize

IMO - International Maritime Organization

IMO DCS - International Maritime Organization Fuel Oil Data Collection System

IMSAS - IMO Member State Audit Scheme

IMSO - International Maritime Satellite Organization

INMARSET - Institute of Maine Engineering, Science & Technology

INTERCARGO - International Association of Dry Cargo

INTERTANKO - International Association of Tanker Owners

IPCC - Intergovernmental Panel on Climate Change

ISPS - International Ship and Port Facility Security Code

LDCs - Least Developed Countries

LPIR - Legal, Policy And Institutional Reform

MAIIF - Marine Accident Investigation International Forum

MAJ - Maritime Authority of Jamaica

MARPOL - The International Convention for the Prevention of Pollution from Ships

MAS - Maritime Authority Suriname

MEPC - Marine Environment Protection Committee

MITRANS - The Ministry of Transport

MMABE - The Ministry of Maritime Affairs and the Blue Economy

MPA - Maritime and Port Authority of Singapore

MSD - Maritime Services Division

MTCC - Maritime Technology Cooperation Centre

NAPs - National Action Plan

NDCs - Nationally Determined Contributions

NEAFC - North-East Atlantic Fisheries Commission

NSA - Non-State Actors

OECS - Organization of Eastern Caribbean States

RAC REMPEITC - The Regional Marine Pollution Emergency, Information and Training Centre

REPICA - Central American Isthmus Port Forum

RINA - Royal Institute of Naval Architect

SEEMP - Ship's Energy Efficiency Management Plans

SEMANAH - Service Maritime et de Navigation d' Haiti Maritime Administration of Haiti

SEW - Single Electronic Windows

SIDS - Small Island Developing States

SLASPA - Saint Lucia Air & Seaports Authority

SVG MARAD - The Saint Vincent and the Grenadines Maritime Administration

TEUs - Twenty-Foot Equivalent Unit

UNCLOS - The United Nations Convention on the Law of the Sea

UNCTAD - United Nations Conference on Trade and Development

UNEP - United Nations Environment Programme

UNFCCC - United Nations Framework Convention on Climate Change

USCG - United States Coast Guard

UTT - The University of Trinidad and Tobago

WiMAC - Women in Maritime Association Caribbean

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Executive Summary

The Maritime Technology Cooperation Centre for the Caribbean (MTCC Caribbean) is pleased to provide the summary of the current legal and institutional frameworks related to domestic maritime climate action across sixteen Caribbean countries, that have been engaged in capacity building efforts under the Global MTCC Network (GMN) project. The GMN project is funded by the European Union (EU) and implemented by the International Maritime Organization (IMO). The Centre is now in its 5th year of operation and from 2017 to 2021 it facilitated capacity building and pilot projects across Small Island Developing States (SIDS) and Least Developed Countries (LDCs), reaching over 90 countries and hundreds of maritime stakeholders. Supported by the IMO and the EU, the MTCCs act as regional focal points for a wide range of activities to:

- Improve compliance with existing and future international energy efficiency regulations;
- Assist participating countries in developing national energy efficiency policies and measures for their maritime sectors;
- Promote uptake of low carbon technologies and operations in maritime transport; and
- Establish voluntary pilot data collection and reporting systems to feed back into the global regulatory process.

MTCC Caribbean, proudly hosted by the Centre for Maritime and Ocean Studies of The University of Trinidad and Tobago (UTT), facilitated the implementation of these goals in the Caribbean region. Through pilot projects, they created maritime baselines on the uptake of energy efficient technology and fuel used by ships calling at Caribbean ports. A dashboard was also created to enable collated reporting on the implementation of MARPOL Annex VI in the sixteen targeted countries. These baselines have now created an opportunity for more informed decision making and the dashboard can be leveraged to facilitate digital communications among the targeted countries.

In undertaking this project, MTCC Caribbean forged lasting partnerships and created a regional network dedicated to maritime climate action through the establishment of focal points based within the maritime administration of each of its targeted countries. A listing of these focal points is also included in Appendix I of this publication.

Given the urgent need for a harmonised regional approach to maritime climate action, it is essential to understand the varying levels of implementation of the relevant standards among the Caribbean Community (CARICOM) countries. It is anticipated that this document can be used as reference material to inform regional approaches, as well as legal, policy and institutional reforms with respect to climate action. Recognising that climate action is intrinsically linked to blue and green economy initiatives, the current state of implementation of blue and green growth strategies is also summarised as part of the relevant legal and institutional frameworks of the various countries.

MTCC Caribbean aims to update this publication annually, documenting the progress being made with respect to climate action in the maritime domain at the local, regional and international levels. The reports and publications associated with the work of MTCC Caribbean can be accessed at <https://mtcc-caribbean.com/>.

Promoting Regional efforts in Maritime Climate Action

Several reports presented at the 26th Conference of the Parties for the United Nations Framework Convention on Climate Change have signalled that climate ambition is not at the required levels to limit global warming. Reflecting on the task ahead, COP26 President Alok Sharma said: *“We can now say with credibility that we have kept 1.5°C alive. But, its pulse is weak and it will only survive if we keep our promises and translate commitments into rapid action...”*. The target of limiting warming by 2 degrees based on pre-industrial levels is expected to be exceeded if urgent and immediate action is not taken. SIDS have expressly stated that below 1.5°C warming must be targeted in order to survive. The impacts of climate change on SIDS are undeniable and the social and economic impacts of changing weather patterns, sea level rise and saltwater intrusions are undermining coastal cities and island infrastructure.

The global pandemic has also adversely impacted climate action with available resources being redirected and trillions being spent on managing national and international responses to COVID 19. However, management of the pandemic has resulted in many positives with governments and industry rapidly transforming to embrace digitalisation and remote work. These corporate and cultural shifts in work patterns accounted for a significant reduction in carbon emissions in 2020 but these reductions are expected to be reversed as countries return to business as usual,¹ with a projected pandemic rebound increase of 4.9% in 2021 compared with last year.²

A return to business as usual, incognizant of blue and green economy paradigms and climate action is a death sentence for SIDS. The waning commitment of the developed world in relation to the climate crisis is likely to leave SIDS with inadequate access to climate financing to promote the requisite resilience and adaptive infrastructure.

¹ United Nations Environment Programme (2021). Emissions Gap Report 2021: The Heat Is On – A World of Climate Promises Not Yet Delivered. Nairobi

² Retrieved November 30th 2021, from: [<https://www.nature.com/articles/d41586-021-03036-x/>]

Image 1 – Prime Minister of Barbados Mia Motley at COP 26



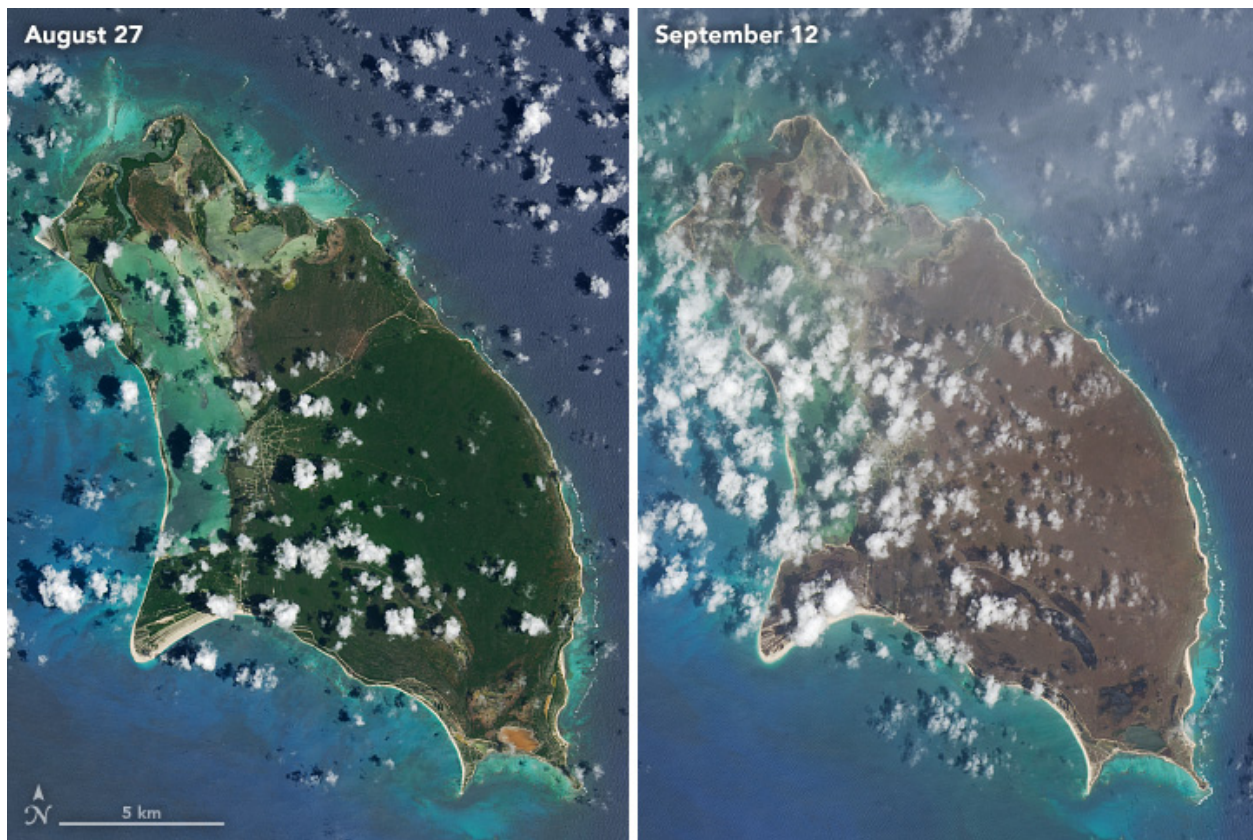
Source: COP 26

It appears that despite the most powerful rhetoric from CARICOM leaders, the plight of the Caribbean and other regions constituting SIDS are likely to be left facing the climate crisis with shortfalls on financial commitments as well as mounting obstacles to accessing resources that are actually available. It is against this dismal backdrop that every sector must progress their climate actions. As MTCC Caribbean, our focus has been on maritime shipping and its associated infrastructure, and raising awareness on the need for integration and decarbonisation across maritime value chains. In this regard, the MTCC in its role as an implementing partner to the IMO has been assisting the region through its capacity building efforts to enhance regional climate action.

The Science and Data Behind Regional Efforts in Climate Action

The recently approved Intergovernmental Panel on Climate Change (IPCC) report titled "Climate Change 2021: The Physical Science Basis" provided the global scientific community's perspective on the vulnerability of small island states across the Caribbean Region. The threat posed by climate change is escalating at a rate greater than anticipated, with extreme hurricane events, exceptional temperature swings, declining rainfall and rising sea levels that have brought about unprecedented devastation to Caribbean countries.

Image II - Decimation of Barbuda after being hit by Hurricane Irma in 2017



Source: North American Congress on Latin America

Given that global surface temperatures were 1.1°C higher between 2011 and 2020 than between 1850 to 1900, the rapid pace of global warming is alarmingly ahead of the Caribbean's response. In addition to this, it is expected that without drastic global action, the global average temperature is expected to reach and exceed 1.5°C above 1850-1900 levels by 2040.

The Caribbean's determination to join the global fight against climate change was demonstrated in the unwavering commitment by the respective countries to become signatories of the Kyoto Protocol to the United Nations Framework Convention on Climate Change (UNFCCC). This commitment was reaffirmed by their pledge to reduce Greenhouse Gas (GHG) emissions under the Paris Agreement, with Trinidad and Tobago and Suriname, the final two countries, becoming signatories on February 22nd, 2018, and February 13th, 2019, respectively. An exemplar to this effect continues to be the ongoing transition of Barbados' economy, which aims to reduce its domestic emission relative to a business-as-usual projection by 35% by 2030, which they anticipate can increase to 70% pursuant to adequate financial support³. However, despite the second iteration of Nationally Determined Contributions (NDCs), there remains a great deal to be done, especially with respect to implementation, transparency and policy coherence.

