



**REGIONAL ACTIVITY CENTER/REGIONAL MARINE POLLUTION EMERGENCY, INFORMATION and
TRAINING CENTER
(RAC/REMPEITC-Caribe)**

October 22nd, 2012

Ref: Strategic Plan 12-13/ Programme No TC/1262 activity 6

**Regional Workshop on Ratification, Implementation, and Enforcement
of the MARPOL Convention**

Report

**16-18 October 2012
Paramaribo, Suriname**

Summary: RAC/REMPEITC-Caribe provided oversight, instruction and management for the implementation and delivery of a workshop to provide information and facilitate the exchange of information between the participants on the legislative, administrative, and enforcement procedures regarding MARPOL. Special attention was also brought to the issue of port reception facilities in the Wider Caribbean Region. This event was held in the Royal Ballroom of the Torarica Hotel, Paramaribo, Suriname, 16 – 18 October 2012 and funded by the International Maritime Organisation.



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1. Background

1.1 For some time now, the Wider Caribbean States and Territories have expressed concern over the continuing degradation of the Marine Environment in the region and the need to reduce marine pollution and its negative impact. Of particular concern to Governments and civil society is the growing unsustainable use of coastal and oceanic marine resources, which, if not reversed, could undermine the very basis of social and economic development in these coastal states.

1.2 In the last 30 years, several initiatives were developed for the protection of the marine environment, including the International Maritime Organization's (IMO) International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 or commonly referred to as the MARPOL 73/78. This Convention applies to ships and has six Annexes to minimize sources of pollution from vessels.

1.3 Although a majority of States and Territories are a party to MARPOL and have ratified or acceded to a number of Annexes (in particular Annex I, II, III and V), they are currently facing a certain number of impediments to fully implement and enforce the convention in the event of non-compliance.

1.4 In addition, taking into concern that the Wider Caribbean became a "Special Area" under MARPOL 73/78 Annex V (Garbage), States and Territories were encouraged to implement and enforce these regulations. Even though the Special Area provision for the Caribbean Sea as a no dumping area for garbage has entered into force since May 2011, States and Territories are facing difficulties to provide adequate port reception facilities.

1.5 In 2007 and 2008, RAC/REMPEITC-Caribe, together with IMO and the United Nations Environment Program (UNEP) through its Caribbean Environment Program (CEP) conducted an outreach program to facilitate the implementation of MARPOL Annex V. This effort was followed up by a series of seminars held in seven countries and hosted by the Land-based Sources of Pollution (LBS) Protocol of the Cartagena Convention, RAC/REMPEITC-Caribe, IMO, and UNEP's Caribbean Regional Coordinating Unit. The purpose of these seminars was to offer decision-making



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authorities and other stakeholders information regarding the steps needed to implement the MARPOL Annex V Special Area designation for the Wider Caribbean Region, as well as to obtain the status of the various countries' waste reception facilities.

1.6 This workshop continued the progress of these past seminars. It was conducted for policy makers, environmental officials, maritime administrators and waste management authorities and relevant stakeholders in the Wider Caribbean Region. It focused on the ratification, implementation, and enforcement of MARPOL with an emphasis on the issue of port reception facilities in the Wider Caribbean Region.

2. Workshop Objectives

2.1 To offer decision making authorities and other stakeholders information regarding the background and contents of the MARPOL Convention and associated Annexes.

2.2 To get an overview of the waste management and port reception facilities in the different countries.

2.3 To educate and encourage the responsible parties to populate and maintain their data in the Global Integrated Shipping Information System (GISIS) Port Reception Facilities database.

2.4 To share ideas and concerns among the participants to aid them in moving forward on solutions.

2.5 To develop and to support agency cooperation at the local level and to improve links between stakeholders, industry, NGOs and government.

3. Program

3.1 The workshop was organized and hosted by RAC/REMPEITC-Caribe under Activity 4.3.i.1 of the 2012-2013 Strategic Plan. Funding was provided by the IMO Programme Implementation Document TC/1262, Activity 6.



