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TOURISM LEVY (AMENDMENT) ACT, 2025

OBJECTS AND REASONS

This Bill would amend the *Tourism Levy Act, 2019*, (Act 2019-57) to make better provision for the regulation of online transactions.

TOURISM LEVY (AMENDMENT) ACT, 2025

Arrangement of Sections

1. Short title
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FIRST SCHEDULE

SECOND SCHEDULE

BARBADOS

A Bill entitled

An Act to amend the *Tourism Levy Act, 2019*, (Act 2019-57) to make better provision for the regulation of online transactions.

ENACTED by the Parliament of Barbados as follows:

Short title

- 1.** This Act may be cited as the *Tourism Levy (Amendment) Act, 2025*.

Amendment of section 2 of Act 2019-57

2. Section 2 of the Tourism Levy Act, 2019, (Act 2019-57), in this Act referred to as the principal Act, is amended by

(a) deleting the definition of the word “guest” and substituting the following:

“ “guest” means any person visiting or residing in Barbados;”;

(b) deleting the definition of the words “tourist accommodation” and substituting the following:

“ “tourist accommodation” means an apartment, a hotel, a guest house, and a vacation rental property which is

(a) required to be registered with the Barbados Tourism Product Authority; and

(b) rented by guests for reward

(i) systematically or periodically in a calendar year; or

(ii) for a specified period in a calendar year;”;

(c) by inserting, in the appropriate alphabetical order, the following:

“ “marketplace facilitator” means a person or an entity that operates an online marketplace;

“online marketplace” means an online travel agency, or a digital platform, including a mobile app or website, through which

(a) transactions between a supplier and a purchaser in relation to tourist accommodation or a direct tourism service in Barbados are enabled or facilitated for a fee, subscription, commission or other consideration; and

(b) a purchaser may exchange a financial payment for the underlying tourist accommodation or direct tourism service;

“purchaser” means a person who acquires tourist accommodation or a direct tourism service for the purchaser’s own use or for use by another;

“supplier” means a person who sells, offers for sale or otherwise provides tourist accommodation or a direct tourism service in Barbados;”.

Amendment of section 3 of Act 2019-57

3. *Section 3 of the principal Act is amended by deleting subsection (1) and substituting the following:*

“(1) This Act shall apply to a person who provides or supplies any tourist accommodation or a direct tourism service to a guest or operates an online marketplace or acts as a marketplace facilitator for such services.”.

Amendment of section 4 of Act 2019-57

4. *Section 4 of the principal Act is amended by deleting subsection (1) and substituting the following:*

“(1) Any person who sells, offers for sale, or otherwise provides a tourist accommodation or a direct tourism service, or operates an online marketplace or acts as a marketplace facilitator for such services, shall register with the Barbados Tourism Product Authority and Barbados Revenue Authority.”.

Amendment of section 5 of Act 2019-57

5. Section 5 of the principal Act is amended by

(a) deleting subsection (2) and substituting the following:

“(2) A person who provides tourist accommodation shall charge the room rate levy on the tourist accommodation provided by that person to a guest in the manner specified in the *Second Schedule*.”;

(b) deleting subsection (3);

(c) renumbering subsection (4) as subsection (3); and

(d) renumbering subsection (5) as subsection (4).

Repeal of section 6 of Act 2019-57

6. Section 6 of the principal Act is repealed.

Amendment of section 7 of Act 2019-57

7. Section 7 of the principal Act is amended by

(a) deleting subsection (2) and substituting the following:

“(2) A person who

(a) is registered or not registered under the *Value Added Tax Act*, Cap. 87; and

(b) provides a direct tourism service

shall charge the product development levy on the provision of the direct tourism service to a guest in the manner specified in the *Third Schedule*.”;

(b) deleting subsection (3);

(c) *renumbering subsection (4) as subsection (3).*

Repeal of section 8 of Act 2019-57

8. *Section 8 of the principal Act is repealed.*

Amendment of section 9 of Act 2019-57

9. *Section 9 of the principal Act is amended by*

(a) *deleting subsection (1) and substituting the following:*

“(1) A person who

(a) is not registered under the *Value Added Tax Act*, Cap. 87 or who is exempt pursuant to section 10 of the *Value Added Tax Act* and specified as such in the *Second Schedule* to that Act; and

(b) supplies tourist accommodation,

shall be required to charge a shared economy levy on the supply of that tourist accommodation.”;

(b) *deleting subsection (3);*

(c) *renumbering subsection (4) as subsection (3); and*

(d) *renumbering subsection (5) as subsection (4).*

Repeal and replacement of section 10 of Act 2019-57

10. *Section 10 of the principal Act is deleted and the following is substituted:*

“Notification of levy

10.(1) A supplier or marketplace facilitator who advertises or quotes a price for tourist accommodation or a direct tourism service

online or otherwise shall, ensure that any such advertisement or quotation includes a notification of the requirement to pay a levy and the price that is so advertised or quoted

- (a) shall include the amount of the relevant levy payable; or
- (b) the amount of the relevant levy payable shall be stated separately.

(2) A person who contravenes subsection (1) is guilty of an offence and is liable on summary conviction to a fine of \$5 000.

“Payment and collection of levy

10A.(1) Where a marketplace facilitator offers tourist accommodation or a direct tourism service through an online marketplace for or on behalf of a supplier, the facilitator shall include the relevant levy in the price charged for the accommodation or service.

(2) Where a purchaser has paid for tourist accommodation or a direct tourism service through the online marketplace, and the price charged includes the relevant levy, as provided for in subsection (1), the marketplace facilitator shall remit the levy collected to the Barbados Revenue Authority.

(3) Where a person has made a booking for tourist accommodation or reserved a direct tourism service through the online marketplace, but has not paid for such accommodation or service through the online marketplace, the supplier shall collect the levy from the guest by the end of the accommodation period or upon provision of the direct tourism service.

(4) Where a supplier offers tourist accommodation or a direct tourism service

- (a) online through a platform and does not use a marketplace facilitator or online marketplace; or

(b) in person or otherwise

that supplier shall include in the price charged for the tourist accommodation or direct tourism service the relevant levy payable and where the price for the tourist accommodation or direct tourism service is not paid online to the supplier it shall be collected by the supplier from the guest by the end of the accommodation period or when the direct tourism service is provided.

(5) A supplier shall remain liable for the payment and remittance of the relevant levy, notwithstanding the involvement of a marketplace facilitator or the use of an online marketplace.

(6) Unpaid levies are a lien and charge against the property where the tourist accommodation is provided.

(7) A person who contravenes subsections (1), (2), (3) and (4) is guilty of an offence and is liable on summary conviction to a fine of \$10 000.”.

Amendment of section 11 of Act 2019-57

11. Section 11 of the principal Act is amended by deleting

(a) *the shoulder note “Payment of levies” and substituting the shoulder note “Returns and remittances”;*

(b) *subsection (1) and substituting the following:*

“(1) Where a person who provides tourist accommodation or a direct tourism service to a guest; and

(a) that person is not registered under the *Value Added Tax Act*, Cap. 87 he shall have a payment period, which ends on the last day of each month in which the tourist accommodation or direct tourism service is provided; or

- (b) that person is registered under the *Value Added Tax Act*, Cap. 87 he shall have a payment period, which shall be the same as the taxable period of that person under the *Value Added Tax Act*, Cap. 87.

(1A) Where a marketplace facilitator receives payment for tourist accommodation or a direct tourism service which payment includes the relevant levy he shall have a payment period, which ends on the last day of each month in which the tourist accommodation or direct tourism service is provided.”;

(c) ***subsection (2) and substituting:***

“(2) A person, referred to in subsection (1) and subsection (1A), shall within 21 days after the end of each payment period,

- (a) file with the Barbados Revenue Authority, in such a form or manner as the Revenue Commissioner determines
 - (i) a return for the payment period;
 - (ii) a statement of the number of rentals or services which occurred in the period, and the revenue obtained from the rentals or services; and
 - (iii) such additional information as the Revenue Commissioner requires; and
- (b) pay to the Barbados Revenue Authority the levy payable by that person for the payment period.”.

Repeal and replacement of section 15 of Act 2019-57

12. *Section 15 of the principal Act is repealed and the following is substituted:*

“Keeping of accounts and records

15.(1) A person who provides tourist accommodation or a direct tourism service shall keep records, information and accounts so as to enable the Revenue Commissioner to determine the amount of the levy which is payable by that person for any payment period.

(2) Any person who facilitates the sale, rental, or provision of tourist accommodation or direct tourism services within Barbados shall be required to maintain accurate records, information, and accounts of all transactions conducted on their platform.

(3) The records referred to in subsection (2) shall include the following details:

- (a) the total amount paid by a purchaser for the accommodation or service;
- (b) the location of the accommodation or service;
- (c) the identity of the supplier and the purchaser;
- (d) the facilitator's commission or fee;
- (e) the amount remitted to the provider of the accommodation or service; and
- (f) any other relevant transaction details as determined by the Revenue Commissioner.

(4) A person shall retain the records, information and accounts referred to in subsections (1) and (2) until the expiration of 5 years after the end of the year to which the records, information and accounts relate or for such shorter period as the Revenue Commissioner may determine.

