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Statutory Instrument

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# MERCHANT SHIPPING (SHIP AND PORT FACILITY SECURITY) REGULATIONS, 2025

*Arrangement of Regulations*

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Merchant Shipping Act

(Act 2024–28)

# MERCHANT SHIPPING (SHIP AND PORT FACILITY SECURITY) REGULATIONS, 2025

The Minister, in exercise of the powers conferred on him by section 1476 of the *Merchant Shipping Act*, makes the following Regulations:

## PART I

## PRELIMINARY

### Citation

**1.** These Regulations may be cited as the *Merchant Shipping (Ship and Port Facility Security) Regulations, 2025*.

### Definitions

**2.** In these Regulations,

"Act" means the *Merchant Shipping Act, 2024* (Act 2024-28);

"Administration" has the same meaning as in the Act;

"Barbados ship" has the same meaning as in the Act;

"cargo ship" means a ship that is not a passenger ship;

"company security officer" means a person designated by a shipowner

*(a)* to ensure that a ship security assessment is carried out and that a ship security plan is developed, submitted for approval, implemented and maintained; and

*(b)* for liaison with port facility officers and the ship security officer;

"declaration of security" means an agreement reached between a ship and either a port facility or another ship with which it interfaces, specifying the security measures each will implement;

"designated authority" means the Chief Executive Officer of Barbados Port Inc. or any other person designated in writing by him;

"high speed craft" means a craft capable of a maximum speed in metres per second equal to or exceeding $3.7^{0.1667}$;

"International Convention for the Safety of Life at Sea 1974" means that Convention as amended from time to time by the International Maritime Organization;

"International Ship and Port Facility Security Code" means that Code as amended from time to time by the International Maritime Organization;

"maritime law enforcement officer" means

*(a)* an officer of the Marine Police Unit of the Barbados Police Service; or

*(b)* an officer or soldier of the Barbados Defence Force serving as a member of the Coast Guard;

"Minister" means Minister responsible for Shipping;

"mobile offshore drilling unit" means a mechanically propelled mobile offshore drilling unit that is not on location;

"non-Barbados ship" means a ship other than a Barbados ship;

"owner" in relation to a port facility security plan, means the person who submits the port facility security plan, or the person on whose behalf that plan is submitted, to the Administration for approval under Part A of the International Ship and Port Facility Security Code;

"port facility" means a location, determined by a designated authority, where a ship-port interface takes place, and includes areas such as anchorages, waiting berths and approaches from seaward;

"port facility security officer" means a person designated as responsible for the development, implementation, revision and maintenance of the port facility security plan and for liaison with ship security officers and company security officers;

"restricted area" means an area in a ship or port facility that is identified as such in a ship security plan or port facility security plan, respectively;

"ship-port interface" means the interactions that occur when a ship is directly and immediately affected by the movement of persons or goods, or the provision of port services, to or from a ship;

"shipowner" means the owner of a ship or any other organization or person, such as a manager, or bareboat charterer, who has assumed responsibility for operation of a ship and has agreed to take over all the duties and responsibilities imposed by the International Safety Management Code; and

"ship security officer" means a person on board a ship who is accountable to the master and designated by the shipowner as responsible for the security of the ship, including implementation and maintenance of the ship security plan and liaison with the company security officer and port facility security officers.

**Purpose**

**3.** The purpose of these Regulations is to enhance the security of ship and port facilities, in accordance with the International Ship and Port Facility Security Code.

**Application**

**4.**(1) Subject to paragraph (2), these Regulations apply to

*(a)* passenger ships, including high speed craft, carrying more than 12 passengers;

*(b)* cargo ships, including high speed craft, of 500 GT and above;

*(c)* mobile offshore drilling units; and

*(d)* port facilities serving ships and units referred to in subparagraphs *(a)* to *(c)*.