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3.2 The Maritime Authority of Suriname agreed to host the workshop. Participants sponsored by REMPEITC to attend this workshop included members from the following countries: Antigua and Barbuda, Bahamas, Barbados, Belize, Dominica, Grenada, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines and Trinidad and Tobago. The participants' list is included as **Annex 1**.

3.3 The three-day workshop comprised a series of lectures and group discussions. A team of international expert was assembled to provide the training course and facilitate the activities in conjunction with the staff of RAC/REMPEITC-Caribe.

For each group discussion, the participants were split into three working groups; members of each working group were different for each discussion. Each group selected a group leader for each activity. The group leader was responsible for providing a briefing to all participants of the discussion outcomes at the conclusion of each activity.

3.4 The workshop started with the national anthem and a prayer. The following additional persons made opening remarks:

- Mr. Michel Amafo LL.M, Director of the Maritime Authority of Suriname
- Mrs. Henna Uiterloo, Environmental Policy Officer at the Ministry of Labour, Technological Development and Environment
- Mrs. Thelma Douglas, Permanent Secretary of the Minister of Transport, Communication and Tourism

3.5 The first day was primarily used to disseminate information regarding background and contents of the MARPOL Convention and its Annexes, including the rights and obligations of contacting parties and the legal aspects of MARPOL implementation and enforcement. The last session of the afternoon was dedicated to a group discussion about the impediments to implement and enforce the convention.

3.6 The second day was used to disseminate in depth information about the implementation of each annexes and the enforcement of the convention. The following small scenarios were given to the participants to promote discussion:



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- The line ruptured during the transfer of fuel from a tanker (more than 150 gross tonnage) to the shore facility. How do you manage and report this situation?
- You have discovered a heavy crude oil spill of 20,000 gallons in your EEZ and you are pretty certain that you have identified the source of the spill. What evidences do you need to gather and supply to use MARPOL as an enforcement tool?

3.7 The third day was dedicated to the issue of port reception facilities. Each participants (or group of participants) made a short presentation on the status of port reception facilities in their country. Then, the participants, divided again into working groups, worked on a regional approach of this issue. During the last session, details on the Global Integrated Shipping Information System (GISIS) database were presented and the need to maintain this database with accurate information was stressed. Information regarding recent amendments to MARPOL and regional support from the IMO and the REMPEITC were given. Finally, a list of next steps and recommendations were listed by the participants.

3.8 The training course outline is included in **Annex 2**.

3.9 An evaluation form was distributed in the morning of the last day so that the participants have the entire day to fill it in. The result are summarized and attached in **Annex 3**.

3.10 Mr. Jerry Douglas, Manager of Human resources of the Maritime Authority of Suriname (MAS) gave a few words on behalf of the Director of MAS, thanking all the delegates for their active participation as well as the instructors, RAC/REMPEITC, IMO and MAS staff for the help and support provided in implementing this activity.

3.11 RAC/REMPEITC thanked the instructors, the delegates and MAS for this fruitful and successful activity and encouraged the delegates to keep moving forward.

3.12 Each participant received a certificate.



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4. Logistics

4.1 The course materials, distributed to all participants, consisted of:

- a) Student Manual
- b) Power Point Presentations

4.2 The workshop was held at the Royal Ballroom:

Torarica Hotel

Mr. L.J. Rietbergplein 1
Paramaribo, Suriname
Tel: 00597-471-500
Fax:00597-424-563
Email: Info@torarica.com
Website: www.torarica.com

4.3 The instructors and participants stayed at the hotel Eco Resort Inn.

Eco Resort Inn

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Email: reservations@torarica.com
Website: www.ecoresortinn.com

4.4 Instructors/facilitators for the workshop included:

(1) Mr. Eric Dawicki
President & CEO
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5. Support

The Maritime Authority of Suriname provided excellent support in preparation and throughout the workshop. RAC/REMPEITC-Caribe worked with the staff of Mr. Michel Amafo to organize this workshop. Specifically, Mr. Brain Arlaud's assistance was highly appreciated and most helpful.