³ Retrieved November 14th 2021, from:

[<https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/Barbados%20First/2021%20Barbados%20NDC%20Update%20-%202021%20July%202021.pdf>].

Following on this bid for global support at the hands of the developed world, CARICOM, guided by its Declaration on Climate Change 2021, recently demanded “*Climate Justice*”. The call was made to leaders at COP26 to “*close the emissions gap, scale up finance particularly for the most vulnerable, and agree on rules to guide parties to progressively increase and demonstrate highest ambition*”.

While the Caribbean’s collective contribution to global warming is miniscule, the region still has a significant role to play in lobbying for greater efforts towards GHG emission reduction and progressing a net-zero future. In doing so, the region has revamped its approach through the uptake of greener technology and innovation. By mid-2020, MTCC Caribbean reported an estimated 20 ongoing climate change initiatives within the Caribbean region, being supported by several international organisations, including academia, local authorities, private sector, civil society, local communities and development agencies (Rambarath-Parasram et. al. 2020). These initiatives and projects continue to target climate adaptation, reconstruction, climate mitigation and disaster risk management. To date, there has been further traction in the global front, to streamline projects and initiatives to assist and support developing countries.

The European Union continues to be a significant financial support to the Caribbean in addressing climate change mitigation, despite not adopting a climate justice perspective outside its borders. For example, the recent European Green Deal (EGD) policy framework is a domestic transition plan, however, the European Union recognises that the EGD’s success depends on the external green transition. Evidently, this has resulted in internal policy recommendations⁴, such as the exploitation of available financing opportunities with focus on countries affected by the European Union’s green transition and the effects of climate change. The European Commission’s President, Ursula von der Leyen, confirmed that the European Union together with the European Investment Bank are the biggest contributors of climate finance to developing countries, with an estimate of €23.2 billion in 2019. The Global Climate Change Alliance Plus (GCCA+) is the main channel for the European Union’s support targeting climate action in developing countries, while other channels include the European Commission’s External Investment Plan.

Another key institution that continues to provide significant climate financing to the Caribbean Region is the Green Climate Fund (GCF). For example, since the Caribbean Community Climate Change Centre (CCCCC) gained its GCF accreditation in 2015, the centre has mobilised and managed over US\$38 million on behalf of CARICOM. The CCCCC recently acquired US\$3.2 million from the GCF for the implementation of national climate change strategies and enhancing NDCs across five Caribbean countries, namely; The Bahamas, Haiti, St. Lucia, St. Kitts and Nevis, and Trinidad and Tobago⁵. Another key example of the work of the GCF is its climate financing of ongoing programmes, projects and proposals in collaboration with the Caribbean Development Bank (CBD). Together, the GCF and CBD have three key projects ongoing; a US\$298,000 project geared towards enhancing private sector engagement in climate action in Belize; a US\$590,000 project geared towards strengthening NDA

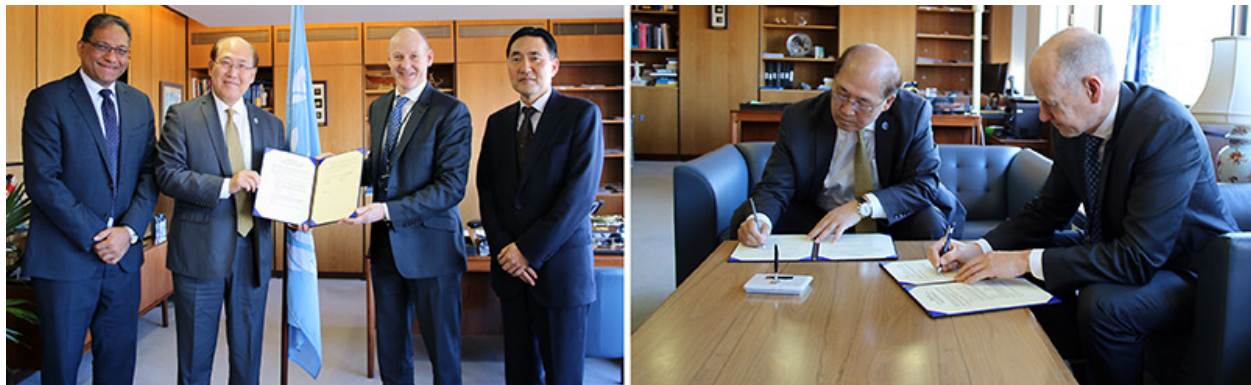
⁴ Retrieved on November 15th, 2021, from [<https://ecdpm.org/wp-content/uploads/EU-Budget-External-Climate-Financing-State-Play-ECDPM-Briefing-Note-132-2021.pdf>]

⁵ Retrieved on November 11th, 2021, from [<https://today.caricom.org/2021/01/26/ccccc-leverages-millions-of-dollars-in-climate-funds-for-caribbean-countries/>]

capacity and development in St. Kitts and Nevis; and a US\$318,000 project geared towards strengthening NDA capacity and country programmes in Suriname.

Two other initiatives of the IMO that are key to maritime action are the IMO-Norway GreenVoyage2050 and NextGen. The IMO-Norway GreenVoyage2050 is a partnership project between the Government of Norway and the International Maritime Organisation which was launched in May 2019. The Project aligns with the international agenda by the Initial IMO GHG Strategy (Resolution MEPC.304(72)) which aims at reducing shipping's GHG emissions by 50% before 2050 and eventually eradicating them from the industry. It aims to build capacity through technical assistance to developing countries inclusive of SIDS and LDCs to fulfil their commitments to combat climate change through the decarbonisation of the shipping industry.

Image III – IMO Secretary-General Kitack Lim and Sveinung Oftedal, Specialist Director of the Norwegian Ministry of Climate and Environment, signing the agreement for additional funding for GreenVoyage2050



Source: IMO

The priority of the project is to facilitate the transformation of the maritime landscape of supporting States towards a low and zero Carbon future. It is anticipated that this decarbonisation path would enhance compliance with the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI, facilitate the sharing of operational best practices, catalyse the uptake of energy efficient technologies and explore opportunities for low- and zero-carbon fuels for supporting States. The project also supports the implementation of the IMO Resolution on Ports (Resolution MEPC.323(74)), which encourages cooperation between the ship and port sectors among individual States. Specifically, the project is supporting States to:

- Draft legislation to implement MARPOL Annex VI into national law;
- Undertake assessments of maritime emissions; develop policy frameworks and National Action Plans (NAPs) to address GHG emissions from ships;
- Assess emissions and develop port-specific emission reduction strategies;
- Identify opportunities and deliver pilot projects, through the establishment of public-private sector partnerships and the mobilisation of financial resources;
- Access funding and investments into low carbon solutions; and
- Establish partnerships with the industry to develop new and innovative solutions to support low carbon shipping.

Next Green and Efficient Navigation (NextGEN), is a joint project between the Maritime and Port Authority of Singapore (MPA) and the IMO, launched during the IMO/UNEP Innovation Forum 2021. NextGEN is an online portal aimed at developing a collaborative global ecosystem of maritime transport decarbonisation initiatives. The portal has been established to serve as a circle of collaboration and a single portal to connect different stakeholders involved in maritime decarbonisation projects. These include but are not limited to ports, governments, companies, and research institutes, with the aim of sharing knowledge on low- and zero-carbon fuels. The NextGEN portal aims to foster information-sharing, create critical networks, create opportunities for collaboration and innovation, and facilitate capacity-building. By showcasing the universe of maritime decarbonisation projects on a single platform, the NextGEN portal will serve as a focal point and reference tool for public and private stakeholders.

[Image IV – NextGen Portal Global Project Map](#)



Source: NextGen Portal

Regional efforts in maritime climate action have progressed through the work of the GMN Project, complemented by Green Voyage and NextGen. However, legal and institutional reform to enable better implementation of associated international maritime standards is still not at the desired levels. This legislative malaise presents additional challenges to the SIDS of the Caribbean. As this publication highlights, the current state of the legal and institutional frameworks across the Caribbean is in dire need of reform given that few countries have implemented the relevant legislation to give force to MARPOL Annex VI, and even fewer have the institutional capacity to adequately monitor and enforce this Annex.

Disruptions to the global supply chains have created havoc at major ports, negatively impacting the carbon reduction strategies that would have been employed by ships, eroding the gains of just-in-time shipping. These port side inefficiencies have underscored the need for an integrated approach to maritime decarbonisation that includes ports and hinterland logistics as an integral part of maritime climate action.

The ports within the Caribbean fail to attract services due to their low cargo volumes, which is linked to low trade volumes, a narrow export base and a lack of a wider hinterland, as well as their geographic

position, port equipment and infrastructure gaps. This also contributes to fewer services with limited shipping choices and higher freight costs. Confronted with far lower shipping connectivity than other countries, on average SIDS pay twice as much for the international transport of their imports as developed countries. This situation leads to a vicious cycle, where low trade volumes lead to high trade costs, and high trade costs makes trading uncompetitive. This in turn leads to diseconomies of scale and infrequent transport services, further increasing trade costs. The low volume of revenue and volume fails to attract private or commercial infrastructure investments in the ports.

Caribbean ports are aware of the need for decarbonised operations and the general consensus appears to be that efforts for greening port infrastructure have to be harmonised throughout the region to allow early adopters taking the financial risk to maintain clients and sustain operations. Achieving this harmonised approach requires extensive ambition and action towards unified policies for maritime decarbonisation. Achieving such uniformity in maritime climate action requires a transformation of the regional maritime agenda including the need for this to be treated as a priority for CARICOM. The disruptions in the supply chains across the globe will result in higher shipping costs to the region along with associated inflationary costs to standards of living.

Managing these shipping costs while promoting decarbonised maritime operations may present opportunities that are not yet visible to leaders in the region. With the developed world focusing on pilot projects that aim to facilitate net zero carbon ambition in shipping by 2050, there are opportunities to forge maritime partnerships that would facilitate technology transfer and enable capacity building in the region. Ensuring that these partnerships evolve into sustainable maritime ecosystems can contribute to mitigating the threat of older, inefficient ships transferring their operations into the Caribbean. This threat is further multiplied given the archaic legislative maritime frameworks of the majority of Caribbean States.

