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Content

S.I. 2025 No. 84: Barbados Harbours (Amendment) Regulations, 2025.



S.I. 2025 No. 84

BARBADOS HARBOURS (AMENDMENT) REGULATIONS, 2025

Arrangement of Regulations

1. Citation
2. Amendment of regulation 2 of L.N. 11 of 1961
3. Amendment of regulation 3 of L.N. 11 of 1961
4. Amendment of regulation 5 of L.N. 11 of 1961
5. Repeal of regulation 7 of L.N. 11 of 1961
6. Repeal of regulation 15 of L.N. 11 of 1961
7. Repeal of regulation 21 of L.N. 11 of 1961
8. Repeal and replacement of regulation 26 of L.N. 11 of 1961
9. Amendment of regulation 29 of L.N. 11 of 1961
10. Repeal and replacement of regulation 30 of L.N. 11 of 1961
11. Repeal and replacement of regulation 32 of L.N. 11 of 1961
12. Amendment of regulation 40 of L.N. 11 of 1961
13. Repeal and replacement of regulation 41 of L.N. 11 of 1961
14. Repeal of regulation 42 of L.N. 11 of 1961

15. Repeal of regulation 43 of L.N. 11 of 1961
16. Repeal of regulation 45 of L.N. 11 of 1961
17. Repeal and replacement of regulations 48 and 49 of L.N. 11 of 1961
18. Repeal of regulations 50 and 51 of L.N. 11 of 1961
19. Repeal of regulation 53 of L.N. 11 of 1961
20. Repeal and replacement of regulations 54 to 56 of L.N. 11 of 1961
21. Repeal of regulations 57 and 58 of L.N. 11 of 1961
22. Repeal and replacement of regulations 59 and 60 of L.N. 11 of 1961
23. Repeal and replacement of regulation 61 of L.N. 11 of 1961
24. Repeal and replacement of regulations 71 and 72 of L.N. 11 of 1961
25. Repeal and replacement of regulation 78 of L.N. 11 of 1961
26. Repeal and replacement of regulation 87 of L.N. 11 of 1961
27. Repeal and replacement of regulation 98 of L.N. 11 of 1961
28. Repeal and replacement of regulation 101 of L.N. 11 of 1961
29. Repeal and replacement of regulation 119 of L.N. 11 of 1961
30. Amendment of regulations 120 of L.N. 11 of 1961
31. Repeal and replacement of regulation 121 of L.N. 11 of 1961
32. Amendment of regulation 122 of L.N. 11 of 1961

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33. Repeal and replacement of regulation 124 of L.N. 11 of 1961
 34. Repeal of regulation 127 of L.N. 11 of 1961
 35. Repeal of regulation 129 of L.N. 11 of 1961
 36. Repeal of regulation 131 of L.N. 11 of 1961
 37. Repeal and replacement of regulation 132 of L.N. 11 of 1961
 38. Repeal and replacement of regulation 133 of L.N. 11 of 1961
 39. Repeal of regulation 137A of L.N. 11 of 1961
 40. Repeal of regulation 141 of L.N. 11 of 1961
 41. Repeal of regulation 142 of L.N. 11 of 1961
 42. Repeal and replacement of regulation 143 of L.N. 11 of 1961
 43. Repeal of regulation 145A of L.N. 11 of 1961
 44. Repeal and replacement of regulation 145C of L.N. 11 of 1961
 45. Repeal of regulations 147 to 150 of L.N. 11 of 1961
 46. Amendment of regulation 159B of L.N. 11 of 1961
 47. Amendment of regulation 159C of L.N. 11 of 1961
 48. Repeal and replacement of regulation 159D of L.N. 11 of 1961
 49. Repeal and replacement of regulation 161 of L.N. 11 of 1961
 50. Repeal of regulation 180 of L.N. 11 of 1961

