

SAINT LUCIA



SLASPA

SAINT LUCIA AIR AND SEA PORTS AUTHORITY

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PRESENTATION

- Institutional Support
- Signatory/Legislative
- Saint Lucia's National Climate Change Adaptation Policy
- Monitoring and Enforcement
- Technology Uptake-ship Reporting
- Mitigation Strategies
- Opportunities for Partnership
- Impetus/Benefits
- Barriers (Current and Anticipated)
- Way forward



BUCKEYE FACILITY-9.3 MILLION BARRELS OF CRUDE OIL STORAGE AND AN ADDITIONAL ~1 MILLION BARRELS OF REFINED PRODUCTS STORAGE (MOSTLY DISTILLATE FUELS)



DIVISION OF MARITIME AFFAIRS

Established under the Shipping Act 1994 Revised in 2000

Safety and Security of Saint Lucian ships and shipping

Prevention of Pollution from ships

Administration of National and International Maritime
legislation/Conventions

Facilitation and Development of the Maritime sector .

MARITIME ADMINISTRATION STATUS

Housed within SLASPA

Structure- 5 staff

IMSAS Audit- May 2018

“In particular, **the State did not develop any national legislation to implement MARPOL requirements**”

“due to the absence of national legislation implementing MARPOL, there was **no enforcement powers and penal provisions available** in national legislation in relation to all relevant MARPOL provisions and there was no clear evidence that responsibilities for enforcement of requirements stemming from MARPOL were assigned”

FOCAL POINT

Maritime Division-(SLASPA)- facilitator on implementing and enforcing MARPOL Annex VI

Responsible for informing stakeholders

- Department of Sustainable Development
- NGOs-Solid Waste Management
- Updates and Amendments- MARPOL/IMO

INSITUTIONAL SUPPORT

- Ocean Governance Team-OGT
- Ministry of Sustainable Development-Environment-Coastal Zone Management Unit

Climate Change/Environmental Bill -Draft

Incorporates key elements of Air Pollution

- National Climate Change Committee

SIGNATORY/LEGISLATIVE

- The state ratified MARPOL Annex V1- August 2016
- Draft MARPOL Bill 2010- Excludes Annex V1
- Attorney General's (AG's) office pending final approval
- Update- UK Commonwealth Secretariat MOU

NATIONAL LEGISLATION

SeaPorts Regulations-Sect. 62 Prevention of nuisance ports in

All ships in a **port** shall ensure that—

- (a) all outlets or scuppers in the sides of the ship are fitted with adequate shields to prevent any obnoxious fluids or other matter from falling on the quay;
- (b) exhaust pipes shall be so equipped as to prevent exhaust from inconveniencing other ships or traffic in the port or on the quay;
- (c) thick smoke is not made; and
- (d) excessive noise of chipping or sirens is not made.

REMOVAL OF SHIPS WITH OFFENSIVE MATTER ON BOARD

SLASPA ACT SECT. 67

The General Manager may order the removal from a port of any ship which has cargo or other matter which in the opinion of the General Manager is injurious to health or offensive or dangerous in any respect.

SHIPPING STATUS

2016- legislation passed Open Ship Registry

400-430 Cruise Ships in Castries Sea Port annually

350 vessels registered < 24 metres

10 > 24 Metres- Short International

PARIS AGREEMENT

Article 212 of UNCLOS complemented the Paris Agreement on Climate Change

Saint Lucia as an IMO Member States has clear role to continue addressing the energy efficiency of ships

- the mandatory energy efficiency requirements under MARPOL Annex VI,
- the recent adoption of a mandatory data collection system for fuel oil

SAINT LUCIA'S NATIONAL CLIMATE CHANGE ADAPTATION POLICY

- Foster and guide a national process of addressing the short, medium and long term effects of climate change
- Co-ordinated, holistic and participatory manner
- The quality of life of the people of Saint Lucia, and opportunities for sustainable development are not compromised

INTERNATIONAL FRAMEWORK

1993, Saint Lucia ratified the United Nations Framework Convention on Climate Change (UNFCCC).

Government remains committed to meeting the goals of the Convention which are essentially :-

- Reduction of global greenhouse gas emissions
- Address the actual and anticipated effects of climate change

MONITORING AND ENFORCEMENT

- Port State Control Officer's (PSCO's) x 2
- Empowered to board vessels emitting toxic smoke/gases-SLASPA Act
- Bunker Delivery Notes-SLASPA SOP
- IOPC Funds-Oil Reports-Buckeye Annual submission
- Refer ships to contents of MARPOL Annex V1-Guide

TECHNOLOGY UPTAKE-SHIP REPORTING

Management of the document system - Marine Department (SLASPA).

- Pre-arrival process : applications are presented to the Authority (Cargo Operations and Shipping Department). The Shipping agents, for passenger ships this is done to reserve a berth 6 months to 2 years in advance (All others 48 to 72 hours in advance is acceptable).
- Final approval is given 48 hours before the Ship enters ports. At this time all documents including the vessels particulars are submitted.

CONT'D

- Upon arrival: A report is submitted to SLASPA (by the ship) for port charges and conformation of the ship's arrival.
- On departure: A clearance document is given to the captain to present to the next port of arrival and a copy is requested by SLASPA. Digital copies of all logs and applications are kept.

MITIGATION STRATEGIES

- Ships will be requested to submit info to Shipping Department prior to arrival
- Point person to collate info and forward to Focal point
- Further update of GISIS- Fuel Oil providers

OPPORTUNITIES FOR PARTNERSHIP

- SLASPA –MTCC support and professional guidance;
- MTCC for further technical and technological advancement along with the administrative framework
- Oil Suppliers-Buckeye Ltd
- Ship awareness-National workshop
- Varying Ministries

IMPETUS/BENEFITS

- As signatory to Annex VI enable PSCO to inspect visiting ships to ensure they are complying with new regulations
- Domestic regulations to implement Annex VI would reduce GHG emissions
- Contribute to improving air quality in local ports frequented by domestic ships.
- Improving public health and regulating greenhouse gases.
- Air quality around ports will also benefit as all ships would need to comply with new air quality regulations while visiting.

BARRIERS (CURRENT AND ANTICIPATED)

- National Fuel availability (Sulphur content)-Buckeye Ltd.
- Access to Fuel Test kit
- Regulatory-National Legislation-Legal drafters
- Ship owners/Operators-Tourism
- Economic impact-OECS consensus
- Two PSCO's, Technical training-fuel testing

WAYFORWARD

- Need for preparation of Draft MARPOL Annex V1-National Legislation;
- Technical training needs-Effective implementation and enforcement of the provisions of MARPOL Annex VI
- Include as part of Port State control duties
- National meeting for Ship Agents
- Corrective actions- IMSAS Audit (3 years)

THANK YOU
ANY QUESTIONS?

(IMARITIME DIVISION)