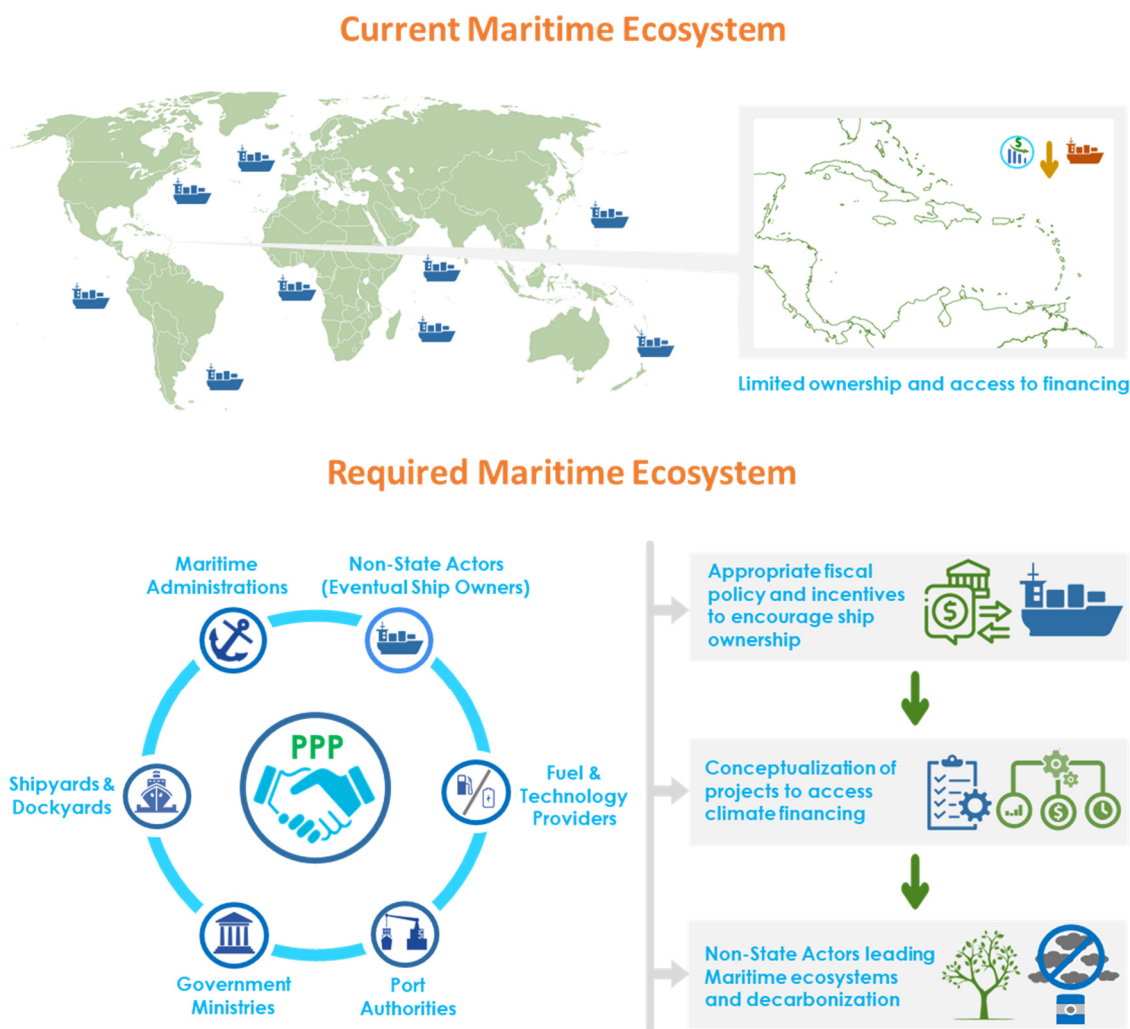
The pandemic has accelerated the implementation of digitalisation across governmental institutions and these gains and their resulting efficiencies should not be eroded in the return to business as usual. Discussions with leaders in maritime logistics in the Caribbean have signalled a troubling return to paper procedures which undermine the gains and efficiencies offered through digital communication. While a few CARICOM countries have implemented single electronic windows (SEW), ensuring maximum buy in and interoperability of systems from governmental stakeholders such as customs and immigration departments, the private sector also needs to be prioritised and harmonised to optimise regional logistics and reduce shipping costs.

Decarbonising the Caribbean's maritime industry will require projects that promote digitalisation, technology transfer in maritime shipping and investments in green ports and logistics while promoting and leveraging blue and green economy paradigms. Promoting such projects will require an action plan to raise the profile of maritime climate action within CARICOM and regional agendas. Enabling the participation and leadership of non-state actors (NSAs)⁶ may also be transformational for the region, as IPCC and UNFCCC reports indicate the successes and therefore the need for NSAs to become partners

⁶ Non-State Actors can include non-governmental organisations, civil society, academia, private institutions, cities, corporations and other organisations that are not funded through, affiliated with, or directed by the Government.

for enhancing climate action responses. Figure 1 below illustrates the outcomes of including NSAs as an integral part of the Caribbean's Maritime Ecosystem to facilitate decarbonisation.

Figure 1 – Current and Required States of the Caribbean Maritime Ecosystem



NSAs can be central to the formation of the appropriate maritime ecosystems. Reports have highlighted the roles and pledges of cities, ports, industry and academia in leading climate action. In the absence of concerted governmental maritime climate action, the private sector may need to lead in facilitating the adoption and inclusion of decarbonised technology and infrastructure. Private financial institutions and central banks are moving to realign trillions towards global net zero.⁷ However, there will still be the need to enable their action through the relevant legislation and institutionalised public private partnerships.

⁷ COP 26 - Presidency - The Global Climate Pact



Country Profiles of Legal and Policy Frameworks for Climate Action

The following profiles have been collated from information presented by respective countries during country presentations and via online research. It is anticipated that this document can be used as reference material to inform regional approaches, as well as legal, policy and institutional reforms with respect to maritime climate action in the Caribbean. Recognising that many of the countries referenced within this document share similar NSAs, it appears that there is a platform for greater integration in Maritime Climate Action to facilitate a concerted and harmonised approach to decarbonising the region.

Antigua and Barbuda

Population	98, 728
Area	440 km ²
Maritime Organisation	The Department of Marine Services and Merchant Shipping (ADOMS)
Director General	Ambassador Dwight C.R. Gardiner
MTCC Focal Point	Mr. Thomas Robinson Chief Marine Surveyor

Antigua and Barbuda is a constitutional monarchy headed by Her Majesty Queen Elizabeth II of England. Having gained independence from Great Britain in 1981, she is represented by a Governor-General appointed on the advice of the Prime Minister. Antigua and Barbuda is an archipelagic State located in the Eastern Caribbean and is comprised of three islands: Antigua, Barbuda, and the uninhabited Redonda. In 2018 Antigua and Barbuda recorded its GDP at US\$1.62 billion according to official data from the World Bank and projections from Trading Economics. The GDP value represents less than 0.01% of the World Economy (Trading Economics, 2020).

Antigua and Barbuda operates an open registry with a fleet of approximately 780 different types of vessels totalling 7,599,749 DWT with Oil Tankers at 1,530 DWT; Bulk Carriers at 1,195,631 DWT; General Cargo at 3,824,802 DWT; Container Ships at 2,223,776 DWT; and Other Types of Ships at 255,020 DWT. (UNCTAD STAT, 2019)

The designated port of registry is St. John's, Antigua. The Register's largest client base to date is Germany which accounts for approximately 80% of registered ships. The country's container port throughput was reported at 17,657.000 TEUs in 2018, a record increase from 2017, with an average of about 26,366.000 TEUs over the period 2008-2018. The all-time high record for Antigua and Barbuda's Container Port throughput was in 2008 at 32,562.000 TEUs. (CEIC, 2018)

Table I - Antigua & Barbuda's Registered Fleet (Adapted from UNCTAD STAT 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	2	2	1.53	1.53
Bulk Carriers	33	32	1261.095	1195.631
General Cargos	562	534	4028.364	3824.802
Container Ships	189	151	3000.822	2223.766
Other Types	67	61	287.185	255.02
Total Fleet	853	780	8578.996	7500.749

The Antigua and Barbuda Department of Marine Services and Merchant Shipping (ADOMS) is the Maritime Administration of Antigua and Barbuda and is responsible for the Ship Registry with its principal/head office located in St. Johns, Antigua and supported by two satellite offices in Germany – ADOMS Oldenburg and ADOMS IID/Elsfleth.

Antigua and Barbuda has modern national legislation, covering all aspects of safety, security and the requirements for cleaner oceans. The Maritime Administration operates within the regulatory dimension of the International Maritime Shipping Industry providing services such as:

- IMO representation,
- Technical policy,
- Overall policy,
- Strategy and the supervision of yachts
- Caribbean trading ships
- The issue of Convention certificates,
- STCW documents for seafarers on these vessels
- Other statutory certificates.

Antigua and Barbuda is a full member of the Caribbean Memorandum of Understanding on Port State Control (CMOU) and is recognised as a quality flag which is evidenced by its listing on the 'white' list for

the Paris and Tokyo Memoranda on Port State Control. Antigua and Barbuda has a worldwide coverage of over 200 inspectors for its commercial ships and has signed agreements with ten Recognised Organisations and Recognised Security Organisations, all of whom are International Association of Classification Societies (IACS) members, who act for and on behalf of the Administration to perform statutory surveys, inspections and issue statutory certificates on its behalf.

Table II - Antigua & Barbuda's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Antigua and Barbuda Port Authority - Antigua and Barbuda Defence Force Coast Guard - National Office of Disaster Services - National Solid Waste Management Authority - Antigua and Barbuda Department of Environment - Antigua and Barbuda Fisheries Division - Central Board of Health	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Classification Societies - Women in Maritime Association Caribbean (WIMAC) - Organization of Eastern Caribbean States (OECS) - Senior Regional Maritime Administrators Conference

The Antigua and Barbuda Merchant Shipping Act, 2006 modernised the country's legal framework, to provide for the better implementation of international maritime conventions and agreements to which Antigua and Barbuda is a party.

Antigua and Barbuda acceded to the MARPOL convention on January 29th, 1988 and accepted Annex VI on July 10th, 2007. The Antigua and Barbuda Merchant Shipping Act 2006 is the main legal legislation that give effect to the MARPOL Convention.

The associated monitoring and enforcement instruments that are used address MARPOL Annex VI include:

- Circular 2012-002: Ship's Energy Efficiency Management Plans (SEEMP) and International Energy Efficiency Certificate (IEEC)
- Circular 2012-008: MARPOL Annex VI records, VOC management plan and procedures for entering emission control areas.
- Information Notice 2018-003: EU MRV/IMO DCS,
- Information Notice 2018-003: Outcomes of MEPC 73, Carriage ban for fuel oil, increased EEDI requirements and IMO DCS requirements as of January 1st, 2019.



The Commonwealth of The Bahamas

Population	396, 914
Area	13,878 km ²
Maritime Organisation	The Bahamas Maritime Authority (BMA)
Director	Captain Dwain Hutchinson
MTCC Focal Point	Captain Dwain Hutchinson

The Bahamas is also a parliamentary democracy headed by the Queen through a local Governor. The Bahamas, is a distinctive Caribbean country in its relative lack of extractive colonial institutions. The lack of suitability for agriculture and the proximity to the United States of America gave rise to The Bahamas' economic structure today, in which over 50% of its gross domestic product (GDP) is generated in the tourism sector and 15–20% in financial services (IDB 2018).

The Bahamas is the 7th largest ship registry in the world (4% of global tonnage) with its offices in Nassau (Bahamas), London (UK), New York (USA), Hong Kong (China), Pireaus (Greece) and Tokyo (Japan). The Bahamas flag is well-recognised and respected with a quality fleet that has consistently achieved USCG Qualship 21 certification. Consistent with this industry quality standards at a port state level, The Bahamas was in the top three of all registries in the 2019 Paris MoU White List rankings. Compared to other major flags of the CARICOM, there is a clear outperformance from the Bahamas flag as it maintains its position at the top Non-European ship registry. The Bahamas also boasts a thriving tourism sector, globally renowned financial sector, major container and oil trans-shipment terminals, and dry dock/ ship repair facilities that can accommodate the largest cruise ships.

The National Fleet as of 2019 of about 1400 different types of ships has been listed as about total 77,843,744DWT of which: Oil Tankers at 32,546,321DWT; Bulk Carriers at 20,006,728DWT; General Cargo at 297,463DWT; Container Ships at 1,251,991DWT; and Other Types of Ships at 23,741,241DWT. (UNCTAD STAT, 2019).

Table III - The Bahamas Registered Fleet (Adapted from UNCTAD STAT 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	271	268	32983.859	32546.321
Bulk Carriers	328	333	19727.415	20006.728
General Cargos	96	78	355.163	297.463
Container Ships	49	49	1209.697	1251.991
Other Types	674	673	22383.451	23741.241
Total Fleet	1418	1401	76659.585	77843.744

The Bahamian Maritime Authority is established by The Bahamas Maritime Authority Act 1995 under the management of the Bahamas Ministry of Transport. This act outlines the duties and requirement of the authority, which include the:

- Registration of vessels;
- Inspection, survey, audit, enforcement and monitoring of ship safety, security and environmental standards;
- Training and certification of seafarers; and
- Investigations of ship incidents

The Bahamas Maritime Authority has been working assiduously over the year to constantly improve the service rendered to ship owners without the compromise of safety standard. It is actively incorporating the use of technology and process improvements in all aspect of its registration, inspection and seafarer service.