- 51. Repeal of regulation 183 of L.N. 11 of 1961
- 52. Repeal of regulation 189 of L.N. 11 of 1961
- 53. Repeal of regulation 191 of L.N. 11 of 1961
- 54. Amendment of regulation 192 of L.N. 11 of 1961
- 55. Amendment of regulation 203 of L.N. 11 of 1961
- 56. Repeal of regulation 205 of L.N. 11 of 1961
- 57. Repeal of regulation 206 of L.N. 11 of 1961
- 58. Repeal and replacement of regulation 214C of L.N. 11 of 1961
- 59. Repeal of regulation 217 of L.N. 11 of 1961
- 60. Repeal of regulation 218 of L.N. 11 of 1961
- 61. Amendment of regulation 221 of L.N. 11 of 1961
- 62. Amendment of Fourth Schedule to L.N. 11 of 1961

Barbados Port Inc. (Transfer of Management and Vesting of Assets) Act
CAP. 285B

BARBADOS HARBOURS (AMENDMENT) REGULATIONS, 2025

The Minister, in exercise of the powers conferred on him by section 13(2) of the *Barbados Port Inc. (Transfer of Management and Vesting of Assets) Act*, makes the following Regulations:

Citation

1. These Regulations may be cited as the *Barbados Harbours (Amendment) Regulations, 2025*.

Amendment of regulation 2 of L.N. 11 of 1961

2. *Paragraph (1) of regulation 2 of the Barbados Harbours Regulations, 1961 (L.N. 11 of 1961), in these Regulations referred to as the principal Regulations, is amended by deleting the definition “management” and substituting the following:*

“ “management” means the person or persons from time to time appointed to perform the duties of the Chief Executive Officer of the Port, and includes his deputies or assistants;”.

Amendment of regulation 3 of L.N. 11 of 1961

3. *Paragraph (1) of regulation 3 of the principal Regulations is deleted and the following substituted:*

“3.(1) The persons who may serve as berthing masters shall be those appointed by the Port Chief Executive Officer after examination as provided in this regulation.”.

Amendment of regulation 5 of L.N. 11 of 1961

4. *The shoulder note and paragraph (1) of regulation 5 of the principal Regulations is deleted and the following substituted:*

“Exemption from compulsory pilotage

5.(1) When a ship is exempted from compulsory pilotage by the Chief Executive Officer of the Port, a certificate of exemption shall, on payment of the charge prescribed in the Tariff Book, be issued by the Chief Executive Officer of the Port to the master of the ship concerned, and unless suspended or revoked shall remain in force until the end of the year in which it is issued.”.

Repeal of regulation 7 of L.N. 11 of 1961

5. *Regulation 7 of the principal Regulations is deleted.*

Repeal of regulation 15 of L.N. 11 of 1961

6. *Regulation 15 of the principal Regulations is deleted.*

Repeal of regulation 21 of L.N. 11 of 1961

7. *Regulation 21 of the principal Regulations is deleted.*

Repeal and replacement of regulation 26 of L.N. 11 of 1961

8. *Regulation 26 of the principal Regulations is deleted and the following substituted:*

“Assignment of berths and control of berthing

26.(1) The Chief Executive Officer of the Port may determine the harbour in which a ship shall berth or anchor and to assign a berth, whether at a quay or elsewhere, to each ship and, where a berth is so assigned to a ship, the ship shall occupy that berth and shall at the direction of the Chief Executive Officer of the Port be removed to any other berth that he may direct.

(1A) A Master or person in charge of a ship shall obey the directions of the Chief Executive Officer of the Port.

(2) The Chief Executive Officer of the Port may control the berthing and mooring arrangements of every ship accommodated at a private wharf or jetty.

(3) Ships proceeding alongside a quay shall have no list, but shall be trimmed upright.”.

Amendment of regulation 29 of L.N. 11 of 1961

9. *Regulation 29 of the principal Regulations is amended by deleting paragraph (1) and inserting the following:*

“29.(1) Every ship within a compulsory pilotage harbour, other than a small craft, shall have sufficient hands on board to attend to her moorings and to cause them to be slackened or hove in as may be necessary.

(1A) No rope shall be made fast except to dolphins, mooring posts and bollards placed for the purpose, and no mooring rope shall be used unless the bollards and the edge of the coping of the wharf or jetty are protected from chafe to the satisfaction of the management.

(1B) No chain cable shall be used for mooring alongside except with the permission of the management.”.

