

Implementation of MARPol Annex VI

SAINT LUCIA



Introduction: Saint Lucia Air and Seaports Authority (SLASPA)

Kerwin John:
Ship Surveyor/Inspector

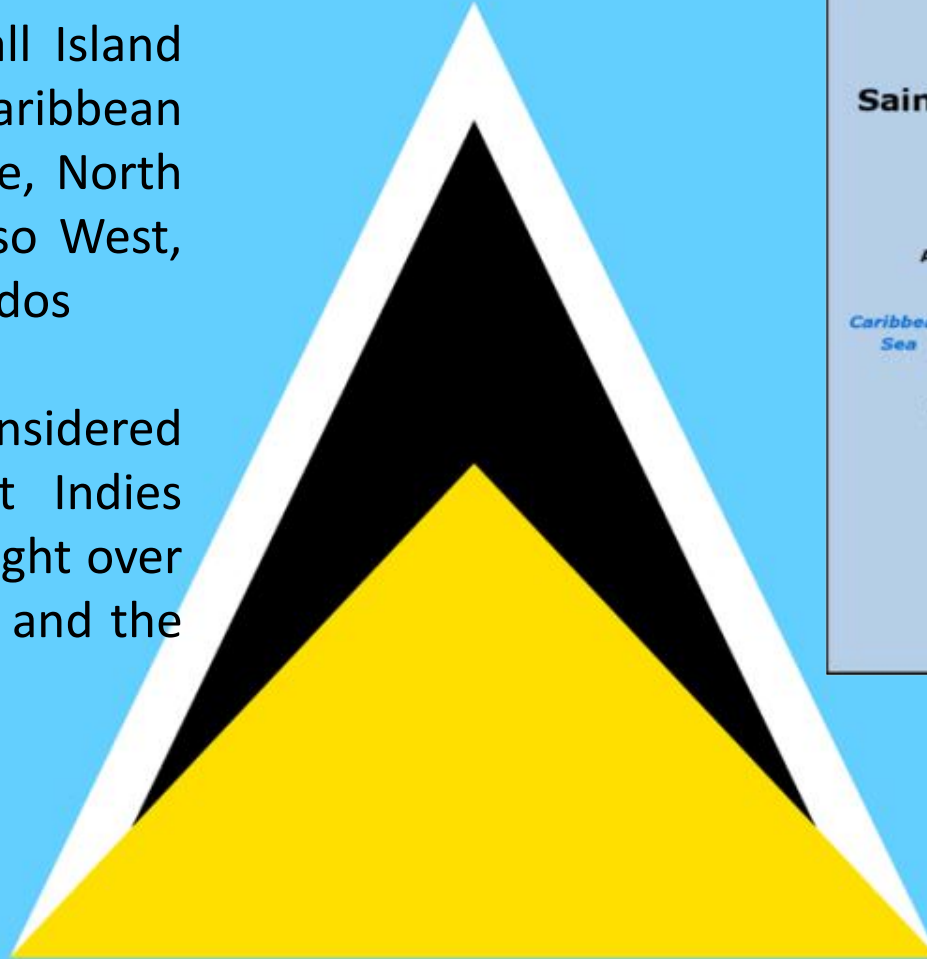
Nicholan Myers:
Chief Pilot



Brief History of Saint Lucia

Saint Lucia is a small Island state suited in the Caribbean South of Martinique, North of Saint Vincent also West, North West of Barbados

The Island is considered Helen of the West Indies because she was fought over between the French and the British



- **Total Area:** 238 miles
 - **Length:** 27 Miles
 - **Width:** 13.9 Miles
 - **Coastline:** 79.53 miles
- Population: 165,000.00

Division of Maritime Affairs:

The Division of Maritime Affairs (DMA) was established in 2000 following an amendment to the SLASPA Act No. 10 of 1983 and the Shipping Act No.11 of 1994.

The DMA is supported and administered by (SLASPA) a statutory body operating within the framework of the Ministry of Transport and Works.

The DMA is mandated to support the operations of vessels and ensures the nation's maritime activities are conducted in accordance with national and international maritime safety and pollution prevention standards.