(5) The records referred to in subsections (1) and (2) shall be made available to the Revenue Commissioner upon request for audit purposes or for the purposes of administering this Act.

(6) A person who fails to keep records, information and accounts in accordance with this section is guilty of an offence and is liable on summary conviction to a fine of \$5 000.”.

Insertion of section 15A of Act 2019-57

13. *The principal Act is amended by inserting immediately after section 15 the following:*

“Ceasing to carry on business

15A. A person shall notify the Barbados Tourism Product Authority and Revenue Commissioner in writing if that person ceases to sell, offer for sale or otherwise provide tourist accommodation or direct tourism service within 21 days after the occurrence of cessation.”.

Repeal and replacement of *Third Schedule*

14. *The principal Act is amended by deleting the Third Schedule and substituting therefor the Schedule set out in the First Schedule to this Act.*

Repeal and replacement of *Fourth Schedule*

15. *The principal Act is amended by deleting the Fourth Schedule and substituting therefor the Schedule set out in the Second Schedule to this Act.*

FIRST SCHEDULE

(Section 14)

“THIRD SCHEDULE

(Sections 7 and 27(3))

Product Development Levy

Amount of Product Development Levy with effect from 1st July, 2025

2.5% of the amount paid for the direct tourism service.

”.

SECOND SCHEDULE

(Section 15)

“FOURTH SCHEDULE

(Sections 9 and 27(3))

Shared Economy Levy

Amount of Shared Economy Levy with effect from 1st August, 2025

10% of the amount paid for the rental or lease of the tourist accommodation. ”.

Read three times and passed the House of Assembly this
day of , 2025.

Speaker

Read three times and passed the Senate this day of
, 2025.

President

FIREARMS (AMENDMENT) ACT, 2025

OBJECTS AND REASONS

This Bill would amend the *Firearms Act*, Cap. 179 to

- (a) revise the definition of “firearm”; and
- (b) vary the conditions the court shall consider when imposing sentence.

FIREARMS (AMENDMENT) ACT, 2025

Arrangement of Sections

1. Short title
2. Amendment of section 2 of Cap. 179
3. Amendment of section 30 of Cap. 179

BARBADOS

A Bill entitled

An Act to amend the *Firearms Act*, Cap. 179.

ENACTED by the Parliament of Barbados as follows:

Short title

1. This Act may be cited as the *Firearms (Amendment) Act, 2025*.

Amendment of section 2 of Cap. 179

2. Section 2(1) of the Firearms Act, Cap. 179, in this Act referred to as the principal Act, is amended by deleting the definition of “firearm” and substituting the following:

“ “firearm”

(a) means

- (i) a gun or other barrelled weapon of any description from which any shot, bullet or other missile can be discharged, whether or not it is at any particular time capable of being fired;
- (ii) any accessory to a weapon referred to in subparagraph (i) that is designed or adapted to diminish the noise or flash caused by firing the weapon;
- (iii) any weapon of whatever description designed or adapted for the discharge of any explosive noxious liquid, gas, energy of any description or other thing;
- (iv) any signal gun; and
- (v) any air rifle, air gun, air weapon or air pistol; and

(b) includes any component part of a weapon referred to in paragraph (a); but

(c) does not include

- (i) an antique firearm that is not capable of discharging;
- (ii) a starting pistol;
- (iii) a toy gun; or
- (iv) a flare gun used or carried as a necessary part of safety equipment;”.

Amendment of section 30 of Cap. 179

3. Section 30(3) of the principal Act is amended by deleting paragraphs (b) and (c).

Read three times and passed the House of Assembly this
day of _____, 2025.

Speaker

Read three times and passed the Senate this day of
 , 2025.

President



S.I. 2025 No. 70

**MARINE TRANSPORT (EMISSIONS CONTROL) (COLD IRONING)
REGULATIONS, 2025**

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-
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Marine Transport (Emissions Control) Act

Act 2024–25

**MARINE TRANSPORT (EMISSIONS CONTROL) (COLD IRONING)
REGULATIONS, 2025**

The Minister, in exercise of the powers conferred on him by section 127 of the *Marine Transport (Emissions Control) Act, 2024*, makes the following Regulations:

PART I

PRELIMINARY

Citation

1. These Regulations may be cited as the *Marine Transport (Emissions Control) (Cold Ironing) Regulations, 2025*.

Definitions

2.(1) In these Regulations

“alternative control technologies” means technologies, techniques or measures that reduce the emissions of NO_x and particulate matter from an auxiliary diesel engine without shutting down the engine;

“auxiliary engine” means an engine on an ocean-going vessel designed primarily to provide power for uses other than propulsion, and, for such purposes, all diesel-electric engines shall be considered “auxiliary diesel engines”;

“baseline fleet emissions” means the total emissions from all vessels in a fleet during all berthing times in a calendar year or other specified time period;

“baseline fleet power generation” means the electrical power used by all vessels in the fleet while the vessels are docked at-berths located at a Barbados Port during a 3 month period or other time period specified in these Regulations;

“charterparty” means a lease or agreement to hire a vessel or other means of conveyance to transport goods or passengers to a designated location;

“cold ironing” means the process of providing shore-to-ship power while the ship’s main and auxiliary engines are turned off;

“compression ignition engine” means an engine whose power is regulated by controlling fuel supply *in lieu* of a throttle;

“container vessel” means a self-propelled ocean-going vessel constructed or adapted primarily to carry uniform-sized ocean freight containers;

“diesel-electric engine” means a diesel engine connected to a generator that is used as a source of electricity for propulsion or other use;

“diesel engine” means an internal combustion, compression-ignition engine with operating characteristics significantly similar to the theoretical diesel combustion cycle;

“distributed generation” means a variety of technologies that generate electricity at or where it will be used;

“docked at-berth” means the state of being tied to a berth;

“emergency event” means the period of time during which any of the following events occurs:

- (a) any situation arising from a sudden and reasonably unforeseeable event beyond the control of the master that threatens the safety of the vessel;
- (b) the utility serving a port cannot provide electrical power to the port as a result of equipment failure, a transmission emergency, distribution emergency, an independent system operator or a Barbados Light & Power Company Limited emergency, or the utility needs to reduce power to the port because of a disaster;

- (c) when the utility providing electrical power to a port notifies the terminal operator to reduce the use of grid-based electrical power in response to a transmission or distribution emergency, an independent system operator or a Barbados Light and Power Company Limited emergency, or to avoid an emergency if one is anticipated; or
- (d) the electrical system at the terminal cannot provide electrical power as a result of equipment failure;

“fleet” means all container, passenger and refrigerated cargo vessels visiting a specific port which are owned and operated by, or are otherwise under the direct control of, the same person;

“marine diesel oil” means any fuel that meets all the specifications for DMB grades as defined in Table I of International Standard ISO 8217 as revised in 2005;

“operate” means steering or otherwise running a vessel or its functions while the vessel is underway, moored, anchored or at-berth;

“own” means

- (a) having all the incidents of ownership including the legal title of a vessel whether or not that person lends, rents or pledges the vessel;
- (b) having or being entitled to the possession of a vessel as the purchaser under a conditional sale contract; or
- (c) being the mortgagor of a vessel;

“particulate matter” means any airborne finely divided material, except uncombined water, which exists as a liquid or solid at standard conditions such as dust, smoke, mist, fumes, or smog;

“passenger vessel” means a self-propelled vessel constructed or adapted primarily to carry people;

“person” includes all of the following:

- (a) an agent;

- (b) an association;
- (c) a business trust;
- (d) a company;
- (e) a consortium;
- (f) a corporation;
- (g) a firm;
- (h) a limited liability company;
- (i) an organization; or
- (j) a partnership;

“post-baseline fleet emissions” means the total emissions from all vessels in a fleet after the application of one or more control techniques, such as alternative control technologies, electrical power from the utility grid, and electrical power from sources that are not part of the utility’s electrical grid distributed generation during all berthing times in a calendar year or other specified time period;

“refrigerated cargo vessel”

- (a) means a self-propelled vessel constructed or adapted primarily to carry refrigerated cargo; and
- (b) includes a vessel in which the cargo may be stored in large refrigerated rooms within the vessel or vessels that carry refrigerated cargo containers exclusively;

“responsible official” means the individual with the authority to certify that all vessels in a fleet comply with applicable requirements of these Regulations;

“shore power” refers to electrical power being provided by either the local utility or by distributed generation;

“slow steaming clause (time)” means a clause under a time charterparty which empowers the charterer at his discretion to provide in writing to the master

instructions to reduce speed and instructions to adjust the ship's speed to meet a specified time of arrival at a particular destination;

“slow steaming clause (ultra)” means a clause agreed to in a charter party, entitling the charterer to give instructions in writing to the master to reduce the vessel's service speed even lower than service speeds under a slow steaming clause time charter party or slow steaming clause voyage charter party;

“slow steaming clause (voyage)” means a clause under a voyage charter party, empowering the shipowner at his discretion, to provide in writing to the master, instructions to reduce speed or RPM provided that the ship's speed on the basis of good weather conditions does not fall below a stipulated number of knots;

“steamship” means a self-propelled vessel in which the primary propulsion and electrical power are provided by steam boilers;

“synchronous power transfer” means the synchronized switchover in vessel-based power to shore-based power without a loss in power during such transfer;

“terminal” means a facility consisting of wharves, piers, docks and other berthing locations and adjacent storage, which are used primarily for loading and unloading of passengers, cargo or material from vessels or for the temporary storage of cargo or material on-site;

“terminal operator” means a person who leases terminal property from a port for the purpose of loading and unloading of passengers, cargo or material from vessels or for the temporary storage of cargo or material onsite;

“utility” has the meaning assigned to it by the *Utility Regulation Act*, Cap. 282;

“visit” means the time period that begins when an ocean-going vessel initially ties to a berth (the beginning of the visit) and ends when it casts off the lines (the end of the visit) at-berth in a port.