Repeal and replacement of regulation 30 of L.N. 11 of 1961

10. *Regulation 30 of the principal Regulations is deleted and the following substituted:*

“Lights on ships and collision regulations

30. All ships, whether under way or at anchor, shall, except as otherwise provided by these Regulations, between the hours of sunset and sunrise, exhibit the lights required by the International Regulations for Preventing Collisions at Sea 1972, as amended.”.

Repeal and replacement of regulation 32 of L.N. 11 of 1961

11. *Regulation 32 of the principal Regulations is deleted and the following substituted:*

“Liability for damage in harbours

32. The owner of every ship shall be answerable to Barbados Port Inc. for any damage done to any harbour works, plant, machinery or other property used by or for the purposes of Barbados Port Inc. by the ship or by any person employed about it, and the master or person having charge of a ship through whose wilful act or negligence any such damage is occasioned shall also be liable to make good the same.”.

Amendment of regulation 40 of L.N. 11 of 1961**12. *Regulation 40 of the principal Regulations is amended by deleting paragraph (1A) and substituting the following:***

“(1A) Notwithstanding paragraph (l) and regulation 41, the management may, if it thinks it expedient, without a written request from any party, by notice in writing given to the master or person in charge and the agents in Barbados of any ship which occupies a quay berth require such ship to take in or discharge its cargo during any time and on any day specified in the notice, subject to the weather and the availability of labour for the purpose; and, if the ship fails to comply with the notice, the ship shall lose its turn to take in or discharge its cargo and may be removed from its berth by the management at the risk and expense of the ship”.

Repeal and replacement of regulation 41 of L.N. 11 of 1961**13. *Regulation 41 of the principal Regulations is deleted and the following is substituted:*****“Overtime work**

41. Work ashore and afloat in connection with the landing, shipping and transhipping of goods during hours other than the regular working hours of a harbour shall be charged for as overtime, and shall only be worked on receipt of a written request from the party desiring the work performed, to whom an account for the cost thereof shall be rendered by the management.”.

Repeal of regulation 42 of L.N. 11 of 1961**14. *Regulation 42 of the principal Regulations is repealed.***

Repeal of regulation 43 of L.N. 11 of 1961

15. *Regulation 43 of the principal Regulations is repealed.*

Repeal of regulation 45 of L.N. 11 of 1961

16. *Regulation 45 of the principal Regulations is repealed.*

Repeal and replacement of regulations 48 and 49 of L.N. 11 of 1961

17. *Regulations 48 and 49 of the principal Regulations are deleted and the following substituted:*

“Fire on ships

48.(1) In the event of a fire occurring on board a ship in a harbour, the master shall at once give the alarm and take such steps towards the protection of property as the Chief Executive Officer of the Port may direct.

(2) The alarm signal for ships (other than for small craft) on fire shall be consistent with the requirements for alarm signals for ships specified in the International Convention for the Safety of Life at Sea, 1974, as amended, and the International Code of Signals.

Insanitary conditions and nuisances

49.(1) The master of a ship lying in a harbour shall ensure that all outlets or scuppers in the ship's sides are fitted with adequate shields to prevent all obnoxious or dirty fluid or matter from falling on to the quays.

(2) Exhaust pipes shall be equipped so as to comply with Annex VI of the International Convention for the Prevention of Marine Pollution from Ships, 1973, as modified by the Protocol of 1978 and the Protocol of 1997 relating to it.

(3) No ship shall make thick smoke or unnecessary noise that is inconsistent with the requirements for alarm signals for ships as specified in the International Convention for the Safety of Life at Sea, 1974, as amended, and the International Code of Signals.”.

Repeal of regulations 50 and 51 of L.N. 11 of 1961

18. *Regulations 50 and 51 of the principal Regulations are deleted.*

Repeal of regulation 53 of L.N. 11 of 1961

19. *Regulation 53 of the principal Regulations is deleted.*

Repeal and replacement of regulations 54 to 56 of L.N. 11 of 1961

20. *Regulations 54 to 56 of the principal Regulations are deleted and the following substituted:*

“No timber allowed to float in a harbour

54.(1) No timber shall be permitted to float in a harbour unless permission in writing for that purpose has been obtained from the management, and then only

(a) in accordance with the Code of Safe Practice for Ships Carrying Timber Deck Cargoes; and

(b) on payment of rent at the same rate as if it had been landed.