Table IV – The Bahamas’ Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- The Office of the Prime Minister, The BEST Commission - The Office of the Attorney General and Ministry of Legal Affairs - The Ministry of Transport and Local Government - The Ministry of Environment and Housing	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean

- Royal Bahamas Defense Force and Police Force - Bahamas Air Sea Rescue - Ministry of Agriculture & Marine Resources - Ministry of Education - Ministry of Foreign Affairs - Ministry of Health - The Bahamas National Trust - The Bahamas Meteorology Department	(WiMAC) - International Maritime Satellite Organisation (IMSO) - International Association of Classification Society (IACS) - International Chamber of Shipping (ICS) - Cruise Line International Association (CLIA) - International Association of Tanker Owners (INTERTANKO) - international Association of Dry Cargo (INTERCARGO) - International Marine Contractors Association (IMCA) - Marine Accident Investigation International Forum (MAIIF) - North East Atlantic Fisheries Commission (NEAFC) - Institute of Maine Engineering, Science & Technology (INMARSET) - Royal Institute of Naval Architect (RINA) - The Nautical Institute
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The main legal framework applicable to ships flying the Bahamian flag is the Bahamas Merchant Shipping Act. The requirements are expanded in other domestic legislations and maritime guidance materials, which mandate compliance of international conventions emanating from key IMO instruments. The Government of the Bahamas acceded to MARPOL Annex VI on November 2nd, 2001. The MARPOL Annex VI report book is the linked monitoring and enforcement measure used to handle MARPOL Annex VI. The report book keeps record of Ozone depleting substances and tier on/ off status of marine diesel engines when steaming in NOX Tier III Emission Control Area (ECA). Records of volume of low Sulphur fuel oil in each tank in Emission Control Area. This applies to all ships subject to MARPOL Annex VI and became effective on the May 6th, 2021.





Barbados

Population	287, 731
Area	439 km2
Maritime Organisation	Ministry of Maritime Affairs and the Blue Economy
Minister	Hon. Kirk D. M. Humphrey, M.P.
MTCC Focal Point	Ms. Jacqueline Blackman Chief Technical Officer

Barbados is the most eastern Caribbean Island which gained its independence from British colonialism in 1966. Barbados is also a parliamentary democracy headed by the Queen through a local Governor. In 2018 Barbados recorded its GDP at US\$5.145 billion according to official data from the World Bank and projections from Trading Economics. The Port of Bridgetown is the main merchant port of Barbados, known for its diversity in accommodating various types of vessels and trade. The economy continues to be driven by tourism, international business sector and foreign direct investment.

Prior to establishment of the Ministry of Maritime Affairs and the Blue economy on June 1st, 2018, Barbados did not have a formal Maritime administration. The required functions of a maritime administration were conducted by collaboration between the International Transport Division of the Ministry of Tourism and International Transport along with other various governmental and non-governmental agencies.

The National Fleet as of 2019 of about 132 different types of ships has been listed as about total 1,671,026DWT of which: Bulk Carriers at 1,093,842DWT; General Cargo at 436,194DWT; and Other Types of Ships at 140,990DWT. (UNCTAD STAT, 2019).

Table V - Barbados' Registered Fleet (Adapted from UNCTAD STAT 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	..	..	..	..
Bulk Carriers	21	25	967.833	1093.842
General Cargos	82	90	382.389	436.194
Container Ships	..	..	..	..
Other Types	18	17	140.99	140.99

Total Fleet	121	132	1491.212	1671.026
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The Ministry of Maritime Affairs and the Blue Economy (MMABE) is mandated to establish and implement strategic planning for the sustainable development of Barbados' maritime space and blue economy. In addition to this, the Ministry also performs the duties and responsibilities associated with maritime affairs inclusive of the development of ports, shipping, safety at sea and sustainable use of the ocean resources. The Barbados Maritime Ships Registry (BMSR) is an agency of the Government, based in London, which continues to administer its flag state responsibilities.

Table VI - Barbados' Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Coastal Zone Management Unit - Environmental Protection Department - Barbados Port Inc. - Ministry of Foreign Affairs and Foreign Trade - Ministry of Energy and Water Resources - Ministry of the Environmental and National Beautification - Environmental Health Department - Fisheries Department - Ministry of Labour - Barbados Coast Guards - Marine Unit - National Climate Change Committee	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

Barbados acceded to MARPOL Annex on April 5th, 2004 and submission were made to update the existing Shipping Act to give effect to MARPOL. The purpose of the Shipping Act is to encourage and regulate the orderly development of merchant shipping in territory of Barbados. Also, to provide for the qualifying of persons employed in service at sea in Barbadian ships and to regulate the terms and conditions of service of persons employed in Barbadian ships in conformity with international conventions to which Barbados adheres. (Shipping Act, 1994)

Other relevant key legislation that supplement the Shipping Act include:

- Barbados Marine Pollution Control Act 1998-40
- Harbour Regulations Cap 285B
- Barbados Port Inc. Act 2003-18
- Coastal Zone Management Act, Cap. 394
- Shipping (Oil Pollution) Act, Cap. 296 A





Belize

Population	404, 915
Area	22,965 km ²
Maritime Organisation	The Belize Port Authority (BPA)
Ports Commissioner	Mrs. Merlene Martinez, MBA, JP
MTCC Focal Point	Ms. Darlin Gaitan Port State Control Officer

Belize's Legal System is based on English Common Law supplemented by local legislation. Belize is also a parliamentary democracy headed by the Queen through a local Governor-General, upon gaining its independence on September 21st, 1981. The economy is driven mainly by agriculture, tourism, and the service sector.

The Harbour and Merchant Shipping Act, 2001, makes provision for maritime navigation of the waters of Belize and related matters. The Act covers laws that pertain to Coastal and River passenger trade, foreign vessels, seaworthiness of ships, shipwrecks and casualties, maritime safety and security, and gives powers to identified personnel to enforce the laws. The Belize Port Authority Act, 2011, provides for regulation of the port sector, including the control of navigation within the limits of ports, navigational aids maintenance, improve and regulate the use of ports and services and, exercise other duties relating to shipping. The Wrecks and Salvage Act, 2000, provides for the appointment of receivers of wrecks, conduct of examination, rules to be observed by persons finding wrecks, unclaimed wrecks, salvage, and associated expenses. The Belize Port Authority administers these laws.

The National Fleet as of 2019 of about 786 different types of ships has been listed as about total 3,303,778DWT of which: Oil Tankers at 192,036DWT; Bulk Carriers at 1,613,509DWT; General Cargo at 1,168,311DWT; Container Ships at 29,134DWT and Other Types of Ships at 299,888DWT. (UNCTAD STAT, 2019).

Table VII - Belize's Registered Fleet (Adapted from UNCTAD 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	57	65	113.634	192.936
Bulk Carriers	54	56	1569.19	1613.509
General Cargos	383	398	1121.059	1168.311
Container Ships	4	4	21.897	29.134
Other Types	266	263	302.936	299.888
Total Fleet	764	786	3128.716	3303.778

The International Merchant Marine Registry of Belize (IMMARBE) falls under the authority of the Ministry of Finance and utilises the Registration of Merchant Ship Act of 1989 as the principal instrument that oversees the activities with respect to enlisting ships in the merchant fleet through the Belize Ship Registry. IMMARBE performs the functions of the Maritime Administration of Belize; operating its merchant fleet and conducts activities through a network of designated offices worldwide. The head office of the IMMARBE is located in Belize City and has accomplished ISO 9001:2008 certification and participated successfully in the IMO Voluntary Audit Scheme.

The Belize Port Authority is a statutory and regulatory body established in 1980; the organisation falls under the Ministry of Transport & National Emergency Management. The Belize Port Authority is responsible for regulating Belize maritime and port sector. Its duties include marine casualty investigations, vessel traffic monitoring, port State control, maritime law enforcement, and safety of navigation within Belize territorial waters. It is also the designated authority to ensure compliance with the International Ship and Port Facility Security (ISPS) Code. The Belize Port Authority is also the domestic ship registry and issues certificate of Competency for masters and the Seaworthiness Certificate for all vessels operating within Belize's waters.

The Belize Coast Guard, originally the Belize National Coast Guard Service, was founded on November 28th, 2005. It is governed by the Substantive Laws of Belize Chapter 131, the Belize Coast Guard Act (Revisions 2011 & 2016). It is primarily a military institution being the naval defence in protecting the sovereignty and territorial integrity of Belize. It is also a law enforcement entity with powers of arrest in accordance with the Police Act, the Harbours and Merchant Shipping Act, and the Belize Port Authority Act.

The Belize Coast Guard (BCG) has 21 mandates that it enforces along with five (5) core missions. These missions include maritime security, maritime safety, marine resource protection, territorial integrity and sovereignty, and the naval defence of the State. The BCG also ensures to enforce all maritime conventions that Belize is party to. As a part of the maritime structure of the country, the BCG works alongside other governmental organisations as well as with NGOs for a holistic approach to enforcing the laws of Belize.

Table VIII - Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Department of the Environment	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC) - Central American Isthmus Port Forum (REPICA)

The key legislation which governs the control of merchant shipping in Belize is the Harbours and Merchant Shipping Act 2011. The Act is supported by the Belize Port Authority Act 2011. However, unlike other Caribbean territories, Belize has an International Maritime Organization Conventions Act 24:04, which gives IMO Conventions and Protocols acceded to by Belize, the force of Law. The Government of Belize acceded to MARPOL Annex VI on June 14th, 2007, and through the IMO Conventions Act, the Minister, Registrar, or Senior Deputy Registrar can issue notices, circular letters, and directives to ship owners and other persons on the requirements of MARPOL Annex VI.

Belize's Environmental Protection Act 2011 prohibits contaminants from being emitted or discharged directly or indirectly into the ambient air from any source. The Act emphasises that these emissions include those created by the combustion of fuel or the burning of fuel in excess of the established

quality standards set by the Department of the environment. The Act holds the master of a ship guilty of the offense related to the discharge or emissions of waste from the ship. In addition, the Belize Port Authority Act, 2011 makes it unlawful for all ships and persons using port facilities to pollute the air.





Cuba

Population	11.34 Million
Area	109,884 km ²
Maritime Organisation	Directorate of Security and Maritime Inspection
Director	Mr. Enrique Pozo
MTCC Focal Point	Mr. Jorge Ariel Tejeda González Senior Officer Pollution Response Department

Cuba's earliest colonial history stemmed from the Spanish invasion in the 1490s which saw the elimination of local aborigines and the growth of the Spanish culture. The Spanish rule was long as the main rivalry included pirates, the British and the French. The US eventually gained its interest and control in Cuba at the end of the 19th century which led to its independence being granted in 1902. However, the sugar market crash in 1925 resulted in years of economic and social depression for Cuba.

Cuba's economy is mainly driven by various state-owned enterprises with the Government employing most of its local labour force. The Cuban's National Fleet as of 2019 of about 52 different types of ships has been listed as about total 35,034DWT of which: Oil Tankers at 3,257DWT; General Cargo at 14,011DWT; and Other Types of Ships at 17,766DWT. (UNCTAD STAT, 2019)

Table IX - Cuba's Registered Fleet (Adapted from UNCTAD 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	3	3	3.257	3.257
Bulk Carriers	..	..	..	..
General Cargos	11	12	14.034	14.011
Container Ships	..	..	..	..
Other Types	27	37	11.042	17.766
Total Fleet	41	52	28.333	35.034

The Ministry of Transport (MITRANS) is the general state agency responsible for the control of Cuba's policy on land, sea, river, lake and air transport, inclusive of infrastructure and auxiliary related services. MITRANS mandate includes policy development in accordance with international law, establishment of regulations and technical standards for the protection of the environment, granting of permits and certificates, control of shipping and shipping related services, manage inspections and the movement of cargo.