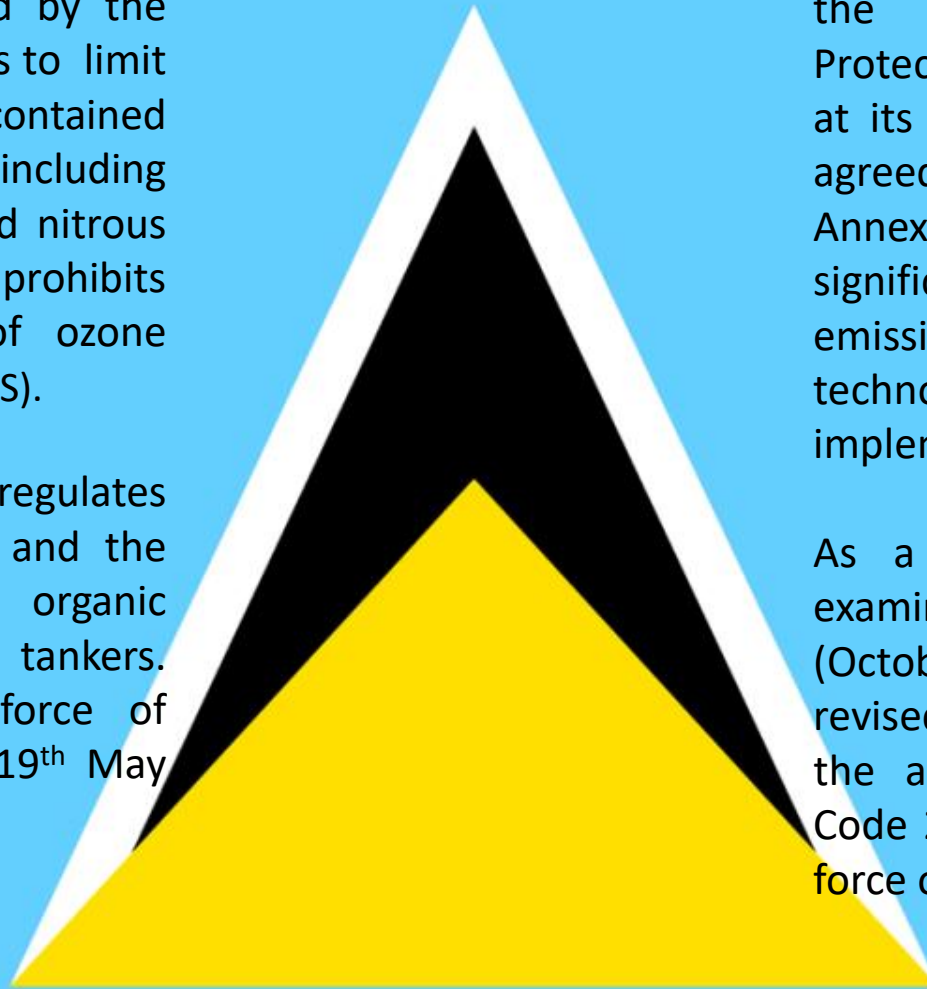
Marpol Annex VI:

Is a regulation adopted by the IMO in 1997 which seeks to limit the main air pollutants contained in ships exhaust gas, including sulphur oxides (SO_x) and nitrous oxides (NO_x), and prohibits deliberate emissions of ozone depleting substances (ODS).

MARPOL Annex VI also regulates shipboard incineration, and the emissions of volatile organic compounds (VOC) from tankers. Following entry into force of MARPOL Annex VI on 19th May 2005,

the Marine Environment Protection Committee (MEPC), at its 53rd session (July 2005), agreed to revise MARPOL Annex VI with the aim of significantly strengthening the emission limits in light of technological improvements & implementation experience.