(2) The consignee of timber shall be responsible for any damage caused by the timber and any loss or customs duties, rates, charges and other losses that may result from loss of the timber.

Removal of ships with dangerous matter on board

55. The management may order the removal from a harbour of any ship that has on board dangerous, hazardous and poisonous goods

or other matter that in the opinion of the management are injurious to health, and such goods or matter shall be disposed of in such manner as it may direct at the risk and expense of the ship.

Dangerous goods

56.(1) The management may, with the consent of the Comptroller of Customs, and after giving at least 2 hours' notice to the owner or consignee entitled to receive the goods, if the owner or consignee can be found, order the removal and, if necessary, the destruction of any goods or matter that in the opinion of the management are dangerous, hazardous and poisonous goods and that may be landed or placed upon the wharves, jetties or quays, or any other part of the premises of a harbour.

(2) The removal or destruction of goods under paragraph (1) and any loss of customs duties, rates or other charges incurred by it shall be at the expense of the consignee or other person concerned.”.

Repeal of regulations 57 and 58 of L.N. 11 of 1961

21. *Regulations 57 and 58 of the principal Regulations are deleted.*

Repeal and replacement of regulations 59 and 60 of L.N. 11 of 1961

22. *Regulations 59 and 60 of the principal Regulations are deleted and the following substituted:*

“Fumigation

59. No ship may be fumigated in a harbour except with the written consent of the management and in accordance with the *Immigration Act*, Cap. 190.

Repairs to ships

60.(1) Except at authorised places, no structural repairs of ships may be made within a compulsory pilotage harbour except with the written permission of the management and subject to

- (a) the *Merchant Shipping (Oil Pollution Prevention) Regulations, 2025* (S.I. 2025 No.22);
- (b) the *Merchant Shipping (Chemical Pollution Prevention) Regulations, 2025* (S.I. 2025 No.23);
- (c) the *Merchant Shipping (Sewage and Garbage Pollution Prevention) Regulations, 2024* (S.I. 2025 No.24); and
- (d) any other precautions that the management may direct to prevent dirt or other matter falling into the harbour.

(2) If the master or other person in charge of a ship contravenes paragraph (1), or fails to comply with the conditions of any permission granted, the permission to effect repairs may be withdrawn and the work stopped by the management.”.

Repeal and replacement of regulation 61 of L.N. 11 of 1961

23. *Paragraph (1) of regulation 61 of the principal Regulations is deleted and the following substituted:*

“Use of flame apparatus in harbour

61.(1) No construction, repair or maintenance work entailing the use of any hot-work, or any apparatus that produces extreme heat, shall be carried out on a ship in a compulsory pilotage harbour without the prior written permission of the management.”.

Repeal and replacement of regulations 71 and 72 of L.N. 11 of 1961

24. *Regulations 71 and 72 of the principal Regulations are deleted and the following substituted:*

“Row boats to give way to sailing boats

71.(1) When a boat propelled by sails and another propelled by oars are proceeding on a course that, if continued, would involve the risk of collision, the vessels shall conduct themselves in accordance with the Convention on International Regulations for Preventing Collisions at Sea, 1972, as amended.

Small craft to carry lights

72. Small craft, when under way between sunset and sunrise, shall carry the lights prescribed by the Convention on International Regulations for Preventing Collisions at Sea, 1972, as amended.”.

Repeal and replacement of regulation 78 of L.N. 11 of 1961

25. *Regulation 78 of the principal Regulations is deleted and the following substituted:*

“Certificate of fitness for small craft plying for hire

78.(1) A person who desires to ply for hire with, or let for hire, a tug, hulk, lighter, motor boat or other small craft shall apply to the management for a licence.

(2) On receipt of an application under paragraph (1), the management may appoint an inspector for the purpose of inspecting the craft.

(3) On an examination of the craft, if the inspector is of the opinion that the hull, equipment and machinery of the craft are in a suitable condition and fitted for the purpose and work for which they are intended, the inspector shall grant a certificate to that effect.

(4) The certificate shall be valid for a period of 12 months from the day it is issued, unless previously cancelled, and shall state the purpose, whether the carriage of passengers or goods or both, for which the craft may be used and the number of persons or tonnage of goods or both she is licensed to carry.”.

