



**ANTIGUA AND BARBUDA
PRESENTATION FOR 2ND EASTERN SUB-REGIONAL WORKSHOP**

January 29th & 30th, 2019

SCOPE OF PRESENTATION

Presentation will be divided, into seven (7) main sections covering the following areas:

1. Legislation
2. Monitoring and Enforcement
3. Technological
4. Barriers to Implementation
5. Resources
6. Mitigation Strategies
7. Opportunities for Partnership



BACKGROUND

- Total number of ships on the Antigua and Barbuda International Ship Registry (over 5000GT) is 439
- Antigua and Barbuda receives about 900 port calls (ships over 400GT), from 200 individual ships on an annual basis
- Presently working with 10 independent shipping agents to establish the IMO Data Collection Scheme (DCS) reporting mechanism for Antigua and Barbuda



LEGISLATION

- 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 (as amended) is the legal instrument that gives effect to the MARPOL Convention and all its annexes.
- There are currently no regulations governing MARPOL or its annexes largely due to inadequate resources – human, financial and technological.



MONITORING AND ENFORCEMENT

- Antigua and Barbuda flagged ships are monitored through our flag inspection regime and the 10 Recognized Organizations are authorized to issue the International Air Pollution Prevention Certificates (IAPP) to ensure compliance.
- Vessels not flagged with Antigua and Barbuda are monitored through the Caribbean Memorandum on Port State Control (CMOU) as well as through our national Port State Control Inspection Regime.
- The Antigua and Barbuda Maritime Administration is responsible for conducting both flag and port State control inspections.



MONITORING AND ENFORCEMENT

Technical details on the ADOMS web site relating to monitoring and enforcement of MARPOL Annex VI include:

Circular 2012-003 (Rev 1)

- Ship's Energy Efficiency Management Plans (SEEMP) and International Energy Efficiency Certificate (IEEC)

Circular 2012-008

- MARPOL Annex VI Records
- Ozone depleting substances record book
- VOC Management Plan
- Arrangements for entering emission control areas and records



MONITORING AND ENFORCEMENT

Technical details on ADOMS web site relating to the monitoring and enforcement of Annex VI continued:

Information Notice 2018-003 (Rev 3)

- EU MRV/IMO DCS Regulation
- EU Monitoring Reporting Verification
- IMO's Data Collection Scheme

Information Notice 2018-008

- Outcome of MEPC73
- Carriage ban for fuel oil exceeding 0.5% content is Sulphur from 1 January 2020 adopted by MEPC
- Increase in EEDI requirements (under review before 2021)
- IMO DCS from 1 January 2019



MONITORING AND ENFORCEMENT

- CMOU has no plans to launch a concentrated inspection campaign (CIC) on MARPOL Annex VI.
- Antigua & Barbuda will however focus on MARPOL Annex VI when carrying out targeted PSC in our territorial waters.
- For 2019 it is expected that around 30 ships will be inspected and PSC inspection forms will be annotated for MARPOL Annex VI



MONITORING AND ENFORCEMENT

These PSC Inspection checks will include:

- Bunker delivery notes (BDN) and Oil Record Book (ORB)
- Maximum allowed sulphur content (from BDN) - 3.50% m/m or 0.10% depending on sailing area
- Written procedure for change-over to Sox emission control areas and marked in logbook
- Alternative arrangements (scrubbers) approved by Flag State*
- IAPP Certificate supplement details – noted Equivalents
- Volatile Organic Compounds (VOCs) Management Plan – shipboard procedures*(crude oil tanker)
- Ship Energy Efficiency Management Plan (SEEMP) – may form part of SMS



TECHNOLOGICAL

- We are still working with our 10 independent Shipping Agents and the Port Authority to try and establish a DCS reporting mechanism for Antigua and Barbuda to comply with the data collection requirements.
- The implementation of the MSW might overtake this initiative.
- In the interim it is intended to comply with DCS reporting by way of our port State control inspections.



BARRIERS TO IMPLEMENTATION

- The Antigua and Barbuda International Ship Registry only registers these vessels, we neither own nor operate them and so with respect to barriers impeding technological uptake with respect to the implementation of annex VI that would be the responsibility of the ship owner.
- With respect to the creation of a GHG emission inventory from ships and ports the main barriers would be financial, technological. Specific training in this area would also be necessary.



RESOURCES

- Challenged by the slow pace of the drafting of national legislation by the Ministry of Legal Affairs. This could be remedied by dedicated, trained maritime legislative draftsmen in this Ministry.
- At this time Antigua and Barbuda is not in a position to contribute in any meaningful way to the enhancement of the region with respect to Annex VI.
- Our Administration would greatly benefit from training courses on MARPOL Annex VI.



MITIGATION STRATEGIES

- Antigua and Barbuda is in the process of implementing the Maritime Single Window System for the Electronic Port Clearance of Ships (MSW) under the IMO Facilitation Convention. We are currently working with IMO and Norwegian consultants to establish a pilot project to meet the 8th April mandatory deadline.
- Discussions are taking place in the Administration to see how this system could be expanded to incorporate data collection from ships with respect to Annex VI.



OPPORTUNITIES FOR PARTNERSHIP

- IMO is developing a generic MSW system which will be made available to all IMO Member States which could form the mechanism for data collection as a region not only in the area of MARPOL Annex VI but in other areas as well.
- Antigua and Barbuda Department of Environment – Exchange of Information on GHG Emissions



Website

Further information can be found on our website
www.abregistry.ag





QUESTIONS