Table X - Cuba's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Cuba Port Authorities - Cuba Petroleum Company - Cuban Central State Administration	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

The key legislations within Cuba's maritime domain are the 1981 Environmental Law (revised 1997) and the Maritime, Fluvial and Lacustrine Navigation Law 115/2013. These laws include provisions for the control ozone depleting substances used or imported/exported in Cuba's territory.





Dominica

Population	72, 167
Area	750 km ²
Maritime Organisation	Maritime Administration Department
Maritime Administrator	Mr. Harold Guiste
MTCC Focal Point	Mr. Harold Guiste Maritime Administrator

Dominica's history, similar to other Caribbean territories, experienced the power struggles among the European powers. In 1978, Dominica gained its independence as a Republic within the Commonwealth. The Commonwealth of Dominica governmental structure is a republic with a non-executive presidency and parliamentary democracy (The Commonwealth 2020).

The small island has its history of being constantly devastated by the Atlantic Hurricane seasons which has resulted in significant economic loss to the agricultural, housing and tourism sectors.

The National Fleet as of 2019 of about 108 different types of ships has been listed as about total 1,189,792DWT of which: Oil Tankers at 921,432DWT; General Cargo at 57,663DWT; and Other Types of Ships at 210,697DWT. (UNCTAD STAT, 2019)

Table XI - Dominica's Registered Fleet (Adapted from UNCTAD 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	25	29	809.896	921.432
Bulk Carriers	..	..	..	..
General Cargos	26	29	54.608	57.663
Container Ships	..	..	..	..
Other Types	49	50	118.281	210.697
Total Fleet	100	108	982.785	1189.792

The Commonwealth of Dominica Maritime Administration is the primary agency responsible for the following:

- Oversee implemented management techniques and practices of agents of the Dominica Maritime Registry, Inc.;
- Vessel certifications and registration;
- Regulate and Manage ship registration for Dominica and CARICOM nationals vessels;
- Act and represent at regional and international maritime meetings;
- Management of Marine Pollution Regulations;
- Execution of Maritime related projects; and
- Maritime policy making and management regarding all maritime matters.

The administration works alongside the Dominican Maritime Registry, which is based in the US and overseas Dominica's open ship registry that is currently white listed internationally.

Table XII - Dominica's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Ministry of Blue and Green Economy, Agriculture and National Food Security - Ministry of Tourism, International Transport and Maritime Initiatives - Ministry of the Environment, Rural Modernisation and Kalinago Upliftment - Ministry of Health, Wellness and New Health Investment - Ministry of National Security and Home Affairs	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

The International Maritime Act 2000 (Amended 2002) is the main legislation which establishes the Maritime Administration and lays down the regulatory requirements for the domestic maritime domain. The Minister under the International Maritime Act created the International Maritime Regulations 2002 which regulates the registration requirements for vessels inclusive of the certificate requirements under the MARPOL Convention. However, Dominica has not acceded to MARPOL Annex VI. Dominica has acceded to all the mandatory instruments of the IMO and completed the IMSAS audit in November 2019.





Dominican Republic

Population	10.63 Million
Area	48,422 km ²
Maritime Organisation	The National Authority of Maritime Affairs (ANAMAR)
President	Ing. Pascual Alberto Prota Henríquez
MTCC Focal Point	Ms. Milagros De Camp Deputy Minister of International Cooperation for the Environment

The island of “Hispaniola” is one of two islands in the Caribbean which is occupied by two sovereign States. The Dominican Republic currently occupies eastern side of the island with Haiti occupying the western side. The state was predominantly under Spanish colonisation for over three centuries until it was invaded by the Haitians in the early 1820s. The people of Dominican Republic were eventually victorious in its war of independence and was declared as an independent sovereign state in 1844. The Dominican Republic currently runs as a representative democracy with the President functioning as the Head of Government and head of the multi-party system. The economy is one of the largest in the Latin American and Caribbean region, driven by mining and agriculture and supported by trade and services.

The National Fleet as of 2019 consist of 37 ships with a total of 58,690DWT. (UNCTAD STAT, 2019)

Table XIII - Dominican Republic's Registered Fleet (Adapted from UNCTAD 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	1	1	36.457	36.457
Bulk Carriers	..	..	..	..
General Cargos	2	2	..	..
Container Ships	..	1	..	7.562
Other Types	20	33	1.724	14.671
Total Fleet	23	37	38.181	58.69

The main authorities designated to administer maritime affairs in the Dominican Republic is the National Authority for Maritime Affairs (ANAMAR) and the Port Authority. ANAMAR provides the technical, scientific and legal framework for investigation, conservation and sustainable use of the marine

resources. The Port Authority is mandated to direct and manage the local ports and international trade associated with such.

Table XIV - Dominican Republic's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Ministry of the Presidency - Ministry of Economy, Planning and Development - Ministry of Environment and Natural Resources - Ministry of Public Works and Communications - Attorney General of Dominican Republic - Dominican Republic Navy	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

The key legislations that govern the maritime domain in the Dominican Republic are as follows:

- Decree No. 323-12, which establishes the regulation for the application of Law No. 66-07, by which the Dominican Republic is declared as an Archipelago State and ANAMAR is established.
- Law 186, which establishes the territorial sea of the Dominican Republic and other coastal jurisdictions.
- Law 70-70 (Amended 169-75) which creates the Dominican Port Authority and regulates port activities.
- Law 3003 on the policing of ports and coastal areas.





Grenada

Population	113, 076
Area	348.5 km ²
Maritime Organisation	Grenada Port Authority
Director of Maritime Affairs	Mr. Carlyle Felix
MTCC Focal Point	Mr. Ian Evans Port Manager

The European colonialist encountered persistent resistance from the indigenous tribes in the early stages of the fight for Granada's control. In 1763 the French eventually ceded to the British through the Treaty of Versailles. Independence was gained in 1974 as the state became a constitutional monarchy with the Queen as the Head of State and represented by a local Governor. The Government operates under a parliamentary democracy with a bicameral legislature.

The growing tourism sector in Grenada has prompted the growth of Cruise ship calls to the island in recent years, with intentions of further port expansions to attract commercial shipping. Grenada has a closed registry. In 2019, the national fleet consisted of 6 different types of ships and measured approximately 1,100DWT.

[Table XV - Grenada's Registered Fleet \(Adapted from UNCTAD STAT 2019\)](#)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	..	..	..	..
Bulk Carriers	..	..	..	..
General Cargos	3	3	0.95	0.95
Container Ships	..	..	..	..
Other Types	3	3	0.16	0.16
Total Fleet	6	6	1.11	1.11

Established under the Grenada Shipping Act #47 of 1994 and supported by Shipping (Registration) Regulations, SRO #51 of 1997, the Grenada Ports Authority is responsible for administering the Shipping Act. The Grenada Ports Authority is principally responsible for the administration and operation of the

Port of St. George's. It also has jurisdiction over Prickly Bay, St. David's Harbour and Grenville, on the main island of Grenada, as well Tyrrel Bay on the neighbouring island of Carriacou.

The Authority is a statutory organisation controlled by the Minister of Finance who appoints the Chairman and Board of Directors, and its mandate is to:

- Operate and administer ports;
- Regulate the control of navigation within such ports;
- Maintain, improve, and regulate the use of such ports and its facilities; and
- Exercise duties and functions outlined in any enactment relating to shipping and navigation.

Table XVI - Grenada's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Ministry of Agriculture, Fisheries Division - Ministry of Finance, Customs and Excise Department - Royal Grenada Police Force Coast Guard - Ministry of Legal Affairs, Attorney General's Office	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

The Grenada Shipping Act #47 of 1994 is the principal law that governs vessel registration and other maritime matters. Other key legislations include the Grenada Ports Authority Act and Regulations and the Caribbean Cargo Ship Safety Code Regulation SRO 64 of 2001. Grenada has not acceded MARPOL Annex VI but is signatory to the Convention.





Guyana

Population	790, 588
Area	214,969 km ²
Maritime Organisation	Maritime Administration Department
Director General	Mr. Stephen Thomas
MTCC Focal Point	Mr. Romain Seurattan Marine Pilot

Indigenous peoples inhabited Guyana prior to European settlement, and their name for the land, *Guiana* ("land of water"), gave the country its name. Present-day Guyana reflects its British and Dutch colonial past and its reactions to that past. It is the only English-speaking country of South America. Since Guyana gained its independence in 1966, the country's primary economic assets have been its natural resources, mainly its pristine rainforests, sugarcane plantations, rice fields, and bauxite and gold reserves and recently discovered oil reserves.

The Geography of Guyana comprises the physical characteristics of the country in Northern South America and part of Caribbean South America, bordering the North Atlantic Ocean, between Suriname and Venezuela with a land area of approximately 214,969 square kilometres. The country is situated between 1° and 9° north latitude and between 56° and 62° west longitude. With a 459 km (285 mile) long Atlantic coastline on the northeast, Guyana is bounded by Venezuela on the west, Brazil on the west and south, and Suriname on the east. The land comprises three main geographical zones: the coastal plain, the white sand belt and the interior highlands.

Guyana consists of three (3) main rivers, Essequibo, Demerara and Berbice with only Demerara and Berbice accommodation foreign vessels in Port Georgetown and New Amsterdam respectively.

The National Fleet as of 2019 of about 56 different types of ships has been listed as about total 41,408DWT of which: Oil Tankers at 13,345DWT; General Cargo at 20,854DWT; and Other Types of Ships at 7,209DWT. (UNCTAD STAT, 2019)

Table XVII - Guyana's Registered Fleet (Adapted from UNCTAD STAT 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	7	6	16.198	13.345
Bulk Carriers	..	..	..	..
General Cargos	26	28	19.816	20.854
Container Ships	..	..	..	..
Other Types	22	22	7.209	7.209
Total Fleet	55	56	43.223	41.408

The Guyana Maritime Administration Department under the Transport and Harbours Ordinance (1931) and Ordinance Act (1977) administers the harbours and its approaches in Guyana. Under the Shipping Act (1998) the department functions include the registering of ships, certifying and welfare of seafarers, implementation and enforcement of maritime rules and regulations, flag, port and coastal state duties, prevention of pollution, pilotage services, port compliance and the sustainable development of the marine environment and its natural resources.

Table XVIII - Guyana's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Guyana Revenue Authority - Guyana Police Service - Guyana Energy Authority - Customs Anti-Narcotics Unit (CANU) - Environmental Protection Agency (EPA).	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

Guyana's main legislations that govern the maritime domain is the Shipping Act (1998) which is supported by a catalogue of other acts and regulations. The Government acceded to MARPOL Annex VI on February 20th, 2020.





Haiti

Population	11.55 Million
Area	27,750 km ²
Maritime Organisation	Maritime and Navigation Service of Haiti (SEMANAH)
Director	Mr. Eric Prevost Junior
MTCC Focal Points	Mr. Serge Mitton and Jean Getro Aime Director and Deputy Director of Maritime Affairs

Haiti is a country located in the island of Hispaniola in the Greater Antilles archipelago of the Caribbean Sea. It occupies the western three-eighths of the island which it shares with the Dominican Republic. Haiti has an estimated population of 11.1 million, making it the most populated country in the Caribbean Community (CARICOM) and the second most populated country in the Caribbean after Cuba.

The National Fleet consists of about 4 different types of ships has been listed as about total 572DWT (UNCTAD, 2019).