6. Conclusions and Recommendations

6.1 Details of the workshop's findings are outlined in **Annex 4**.

6.2 Develop outreach to the Ministers and Permanent Secretaries of Transport and Environmental Ministries as to the responsibilities and actions that a government must take when it accedes to a treaty. It was evidenced through break-out sessions that the individual groups were motivated to take their experiences back and develop strategies to better implement and enforce MARPOL through the help of the Ministries themselves. It was heavily suggested that without a political will from the Ministers and Permanent Secretaries, implementation and enforcement were unlikely to be successful.

6.3 Organize additional national workshops for countries in the Wider Caribbean Region specifically addressing shortfalls common amongst many of the nations. The idea of such workshops would be to facilitate solutions and strategies to adhere to the requirements of implementation of reception facilities specifically.

6.4 Encourage the regional cooperation of the Member-States in the consistent implementation and enforcement of the MARPOL Convention through annual meetings using REMPEITC as the coordination arm for such meetings.

6.5 Provide practical information about the implementation of MARPOL. Participants expressed their difficulty to follow up with the frequent amendments of the convention and pointed out the lack of practical and synthetic information.

6.6 Provide additional information about the practical implementation of port reception facilities (waste management options, costs etc.).



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6.7 Continue to follow-up with the countries to track the progress of data input into the GISIS database and regarding the adequacy of their reception facilities with a possibility of developing a regional reporting system.

6.8 Recommendations were developed for a practical implementation for the regional participants as they were clearly lacking in resources. Privatization models were discussed as the most practical way of implementing infrastructure with skilled and knowledgeable personnel and subject matter expertise. It was clear that economic resources were strained regionally and more importantly a lack of industrial knowledge was even a greater problem regionally. Privatization and/or Public/Private Partnerships provide both instant financial support and industrial knowledge for a proven successful strategy, whereas traditional monies from development banks or financial grants from the EU or the US have proven to be wasteful.

6.9 The idea of a Regional Master Plan for the implementation of reception facilities such as garbage, sewage, oil and chemical reception facilities was proposed. It was clear that a Regional Plan was in order as the countries within the WCA were closely located, especially those nations within the Lesser Antilles chain. A regional program could also be developed for the South American countries of Trinidad & Tobago, Guyana, Suriname and French Guyana to share resources. This requires first to conduct a comprehensive study to evaluate the regional resources, capacity to implement and logistical capabilities. A study to estimate the quantity and type of waste that needs to be handles in the region is also necessary. Compliance could be assured through multilateral agreements.



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- Annex 1 – Participants List
- Annex 2 – Workshop Agenda
- Annex 3 – Workshop Evaluation Results
- Annex 4 - Group discussions report summary

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7. Annex 1 – Participants List

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8. Annex 2 – Workshop Agenda

Day 1, Tuesday 16th October 2012		Lecturer/Facilitator
08 :00 – 08 :30	Registration of participants	C. Bikker
Session 1	OPENING	
08 :30 – 08 :40	National Anthem and Prayer	
08 :30 – 09 :00	Welcoming remarks	M. Amafo A. Reglain H. Uiterloo T. Douglas
09 :00 – 09 :45	Introduction of the Workshop: <ul style="list-style-type: none"> • Introduction of the Lecturers • Purpose of the workshop and programme agenda • Introduction of the participants and review of expectations from the workshop Group photo	Group
09:45 – 10:15	Tea/Coffee Break	
Session 2	IMO IN GENERAL & INTRODUCTION TO MARPOL	
10 :15 – 10:45	1.IMO <ul style="list-style-type: none"> • What it is? • What does it do? 	E. Dawicki
10:45 – 12:15	Introduction to MARPOL 2.Overview of the MARPOL Convention and its Annexes 3.Rights and obligations under MARPOL 4.Means of meeting obligations	E. Dawicki
12:15 – 13:30	Lunch Break	
Session 3	MARPOL IMPLEMENTATION & ENFORCEMENT	
13:30 – 14:15	5.Legal aspects of MARPOL implementation and enforcement	J. Whitehead
14:15 – 15:00	6. Impediments to implementation and enforcement	E. Dawicki
15:00 – 15:30	Group discussion on implementation and enforcement	E. Dawicki J. Whitehead
15:30 – 16:00	Tea/Coffee Break	
Session 4	IMPLEMENTING THE REGULATIONS (PART I)	
16:00 – 17:00	7.Implementing Annexe I & II	J. Whitehead
17:00 – 17:30	Wrapping up of the day	E. Dawicki J. Whitehead A. Réglain