Repeal and replacement of regulation 87 of L.N. 11 of 1961

26. *Regulation 87 of the principal Regulations is deleted and the following substituted:*

“Life-saving and fire extinguishing apparatus

87. Every licensed small craft shall be equipped with lifesaving and fire-extinguishing appliances that are at all times fit and ready for use in accordance with the requirements of the International Convention for the Safety of Life at Sea, 1974, as amended.”.

Repeal and replacement of regulation 98 of L.N. 11 of 1961

27. *Regulation 98 of the principal Regulations is deleted and the following substituted:*

“Penalty for breach of small craft rules

98. The owner or person in charge of a small craft licensed under regulation 79 who contravenes a regulation in this Part commits an offence and is liable on summary conviction, in addition to any other

penalty to which he may be liable, to a fine of \$20 000 or to imprisonment for a term of 2 months, or to both.”.

Repeal and replacement of regulation 101 of L.N. 11 of 1961

28. *Regulation 101 of the principal Regulations is deleted and the following substituted:*

“Suspension of licence for misconduct

101.(1) The management may suspend or revoke the licence of a small craft whose owner or any member of whose crew has breached a condition of the licence or has contravened a regulation in this Part or a lawful order of the management.

(2) The management may require a licence referred to in paragraph (1) to be produced and any suspension or revocation shall be endorsed upon the licence.”.

Repeal and replacement of regulation 119 of L.N. 11 of 1961

29. *Regulation 119 of the principal Regulations is deleted and the following substituted:*

“Application

119.(1) Subject to paragraph (2), the regulations in this Part apply in respect of the processes of loading, unloading, moving and handling goods in or at a dock, wharf or quay, and the processes of loading and unloading a ship in a dock or harbour, but do not apply to the unloading of fish from a ship employed in the catching of fish.

(2) Regulations 122 to 131 do not apply to a small craft.”.

Amendment of regulations 120 of L.N. 11 of 1961**30. *Paragraphs (2) and (2A) of regulations 120 of the principal Regulations are deleted and the following substituted:***

“(2) The Chief Executive Officer of the Port may exempt the master of a ship registered in a country the Government of which is a party to the International Safety Convention from compliance with regulations 132 to 142 on proof that tests have been carried out in respect of the matters contained in those regulations.”.

Repeal and replacement of regulation 121 of L.N. 11 of 1961**31. *Regulation 121(1) of the principal Regulations is deleted and the following substituted:*****“Appointment of persons to carry out tests and issue certificates**

121.(1) For the purpose of regulations 132 to 134 and of regulation 137, the Chief Executive Officer of the Port may authorise such person to carry out any tests, examinations, inspections, annealing or other treatment that may be required in order to certify a certificate referred to in paragraph (2), and the Chief Executive Officer of the Port may at any time withdraw such an authorisation.

(1A) A person whose authorisation has been withdrawn may appeal the withdrawal to the Authority, whose decision shall be final.”.

Amendment of regulation 122 of L.N. 11 of 1961**32. *Regulation 122 of the principal Regulations is amended by***

- (a) deleting the shoulder note and the chapeau of paragraph (1) and substituting the following:*

“Safe means of access to berth

122.(1) If a ship is lying at a berth or quay for the purpose of loading or unloading or coaling, there shall be safe means of access for the use of persons employed at such times as they have to pass from the ship to the shore or from the shore to the ship as follows:”; and

- (b) by deleting paragraph (3).*

Repeal and replacement of regulation 124 of L.N. 11 of 1961**33. *Regulation 124 of the principal Regulations is deleted and the following substituted:*****“Safe means of access to other ships**

124.(1) If a ship is alongside another ship and persons have to pass from one to the other, a safe means of access shall be provided for their use, unless the conditions are such that it is possible to pass from one to the other without undue risk without the aid of any special appliance.

(2) If one of the ships is a small craft of relatively low freeboard, the means of access shall be provided by the ship that has the higher freeboard.”.