Table XIX - Haiti's Registered Fleet (Adapted from UNCTAD STAT 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	..	..	..	..
Bulk Carriers	..	..	..	..
General Cargos	3	3	0.572	0.572
Container Ships	..	..	..	..
Other Types	1	1	..	..
Total Fleet	4	4	0.572	0.572

The Decree of March 15th, 1982 created the Service Maritime et de Navigation d' Haiti Maritime Administration of Haiti (SEMANAH). Under the supervision of the Ministry of Public Works, Transport and Communications, SEMANAH's tasks and responsibilities includes:

- Preparing the legal framework for maritime transportation;
- Assuring navigational Safety and Security;

- Facilitating marine operations in collaboration with the Coast Guard and conduct maritime Policy;
- Developing the merchant fleet and international flag;
- Facilitating navigational aids;
- Conducting vessel inspection & deliver certification;
- Applying and enforce naval construction regulations; and
- Facilitating staff training.

Table XX - Haiti's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Ministry of Public Works, Transport and Communications	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) - Women in Maritime Association-Caribbean (WiMAC)

Over the past decades, Governments have laid down decrees to address the needs of the maritime sector in Haiti. The main legislation governing shipping in Haiti is the Haitian Maritime Code.





Jamaica

Population	2.975 Million
Area	10,992 km ²
Maritime Organisation	Maritime Authority of Jamaica (MAJ)
Director General	Rear Admiral Peter Brady
MTCC Focal Point	Ms. Vannessia Stewart Legal Officer

Jamaica was originally inhabited by Amerindians known as Tainos prior to the occupation of the island by the Spanish in 1494. The British gained control of the island in 1655 after which the country became a British colony.

Jamaica gained its independence on August 6th, 1962 and is a parliamentary democracy operating under constitutional monarchy with the Queen being the Head of State, represented by the Governor General. Jamaica is a member of the Commonwealth of Nations and has an English common law legal system where its laws are primarily based on legislation passed by the legislature (Houses of Parliament) and decisions from the Judiciary. International treaties to which Jamaica is a party are required to be incorporated into legislation to have the force of law in Jamaica.

Jamaica is a party to the United Nations Convention on the Law of the Sea (UNCLOS) and is defined as an Archipelagic State with an Exclusive Economic Zone which extends the country's maritime jurisdiction to 22,200 square miles. Pursuant to UNCLOS Jamaica hosts the headquarters of the International Seabed Authority. The primary source of maritime law in Jamaica is the Shipping Act, 1998 which came into operation on January 1st, 1999 and established the Maritime Authority of Jamaica with the primary responsibility for the regulation and development of shipping in Jamaica.

Jamaica has cargo, cruise, multipurpose ports and is one of the largest container transshipment facilities in region. The country receives approximately 3,500 ship calls per annum. The Maritime Authority of Jamaica (MAJ) is responsible for the conduct of Port State Control on foreign ships calling at Jamaican ports in keeping with the MARPOL Convention and other applicable international legal instruments. Jamaica also hosts the secretariat for the Memorandum of Understanding on Port State Control in the Caribbean Region.

The National Fleet as of 2019 of about 39 different types of ships has been listed as about total 134,304DWT of which: Bulk Carriers at 10,083DWT; General Cargo at 30,364DWT; Container Ships at 80,884DWT; and Other Types of Ships at 12,973DWT. (UNCTAD STAT, 2019)

Table XXI - Jamaica's Registered Fleet (Adapted from UNCTAD STAT 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	1	..	7.002	..
Bulk Carriers	1	1	10.083	10.083
General Cargos	10	6	40.059	30.364
Container Ships	8	8	80.884	80.884
Other Types	23	24	13.029	12.973
Total Fleet	43	39	151.057	134.304

The Maritime Authority of Jamaica (MAJ) is the maritime administration of Jamaica with responsibility for Maritime safety, marine pollution prevention and the welfare of seafarers and discharging Jamaica's Flag, Port and Coastal State responsibilities under the Shipping Act 1998. The functions of the MAJ as laid out in section 8 of the Shipping Act are:

- Administer the registration of ships
- Regulate the certification of seafarers
- Regulate the safety of shipping as regards the construction of ships and navigation
- Administer policy for the development of shipping in general
- Inspect ships for the purposes of maritime safety and prevention of marine pollution
- Establish maritime training and safety standards; and
- Make inquiries as to shipwrecks or other casualties affecting ships, or as to charges of incompetence or misconduct on the part of seafarers in relation to such casualties.

The MAJ is the focal point for the IMO and is responsible for the implementation of the International Convention for the Prevention of Pollution from Ships (MARPOL Convention) to which Jamaica acceded in 1991. Jamaica acceded to the 1997 Protocol to the MARPOL Convention in 2005 and the MAJ is responsible for the implementation of the Protocol.

Table XXII - Jamaica's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Ministry of Transport and Mining - Ministry of Economic Growth & Job Creation: Land, Environment and Climate Change Department - Ministry of Justice - National Environment and Planning Agency - Meteorological Service of Jamaica - Port Authority of Jamaica - University of the West Indies, Mona Campus - University of Technology Jamaica - Caribbean Maritime University - Jamaica Defense Force Coast Guard	- CARICOM - The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - United Nations Environment Programme (Caribbean Regional Coordinating Unit) - RAC REMPEITC CARIBE - Recognised Organisation / Classification Societies - Global Maritime Energy Efficiency Partnerships Project (GloMEEP) - Women in Maritime Association Caribbean (WiMAC) - Shipping Association of Jamaica - Caribbean Shipping Association (CSA)

The Shipping Act 1998 is the primary maritime legislation in Jamaica and incorporates the major international legal instruments governing the safety of life at sea, welfare of seafarers and the protection of the marine environment from ship source pollution adopted by adopted by the International Maritime Organization (IMO) and the International Labour Office (ILO).

Other key legislation include:

- Maritime Jurisdiction
- Maritime Areas Act, 1996
- Exclusive Economic Zone Act, 1991
- Ports and Harbours
- Port Authority Act, 1974
- Harbours Act, 1875
- Environment Protection
- Natural Resource Conservation Authority Act, 1991

Jamaica is a party to the MARPOL Convention, the 1997 Protocol incorporating Annex VI, UNFCCC and the Kyoto Protocol. The MARPOL Convention and the 1997 Protocol will be incorporated in the Shipping (Prevention of Pollution from Ships) Bill 2020.

A Climate Change Framework Policy for Jamaica was adopted in 2015 and is being implemented by the Ministry of Economic Growth & Job Creation. A Climate Change Advisory Board (CCAB) comprised of representatives of the public and private sectors, academia and non-governmental organisations were appointed by the Minister with portfolio responsibility for climate change. The purpose of the latter is to provide a platform for the exchange of scientific and technical information on climate change and related issues and had their first meeting in December 2018.

Jamaica was a Lead Pilot Country under the GEF-UNDP- IMO GLoMEEP project which addressed the uptake and implementation of energy efficiency measures for shipping with the ultimate goal of reducing greenhouse gases from shipping.

A National Maritime Energy Efficiency Strategy has been prepared under the GLoMEEP project which forms part of the national emissions policy being developed by the Government.



St. Kitts & Nevis

Population	53, 601
Area	269.4 km ²
Maritime Organisation	Department of Maritime Affairs
Director	Mr. Wayne Edmeade (AG)
MTCC Focal Point	Mr. Wayne Edmeade Inspector of Maritime Affairs

St. Kitts and Nevis was subjected to colonisation by both the English and French who fought for power over St. Christopher, Nevis and Anguilla at the time. Eventually the St. Kitts and Nevis assumed self-governance in 1976 and independence in 1983 under the constitutional monarchy of Queen Elizabeth who is represented by the Governor General. St. Kitts and Nevis is now a sovereign democratic federal state.

Once a monocrop economy, St. Kitts and Nevis is now driven by tourism and small-scale industrial development. The National Fleet as of 2019 of about 218 different types of ships has been listed as about total 804,138DWT of which: Oil Tankers at 331,990DWT; Bulk Carriers at 117,756DWT; General Cargo at 117,264DWT; Container Ships at 70,947DWT; and Other Types of Ships at 166,181DWT. (UNCTAD STAT, 2019)

Table XXIII - St. Kitts & Nevis' Registered Fleet (Adapted from UNCTAD STAT 2019)

Ship Type	No. Registered Ships		DWT in thousands	
	2018	2019	2018	2019
Oil Tankers	55	51	441.301	331.99
Bulk Carriers	6	3	215.729	117.756
General Cargos	44	31	150.154	117.264
Container Ships	5	3	75.998	70.947
Other Types	130	130	208.194	166.181
Total Fleet	240	218	1091.376	804.138

The Department of Maritime Affairs is the department under the Ministry of Tourism, Transport and Ports, dedicated towards ensuring the safety and security of shipping and the protection of the marine environment as well as the responsibilities associated with a flag, port and coastal state.

Table XXIV - St. Kitts and Nevis' Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Department of Environment - Department of Marine Resources - St. Kitts-Nevis Defense Force Coast Guard - St. Christopher Air and Seaports Authority - Department of Fisheries - Customs and Excise Department	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC) - Caribbean Community Climate Change Centre (CCCCC)

The Government acceded to MARPOL Annex VI on March 2nd, 2005, however the existing legislations do not give effect to its requirements. There is currently a Maritime Pollution Prevention Bill that is before the Attorney General Chambers awaiting enactment.





St. Lucia

Population	184, 519
Area	617 km ²
Maritime Organisation	Saint Lucia Air & Seaports Authority (SLASPA)
Director of Maritime Affairs	Mr. Christopher Alexander
MTCC Focal Point	Mr. Cassell Paul Maritime Assistant

Saint Lucia was the centre of contention between the British and the French Nations from 1660 – 1814. The British ultimately gained control which eventually lead to the state gradually relieving its dependency and gaining full independence in 1979. However, Saint Lucia continues to recognise the Queen as titular Head of State with a parliamentary democracy modelled on the Westminster system.

St. Lucia's economy over the years has been undergoing diversification from tourism and small-scale trade to manufacturing and offshore financial services. In 2016 the Saint Lucia Air and Sea Port Authority (SLASPA) entered into the open registry market through the passing of the Amendment Bill to the Shipping Act Cap 13.27. The move was cited as a focus on economic development and the need for greater influence at IMO's meetings. The registry currently has 538 vessels <24m and 2 vessels >24m.

Established by Parliament, SLASPA bridged the former Civil Aviation Department and the Port Authority into a single institution that will have oversight for the managing and services associated with Saint. Lucia's main Ports of entry. The Seaport aspect of SLASPA deals with the receipt, storage, and delivery of cargo, pilotage, and management of various marine activities within Saint Lucia's jurisdictional waters.

The Division of Maritime Affairs further supplements this by administering the requirements under the Shipping Act 1994 (revised 2000) and other relevant Maritime legislation, conducting port and flag inspections, investigations, pollution prevention, training, licensing and ensuring development in the Maritime Sector.

Table XXV - St. Lucia's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Ministry of Infrastructure, Ports, Energy and Labour - Ministry of Sustainable Development, Energy, Science and Technology - Royal Saint Lucia Police Force Marine Unit (RSLPF) - Department of Fisheries - National Conservation Authority (NCA) - National Emergency Management Organization (NEMO)	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

The Shipping Act of 1994 (revised 2000) is the main national legislation governing the prevention of pollution from ships in Saint. Lucia, however, the Act does not give effect to implement or enforce the provisions under the International Convention of the Prevention of Pollution from Ships (MARPOL). The Ministry of Sustainable Development also has a Climate Change/Environmental Bill in draft form which is expected to assist the territory climate action. However, it remains unknown if this Bill will address the emissions from shipping and port operations. Additionally, there is a Draft MARPOL Bill (2010) that is before the Attorney General's office, but this bill excludes MARPOL Annex VI - Prevention of Air Pollution from Ships.