Day 2, Wednesday 17th October 2012		Lecturer/Facilitator
Session 5	IMPLEMENTING THE REGULATIONS (PART II)	
08:30 – 09:15	8.Implementing Annexe III & IV	J. Whitehead
09:15 – 10:15	9.Implementing Annexe V &VI	J. Whitehead
10:15 – 10:45	Tea/Coffee Break	
10:45 – 11:30	Country/ small group discussion on MARPOL implementation – Identify impediments, problems and challenges	E. Dawicki J. Whitehead
11:30 – 12:00	Share the findings to the entire group	E. Dawicki J. Whitehead
12:00 – 13:15 Lunch Break		
Session 6	Enforcement of MARPOL	
13:15 – 14:15	10.Flag state implementation & port state control (document of compliance)	E. Dawicki
14:15 – 15:00	11.Technical aspects of enforcement – pollution detection and response	E. Dawicki
15:00 – 15:45	12.How to respond to non compliance	J. Whitehead
15:45 – 16:15	Tea/Coffee Break	
16:15 - 17:00	Country/small group discussion on overcoming impediments to enforcement and identify common issues	E. Dawicki J. Whitehead
17:00 – 17:30	Share the findings to the entire group	E. Dawicki J. Whitehead A. Réglain

Day 3, Thursday 18th October 2012		Lecturer/Facilitator
Session 7	PORT RECEPTION FACILITIES	
08 :30 – 09 :15	13.Adequate reception facilities under MARPOL and the information required by shipping	J. Whitehead
09 :15 – 10 :15	Country/Small group discussion on the current Status of the Port Reception Facilities –current initiatives/needs in the Wider Caribbean Region	E. Dawicki J. Whitehead
10 :15 – 10 :45	Tea/Coffee Break	
10 :45 – 11:30	Country/ small group discussion on port reception facilities, identify problems and challenges	E. Dawicki J. Whitehead
11:30 – 12:00	Share the findings to the entire group	E. Dawicki J. Whitehead A. Réglain
12:00 – 13:15 Lunch Break		
13:15 – 14:15	14.Global Integrated Shipping Information System (GISIS)	E. Dawicki
Session 8	STAYING UP-TO-DATE & REGIONAL SUPPORT/INITIATIVES	
14:15 – 14:45	15.MEPC <ul style="list-style-type: none"> • The work and role of MEPC • Importance for countries’ participation and staying up-to-date with the changes • Proposed revision 	J. Whitehead
14:45 – 15:15	16.Cartagena convention	E. Dawicki
15:15 – 15:45	17.REMPEITC	A. Réglain
15:45 – 16:15	Tea/Coffee Break	
Session 9	WORKSHOP REVIEW & EVALUATION	
16:15 – 17:00	Workshop evaluation Discussion on whether expectations were achieved Follow up actions	E. Dawicki J. Whitehead A. Réglain
Session 10	CLOTHING SESSION	
17:00 – 17:30	Closing Remarks Presentation of Certificates	A. Réglain

9. Annex 3 – Workshop Evaluation Results

A Arrangements prior to the activity		Yes	No
1	Was the invitation received in good time?	100	0
2	Did you receive information on the objective, scope and subject areas and programme of the activity before your participation?	89 %	11%
3	Were the instructions for completing the nomination form and the profile required for the activity clear and easily understood?	100 %	0 %
4	Did you receive logistical information on venue, travel arrangements, DSA payments, and accommodation?	100 %	0 %
5	Were you given any pre-event assignment?	68 %	32 %
6	If yes, was the pre-event assignment practical?	100 %	0 %