- (2) For purposes of calculating the baseline fleet emissions, the auxiliary engines on the vessels in the fleet shall be assumed to use marine gas oil or marine diesel oil while at-berth.
- (3) An emergency event ends when an independent systems supplier or Barbados Light and Power Company Limited cancels the emergency or the utility notifies the Port CEO that reduction in the use of grid-based electrical power is no longer necessary and the Port CEO may notify the terminal of that fact.
- (4) For the purposes of these Regulations,
- (a) direct control does not include the master of the vessel or any other member of the crew of the vessel unless the member is also the owner of a vessel;
 - (b) a person shall be deemed to have separate fleets for each port visited and each fleet is composed of one type of vessel if a person owns or operates vessels that visit both the Port of Bridgetown and another port operated under the authority and management of Barbados Port Inc.
- (5) For the purposes of determining the number of visits by a fleet, separate and sequential visits shall collectively be deemed a single visit when a vessel ties to two or more berths at the same port and the time interval between leaving one berth and tying to another berth in the same port is less than 2 hours.

Application

- 3.(1) Subject to this regulation, these Regulations apply to any person who
- (a) owns, operates, charters, rents or leases any Barbados or foreign-flagged container vessel, passenger vessel, or refrigerated cargo vessel that visits a Barbados port; and
 - (b) owns or operates a port or terminal located at a port where container, passenger or refrigerated cargo vessels visit.
- (2) This regulation does not apply to voyages made by ocean going vessels if the voyages consist of continuous and expeditious navigation through Barbados

waters for the purpose of traversing such bodies of water without entering Barbados' internal waters or calling at a port, roadstead, or terminal facility.

- (3) Paragraph (2) does not apply to
- (a) the passage of an ocean-going vessel that engages in any of the prejudicial activities specified in subparagraph 2 of Article 19 of the UNCLOS 1982;
 - (b) a vessel that was otherwise scheduled or intended to enter Barbados' internal waters or call at a port, roadstead or terminal facility notwithstanding any stops mandated by a maritime law enforcement officer or stops due to *force majeure* or the rendering of assistance;
 - (c) an auxiliary engine onboard an ocean-going vessel owned or operated by the Government or by a foreign government when such vessels are operated on government non-commercial service such vessels shall act in a manner consistent, so far as is reasonable and practicable, with these Regulations;
 - (d) steamships while berthed at a Barbados port; and
 - (e) auxiliary engines while such engines are operating primarily on liquefied natural gas or compressed natural gas.
- (4) Except as expressly provided otherwise in these regulations, paragraph (2) does not apply to
- (a) a fleet composed solely of container or refrigerated cargo vessels that visits the same Barbados port fewer than 25 times in total in a calendar year; and
 - (b) a fleet composed of solely passenger vessels that visit the same Barbados port fewer than 7 times in total in a calendar year.

(5) For the purposes of this regulation, “continuous and expeditious navigation” includes stopping and anchoring only to the extent such stopping and anchoring

- (a) are required by the Barbados Police Service or the Coast Guard;
- (b) are rendered necessary by *force majeure* or distress; or
- (c) are made for the purpose of rendering assistance to persons, ships or aircraft in danger or distress.

PART II

COLD IRONING SCHEME AND REGISTER

Central Seaport Cold Ironing Scheme

4.(1) There shall be established and managed by the PAPEC Department a scheme to be known as the “Central Seaport Cold Ironing Scheme”.

(2) The Central Seaport Cold Ironing Scheme shall commence in phases in accordance with paragraph (3) and shall be published in the *Official Gazette*.

(3) The phases referred to in paragraph (2), shall be as follows:

- (a) phase one shall commence within 3 years after the commencement of these Regulations;
- (b) phase 2 shall commence within 5 years after the commencement of these Regulations;
- (c) phase 3 shall commence within 7 years after the commencement of these Regulations; and
- (d) phase 4 shall commence within 10 years after the commencement of these Regulations;

(4) The Central Seaport Cold Ironing Scheme shall be fully operational within 15 years after the commencement of these Regulations.

-
- (5) Notwithstanding paragraphs (3) and (4), the Minister may, upon a written request made by the Port CEO, grant
- (a) an extension on any commencement phase specified under paragraph (3); or
 - (b) an extension on the date at which the Scheme should be fully operational under paragraph (4).
- (6) The Central Seaport Cold Ironing Scheme phases shall take into account
- (a) the cold ironing requirements of these Regulations; and
 - (b) the IMO's Greenhouse Gas emissions reduction targets.
- (7) The Central Seaport Cold Ironing Scheme shall be administered by the Port CEO or any other port under the authority and management of Barbados Port Inc.

Cold Ironing Scheme Register

- 5.(1) The PAPEC Department shall maintain a register to be known as the "Cold Ironing Scheme Register" in respect of all participating vessels in the Central Seaport Cold Ironing Scheme.
- (2) The Cold Ironing Scheme Register may be kept in electronic or other appropriate format and shall be updated as necessary.
- (3) The PAPEC Department, in consultation with the Port CEO may determine such rewards, as appropriate, for vessels participating in the Central Seaport Cold Ironing Scheme.

Cold Ironing Schemes other than the Central Seaport Cold Ironing Scheme

6. A privately owned port in Barbados and any other place designated as a seaport by the Minister responsible for Shipping may develop its own cold ironing scheme separate and distinct from the Central Seaport Cold Ironing Scheme, appropriate to the type of vessels calling at such privately owned port or such other place designated as a port by the Minister responsible for Shipping.

List of Cold Ironing Options

7.(1) The PAPEC Department shall maintain a list to be known as the “Cold Ironing Options List”, which shall be the official list specifying the range of cold ironing options available at the Port of Bridgetown or any other port under the authority and management of the Barbados Port Inc.

(2) The Cold Ironing Options List referred to in paragraph (1) shall be published in the *Official Gazette*.

PART III**COLD IRONING SERVICE NOTIFICATION VIA BARBADOS MARITIME
SINGLE WINDOW****Arriving ships**

8.(1) A ship arriving at a port in Barbados that is registered in the Central Seaport Cold Ironing Scheme, shall notify the PAPEC Department through the Barbados Maritime Single Window 24 hours in advance if the ship is arriving from outside the Caribbean Trading Area, and 12 hours in advance of arrival if the ship is arriving from within the Caribbean Trading Area.

(2) A ship arriving at a port in Barbados that is not registered in the Central Seaport Cold Ironing Scheme but that intends to connect to shoreside maritime power, that is to say, cold ironing, should notify the PAPEC Department through the Barbados Maritime Single Window 48 hours in advance if the ship is arriving from outside the Caribbean Trading Area, and 24 hours in advance of arrival if the ship is arriving from within the Caribbean Trading Area.

Form of submission

9. A shipowner, master or agent intending to connect to shoreside maritime power at-berth shall submit to the Port CEO through the Barbados

Maritime Single Window the information specified in the Cold Ironing Notification Form set out in the *First Schedule*.

Fees for cold ironing services

10.(1) The fees for cold ironing services shall be determined by the Port CEO, after consultation with the PAPEC Department, where such services are provided by

- (a) the Port of Bridgetown;
- (b) any other port under the authority and management of Barbados Port Inc; or
- (c) a place designated by the Minister responsible for Shipping as a seaport.

(2) The Port CEO when setting fees referred to in paragraph (1) shall have regard to the goal of reducing shipsource emissions and promoting energy efficiency at the ship to port interface; and shall ensure that such fees are not so prohibitively high as to undermine that goal or otherwise discourage ships from using the service.

(3) The fees for cold ironing services provided by a privately owned seaport in Barbados shall be determined by the management of that seaport.

Slow steaming clause (time)

11.(1) Ships arriving at Barbados, in respect of which slow steaming clauses for time charterparties are in force, shall provide a certified copy of the slow steaming instructions from the charterer to the master, instructing the master to adjust the speed to meet a specified time of arrival at a port in Barbados.

(2) The slow steaming instructions for the time charter party shall be signed by the charterer.

(3) The Port CEO shall ensure that proper scheduling arrangements are put in place to ensure that ships chartered to Barbados on reduced speed in accordance

with a slow steaming clause in their contractual agreements as specified in paragraph (1), and ships not on reduced-speed, are both allotted the specified hours per visit to berth, as outlined in these Regulations, with a view to always reducing congestion at-berth.

Slow steaming clause (ultra)

12.(1) Ships arriving in Barbados, in respect of which ultra slow steaming clauses are in force, shall provide a certified copy of the ultra slow steaming instructions from the charterer to the master instructing the master to reduce vessel speed even lower than the reduced speeds under an ordinary slow steaming clause.

