

Implementation of MARPOL annex VI in Cuba.

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Institutional framework for the implementation of MARPOL annex VI

The Republic of Cuba is not part of MARPOL 73/78 annex VI, however, it has related entities to comply with Government and corporate functions.

Institutional framework for the implementation of MARPOL 73/78 annex VI

- Government agencies mapping policies: maritime authority (Ministry of transport) and Ministry of science, technology and environment.
- Government agencies that implement policies: entities of the agencies of the Central Administration of the State linked to the maritime industry in the activities of transport, food, construction, tourism, defense, energy and mines, and the Agriculture.
- We have human capital which requires preparation and training on the provisions of MARPOL 73/78 annex VI of.
- The country needs financial and technological resources to implement the provisions of annex VI of the MARPOL 73/78.

Legislative framework to implement MARPOL 73/78 annex VI

Applicable legislation:

- Cuba is making the steps to become party to MARPOL 73/78 annex VI
- The basic laws are the **81/1997 environmental law** and the **115/2013 law of maritime, Fluvial and lacustrine navigation** . Both standards have a complementary legal body which contributes to the prevention or mitigation of pollution of the marine environment.
- We are part of the Paris agreement on climate change (2016) and its approved State Plan for confronting climate change called task life (2017).

Legislative framework to implement MARPOL Annex VI:

Monitoring:

- There is no technological resources for the control of ozone-depleting emissions from ships. The entity that will be responsible for driving the monitoring has not been defined .
- Cuba is not currently utilizing external guidance for the implementation of MARPOL annex VI.
- Although it is laid down in the **decree law 200 of contraventions in terms of environment**, enforcement of contraventions in the case of the protection of the atmosphere, however, the penalties related to failure to comply with air quality standards are not established for mobile emission sources such as ships and boats.
- There are not established incentives for boats that take measures to mitigate the emission of gases that deplete the ozone layer.

Technological aspects related to the implementation of MARPOL annex VI:

- The maritime authority has not established mechanisms for reporting on fuel consumption and efficient use of the technology on board the boats, however, it meets the established international standard on the sulphur content of fuels used in maritime activity.
- Compliance monitoring by the port State and the flag State for ships and boats sailing in territorial waters.
- They are tasked with the national strategy for the mitigation of climate change through programmes of renewable energy and energy efficiency, among others.

Technological aspects related to the implementation of MARPOL annex VI:

Current and future barriers, and mitigation strategies:

- The need to train crew members of vessels concerning the techniques and methods to determine the levels of emission of gases that Deplete the ozone layer.
- Provide vessels, according to their gross tonnage, with devices for controlling and measuring the emissions of gases that Deplete the ozone layer.
- Issue a rule of air quality against which to compare the emission values detected in the national fleet.
- Training of representatives of the national maritime authority for the implementation of the uniform system of data collection for the Caribbean region.

Opportunities for collaboration between MTCC and Cuba for the implementation of MARPOL annex VI:

- Working with the maritime administration of Cuba in the design of training programmes focused on preparing the staff to craft tools and mechanisms to control the emission of gases that Deplete the ozone layer.
- Conduct workshops to prepare personnel for collecting information to establish the system of uniform data collection for the Caribbean region.
- Exchange of experiences in the implementation of techniques for the improvement of energy efficiency in the maritime industry.
- Carry out transfer of technology to measure gases in vessels that Deplete the ozone layer