B During the activity		Too long	Just right to cover topics fully	Too short	
7	Was the event	7 %	86 %	7 %	
8	How do you rate the event as regard to the following	Excellent	Good	Satisfactory	Poor
	Venue	42 %	54 %	4 %	0 %
	Facilities	50 %	42 %	8 %	0 %
	Equipment	45 %	48 %	7 %	0 %
9	Quality of written documentation provided	Excellent	Good	Satisfactory	Poor
	Clarity	29 %	63 %	4 %	4 %
	Technical content	39 %	46 %	15 %	0 %
	Relevance	35 %	58 %	7 %	0 %
	Comprehensiveness	35 %	50 %	15 %	0 %
10	Quality of presentations	Excellent	Good	Satisfactory	Poor
	Clarity	33 %	63 %	4 %	0 %
	Technical content	38 %	54 %	4 %	4 %
	Relevance	38 %	58 %	4 %	0 %
	Comprehensiveness	35 %	58 %	7 %	0 %
11	Quality and use of:	Excellent	Good	Satisfactory	Poor
	Course materials	33 %	63 %	4 %	0 %
	IMO references materials	31 %	50 %	19 %	0 %
	Other resource materials	16 %	60 %	24 %	0 %
	Group or practical activities	46 %	42 %	12 %	0 %
	Excursions		n/a		

At the end of the activity		Excellent	Good	Satisfactory	Poor
12	Please rate each individual lecturer in regard to the following				
Anne Réglain					
	Content of the lecture	29 %	67 %	4 %	0 %
	Presentation	43 %	57 %	0 %	0 %
	Ability to transfer knowledge	43 %	48 %	9 %	0 %
	Effectiveness in answering questions and suggesting solutions to problems	43 %	52 %	5 %	0 %
Eric Dawicki					
	Content of the lecture	48 %	48 %	4 %	0 %
	Presentation	59 %	41 %	0 %	0 %
	Ability to transfer knowledge	63 %	30 %	7 %	0 %
	Effectiveness in answering questions and suggesting solutions to problems	59 %	33 %	8 %	0 %
Joel Whitehead					
	Content of the lecture	35 %	61 %	4 %	0 %
	Presentation	38 %	54 %	8 %	0 %
	Ability to transfer knowledge	42 %	46 %	12 %	0 %
	Effectiveness in answering questions and suggesting solutions to problems	46 %	38 %	15 %	0 %

At the end of the activity

13	What topics were of Most interest to you	1. Legal aspects of MARPOL. Implementation and enforcement. 2. All the topics were interesting. 3. All the topics covered were of relevance for me. 4. Reception facility. PSC. 5. Opportunity for income generation, enforcement of MARPOL, GISIS. 6. The group discussions on the different topics. 7. Ratification & Implementation, waste reception facilities. 8. Enforcement. 9. Reception Facility. 10. Implementation of MARPOL (I-IV). 11. Details of compliance issues. 12. Group work. 13. The group discussion and interaction on all the topics. 14. Waste reception facilities & the current status of the islands. 14. Implementation and port reception facilities. 15. Legal aspects, rights & obligations. 16. All topics were of equal interest however the topic of garbage collection ties in with what we do in my country.		
	Least interest to you	1. Everything was interesting. 2. None. 3. Introduction to IMO. 4. All were practical. 5. Concept, implementation & enforcement of annex VI		
		Yes	No	
14	Are there any topics which should be added?	8 %	92 %	
	If yes, please list them	1. Field trip should always be organized. 2. Model legislation on MARPOL		
		Yes	No	
15	Do you consider that the objective of the event was met?	92 %	8 %	
16	Comments	<p>1. In terms of enforcement of MARPOL, the objectives were met. However, in terms of implementation, the owe is really on the member state. Impediments to implementation were identified and solutions highlighted. The success of these solutions is to be determined. 2. Yes, the objectives were met because everybody's input was listened to and we got more information from each other. 3. Very good workshop, course content was comprehensive and relevant. Good opportunity for collaboration and exchange of ideas/best practices. 4. The meeting place was of good standard with good eats. The staff must be complimented. The delegates' hotel was left wanting. The info was relevant, the instructors knowledgeable, a worth withy workshop. 5. The workshop was very comprehensive and it exceeded my expectations. The scenarios were appropriate as this allowed for the sharing of information between the countries. The workshop reinforced the fact that all the countries have similar issues however we can work together to achieve a common goal. 6. This was an excellent presentation. 7. More of these types of workshops would be welcomed for other pollution conventions. 8. This workshop was extremely informative & interactive. It gave participants an opportunity to network & share ideas. 9. Efforts should be made to further the synergies of trade and environmental issues (pollution) at the regional policy level mechanisms eg CARICOM, Council on Trade and Development (COTED) or the Organization of Eastern Caribbean (OECS). 10. I really enjoyed this conference as it was the first one for me. Would love to return again. 11. Must comment that the secretariat was extremely helpful, efficient and accommodating. 12. The workshop was a success. The lecturers were very clear on the matter. Maybe the IMO should look at doing a follow up on this workshop, whereby the IMO should look at what happened after the workshop. 13. This was a good workshop but it made clear that we still need a lot of capacity building on this subject. 14. The objectives of the event were realised. As a region, we all are willing to comply with the requirements of MARPOL but the resources are clearly lacking, without a regional approach the region will be unsuccessful at complying with MARPOL. 15. Effective workshop. Good lecturers. 16. I had a great time at the workshop as it met my expectations. The course material was adequate and the lecturers were excellent. I was very pleased with the facilities and all other members who supported and facilitated the workshop did a fine job. The atmosphere was one of cooperation and everyone participated fully. Conclusion: we had a wonderful group and I truly enjoyed being there. Great lecturing team.</p>		