(2) The ultra-slow steaming instructions shall

- (a) be signed by the charterer; and
- (b) specify whether during the voyage, the ship's engines were operating above or below the cut-out point of the vessel's engines or auxiliary blowers.

(3) The ultra-slow steaming instructions referred to in paragraph (2) shall be provided by the master to the port.

(4) The Port CEO shall ensure that proper scheduling arrangements are put in place to ensure that ships chartered to Barbados on reduced-speed, in accordance with a slow steaming clause in their contractual agreements as specified in paragraph (1), and ships not on reduced-speed, are both allotted the specified hours per visit to berth, as outlined in these Regulations, with a view to always reducing congestion at-berth.

Slow steaming clause (voyage)

13.(1) Ships arriving at Barbados, in respect of which slow steaming clauses for voyage charterparties are in force shall provide a certified copy of the slow steaming instructions from the shipowner to the master, instructing the master to

adjust the speed or RPM (main engine Revolutions per minute) to meet a specified time of arrival at a port in Barbados.

(2) The slow steaming instructions referred to in paragraph (1) for the voyage charter party shall be signed by the shipowner.

(3) The Port CEO shall ensure that proper scheduling arrangements are put in place to ensure that ships chartered to Barbados on reduced-speed, in accordance with a slow steaming clause in their contractual agreements as specified in paragraph (1), and ships not on reduced-speed, are both allotted the specified hours per visit to berth, as outlined in these regulations, with a view to always reducing congestion at-berth.

Virtual arrival clause

14.(1) Ships arriving in Barbados, in respect of which Virtual Arrival Clauses are in force, shall provide the agreed date and time regarding the sailing speed and arrival time, as agreed between the shipowner and charterer, for arrival at a port in Barbados.

(2) A ship for which a virtual arrival clause is in force, shall be deemed to have virtually arrived in Barbados, in accordance with the *Facilitation of International Maritime Traffic Act, 2024* (Act 2024-2), at the time agreed under the virtual arrival contractual arrangements between the shipowner and charterer, and shall be issued a provisional clearance, in accordance with that Act.

(3) The Port CEO shall ensure that proper scheduling arrangements are put in place to ensure that ships operating under virtual arrival contractual arrangements, and ships not operating under virtual arrival contractual arrangements, are both allotted the specified hours per visit to berth, as outlined in these Regulations, with a view to always reducing congestion at-berth.

General requirements of the Port CEO

15. The Port CEO shall generally ensure that proper measures are in place for ships operating under the contractual arrangements specified at regulations 11 to 14, and shall in making such arrangements cater for delays that may occur,

which may impact berthing arrangements for all vessels using cold ironing services.

PART IV

VESSEL IN-USE OPERATIONAL REQUIREMENTS

Vessel onboard energy reduction plan

16.(1) The PAPEC Department shall develop a plan to be known as the Vessel Onboard Energy Reduction Plan.

- (2) The Plan referred to in paragraph (1) shall apply to all vessels calling at
- (a) the Port of Bridgetown;
 - (b) any other port under the authority and management of the Barbados Port Inc.; and
 - (c) any place designated by the Minister responsible for Shipping as a seaport,

whether or not such vessels are registered in the Cold Ironing Scheme Register.

(3) Privately owned seaports shall have a Vessel Onboard Energy Reduction Plan in respect of vessels calling at its port.

(4) The Plan referred to in subsection (1) shall take effect from the commencement date of the Central Seaport Cold Ironing Scheme.

Reduced on-board power generation option

17.(1) Subject to paragraph (2), with effect from the commencement of the Plan referred to in regulation 16(1), a fleet visiting a Barbados port shall meet the onboard auxiliary diesel engine operational time limits set out in regulation 19 for at least 50 percent of the fleet's visits to the port, annually.

(2) Whilst docked at-berth, the onboard auxiliary diesel engine power generation of the fleet referred to in paragraph (1) shall be reduced by at least 50 percent from the fleet's baseline power generation.

Further reduced on-board power generation option

18. With effect from a date specified in the Vessel Onboard Energy Reduction Plan and published in the *Official Gazette* by the Port CEO, a fleet visiting a Barbados port shall meet the onboard auxiliary diesel engine operational time limits set out in regulation 19:

- (a) whilst docked at-berth the onboard auxiliary diesel engine power generation of the fleet referred to in paragraph (1) shall be reduced by at least 60 percent of the fleet's baseline power generation for at least 60 percent of the fleet's visits to the port;
- (b) whilst docked at-berth the onboard auxiliary diesel engine power generation of the fleet referred to in paragraph (1) shall be reduced by at least 70 percent of the fleet's baseline power generation for at least 70 percent of the fleet's visits to the port; and
- (c) whilst docked at-berth the onboard auxiliary diesel engine power generation of the fleet referred to in paragraph (1) shall be reduced by at least 80 percent or more, where feasible, from the fleet's baseline power generation for at least 80 percent of the fleet's visits to the port.

Limits on hours of operation

19. Unless exempt under regulation 20, auxiliary diesel engines onboard vessels shall meet the following operational limits while at-berth for the specified percentage of visits by the fleet:

- (a) where the visiting vessel uses a synchronous power transfer process to change from vessel-based power to shore-based power, for a total of 3 hours per visit to a berth; or

- (b) where the visiting vessel does not use a synchronous power transfer process to change from vessel-based power to shore-based power, for a total of 5 hour per visit to a berth.

Exemptions to limits on hours of operation

20.(1) In an emergency event, the following apply to exemptions to limits on hours of operation:

- (a) if the master of the vessel determines that an emergency event has occurred during the vessel's visit to a Barbados port, the master of the vessel may operate the vessel's auxiliary engines during the emergency event;
 - (b) the master shall not operate the vessel's auxiliary engines for more than one hour beyond the time when the master
 - (i) receives notification from the Port CEO that the emergency event is over; or
 - (ii) determines that the emergency event is over.
- (2) Notwithstanding paragraph (1)(b), the master may continue to operate the auxiliary engines for no more than 5 hours where the master
- (a) receives notification that the emergency event is over; or
 - (b) determines that the emergency event is over,
- and the vessel is scheduled to leave port within 5 hours.

Delays caused by vessel inspections

21. The port CEO may extend the period of 3 hours or 5 hours, as the case may be, referred to in regulation 19 if the following criteria have been met:

- (a) the initial inspection and clearance of the vessel by Customs, Immigration and Port Health exceeds one hour, the time extension shall be granted commensurate with the excess time necessary for inspection;

- (b) Port State control inspections conducted in respect of the vessel by designated port state control officers, to verify compliance with IMO maritime safety, security and marine environmental protection standards and ILO maritime labour safety standards, exceeds one hour;
- (c) the vessel has been delayed by the Coast Guard for maritime security reasons; or
- (d) after the auxiliary engines have been put back into service pending departure from berth, the scheduled departure of the vessel has been delayed by Customs, Immigration or Port Health, designated Port State Control Officers or the Coast Guard.

Adjustments for visits meeting exemption criteria

22. The following adjustments can be made to visits meeting the exemption criteria where the vessel is capable of using shore power:

- (a) visits exceeding the operational time limits in regulation 19 that meet the exemption criteria in regulation 20 shall be counted towards compliance with the minimum-visit requirements of regulation 19; or
- (b) the onboard auxiliary diesel engine power generation associated with each visit meeting the exemption criteria in regulation 20 shall be excluded from the fleet's power reduction calculations.

Vessels may purchase shore power

23.(1) Subject to paragraphs (2) and (3), all vessels shall participate in the Central Seaport Cold Ironing Scheme.

(2) A vessel which is equipped to receive shore power may be required by the PAPEC Department to cold iron while in Barbados' waters in the interest of reducing ship-source emissions;

(3) A vessel which is incapable of utilizing one or more of the cold ironing options provided by the port shall not be required to cold iron but may be required

to choose another vessel-appropriate emissions control strategy while in Barbados waters.

Prohibition on sale, supply, offer to supply, or purchase of electrical power

24.(1) No person shall sell, supply, offer to supply, or purchase electrical power for use on a vessel during a visit instead of using the on-board auxiliary diesel engines, unless such electrical power is either supplied by the local utility or is otherwise generated by equipment that meets the following emission standards:

- (a) NO_x emissions no greater than 0.03 grams per kilowatt-hour;
- (b) particulate matter emissions equivalent to the combustion of natural gas with a fuel sulphur content of no more than one grain per 100 standard cubic feet;
- (c) carbon dioxide emissions shall be no greater than 500 grams per kilowatt-hour; and
- (d) ammonia emissions no greater than 5 parts per million on a dry volume basis (ppmdv), if selective catalytic reduction is used.

(2) Notwithstanding regulations 17 and 18 but subject to paragraph (3)(a) and (b), any ocean-going vessel equipped to receive shore power that visits a terminal with a berth equipped to provide compatible shore power shall utilize the shore power during every visit to that berth, unless the berth is already occupied with a vessel receiving shore power.