Repeal of regulation 127 of L.N. 11 of 1961

34. *Regulation 127 of the principal Regulations is deleted.*

Repeal of regulation 129 of L.N. 11 of 1961

35. *Regulation 129 of the principal Regulations is deleted.*

Repeal of regulation 131 of L.N. 11 of 1961

36. *Regulation 131 of the principal Regulations is deleted.*

Repeal and replacement of regulation 132 of L.N. 11 of 1961

37. *Regulation 132 of the principal Regulations is deleted and the following is substituted:*

“Testing and examination of lifting machinery

132.(1) All lifting machinery shall, where practicable, be tested and examined by a person authorised by the Chief Executive Officer of the Port under regulation 121, in the manner set out in the *Fourth Schedule*, before being taken into use.

(2) All cranes and permanent attachments, including bridle chains to a crane, mast and deck, used in hoisting or lowering shall be inspected once in every 12 months and be thoroughly examined once at least in every 4 years.

(3) All other lifting machinery shall be thoroughly examined once at least in every 12 months.

(4) For the purposes of this regulation “thorough examination” means a visual examination, supplemented if necessary by other means such as a hammer test, carried out as carefully as the conditions permit, in order to arrive at a reliable conclusion as to the safety of the parts

examined, and, if necessary for the purpose, parts of the machines and gear shall be dismantled.”.

Repeal and replacement of regulation 133 of L.N. 11 of 1961

38. *Regulation 133 of the principal Regulations is deleted and the following substituted:*

“Testing of chains

133.(1) No chain, ring, hook, shackle, swivel or pulley block shall be used in hoisting or lowering unless it has been tested and examined by a person authorised by the Chief Executive Officer of the Port under regulation 121 as far as practicable in the manner set out in the *Fourth Schedule*.

(2) All chains, other than bridle chains attached to cranes, derricks or masts, and all rings, hooks, shackles and swivels used in hoisting or lowering shall, unless they have been subjected to another treatment approved by the management, be effectually annealed under the supervision of a person authorised by the Chief Executive Officer of the Port under regulation 121 at the following intervals:

- (a) for half-inch and smaller chains, rings, hooks, shackles and swivels in general use, once at least in every 6 months; and
- (b) for all other chains, rings, hooks, shackles and swivels in general use, once at least in every 12 months.

(3) Where the gear referred to in paragraph (2) is used solely on cranes and other hoisting appliances worked by hand, 12 months shall be substituted for 6 months in paragraph (2)(a) and 2 years for 12 months in paragraph (2)(b).

(4) All chains, other than bridle chains attached to cranes, derricks or masts, and all rings, hooks, shackles, swivels and pulley blocks shall

be inspected by a person authorised by the Chief Executive Officer of the Port under regulation 121 immediately before each occasion on which they are used in hoisting or lowering, unless they have been inspected within the preceding 3 months.

(5) All chains, rings, hooks, shackles or swivels used in hoisting or lowering that have been lengthened, altered or repaired by welding shall, before being again taken into use, be adequately tested and re-examined.”.

Repeal of regulation 137A of L.N. 11 of 1961

39. *Regulation 137A of the principal Regulations is deleted.*

Repeal of regulation 141 of L.N. 11 of 1961

40. *Regulation 141 of the principal Regulations is deleted.*

Repeal of regulation 142 of L.N. 11 of 1961

41. *Regulation 142 of the principal Regulations is deleted.*

Repeal and replacement of regulation 143 of L.N. 11 of 1961

42. *Regulation 143 of the principal Regulations is deleted and the following substituted:*

“Escape of workers in a hold

143. Precautions shall be taken to facilitate the escape of workers when employed in a hold or on tween docks in dealing with bulk cargo.”.

Repeal of regulation 145A of L.N. 11 of 1961

43. *Regulation 145A of the principal Regulations is deleted.*

Repeal and replacement of regulation 145C of L.N. 11 of 1961

44. *Regulation 145C of the principal Regulations is deleted and the following substituted:*

“Provision of first-aid boxes

145C.(1) A sufficient number of first-aid boxes shall be provided at every working place and, if more than one is provided, at reasonable distances from each other.

(2) A first-aid box shall be marked plainly with a white cross on a red background.

(3) Nothing except appliances or requisites for first-aid shall be kept in a first-aid box.

(4) A first-aid box shall be kept stocked and in good order, and shall be placed under the charge of a responsible person.

(5) A person referred to in paragraph (4) shall be trained in first-aid and be readily available during working hours.”.