(2) These Regulations do not apply to

*(a)* war ships;

*(b)* cargo ships of less than 500 GT;

*(c)* ships not propelled by mechanical means;

*(d)* wooden ships of primitive build;

*(e)* pleasure yachts not engaged in trade;

*(f)* fishing vessels; or

*(g)* vessels not engaged in commercial activities.

(3) These Regulations shall be applied in tandem with Division 2 of Part XXVII of the Act.

**Designations**

**5.** The Barbados Coast Guard is hereby designated as

*(a)* the focal point for maritime security for the purposes of enforcing the International Ship and Port Facility Security Code;

*(b)* the competent authority for maritime security for the purposes of implementation of the International Ship and Port Facility Security Code; and

*(c)* the designated authority for the purposes of Chapter XI-2 of the International Convention for the Safety of Life at Sea 1974 and the International Ship and Port Facility Security Code.

## PART II

## INSPECTIONS

### Ship and port facilities inspections

**6.**(1) For the purpose of enabling a maritime law enforcement officer to verify that a ship or port facility complies with the requirements of the International Ship and Port Facility Security Code or of ascertaining whether an enforcement notice has been complied with, a maritime law enforcement officer may, on the production on request of his credentials, inspect

*(a)* a Barbados ship;

*(b)* a non-Barbados ship that is in a Barbados port facility;

*(c)* a non-Barbados ship in Barbados waters that has communicated her intention to enter a port in Barbados; or

*(d)* a Barbados port facility.

(2) A maritime law enforcement officer may, for the purpose of an inspection,

*(a)* subject any property found by him on a ship, or any apparatus or equipment installed on a ship that is required by or approved in the ship's security plan, to such tests as the officer considers necessary;

*(b)* subject any part of a port facility, any property found by him in a port facility, or any apparatus or equipment installed in a port facility that

is required by or approved in the port facility's security plan, to such tests as the officer considers necessary;

*(c)* ascertain what practices or procedures are being followed in relation to security;

*(d)* test the effectiveness of any practice or procedure relating to security; and

*(e)* require the shipowner, the company security officer, the ship security officer or master of a ship, a port facility security officer or the owner of the port facility security plan, or a person acting on behalf of such a person, to furnish to him such information as the officer considers necessary for the purpose for which the inspection is carried out.

(3) Subject to paragraph (4), a maritime law enforcement officer, in the exercise of a power under paragraph (1) or (2), may

*(a)* for the purpose of inspecting a ship, go on board the ship and take any steps necessary to ensure that it is not moved; or

*(b)* for the purpose of inspecting a port facility, enter a building or works in the port facility and enter upon any land in the port facility.

(4) A maritime law enforcement officer shall not use force for the purpose of going on board a ship, entering a building or works or entering upon any land.

(5) A person commits an offence who

*(a)* without reasonable excuse, fails to comply with a requirement imposed on him under paragraph (2)*(e)*; or

*(b)* in furnishing any required information, makes a statement that he knows to be false in a material particular.

(6) A person who commits an offence under paragraph (5) is liable

*(a)* on summary conviction, to a fine of $25 000; or

*(b)* on conviction on indictment, to a fine of $50 000.

**Inspection of companies and port facilities by the administration**

**7.**(1) The following persons are required to submit to an inspection of a ship that is conducted by a recognized security organization acting on behalf of the Administration:

*(a)* the shipowner;

*(b)* the company's security officer;

*(c)* the ship's security officer; and

*(d)* the master of the ship.

(2) The following persons are required to submit to an inspection of a port facility that is conducted by a recognized security organization acting on behalf of the Administration:

*(a)* the port facility's security officer; and

*(b)* the owner of the port facility's security plan.

(3) A person referred to in paragraph (1) or (2) shall take all necessary steps to remedy any shortcomings identified by the recognized security organization during an inspection, on receipt of notification of them in writing by the Administration, within the period required in the notification.