(3) Paragraph (2) does not apply where

- (a) the master of the vessel determines that an emergency event is in effect and the use of shore power during the emergency event would endanger the vessel's safety; or
- (b) the equipment on the vessel that allows the use of electricity from terminals fails to function and the master of the vessel has made the

necessary effort to repair the equipment, in accordance with these Regulations.

- (4) When the master of the ship is notified by the Port CEO that the emergency has ceased, the master shall forthwith resume use of shore power.

Vessels not participating in the Seaport Cold Ironing Scheme

25. Vessels that

- (a) opt not to participate in the Central Seaport Cold Ironing Scheme, but which are equipped to receive shore power, may be required by the PAPEC Department to cold iron while in Barbados' waters, in the interest of reducing ship-source emissions; and
- (b) opt not to participate in the Central Seaport Cold Ironing Scheme for reasons of lack of the vessel's capability to utilize one or more of the cold ironing options provided by the port, shall not be required to cold iron, but may be required to choose another vessel-appropriate emissions control strategy while in Barbados waters.

PART V

EQUIVALENT EMISSIONS REDUCTION OPTIONS

General

- 26.** The purpose of this Part is to provide any person the option of complying with this Part instead of Part IV.

Requirements

- 27.(1)** For fleets using one control technique or more, including electrical power from the utility grid, electrical power from sources that are not part of the utility's electrical grid (distributed generation) or alternative control technologies

to reduce the emissions of the fleet, the owner or operator of the fleet shall comply with the following:

- (a) for the calendar years specified in a merchant shipping notice pursuant to regulation 29(3) developed or adopted by the PAPEC Department and approved by the Port CEO and in force for the purposes of this Part, the NO_x and particulate matter emissions from the fleet's auxiliary engines when the vessels in the fleet are docked at-berth shall be reduced by 20 to 30 percent from the baseline fleet emissions;
- (b) for the calendar years succeeding the years specified in a merchant shipping notice in relation to subparagraph (a) pursuant to regulation 29(3), the NO_x and particulate matter emissions from the fleet's auxiliary engines when the vessels in the fleet are docked at-berth shall be reduced by 30 to 50 percent from the baseline fleet emissions;
- (c) for the calendar years succeeding the years specified in a merchant shipping notice in relation to subparagraph (b) pursuant to regulation 29(3), the NO_x and particulate matter emissions from the fleet's auxiliary engines when the vessels in the fleet are docked at-berth shall be reduced by 50 to 70 percent from the baseline fleet emissions;
- (d) for the calendar years succeeding the years specified in a merchant shipping notice in relation to subparagraph (c) pursuant to regulation 29(3), the NO_x and particulate matter emissions from the fleet's auxiliary engines when the vessels in the fleet are docked at-berth shall be reduced by 70 to 80 percent from the baseline fleet emissions;
- (e) for the calendar years succeeding the years specified in a merchant shipping notice in relation to subparagraph (d) pursuant to regulation 29(3), the NO_x and particulate matter emissions from the fleet's auxiliary engines when the vessels in the fleet are docked at-berth shall be reduced by 80 to 90 percent from the baseline fleet emissions; and
- (f) for the calendar years succeeding the years specified in a merchant shipping notice in relation to subparagraph (e) pursuant to regulation

29(3), the NO_x and particulate matter emissions from the fleet's auxiliary engines when the vessels in the fleet are docked at-berth shall be reduced by 95 percent from the baseline fleet emissions.

(2) Compliance with paragraphs (1)(c), (d) and (e) shall be determined annually by the PAPEC Department.

Vessels using grid-based shore power as a control technique

28. Where a vessel is equipped to receive shore power provided by the utility grid but is unable to do so while at-berth due to an emergency event, the onboard diesel auxiliary engine emissions from such visits shall be excluded from the fleet's emissions reduction calculations, in accordance with Part VI.

Applying early or excess emissions reduction

29.(1) For the purposes of regulation 27, early or excess emissions reductions that are approved by the PAPEC Department pursuant to that regulation may be used towards compliance with requirements in subparagraphs (a) and (b) as follows:

- (a) reductions achieved within a period denoted as PERIOD A may be used towards complying with regulation 27(1)(a), (b) and (c);
- (b) reductions achieved within a period denoted as PERIOD B may be used towards complying with regulation 27(1)(a), (b), (c), (d) or (e);
- (c) reductions at a rate of 80 percent or over, achieved within a period denoted as PERIOD C may be used towards complying with regulation 27(1)(f); and
- (d) reductions continuously achieved between a period denoted as PERIOD D, may be used towards complying with overall emission reductions in
 - (i) these regulations;
 - (ii) MARPOL, Annex VI, as amended; or

- (iii) other instruments adopted by the IMO in relation to its Strategy on Reduction of GHG Emissions from Ships.
- (2) Early or excess emission reductions may be used towards complying with paragraph 27(1)(c) or (e).
- (3) The periods referred to in paragraphs (1)(a) to (c) shall be specified in a merchant shipping notice.

Prohibition on sale

- 30.(1)** No person shall sell, offer for sale, supply, or purchase electrical power for use on a vessel during a visit instead of using the on-board auxiliary diesel engines, unless such electrical power is either supplied by the local utility or is otherwise generated by equipment that meets the following emission standards:
- (a) from the commencement of the Central Seaport Cold Ironing Scheme, the NO_x emissions shall be no greater than 0.2 grams per kilowatt-hour at any time;
 - (b) particulate matter emissions shall be no greater than the particulate matter emissions from combustion of natural gas with a fuel sulphur content of no more than one grain per 100 standard cubic feet;
 - (c) CO₂ emissions shall be no greater than 500 grams per kilowatt-hour; and
 - (d) ammonia emissions shall be no greater than 5 parts per million on a dry volume basis if selective catalytic reduction is used.
- (2) Alternative control technologies using selective catalytic reduction to comply with regulation 27 shall have ammonia emissions no greater than 5 parts per million on a dry volume basis.

Limitations on changing compliance options

31.(1) Fleets shall not change compliance options unless the following are satisfied:

- (a) adequate emission reductions were achieved by the fleet prior to switching compliance options such that the requirements of regulation 27(1)(a) or (b), as the case may require, is satisfied; and
- (b) the responsible official of the fleet has submitted to the PAPEC Department an application for the compliance option change that contains the following information:
 - (i) a statement that the requirements of regulation 27(1)(a) or (b), as the case may require, is satisfied at the time of the application; and
 - (ii) an updated vessel plan demonstrating compliance with regulation 27(1).

PART VI**CALCULATIONS FOR REDUCED ONBOARD POWER GENERATION
AND EQUIVALENT EMISSIONS REDUCTION****Interpretation**

32. In this Part,

“auxiliary engine operating time” means the actual time that engines operated for each visit falling within the applicable period specified in regulation 19;

“average berthing time” means the time determined for each vessel is determined for the applicable period specified in regulation 19;

“berthing time” means the actual berthing time for each visit falling within the applicable periods specified in regulation 19;

“control factor” means the applicable control factor specified in regulation 46;

“emission rate” means the emission rate for each auxiliary engine as determined pursuant to regulation 45;

“power requirements” means the electrical power requirement for the vessel making each visit as determined pursuant to regulation 35;

“visits” means the total number of visits by the vessel during the applicable period specified in regulation 27 or 29, as the case requires.

Reduced onboard power generation

33.(1) The percent reduction of onboard electrical generation from auxiliary diesel engines while vessels are docked at-berth shall be calculated as follows:

Percent Reduction = [Baseline fleet power generation (BFPG) – Power provided by fleet’s auxiliary engines] / (BFPG).

(2) For the purposes of paragraph (1), the baseline fleet power generation and the power provided by the fleet’s auxiliary engines are calculated using the following formula:

Baseline Fleet Power Generation (BFPG) = Σ (berthing time x power requirement)

(3) In this regulation, “ Σ ” means the summation of all visits made by the fleet in the applicable period specified in regulation 19.

Power provided by fleet’s auxiliary engines

34.(1) The power provided by the fleet’s auxiliary engines is calculated using the following formula:

Power provided by the auxiliary engine = Σ (Auxiliary engine operating time x fleet’s auxiliary engines power requirement)

(2) In this regulation, “ Σ ” means the summation of all visits made by the fleet in the applicable period specified in regulation 21.

Power requirements

35.(1) The values set out in the *Second Schedule* may be used as default values for power requirements specified in this Part.

(2) Notwithstanding the default values set out in the *Second Schedule*, the fleet operator may, with adequate supporting documentation, use the actual power usage, on a monthly basis, rounded to the nearest whole kWh.

(3) The onboard auxiliary diesel engine power generation associated with each visit that meets the exemption criteria in regulation 20 shall be excluded from the calculation for the fleet's baseline power generation and the calculation for the power provided by the fleet's auxiliary engines.

Equivalent emissions reduction option

36.(1) For the purposes of Part V, the percent emission reduction shall be calculated as follows:

$$\text{Percent reduction} = (\text{BFE} - \text{PBFE} - \text{FEC}) / \text{BFE}$$

(2) For the purposes of paragraph (1), the baseline fleet emissions, post-baseline fleet emissions, and fleet emission credits are calculated as follows:

(a) Baseline Fleet Emissions (BFE)

$$\text{Baseline Fleet Emissions} = \Sigma (\text{emission rate} \times \text{average berthing time} \times \text{power requirement} \times \text{visits})$$

(3) In this regulation, “ Σ ” means the summation over the entire fleet subject to the emission reduction option.