Repeal of regulations 147 to 150 of L.N. 11 of 1961

45. *Regulations 147 to 150 of the principal Regulations are deleted.*

Amendment of regulation 159B of L.N. 11 of 1961

46. *Regulation 159B of the principal Regulations is amended by deleting the words “General Manager” and substituting the words “Chief Executive Officer of the Port”.*

Amendment of regulation 159C of L.N. 11 of 1961

47. *Regulation 159C of the principal Regulations is amended by deleting the words “General Manager” and substituting the words “Chief Executive Officer of the Port”.*

Repeal and replacement of regulation 159D of L.N. 11 of 1961

48. *Regulation 159D of the principal Regulations is deleted and the following substituted:*

“Report of accidents

159D. The Chief Executive Officer of the Port shall make to the Authority for transmission to the Minister a report, in such form and at such intervals as the Minister directs, of all accidents occurring in any harbour.”.

Repeal and replacement of regulation 161 of L.N. 11 of 1961

49. *Regulation 161 of the principal Regulations is deleted and the following is substituted:*

“Transit sheds.

161. Subject to permission by an authorized official transit sheds shall be closed to members of the public, and no vehicle shall enter a transit shed without the authority of an authorised employee.”.

Repeal of regulation 180 of L.N. 11 of 1961

50. *Regulation 180 of the principal Regulations is repealed.*

Repeal of regulation 183 of L.N. 11 of 1961

51. *Regulation 183 of the principal Regulations is repealed.*

Repeal of regulation 189 of L.N. 11 of 1961

52. *Regulation 189 of the principal Regulations is repealed.*

Repeal of regulation 191 of L.N. 11 of 1961

53. *Regulation 191 of the principal Regulations is repealed.*

Amendment of regulation 192 of L.N. 11 of 1961

54. *Regulation 192 of the principal Regulations is amended by deleting the words “General Manager” and substituting the words “Chief Executive Officer of the Port”.*

Amendment of regulation 203 of L.N. 11 of 1961

55. *Paragraphs (1) and (2) of regulation 203 of the principal Regulations are amended by deleting the words “General Manager” and substituting the words “Chief Executive Officer of the Port”.*

Repeal of regulation 205 of L.N. 11 of 1961

56. *Regulation 205 of the principal Regulations is repealed.*

Repeal of regulation 206 of L.N. 11 of 1961

57. *Regulation 206 of the principal Regulations is repealed.*

Repeal and replacement of regulation 214C of L.N. 11 of 1961

58. *Regulation 214C of the principal Regulations is deleted and the following substituted:*

“Definition of “harbour area”

214C. For the purposes of regulations 214A and 214B, “harbour area” means the area described in paragraphs (a) and (b) of the *First Schedule* to the *Barbados Port Inc. (Transfer of Management and Vesting of Assets) Act, 2003*, Cap. 285B.”.

Repeal of regulation 217 of L.N. 11 of 1961

59. *Regulation 217 of the principal Regulations is repealed.*

Repeal of regulation 218 of L.N. 11 of 1961

60. *Regulation 218 of the principal Regulations is repealed.*

Amendment of regulation 221 of L.N. 11 of 1961

61. *Paragraphs (1) and (2) of regulations 221 of the principal Regulations are deleted and the following substituted:*

“**221.(1)** Subject to regulation 120(2), the owner and master of a ship that does not comply with any of regulations 132 to 142 commits an offence and is liable on summary conviction to a fine of \$50 000 or to imprisonment for a term of 3 months or to both.

(2) Every person who contravenes Part XI or a requirement in the *Fifth Schedule* commits an offence and is liable on summary conviction to a fine of \$50 000 or to imprisonment for a term of 3 months or to both.

(2A) Except where a lesser penalty is expressly provided in these Regulations, a person who contravenes these Regulations commits an offence and is liable on summary conviction to a fine of \$50 000 or to imprisonment for a term of 3 months or to both.”.

Amendment of Fourth Schedule to L.N. 11 of 1961

62. *The Fourth Schedule of the principal Regulations is amended by deleting the word “derrick” and substituting the word “crane”.*

Made by the Minister this 5th day of September, 2025.

G. P. I. GOODING EDGHILL
Minister responsible for the Port