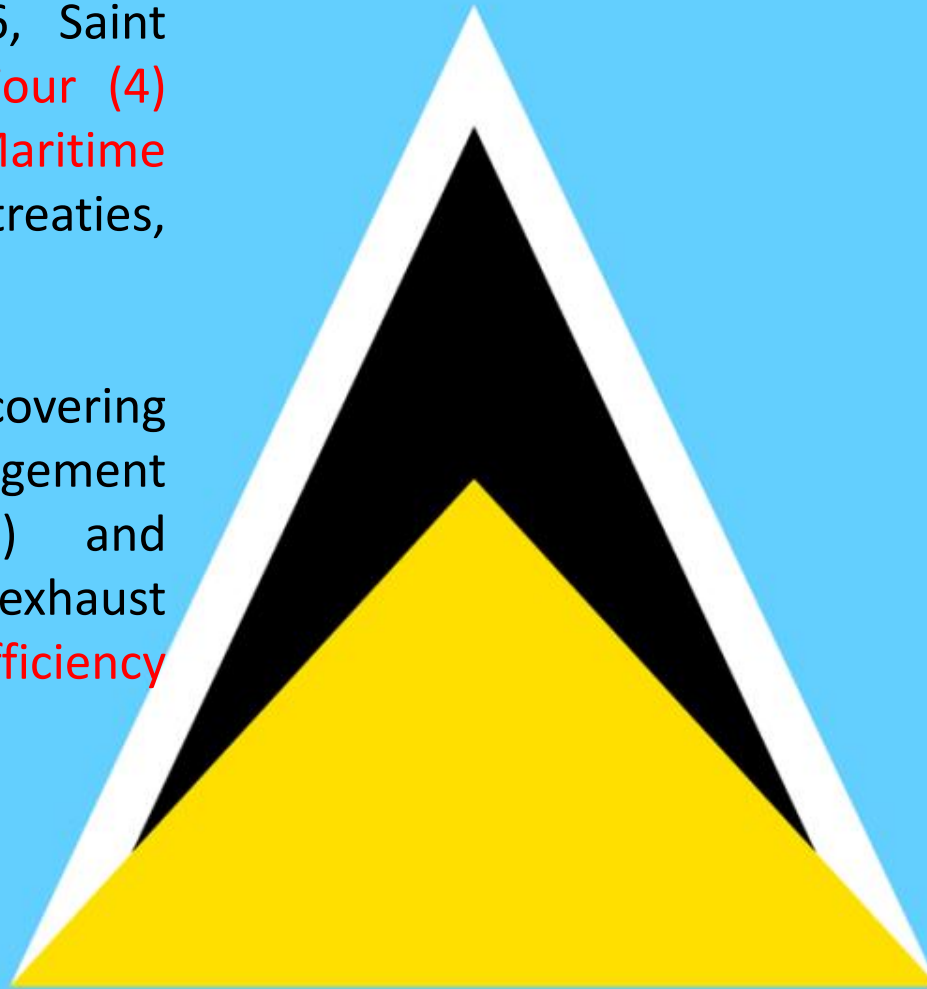
As a result of three years examination, MEPC 58 (October 2008) adopted the revised MARPOL Annex VI and the associated NO_x Technical Code 2008, which entered into force on 1 July 2010.



Accedes to Marpol Annex VI:

On May 26th 2016, Saint Lucia acceded to **Four (4) International Maritime Organization (IMO)** treaties, including:

Conventions covering Ballast Water Management (BWM Convention) and emissions from ship exhaust and **energy efficiency** (MARPOL Annex VI)



Applicable Conventions Saint Lucia has Acceded

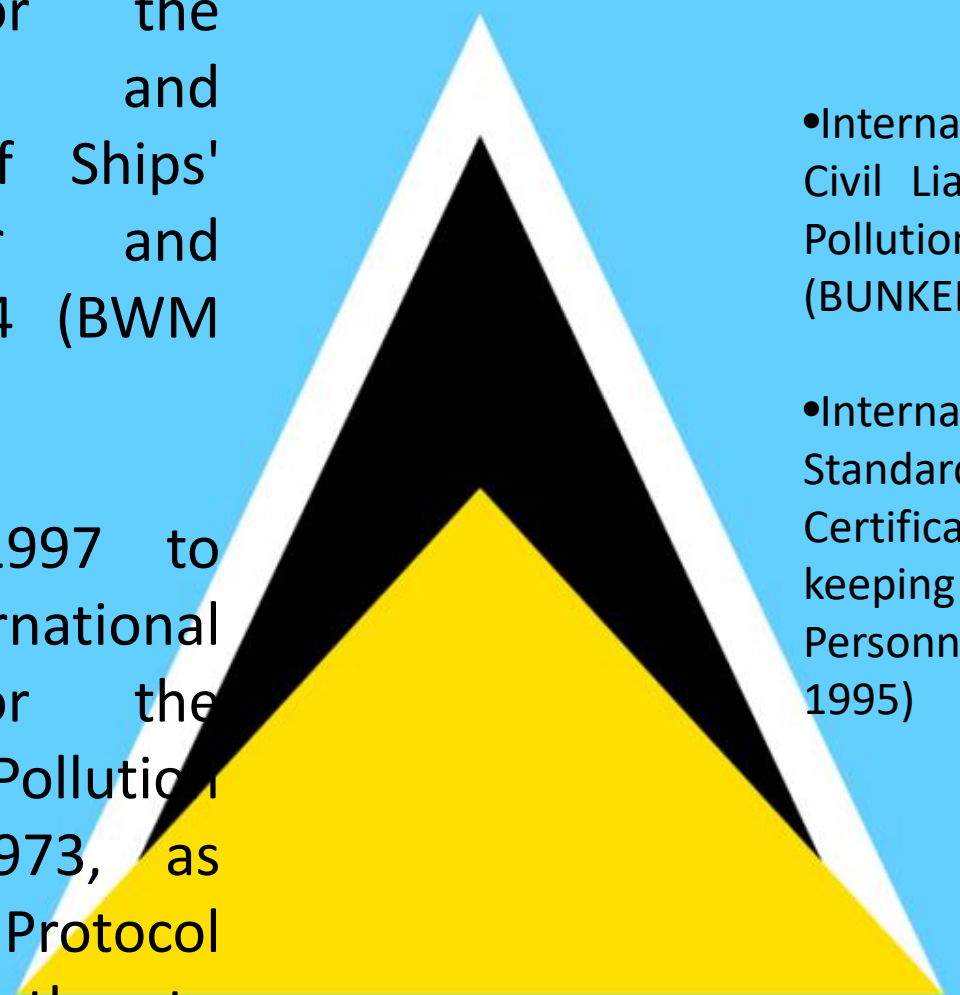
- International

Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM 2004)

- Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL PROT 1997)

- International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (BUNKERS 2001)

- International Convention on Standards of Training, Certification and Watch keeping for Fishing Vessel Personnel, 1995 (STCW-F 1995)



Saint Lucia's Implementation

- In 2010 a draft MAROL bill was prepared and submitted to the A.G's Office.

- If or when the bill passes, it will become law then the official implementation process shall begin.

- However, because we are signatory to MARPOL Annex VI we can enforce that all vessels comply with these regulation.

- Furthermore presently, The ministry of Sustainable development is drafting a climate change bill, one of the factors taken into consideration with this bill is that it should align perfectly with international standards and conventions which Saint Lucia is signatory too. (i.e.) MARPOL. So this would give us another foot to stand on in relation to pollution control.



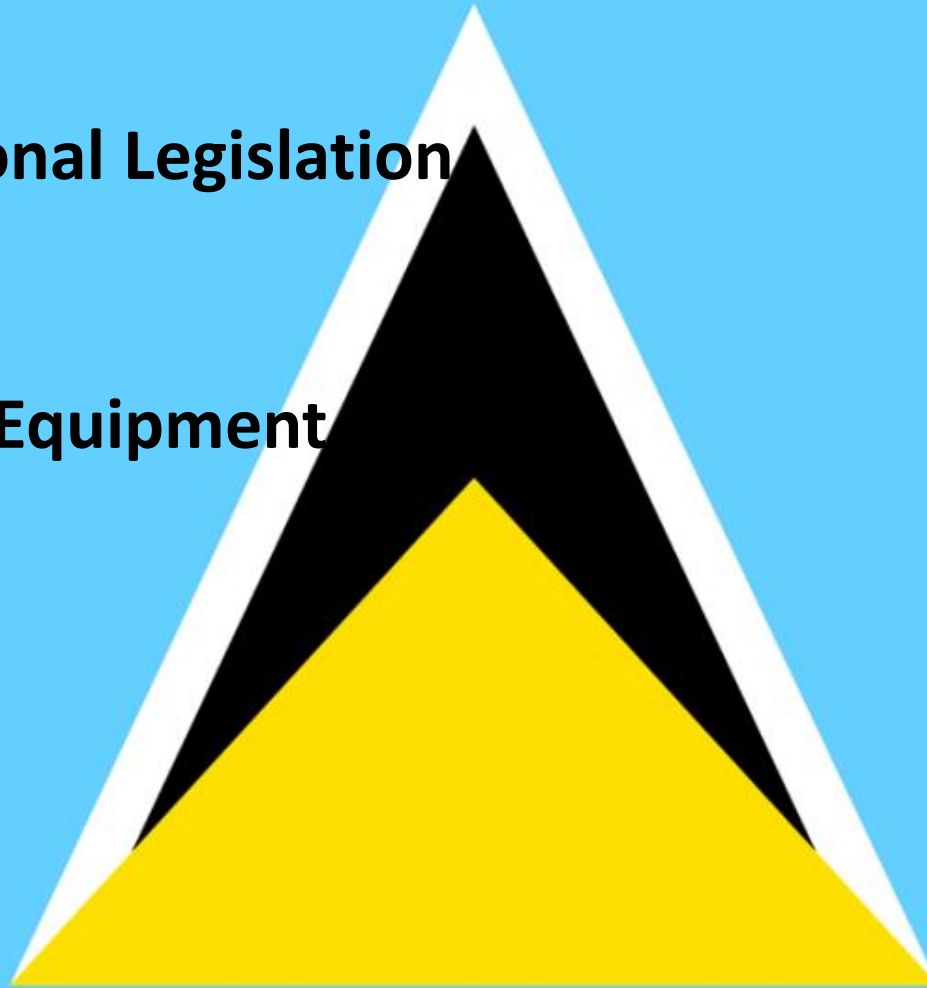
The way forward

To adopt the guidelines for Port State Control under MARPOL Annex VI set by The Marine Environment Protection Committee (MEPC) Regulation .129(53)



Saint Lucia's Challenges

- Lack of National Legislation
- Personnel
- Training
- Monitoring Equipment



Any questions?

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