Post-baseline fleet emissions

37.(1) The post-baseline fleet emissions of NO_x and particulate matter shall be calculated using the following formula:

$$\text{Post-baseline fleet emissions} = \Sigma (\text{emission rate} \times \text{average berthing time} \times \text{power requirement} \times \text{visits} \times \text{control factor})$$

(2) In this regulation, “ Σ ” means the summation over the entire fleet subject to the emission reduction option.

Adjustments to baseline fleet emissions and post-baseline fleet emissions

38. Calculations for vessels choosing to use grid-based shore power emissions from a vessel capable of using shore power during a visit that can be classified as an emergency event shall be excluded from regulations 36 and 37.

Fleet emissions credits

39.(1) Fleets that achieve reductions of NO_x and particulate matter emissions earlier than a period,

- (a) denoted PERIOD A or B as specified in a merchant shipping notice issued pursuant to regulation 29; or
- (b) in excess of the requirements of regulation 27 (1) (a) or (b),

may apply to the PAPEC Department for fleet emission credits that can be used towards compliance with those requirements in regulation 27(1)(a), (b) or (d).

(2) Fleet emissions credit

- (a) may be used by a fleet achieving the early or excess emission reductions;
- (b) may be used at the port where the early or excess emission reductions occurred; and
- (c) may not be used at any other emissions programme administered by the Ministry responsible for Shipping, Energy or Environment.

Eligible emissions reduction

40. Eligible emissions reduction are the following:

- (a) emission reductions achieved prior to the date specified pursuant to regulation 27(1);

- (b) emission reductions in excess of the amount required by regulation 27(1)(b), achieved during the periods denoted as PERIOD A or B;
- (c) emissions reductions in excess of the amount required by regulation 27(1)(d), achieved during the periods denoted as PERIOD B or C;
- (d) emissions reductions in excess of those specified by the IMO after 31st December, 2030.

Ineligible emissions reductions

41. Except where expressly agreed in writing, emissions reductions which are a result of a project that has received incentive funds through a contract or other binding agreement from the Ministry responsible for Energy or Environment are not eligible for emission reductions.

Applying for fleet emission credits

42.(1) Applicants for fleet emission credits shall demonstrate that the emission reductions are quantifiable and occurred earlier than periods specified in a merchant shipping notice issued pursuant to regulation 29 or were in excess of the requirements of regulation 29(1)(a) or (b), as the case requires.

(2) Applications made pursuant to paragraph (1) shall be submitted to the PAPEC Department in the form specified in the *Third Schedule* in respect of the following periods:

- (a) applications for fleet emission credits reductions achieved prior to 1st January each year shall be submitted by 1st March;
- (b) applications for fleet emission credits reductions in excess of those required for regulation 29(1)(a) shall be submitted as part of the fleet's annual statement of compliance by 1st March in accordance with Part VII; and
- (c) applications for fleet emission credits reductions in excess of those required by regulation 29(1)(b) shall be submitted as part of the fleet's

annual statement of compliance by 1st March in accordance with Part VII.

Approval of fleet emission credits

- 43.**(1) Within 30 days of receipt of an application, the PAPEC Department shall inform the applicant in writing whether the application is complete.
- (2) If the application referred to in paragraph (1) is not complete, the PAPEC Department shall identify the specific information required to complete the application and return it to the applicant.
- (3) Within 60 days of the application being rectified, the PAPEC Department shall approve or deny the fleet emission credit.
- (4) Upon approval of the fleet emission credit, the PAPEC Department shall issue a certificate of fleet emission credit to the applicant.
- (5) The Certificate shall identify
- (a) the recipient;
 - (b) the quantity of the fleet emission credit of each pollutant in tons per year;
 - (c) the port at which the reduction was created; and
 - (d) any other data deemed relevant by the PAPEC Department.

Using fleet emission credits

- 44.**(1) Fleet emission credits may be applied to the percent emission reduction calculations used by the fleet to demonstrate compliance with the requirements of regulation 27(1)(a), (b) and (c).
- (2) The fleet shall surrender the Certificate of Fleet Emission Credit as part of the applicable annual compliance statement.
- (3) Where the entire fleet emission credit is used, the PAPEC Department shall retain the certificate.

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- (4) Where only part of the fleet emission credit is used, the PAPEC Department shall retain the old certificate and issue a new certificate identifying the remaining portion of the fleet emission credit.
- (5) The PAPEC Department shall monitor the accumulation and use of the fleet emission credit.
- (6) Fleet emission credit may not be used for the purposes of compliance with regulation 27(1)(c) or (e);
- (7) Fleets that switch compliance options from the reduced onboard power generation option to the equivalent emissions reduction option may not accumulate or use fleet emission credit.

Emission rates

45. A person complying with the requirements of Part V may choose any of the following emissions rates for use in the calculations specified in regulations 34, 35 and 36:

- (a) results from emission measurements for similar auxiliary diesel engines that are used to satisfy a marine engine standard, including ISO Standards for marine engines and propulsion systems, and the Convention;
- (b) emission measurements approved by the PAPEC Department and using the test methods specified in regulation 46; or
- (c) in lieu of test data measured pursuant to subparagraph (a) or (b), the following emission rates may be used as default values:
 - (i) 13.9 g/kWh for NO_x;
 - (ii) 0.38 g/kWh for particulate matter if 0.11 to 0.5 percent sulphur marine gas oil or marine diesel oil is used as a fuel; and
 - (iii) 0.25 g/kWh for particulate matter if 0.10 or less sulphur content marine gas oil or marine diesel oil is used as a fuel.

Control factors

46.(1) The emissions from a vessel using grid power instead of its auxillary engines while at-berth are presumed to be reduced by 90 percent.

(2) No control efficiencies for alternative control technologies shall be used to comply with the requirements of this provision unless the control efficiencies are calculated or measured in accordance with this regulation.

(3) The control efficiencies referred to in paragraph (2) shall be based on an emission based test protocol that is approved by the PAPEC Department prior to conducting the emission measurements.

(4) The results of the emission measurements conducted pursuant to paragraph (3) shall be approved by the PAPEC Department.

(5) Emission measurements shall be conducted using the following test methods:

(a) NO_x and CO₂ shall be measured using test methods approved by the Administration, after consultation with the Environmental Protection Department and other relevant entities;

(b) diesel particulate matter shall be measured using ISO 8178 test procedures: ISO 8178-1: 1996(E) ("ISO 8178 Part 1"); ISO 8178-2:1996(E) ("ISO 8178 Part 2"); and ISO 8178-4: 1996(E) ("ISO 8178 Part 4");

(c) ammonia slip shall be measured using an air quality management source test procedure ST-1B and an ammonia integrated test method approved by the Administration and other relevant entities; and

(d) the sulphur content of fuels shall be determined pursuant to international standard ISO 8754.

(6) Alternative tests methods to those set out in paragraphs (2) to (5) may be used upon written approval from the PAPEC Department.

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- (7) Results obtained from emission measurements for a verified emission control strategy, verified in accordance with the Act may be used in conjunction with engine emission information.
- (8) The PAPEC Department may request periodic emission testing or other types of monitoring to verify the proper operation of alternative control technologies or distributed generation equipment, or to verify the emission rate of an auxiliary engine.
- (9) Emission control technologies shall be tested at a standard no lower than the following:
- (a) shore-based systems shall be tested annually to demonstrate the overall percentage of emission reduction being achieved;
 - (b) catalyst based air pollution control systems installed on vessels shall be tested after every 1 000 hours of operation to determine the overall percentage of emissions reduction being achieved; and
 - (c) if SCR is used as a control technology, the emissions of ammonia shall also be measured at the same time the NO_x emissions are being measured.
- (10) The results of the test referred to in paragraph (9) shall be reported to the PAPEC Department within 30 days of the completion of the test.
- (11) The PAPEC Department may modify testing frequency as the PAPEC Department deems appropriate.

Terminal plan requirements

- 47.(1) The operator of a terminal that receives more than 50 vessel visits annually shall submit for
- (a) the PAPEC Department's review and directions as necessary; and
 - (b) the Port CEO's final approval,

a plan that specifies how the terminal will accommodate the vessels that are projected to visit the terminal which are subject to Part IV and Part V; and the plan shall also make provision for the requirements of Part IV up to the year specified in the Vessel Onboard Energy Reduction Plan.

(2) The terminal operator shall submit the initial plan and subsequent updates as specified by the PAPEC Department.

Approval of plans

48.(1) The PAPEC Department shall, within 30 days of receipt of a plan, inform the terminal operator in writing whether the plan is complete and if the plan is not complete, the PAPEC Department shall identify the specific information required to complete the plan and return it to the operator.

(2) Within 60 days of the application being rectified, the Port CEO shall approve or disapprove the plan having made a determination with regard to the requirements of regulations 49 or 50, as the case may be.

Plan requirements for reduced onboard power generation option

49.(1) The plan referred to in regulation 47 shall include

- (a) details of any necessary infrastructure modifications needed for affected fleets to satisfy the requirements of Part IV by the specified compliance dates in that Part; and
- (b) the time required for implementing the modifications.