PART III

SHIP DETENTION

**Detention notices**

**8.**(1) Where a maritime law enforcement officer proposes to detain a ship pursuant to the control and compliance measures specified in Regulation 9 of Chapter XI-2 of the International Convention for the Safety of Life at Sea 1974,

he shall serve on the master of the ship a detention notice that states that the officer is detaining the ship because he has grounds to believe that

*(a)* the ship does not comply with Chapter XI-2 of the International Convention for the Safety of Life at Sea 1974;

*(b)* the ship does not comply with Part A of the International Ship and Port Facility Security Code; or

*(c)* there has been a failure to make available for inspection a valid International Ship Security Certificate or a valid Interim International Ship Security Certificate issued under Part A of the International Ship and Port Facility Security Code.

(2) A detention notice shall specify the steps that the maritime law enforcement officer requires to be taken in respect of the ship in order to secure its release from detention.

(3) A detention notice shall require the master to take steps to ensure that the ship does not proceed to sea while the detention notice is in force.

(4) The master of a ship in respect of which a detention notice is served may object to the notice in writing to another maritime law enforcement officer.

(5) On receipt of an objection to a detention notice, the other maritime law enforcement officer shall

*(a)* consider the objection;

*(b)* allow the person making the objection and the maritime law enforcement officer who gave the notice an opportunity to make written or oral representations to that other officer or to a person nominated by that other officer;

*(c)* confirm, modify or cancel the notice; and

*(d)* give notice of his decision in writing to the person who made the objection.

(6) The other maritime law enforcement officer shall include in his decision a finding as to whether, in relation to any of the matters specified in respect of a ship in a detention notice under paragraph (1), there was a valid basis for the detention of the ship.

(7) A detention notice in respect of a ship continues in force until a maritime law enforcement officer cancels it by notice in writing or under paragraph (5) *(c)*.

(8) A person commits an offence if without reasonable excuse he fails to comply with a requirement of a detention notice and is liable

*(a)* on summary conviction, to a fine of $75 000; or

*(b)* on conviction on indictment, to a fine of $200 000.

**Compensation for invalid ship detention**

**9.**(1) If, on consideration of an objection in respect of a detention notice relating to a ship under regulation 8, the maritime law enforcement officer finds that there was no valid basis for the detention, the owner of the ship is entitled, upon application, to receive compensation for any loss or damage suffered by him that is directly attributable to the detention of the ship.

(2) A claim for compensation under paragraph (1) shall be made in writing to the maritime law enforcement officer within 3 months from the date on which that officer serves notice of his decision under regulation 8(5)*(d)*.

(3) A person claiming compensation under paragraph (1) shall provide any information in respect of the loss or damage incurred that the maritime law enforcement officer reasonably requires, including the production of original documents in his possession or control.

(4) The maritime law enforcement officer shall verify the accuracy of any information provided under paragraph (3).

(5) Any dispute as to the right to, or the amount of, compensation payable under paragraph (1) shall be referred to a single arbitrator appointed by agreement between the parties.

(6) Any compensation granted under paragraph (1) shall be paid by the Minister.

## PART IV

## RESTRICTED AREAS

### Unauthorized presence in a restricted area of a ship

**10.**(1) A person shall not

*(a)* go onto or into a restricted area of a ship except with the permission of the ship's master, the ship security officer or a person acting on his behalf, and except in accordance with any conditions subject to which that permission is granted; or

*(b)* remain in a restricted area after being requested to leave by the ship's master, the ship security officer or a person acting on his behalf.

(2) A person does not contravene paragraph (1)*(a)* unless it is proved that, at the material time, notices stating the area concerned was a restricted area were posted so as to be readily seen by persons entering the restricted area.

(3) A person who contravenes paragraph (1) without lawful authority or a reasonable excuse commits an offence and is liable on summary conviction to a fine of $50 000.

(4) A law enforcement officer, the ship's master or security officer, or a person acting on behalf of the master or the security officer may use such force as is reasonable in the circumstances to remove from a restricted area a person who remains there in contravention of paragraph (1)*(b)*.