St. Vincent and the Grenadines

Population	111, 314
Area	389 km ²
Maritime Organisation	Division of Maritime Affairs
Director	Mr. Hyrone Johnson
MTCC Focal Point	Ms. JillianJoy Davis Registrar of Ships and Seafarers

Saint Vincent and the Grenadines is an archipelagic State in the Eastern Caribbean. The country is comprised of a main island, Saint Vincent, and a chain of 32 islands and cays, the Grenadines. The chain of islands known as St. Vincent and the Grenadines (SVG) was fought for by the French and British until the 1760s, when she was ceded to the British by the Treaty of Paris in 1763. St Vincent and the Grenadines is a constitutional monarchy and representative democracy, with Queen Elizabeth II as Head of State, represented by a Governor-General.

The SVG ship registry has a combined national fleet as at, 2019, of 2,759,038.43 gross tonnage representing 1,980 vessels making it one of the largest ship registries of CARICOM States. It is an open registry, allowing non-Vincentian owners, to register vessels under the SVG flag. The registry generates substantial revenue for the state. The SVG flag administration is governed by the Shipping Act, 2004, outlining the duties and responsibilities of the administrations.

[Table XXVI - St. Vincent & the Grenadines' Registered Fleet \(Adapted from UNCTAD STAT 2019\)](#)

No. Registered Ships		Gross Tonnage	
2018	2019	2018	2019
1958	1980	2,814,398.11	2,759,038.43

The Saint Vincent and the Grenadines Maritime Administration (SVG MARAD) which falls under the auspices of the Ministry of National Security, Air and Sea Port Development is responsible for all flag, coastal and port state activities and carries out the obligations and responsibilities of the State through

the adoption of IMO mandatory instruments to which it is party to ensure maritime safety, protection of the marine environment and security.

As a flag state, SVG comes under a bit more scrutiny especially since it only recently moved up to the PSC Paris MOU grey list. SVG MARAD effort to attain greater recognition globally was witnessed by the institution of the Marine Pollution Prevention Act, 2019 that encapsulates the provisions of MARPOL and other instrumental Conventions relating to the prevention of pollution from ships.

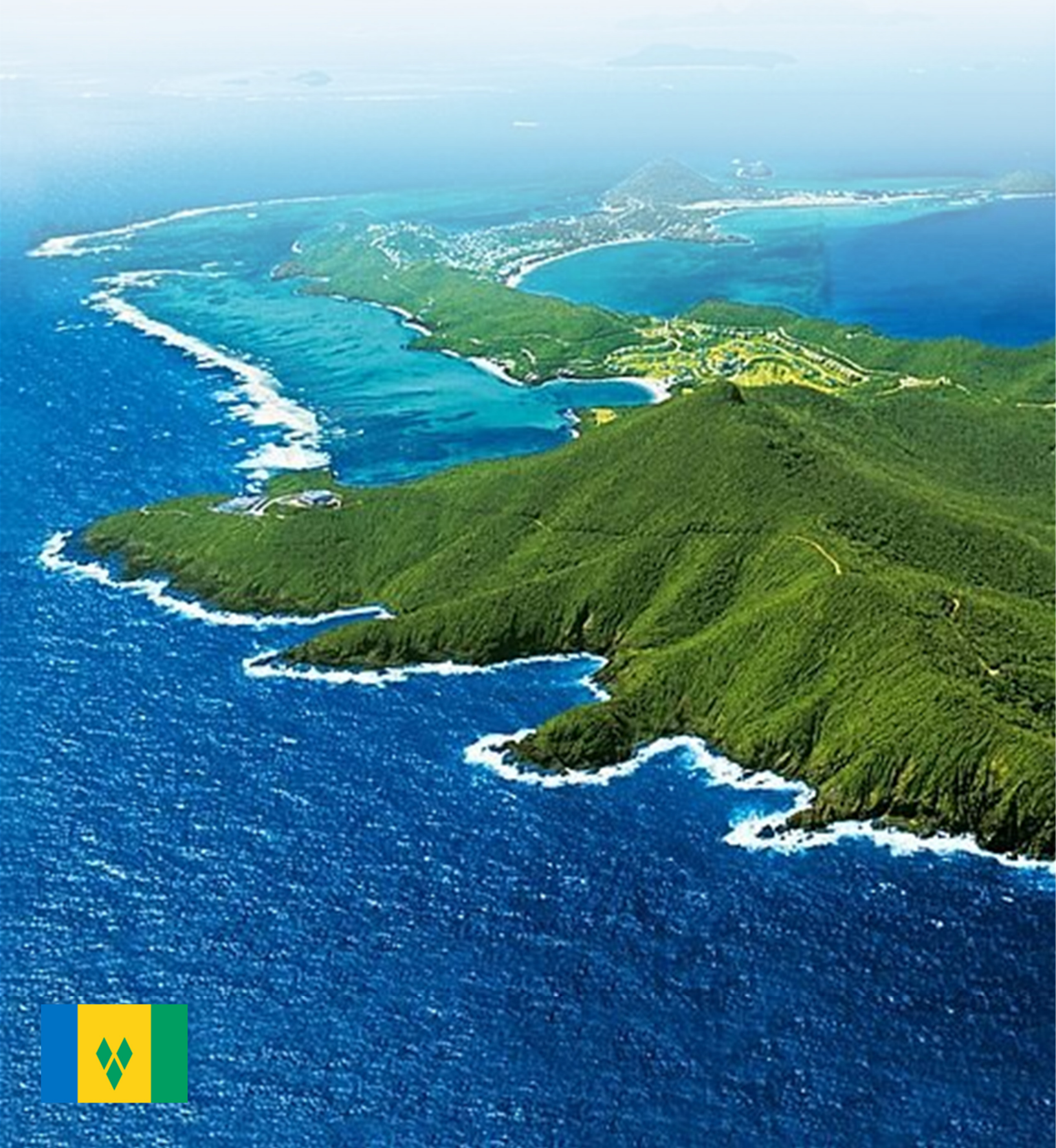
SVG MARAD has offices in Kingstown, Geneva and Monaco. Recognised Organisations have been appointed to carry out surveys and issue the relevant class and statutory certificates on behalf of the Administration.

Table XXVII - St. Vincent & the Grenadines' Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- SVG Port Authority - SVG Coast Guard - SVG Fisheries Division - SVG Customs and Excise Department - Royal SVG Police Force (RSVGPF) and Passports and Immigration Departments - Ministry of Foreign Affairs, Trade and Commerce - National Emergency Management Organization (NEMO) - National Telecommunication Regulatory Commission (NTRC)	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

The main domestic legislation that governs the maritime domain in SVG is the Shipping Act of 2004, (amended 2014). The Act also appoints a Commissioner for Maritime Affairs, to carry out the functions of the Registrar of Ships in foreign ports and to undertake the general superintendence of all matters relating to merchant shipping and registration of ships through offices in Geneva and Monaco.

The government acceded to the MARPOL Annex VI on October 26th, 2008, and has introduced a Marine Pollution Prevention Act in 2019 that incorporates various international conventions relating to the prevention of marine pollution from ships.





Suriname

Country	Republic of Suriname
Population	591, 797
Area	163,821 km ²
Maritime Organisation	Maritime Authority Suriname (MAS)
Managing Director	Mr. Michel Amafo
MTCC Focal Point	Mr. Raoel Coulor Head of Fleet & Maintenance Department

Suriname is a multicultural society with different population groups who gained her independence in 1975, making her one of the youngest independent countries in the Caribbean. During the colonial period, Suriname was known for her sugar, cacao, and coffee plantations. The various factories of this time were mainly producing for and exporting to the European market. Some of these factories continued to run for some time after the independence. Suriname has known some political instability during the first two decades after gaining independence, hampering the country's progress and growth at every level. In 1991 when a new government was elected under the 1987 constitution, it marked the return to civilian rule that has held since (IDB, 2018). Nowadays the main exports and income of the state are from the gold and petroleum industry.

The National Fleet as of 2019 of about 16 different types of ships has been listed as about total 4,344GT of which: Oil Tankers at 3,145DWT; General Cargo at 3,156DWT; and Other Types of Ships at 216DWT. (UNCTAD STAT, 2019)

Table XXVIII - Suriname's Registered Fleet (Adapted from UNCTAD STAT 2019)

Ship Type	No. Registered Ships		GT	
	2018	2019	2018	2019
Oil Tankers	2	3	1823	1823
Bulk Carriers	..	..	..	..
General Cargos	2	2	353	353
Container Ships	..	..	..	..
Other Types	12	12	2165	2165
Total Fleet	16	16	4344	4344

The Maritime Authority Suriname (MAS) is the designated authority and maritime administration mandated for safety and efficiently shipping and statutory duties/services inclusive of pilotage, hydrographic and aids to navigation. The authority is directly responsible for all flag, coastal and port state activities as well as overseeing the effective implementation of MARPOL 73/78 Annex I to V among other mandatory IMO instruments in Suriname.

Table XXIX - Suriname's Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- National Institute for Environmental and Development in Suriname (NIMOS) - Staatsolie Maatschappij Suriname N.V. (State oil Company Suriname)	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

To date, Suriname has not yet acceded to MARPOL Annex VI and therefore has no monitoring and enforcement system in place. The key legislations within Suriname's maritime domain are the Maritime Authority Suriname Act 1998 no. 37, Maritime Security Act SB 2004 no. 90 and the Port Act 1981. There is a Draft Maritime Act that will include the updated provisions required under MARPOL and its annexes, however this is still undergoing a lengthy legislative adoption process. In March 2018, Suriname was audited by the IMO, resulting in a clear overview of the gaps in the maritime industry. Currently the necessary legislation is being prepared accordingly.





Trinidad and Tobago

Population	1.4 Million
Area	5,131 km ²
Maritime Organisation	Maritime Services Division (MSD)
Managing Director	Lt. Cmdr. Ronald Alfred
MTCC Focal Point	Mr. Richmond Basant Maritime Administration (Pollution Prevention)

Known for having one of the most developed economic structure in the Caribbean region, Trinidad and Tobago's economy is heavily driven by its oil and gas sector. In addition, the economy also hosts a diverse selection of industrial, manufacturing, processing agricultural and tourism services.

Trinidad and Tobago currently operates a closed shipping registry which has 359 vessels over 24 meters and 621 vessels under 24 meters registered to the flag. The government acceded to MARPOL Annex VI on September 7, 2012, however, the MARPOL Convention is yet to be enacted into domestic legislation.

The Maritime Industry is currently governed by the Shipping Act, the Droghers Act, the Harbours Act and the Motor Launches Act which sets out the current governance framework for the maritime administration in Trinidad and Tobago. Under the purview of the Ministry of Works and Transport, The Maritime Services Division has responsibility for implementation of the provisions of the Shipping Act and other primary pieces of legislation. The Administration's institutional mandate are those intended to ensure safety and security of life and property at sea, safety of navigation, prevention of ship-generated pollution, and facilitation of the growth of the national maritime industry. Day to day matters include seafarer examination and certifications, flag state survey and certification, port state control and inspections, vessels licensing and registration, Harbour Master clearances, arrival and departures and the provision of aids to navigation.