10. Annex 4 – Group discussions report summary

a. Impediments to the implementation and enforcement of MARPOL

The participants made a list of impediments to the implementation and enforcement of MARPOL, and then proposed some solutions. The outcomes of this discussion are summarized in the table below.

Impediments	Solutions
Money	<ul style="list-style-type: none"> • Better management of funds which have already been allocated (ex. Better planning/strategic direction, Consolidation of efforts in cases of multiple agencies with overlapping roles ect.) • Private/Public partnerships – Encourage private sector investments • Implementation and enforcement of the “polluter pays” principle • Implementation of taxes such as environmental levy on cruise visitors (possibly utilizing an “Regional Tax”) to create a special fund • Ensuring that the monies from fines for environmental violations are deposited into a special fund and not the consolidated fund
Politicians and National/Sector Priorities	<ul style="list-style-type: none"> • Need for greater education and sensitization (use of media) - Lack of understanding leads to low prioritization of marine governance • Ensure that politicians are aware of the consequences that may result from non-compliance with international convention such as MARPOL (impacts on numerous sectors such as environment, tourism, economy,, agriculture, fisheries, national reputation etc.) • Present MARPOL as an avenue to generate employment opportunities and revenue via the development of port reception facilities and waste management – Display well-established practices and existing examples • Regionally – To implement a regional coordinating mechanism, avoid the “death by committee” syndrome
Lack of Legal drafters and Maritime Experts	<ul style="list-style-type: none"> • Support and encourage capacity building - the training of locals for the purpose of building the State's human resource capacity in order to not only administer its own affairs and draft its own laws, but to export such expertise to others in need. The proper implementation of Port State Control is just one of several areas that shall benefit through capacity building • Seek for technical assistance and capacity building opportunities • On the job training and exchange programs between islands • Legislative GAP analysis

Maritime Governance and Legislation

- Creation and implementation of a national policy on maritime matters
- In States where responsibilities for maritime matters are scattered throughout different agencies, Ministries or bodies, a policy shall set out the manner in which such activities shall be co-ordinated, in order that each agency is aware of its responsibility and how it relates with others. It should provide mechanisms for cooperation and continued exchange of information
- Establishment of MOUs to facilitate agencies and departments working together
- Clarify drafting instructions for Attorneys General and parliamentary departments to ensure that final legislation is in line with clearly defined objectives. (This should apply not just to MARPOL, but every other relevant Act or regulation within the maritime sector). Enabling legislation with appropriate punitive measures for offences is a deterrent tool.