(2) The details shall include

- (a) assessment of vessel activity and projected power demands, including
 - (i) the number of vessels and visits to the terminal; and
 - (ii) the projected amount of electric power needed from the utility grid on an annual basis and the maximum power capacity;
- (b) a statement of available power at the terminal;

- (c) a statement of major infrastructure improvements to the terminal that would be needed to provide projected power loads at the berth, including identification of existing berths to be modified or new berths to be constructed;
- (d) a statement of improvements to port infrastructure that would be needed to provide projected power loads;
- (e) a statement of utility infrastructure improvements, if any, outside the port boundary that would be needed to provide projected power loads; and
- (f) a list of each activity needed to implement subparagraphs (c), (d) and (e).

Plan requirements for equivalent emissions reduction option

50.(1) The plan referred to in regulation 47 shall include a description of the control techniques that will be used to reduce at-berth vessel emissions needed for affected fleets to satisfy the requirements of Part IV by the dates specified in that Part.

- (2) The techniques shall include
 - (a) electrical power from the utility grid (grid-based shore power),
 - (b) electrical power from sources that are not part of a utility's electrical grid (distributed generation); and
 - (c) alternative control technologies.
- (3) The plan for berths where there is grid-based shore power shall contain the information specified in regulation 49.
- (4) The plan for berths where there is distributed generation shall contain the following information:
 - (a) identification and description of distributed generation equipment, including estimated electrical output and fuel input;

- (b) the berth where equipment is to be used;
 - (c) the number of ships and corresponding visits to berth;
 - (d) the projected amount of electric power that will be needed at the berth from the distributed generation;
 - (e) a programme for deploying distributed generation equipment; and
 - (f) the estimated reductions in NO_x and particulate matter emissions from vessels using the distributed generated equipment, including documentation supporting anticipated reductions.
- (5) The plan for berths where there are alternative controls shall contain the following information:
- (a) the identification and description of equipment, including whether it will be located on the ship or on shore;
 - (b) the number of ships and corresponding visits using ship-side equipment;
 - (c) the number of ships and corresponding visits using shore-side equipment;
 - (d) the berth where shore-side equipment will be used;
 - (e) a programme for implementing equipment; and
 - (f) estimated reductions in NO_x and particulate matter emissions from vessels using the ship-side and shore-side equipment, including documentation supporting the anticipated reductions.

PART VII

REPORTING AND RECORD-KEEPING REQUIREMENTS

Reporting and record-keeping for Part IV

51.(1) The responsible official shall by 1st April each year, submit to the PAPEC Department a fleet plan for each Barbados port visited by a fleet, where the fleet is not exempt under Part IV.

(2) There shall be a vessel fleet plan for the vessels in the fleet that visit the port and are likely to be affected by the requirements specified in Part IV.

(3) The following information shall be included in the vessel fleet plan referred to in paragraph (1):

- (a) fleet information, including
 - (i) vessel category for the fleet (container, passenger or refrigerated cargo);
 - (ii) name of the port visited by the fleet;
 - (iii) name of terminals visited;
 - (iv) number of ships visiting the port annually; and
 - (v) the total number of ship visits to the port annually; and
- (b) information on the vessels in the fleet that will have their emissions reduced to comply with Part V.

(4) Vessel fleet plans shall include the following information:

- (a) the name, IMO and Lloyd's number for each vessel capable of connecting to shore power, the maximum power requirement of the vessel while at-berth and the total number of annual visits to the port; and

- (b) the number of vessels that will have the capabilities for using shore power, the maximum amount of power expected to be used by those vessels while at-berth and the total number of annual visits expected to be made by those vessels to the port.

Annual statement of compliance

52.(1) The annual statement of compliance shall be forwarded to the Director by the PAPEC Department on 1st March in respect of the preceding calendar year.

(2) The statement of compliance shall contain the following:

- (a) a statement signed by the Port CEO that the requirements specified in Part IV have been complied with for each Barbados port visited by a fleet, where the fleet is not exempt under that Part; and
- (b) information on visits and power requirements while at-berth for all vessels within the fleet that visited a Barbados port, including
 - (i) the current name of the vessel;
 - (ii) the IMO and Lloyd's number for the vessel;
 - (iii) vessel category for the fleet (container, passenger or refrigerated cargo);
 - (iv) the twenty-foot equivalent unit capacity of container vessels;
 - (v) the total visits of vessels by terminal;
 - (vi) the number of visits where the vessel complied with Part IV;
 - (vii) the number of visits where the visit for the vessel would fall within the exemptions specified in Part IV;
 - (viii) the average berthing time at the port; and
 - (ix) the average power requirement for the vessel while at-berth, in MWh.

(3) The information submitted pursuant to paragraph (2) shall be reported for the following periods annually:

- (a) 1st January to 31st March;
- (b) 1st April to 30th June;
- (c) 1st July to 30th September; and
- (d) 1st October to 31st December.

Record keeping

53.(1) The operator of a vessel shall record the following information in respect of each vessel in a log book which shall be kept at a central location:

- (a) the date and time of each visit to a port;
- (b) the name of the vessel and the port and terminal visited;
- (c) the power requirement while at-berth;
- (d) the time when the vessel initially tied up at the berth and when the vessel cast-off the tie lines;
- (e) when the auxiliary engines were shut down and subsequently restarted;
- (f) whether departure from the berth was delayed by Customs, Immigration, Port Health, a designated Port State control officer or the Coast Guard;
- (g) identification of the agency that caused the delay, reason for the delay and when the agency released the vessel;
- (h) if an emergency event occurred, a description and duration of that emergency event; and
- (i) for vessels subject to Part V, a statement of any on board equipment failure that prevented the use of shore power equipment, including the date when the equipment initially failed, identification of the

equipment that failed and the dates and description of each effort to repair the equipment.

(2) The owner or operator of a ship shall retain the records referred to in paragraph (1) for at least 5 years.

(3) The records referred to in paragraph (1) shall be forwarded to the Director within 30 days of a request from the Director.

Reporting and record keeping requirements for Part V

54.(1) The owner, operator, agent or manager of a fleet of vessels shall forward a vessel fleet plan to the PAPEC Department annually unless the department directs otherwise in writing for each Barbados port visited by a fleet, where the fleet is not exempt under these Regulations.

(2) The Plan shall state the vessels in the fleet that visit the port and ought to comply with Part V.

(3) The following information shall be included in the vessel fleet plan:

- (a) vessel category for the fleet (container, passenger or refrigerated cargo);
- (b) the name of the port visited by the fleet;
- (c) the name of the terminals visited;
- (d) the number of ships visiting the port annually;
- (e) the number of vessels that are expected to have their emissions reduced by each type of control technique to comply with the Equivalent Emissions Reduction Policy; and
- (f) information on the vessels in the fleet that will have their emissions reduced to comply with Part V.

(4) Vessel fleet plans referred to in paragraph (2) shall include the following information:

- (a) the name and IMO and Lloyd's number of each vessel that will have its emissions reduced to comply with Part V;
- (b) the type of control technique used, namely, electrical power from the utility grid, electrical power from sources that are not part of a utility's electrical grid (distributed generation) or alternative control technologies;
- (c) the maximum power requirement of the vessel while at-berth (if using power from the grid or distributed generation);
- (d) the total number of annual visits expected to be made by these vessels to the port; and
- (e) the number of vessels that are expected to have their emissions reduced by each type of control technique to comply with the Equivalent Emissions Reduction Policy.

(5) If the responsible official submits an update to the vessel fleet plan for a fleet switching from the reduced onboard power generation compliance option to the equivalent emissions reduction option pursuant to Part IV, the updated plan shall contain the same information as is required by Part VI.

Annual statement of compliance

55.(1) There shall be an annual statement of compliance in respect of Part V commencing with the calendar year in which the Equivalent Emissions Reduction Policy takes effect.

(2) The annual statement of compliance referred to in subsection (1) shall be forwarded by the PAPEC Department to the Director on or before 1st April in each year after the Equivalent Emissions Reduction Policy takes effect in respect of the preceding year.

- (3) The following matters shall be included in the statement of compliance:
- (a) a statement signed by the responsible official indicating that the NO_x and particulate matter emission reductions specified by Part V have been achieved for each Barbados port visited by a fleet, where the fleet is not exempt under these regulations; and
 - (b) the calculated NO_x and particulate matter baseline and post-baseline emissions for each fleet.
- (4) The emissions shall be calculated on an annual basis in accordance with Part IV.
- (5) The statement referred to in paragraph (1) shall include the following information for each vessel in the fleet:
- (a) the current name;
 - (b) the IMO and Lloyd's number;
 - (c) the vessel type (container, passenger, refrigerated cargo);
 - (d) the total visits by terminal;
 - (e) the average berthing time at the port;
 - (f) the average power requirement for the vessel while at-berth, in MWh;
 - (g) the TEU capacity (container vessels only);
 - (h) the type of control technique used (electrical power from the utility grid, distributed generation, or alternative control technologies);
 - (i) emissions of NO_x and particulate matter in pounds for the reporting period;
 - (j) the fleet emission credits that will be applied to the NO_x and particulate matter emission reduction calculations for the fleet and the certificate for the credits issued under Part VI;

- (k) a description of the control technique used, achievable emissions reductions and any other supporting documentation as may be requested.
- (6) For the purposes of this regulation, supporting documents, including the most recent source test submitted to the Port CEO may be used to support subsequent statements of compliance.