Table XXX - Partner Governmental Agencies and Key partners/Non-State Actors/International Organisations

Partner Governmental Agencies	Key partners/Non-State Actors/International Organisation
- Ministry of Agriculture, Land and Fisheries - Trinidad and Tobago Coast Guard - Ministry of Planning and Development - Ministry of Trade and Industry - Port Authority of Trinidad and Tobago - Institute of Marine Affairs - Environmental Management Authority - Ministry of National Security - Pilots' Association of Trinidad and Tobago - Telecommunications Authority of Trinidad and Tobago - Ministry of Energy and Energy Industries - Land Reclamation Committee - Integrated Coastal Zone Management Committee	- The Caribbean Memorandum of Understanding (CMOU) on Port State Control - International Maritime Organization (IMO) - International Labour Organization (ILO) - Recognised Organisation / Classification Societies - Women in Maritime Association-Caribbean (WiMAC)

The main legislative instrument is the Shipping Act and other primary legislations include:

- Droghers Act Chap 50:07
- Harbours Act Chap 50:06
- Motor Launches Act Chap 50:08
- Oil Pollution in Territorial Waters Act Chap 37:03
- Pilotage Act Chap 51:02



Next Steps - Opportunities for Progressing Maritime Climate Action in the Caribbean

Implementing the appropriate LPIR

For decades the Caribbean has suffered from archaic maritime legal, policy and institutional frameworks. Urgent legal, policy and institutional reform (LPIR) is therefore an imperative and immediate action is required to create a harmonised approach to regional maritime transport. As SIDS, the Caribbean is at the forefront of dealing with the immediate impacts of climate change. While Caribbean leaders were very candid in articulating where responsibility for climate change lay in COP 26, if these narratives are to be truly beneficial for the region, all efforts must be made to ensure that any concessionary climate financing is predicated on the appropriate LPIR.

Creating the appropriate LPIR requires regional action through CARICOM and other regional bodies to commit to revising domestic legislative frameworks. The paucity of expertise in maritime legislative drafting within the region has been highlighted across many MTCC Caribbean workshops and recommendations to address this paucity have included the creation of a regional body of maritime legislative drafters and the assistance of the IMO in building this capacity in the region.

While the majority of CARICOM are part of the British Commonwealth and therefore share many legal traditions and systems, the drafting idiosyncrasies of each country has to be factored and recognised in order to facilitate expeditious LPIR.

Leveraging Blue and Green Growth Strategies

At least six of the targeted countries have identified specific institutions responsible for facilitating domestic blue growth or green growth strategies. The World Bank recommended the identification of a specific governmental institution as one of the essential requirements for promoting blue growth. In this respect the number of Ministries with responsibility for the blue economy has been gaining momentum and therefore an indication of the implementation of domestic blue growth strategies.

While some Caribbean countries do not have blue economy ministries, a few have very sophisticated green economy plans and policies. Guyana is one of those countries with a sophisticated green development policy that it has expressly stated will apply to managing its now burgeoning ocean economy.

The underlying approach to blue and green growth strategies is the concept of sustainability. Mainstreaming sustainability and climate action across all development strategies will ensure that projects and resources are well aligned to realising climate ambition. Monitoring the implementation of these paradigms across the Caribbean is therefore necessary to ensure that all countries are moving towards the same objectives and not discounting or disabling a harmonised approach through nationalistic policies to the detriment of regional commitments.

Caribbean Maritime Ecosystems

Partnerships are essential to greening the maritime supply chain. While shipping majors may have the opportunity to finance and deploy technology across a wide spectrum of the maritime supply chain, this is not the reality of the Caribbean. Although the region hosts major shipping registries, the beneficial ship owners are often not located within the Caribbean. Limited ownership of shipping assets therefore compromises the leverage required to access maritime financing and in particular, climate financing. The pandemic has disrupted the supply chains and has also highlighted the region's vulnerability given the reliance on liners and shipping that are owned and managed outside of the region.

The maritime decarbonisation projects of SIDS fail to attract commercial investments due to their low volumes and high-risk environment. Attracting investments in any business of a larger scale usually requires a credit record, collateral, and the promise of secure returns, making such investments less accessible for small operators trading in the maritime sector of SIDS. At the same time, the international public funds committed to achieve the SDGs either hardly reach the maritime sector or are insufficient to meet the needs for transformation. Such transformation also requires a paradigm shift towards an approach where the maritime sector is integrated into the national environmental action plans.

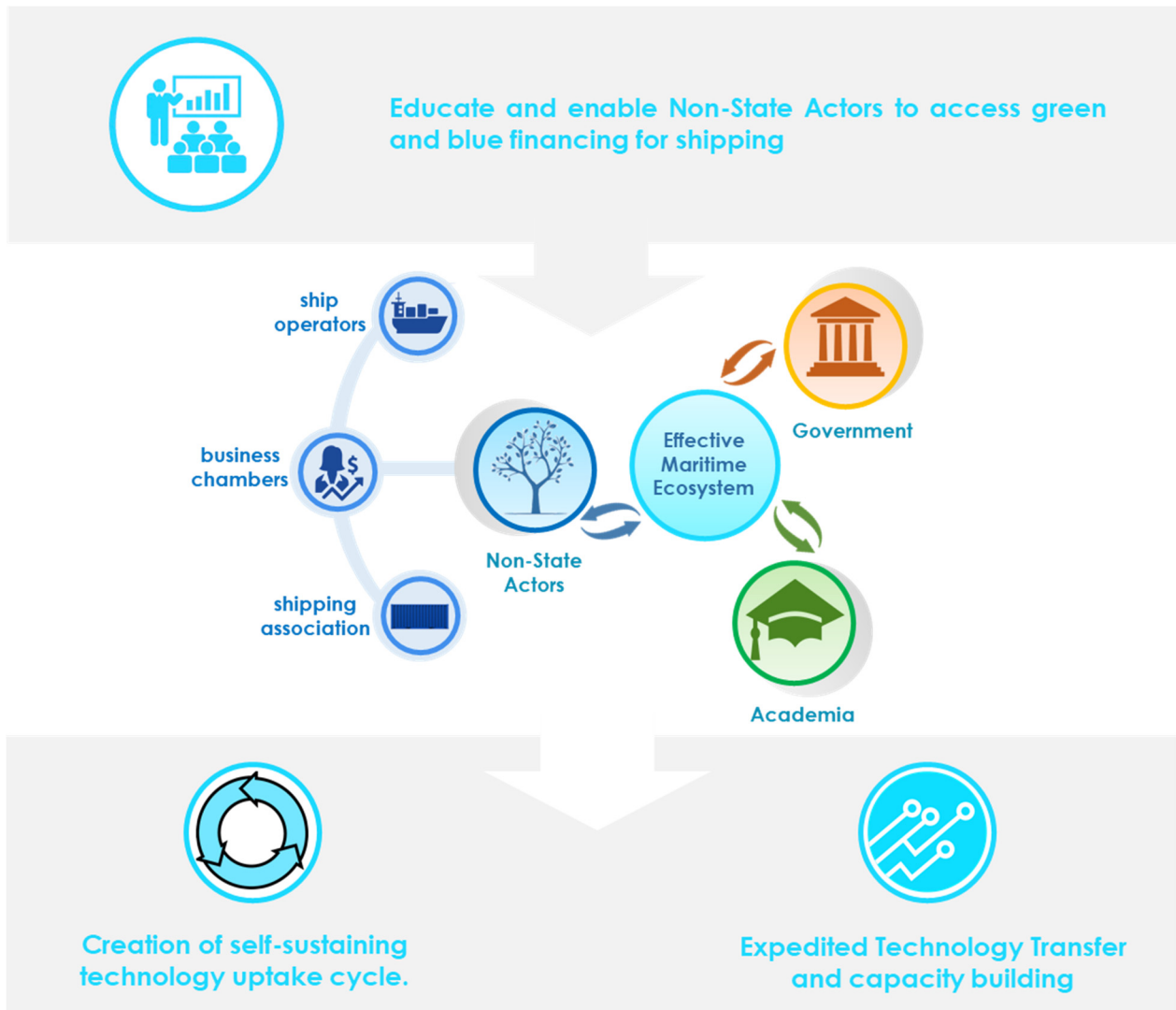
Public and private partnerships are essential to creating a maritime ecosystem that would enable the benefits of climate finance and technology transfer to the Caribbean. With the appropriate fiscal policy and incentives, governments can create a platform for shipping operators and logistics firms in the region to claim greater control of maritime logistics by encouraging ship ownership.

With a private sector bolstered in their quest for ship ownership, projects to access climate financing can be conceptualised and implemented to progress maritime decarbonisation in the region. Maritime ecosystems for the Caribbean can be led by the established shipping associations, chambers of commerce and port alliances committed and moving forward with the same policy direction.

Enabling NSAs

The pledges and commitments of NSAs have bolstered climate action globally. The alliances between cities, ports, technology providers, early adopters, and private sector stakeholders is yet to be realised effectively in the Caribbean. Therefore, the opportunity for these non-state actors to be enabled for leadership in maritime climate action is still a step that must be facilitated through the appropriate LPIR. Once enabled, NSAs have the potential to deploy technology and facilitate capacity building at an unprecedented scale within the region. Figure 2 below illustrates this concept.

Figure 2 – Enabling NSAs to facilitate decarbonisation



Educating the private sector on the opportunities in climate financing is also a key requirement to enable their buy in as NSAs for climate action. Capacity building efforts therefore need to also include private sector involvement. Very often private sector actors are not funded participants in capacity building activities. A positive impact of the pandemic has been their involvement in webinars and other online activities as their participation was facilitated at zero cost compared to face-to-face events which may have required investments in flights and commute time. Moreover, within recent times, MTCC Caribbean’s webinars were dominated by NSA participants, a positive sign of the growing interest of the maritime industry in climate action and decarbonising maritime operations. With the appropriate LPIR, NSAs are poised to create the Caribbean’s Maritime Ecosystem that can drive the regional maritime industry towards net zero by 2050.

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Appendices

Appendix I – Focal Points within each Maritime Administration

#	Country	Maritime Administration	Energy Efficiency Focal Point
1.	Antigua and Barbuda	Antigua and Barbuda Department of Marine Services and Merchant Shipping (ADOMS)	Mr. Thomas Robinson trobinson@abregistry.ag
2.	The Bahamas	Bahamas Maritime Authority (BPA)	Captain Dwain Hutchinson dhutchinson@bahamasmaritime.com
3.	Barbados	Ministry of International Business & Transport	Ms. Jacqueline Blackman Jacqueline.Blackman@internationaltransport.gov.bb
4.	Belize	International Merchant Marine Registry of Belize (IMMARBE)	Ms. Darlin Tatianna Gaitan dgaitan@portauthority.bz
5.	Cuba	Cuban Maritime Safety Directorate	Mr. Jorge Ariel Tejada Gonzalez tejeda.sm@amc.transnet.cu
6.	Dominica	Maritime Administration Department	Mr. Harold Guiste guisteh@dominica.gov.dm
7.	The Dominican Republic	Autoridad Nacional de Asuntos Marítimos (ANAMAR)	Ms. Milagros De Camp milagros.decamps@ambiente.gob.do
8.	Grenada	Grenada Ports Authority	Mr. Ian Evans portmanager@spiceisle.com
9.	Guyana	Maritime Administration Department (MARAD)	Mr. Romain Seurattan romain.seurattan@gmail.com
10.	Haiti	Service Maritime et de Navigation D'Haiti (SEMANAH)	Mr. Jean Getro Aime gttrro@gmail.com
11.	Jamaica	Maritime Authority of Jamaica (MAJ)	Ms. Vannessia Stewart vstewart@jamaicaships.com
12.	St. Kitts and Nevis	St. Kitts & Nevis International Ship Registry	Mr. Wayne Edmeade waynejrsm@gmail.com

#	Country	Maritime Administration	Energy Efficiency Focal Point
13.	St. Lucia	Saint Lucia Air and Sea Ports Authority (SLASPA)	Mr. Cassel Paul
			cassel.paul@slaspa.com
14.	St. Vincent and the Grenadines	Division of Maritime Affairs	Ms. Jillianjoy Davis
			registrar.svgmarad@gmail.com
15.	Suriname	Maritime Authority of Suriname (MAS)	Mr. Raoel Coulor
			rcoulor@mas.sr
16.	Trinidad and Tobago	Maritime Services Division (MSD)	Mr. Richmond Bassant
			msdadminenviron@mowt.gov.tt

For More Information

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