Geography and National pride vs Regional initiative

- Recognition of the importance of the maritime sector in the Wider Caribbean Region where most of the goods are transported by sea
- Encourage linkages with other similarly disadvantaged States through multilateral arrangements. The pooling of resources shall only assist in forging stronger ties, and forming political 'blocs' more able to represent the needs of the so-called 'lesser' nations. National policy should stress the importance of working with other nations.

Lack of Public Knowledge

- Raise public awareness about marine environmental protection. Media and public's opinion can be a powerful lever
- Utilize the Government Information Services (GIS) as a cost cutting outreach tool
- Utilize NGO and special interest groups to assist with awareness activities
- Use Social media
- Promote the maritime sector and its career opportunities
- Ensure that communication is a two way participatory process
- Enhancement of Marketing/PR department within Marine Administration Department

Lack of practical information about MARPOL

- Update the "MARPOL – How to do it" Manual, the latest version currently dates back to 2002
- Issue clear/practical tables and documents synthesizing the regulations with must be updated after each MEPC. Creation of an official IMO webpage to have an easy access to this information (example of KR-CON). This should not only be done for MARPOL but the other conventions
- Provide additional information about the practical implementation of port reception facilities (waste management options, costs etc.)

International representation

- Stress the importance of representation at international meetings and forums to stand up for national interest
- Need to emphasize that countries without a ship registry should see their interests represented based on their rights as coastal states
- Ensure that the National delegations have access to maritime affairs experts and/or inputs
- The region should explore the option of “Bloc Representation” to ensure that collective interests are met and to create a stronger voice at the IMO.
- Sharing of Maritime experts regionally

b. Port Reception Facilities

Current status of port reception facilities according to each Annex

Annex	Country
I	Bahamas (<i>few ports only</i>), Barbados (<i>48h notice</i>), Jamaica (<i>24h notice</i>), Saint Lucia (<i>48h notice</i>), Trinidad & Tobago
II	Antigua & Barbuda (<i>emergency only with prior notification</i>)
IV	Antigua & Barbuda (<i>24h notice</i>), Bahamas (<i>few ports only</i>), Barbados, Jamaica, St Kitts & Nevis
V	Antigua & Barbuda (<i>24h notice</i>), Bahamas, Barbados (<i>only paper and wood, 24h notice</i>), Dominica (<i>except group 1, 4 and 6</i>), Grenada (<i>24h notice, inorganic waste only</i>), Jamaica (<i>24h notice, except group 1 and 5</i>), St Kitts & Nevis, Saint Lucia (<i>24h notice, inorganic waste only</i>), Saint Vincent & the Grenadines (<i>except group 5 and 6</i>), Suriname, Trinidad & Tobago
VI	--

Challenges

On the whole, the Caribbean islands do not possess the appropriate infrastructures to manage waste in a sustainable manner. Waste management is already a challenge for many islands where the most common practice is landfill disposal. Therefore, there is common fear that taking additional waste such as the one coming from ships will aggravate the situation as it will overfill the landfill. In addition, the limited earth surface of each island accentuates this fear.

Another concern is the potential introduction of harmful pests and organisms which represent a threat to the local agriculture sector, an important component to the local economy. Therefore, even though most countries in the region possess port reception facilities to deal with garbage (annex V), many restrictions are in place. In most cases, organic waste is not accepted or subject to inspection / quarantine.

Due to the absence of a recycling sector for plastics, many islands do not accept it.

Future plans and ideas to increase the availability of Port Reception Facilities

- Develop agreements with local oil companies and refinery for the handling of oily waste (Annex I)
- View waste as a resource - Explore possible ways to reuse/recycle waste - waste to energy options, composting etc.
- Set up modern waste management infrastructures, not only for ship generated waste but for the benefit of the island itself.
- Development of a Regional Master Plan based on the density of the maritime traffic and the estimation of waste type and quantity that needs to be handled. The willingness of each country to invest in the regional master plan has to be taken into consideration. Such plan could have numerous benefits such as generating revenues and job creation, pooling of limited human and financial resources of Small Island States, improving waste management infrastructures, alleviating marine environmental pollution issues