Record keeping: Part V

56.(1) A fleet operator shall, in respect of each calendar year of vessel, activity keep an annual summary of emissions that demonstrates compliance with the applicable emission reduction for the years specified in the Equivalent Emissions Reduction Policy.

- (2) The annual summary referred to in paragraph (1) shall include
 - (a) the fleet's baseline and post-baseline levels for NO_x and particulate matter emissions for each Barbados port; and
 - (b) each vessel's contribution to fleet's baseline and post-baseline NO_x and particulate matter emissions, including
 - (i) the name of each vessel;
 - (ii) the IMO and Lloyd's number for each vessel;
 - (iii) the fuel type and average sulphur content of fuel for each vessel;
 - (iv) the NO_x and particulate matter emissions for each vessel in pounds;
 - (v) the average berthing time for each vessel;
 - (vi) the average power requirements for each vessel while at-berth;
 - (vii) the total visits to each terminal at the Barbados port made by the vessel;

- (viii) the technology used to reduce emissions and associated control factor used; and
- (ix) any equipment failure aboard a vessel that prevented the vessel from using the emissions reduction technology.

Additional record keeping for fleets using grid-based shore power

57.(1) Where a vessel could not use shore power as a result of an emergency event, a description and duration of that emergency event shall be recorded by the owner, operator, agent or manager of the fleet and submitted to the PAPEC Department.

(2) Records made pursuant to regulation 59 shall be kept for at least 5 years and the information shall be supplied to the Port CEO and the Director within 30 days of a request from either the Port CEO or the Director, as the case may be.

Reporting requirements for ports and terminals

58.(1) All Barbados ports, including privately owned ports, shall provide wharfinger information to the PAPEC Department annually, beginning with the wharfinger information for the year following the commencement of the Central Seaport Cold Ironing Scheme.

(2) The wharfinger information shall be provided to the PAPEC Department no later than 1st April of the year succeeding the year in respect of which the information is due.

(3) In respect of each vessel visiting the port, the wharfinger information shall include at least

- (a) the name of the vessel;
- (b) the vessel type;
- (c) the company operating the vessel;
- (d) the IMO and Lloyd's number for each vessel;
- (e) the berth used by the vessel; and

-
- (f) the date and time the vessel was initially tied to the berth and subsequently released from the berth.
 - (4) The terminal operator shall keep the following records:
 - (a) electricity usage for shore power;
 - (b) monthly utility billing statements that separately identify electricity supplied for shore power;
 - (c) episodes of electrical service interruption by local utility companies, as confirmed and documented by the companies;
 - (d) for distributed generation, monthly records that contain the following
 - (i) names of the vessel serviced;
 - (ii) location of vessel serviced by berth;
 - (iii) date and time of use; and
 - (iv) power in megawatts, supplied to the vessel;
 - (e) the date, time and description of equipment failure located at the terminal that affected the ability of vessels to turn off their auxiliary engines or use alternative control technologies to reduce emissions; and
 - (f) the record of each vessel that did not operate her auxiliary engines while the vessel was docked at-berth, including
 - (i) the name of the vessel; and
 - (ii) the date and time the vessel was initially tied to the terminal.
 - (5) The terminal operator shall submit records referred to in paragraph (4) to
 - (a) the PAPEC Department; and
 - (b) the Port CEO and Director, within 30 days after a request for the records is made to the terminal operator by the Port CEO or the Director, as the case may be.

(6) Records made pursuant to paragraph (4)(e) shall be kept for 5 years.

Electronic submission of information

59.(1) The Port CEO or the Director may, upon request, authorize the electronic submission of records and other information required to be submitted to him under this regulation.

(2) An electronic submission referred to in paragraph (1) shall bear a digital signature that complies with the *Electronic Transactions Act*, Cap. 308B.

(3) Notwithstanding paragraph (1), the Port CEO or the Director may request a hard copy of any record or information referred to in that paragraph.

PART VIII

MISCELLANEOUS

Contraventions

60.(1) Any person who fails to comply with any provision, prohibition, limit, standard or requirement of these Regulations including limits applicable to emissions for supply of shore power and hours of engine operation limits contravenes these Regulations.

(2) For the purposes of Part VI, contraventions thereof shall be determined as follows:

- (a) if the fleet fails to achieve the baseline power reduction requirement as specified in regulations 33, 34 and 35, the number of violations shall be determined using the formula in regulation 61(2);
- (b) if the fleet fails to achieve the applicable percentage of visits satisfying Part IV as specified in regulation 17 or 18, the number of violations shall be determined using the formula in regulation 61(3);

- (c) if the fleet fails to achieve both the baseline power reduction and the applicable percentage of visits satisfying Part IV as specified in regulation 17 or 18, the number of violations shall be determined using the formula in regulation 61(4); and
 - (d) if, subject to Part IV, a vessel does not use shore power for every visit to a terminal that has available shore power, the number of violations shall be determined using the formula in regulation 61(5).
- (3) Where the emission reductions, pursuant to Part IV, do not achieve the applicable percentage of reduction, the number of violations shall be determined using the formula in regulation 61(4).

Formulae for determining number of contraventions

61.(1) The formulae for determining the number of contraventions by a vessel are set out in paragraphs (2) to (5).

- (2) Number of reduced onboard power violations = MWh shortfall / 1.8.
- (3) Number of visits violations = visits * MWh per visit/ 1.8.
- (4) Number of both reduced onboard power and visits violations = MWh shortfall for the applicable quarter/ 1.2.
- (5) Number of emission reduction violations = [NO_x + PM shortfall (pounds)]/ 57.
- (6) The PAPEC Department shall assist maritime law enforcement officers in determining when these Regulations have been contravened.
- (7) For the purposes of this regulation,
 - “visits” refers to the shortfall in the number of visits in the applicable quarter that should have satisfied the requirements of regulation 17, 18 or 19 as the case requires; and
 - “MWh per visit” shall be based on the average MWh for a visit for the applicable quarter (Σ total MWh in quarter / total visits in quarter).

FIRST SCHEDULE*(Regulation 9)*

Marine Transport (Emissions Control) (Cold Ironing) Regulations, 2025
(S.I. 2025 No. 70)

COLD IRONING NOTIFICATION FORM

1. Name of Vessel: _____
2. IMO number: _____
3. Lloyd's number (if applicable): _____
4. Tonnage: _____
5. Particulars on vessel's electrical infrastructure: _____

6. Particulars on vessel's onboard power equipment: _____

7. Whether vessel is a new-build or retrofit: _____

First Schedule - (Concl'd)

8. Whether any Slow Steaming clauses or Virtual Arrival clauses are in force in respect of the vessel: _____

9. Port arriving from: _____

Signature of Shipowner, Agent or Master: _____

Date of issue: _____
(dd/mm/yyyy)

Note: This form is to be submitted through the Barbados Maritime Single Window.

SECOND SCHEDULE

(Regulation 35)

Marine Transport (Emissions Control) (Cold Ironing) Regulations, 2025
(S.I. 2025 No. 70)

Values for Power Requirements

Vessel Category	Size / Type	Default Power requirement (kW)
Container Vessel	<1000 TEU	1,000
	1,000 – 1,999 TEU	1,300
	2,000 – 2,999 TEU	1,600
	3,000 – 3,999 TEU	1,900
	4,000 – 4,999 TEU	2,200
	5,000 – 5,999 TEU	2,300
	6,000 – 6,999 TEU	2,500
	7,000 – 7,999 TEU	2,900
	8,000 – 9,999 TEU	3,300
	10,000 – 12,000 TEU	3,700
Passenger Vessel		No Default Value- Use Actual Load
Refrigerated Cargo Vessel	Break Bulk	1,300
	Fully Containerized	3,300

TEU = twenty-foot equivalent unit

kW = kilowatt

THIRD SCHEDULE*(Regulation 42)*

Marine Transport (Emissions Control) (Cold Ironing) Regulations, 2025
(S.I. 2025 No. 70)

FORM OF CERTIFICATE OF FLEET EMISSION CREDIT (CFEC)**CERTIFICATE OF FLEET EMISSION CREDIT**

Issued under the authority of Barbados Port Inc.

To: _____
(insert name of recipient)

With respect to the provisions _____,
(insert specific regulation(s)) the following referenced fleet:

[Insert fleet particulars]

The undersigned certifies that:

1. The emission reductions are quantifiable and occurred earlier than _____
(insert date) ☐ ; or
2. The emission reductions were in excess of the requirements of _____
(insert specific regulation(s)) ☐

Third Schedule - (Concl'd)

The recipient is accordingly awarded _____
(insert quantity of the fleet emission credit of each
pollutant in tons per year, for the period _____)

at the Port of _____.
(insert name of port)

[Port CEO may insert additional data, as deemed appropriate]

Signed: _____
(PAPEC Department)

Date: _____
(dd/mm/yyyy)

(Seal or stamp, as appropriate)

Made by the Minister this 18th day of July, 2025.

G.P.I. GOODING-EDGHILL
Minister responsible for Shipping