**Unauthorized presence in a restricted area of a port facility**

**11.**(1) A person shall not

*(a)* go onto or into a restricted area of a port facility except with the permission of the port facility security officer or a person acting on his behalf, and except in accordance with any conditions subject to which that permission is granted; or

*(b)* remain in a restricted area after being requested to leave by the port facility security officer or a person acting on his behalf.

(2) A person does not contravene paragraph (1)*(a)* unless it is proved that, at the material time, notices stating that the area concerned was a restricted area were posted so as to be readily seen by persons entering the restricted area.

(3) A person who contravenes paragraph (1) without lawful authority or a reasonable excuse commits an offence and is liable on summary conviction to a fine a of $50 000.

(4) A law enforcement officer, port facility security officer, or a person acting on his behalf may use such force as is reasonable in the circumstances to remove from a restricted area a person who remains there in contravention of paragraph (1)*(b)*.

PART V

OFFENCES RELATING TO AUTHORIZED OFFICERS

**Offences and penalties**

**12.**(1) A person commits an offence who

*(a)* intentionally obstructs a maritime law enforcement officer acting in the exercise of a power conferred upon him under these Regulations; or

*(b)* impersonates an authorized officer.

(2) A person who commits an offence under paragraph (1)*(a)* is liable

*(a)* on summary conviction, to a fine of $50 000; or

*(b)* on conviction on indictment, to a fine of $150 000.

(3) A person who commits an offence under paragraph (1)*(b)* is liable on summary conviction to a fine of $250 000.

## PART VI

## ENFORCEMENT AND PENALTIES

### Enforcement notices

**13.**(1) A maritime law enforcement officer may serve an enforcement notice on a person referred to in paragraph (2) where it appears to him that the person has failed to comply with

*(a)* the requirements of Chapter XI-2 of the International Convention for the Safety of Life at Sea 1974;

*(b)* the requirements of Part A of the International Ship and Port Facility Security Code;

*(c)* the requirements of paragraphs 1.12, 6.1, 8.3, 8.5, 8.7, 8.8, 8.9, 8.10, 13.6, 13.7, 18.5 or 18.6 of Part B of the International Ship and Port Facility Security Code;

*(d)* the requirement to submit to an inspection by the Administration, and to rectify any deficiencies identified following such an inspection; or

*(e)* the requirement to submit specified changes or amendments to a ship security plan or a port facility security plan in accordance with Part XXVII of the Act.

(2) An enforcement notice under paragraph (1) in relation to a ship may be served on

*(a)* the shipowner;

*(b)* the company's security officer;

*(c)* the ship's security officer; or

*(d)* the master of the ship.

(3) An enforcement notice under paragraph (1) in relation to a port facility may be served on

*(a)* the port facility's security officer;

*(b)* the owner of the port facility security plan; or

*(c)* a person who carries on port operations in a port facility.

**Content of enforcement notice**

**14.**(1) An enforcement notice shall state the matters that appear to the maritime law enforcement officer to constitute a failure to comply with the requirements specified in regulation 13.

(2) An enforcement notice shall specify the steps that the maritime law enforcement officer requires to be taken, or an activity that the maritime law enforcement officer requires to cease, in order to achieve compliance with the requirements specified in regulation 13.

(3) An enforcement notice may specify different ways of complying with the requirements set out in the notice.

(4) An enforcement notice takes effect on the date specified in the notice.

(5) An enforcement notice shall specify the period within which any required steps are to be taken or any activities are required to cease, and may specify different periods for different steps or activities.

(6) Where different periods apply to different steps or activities, references in these Regulations to the period for compliance with an enforcement notice, in relation to a step or activity, are to the period within which the step is required to have been taken or the activity is required to have ceased.

(7) An enforcement notice requiring a person not to cause or permit anything to be done shall be construed as requiring him to take all steps in the circumstances that are practicable and necessary to prevent that thing from being done.

**Offences relating to enforcement notices**

**15.**(1) A person, who without reasonable excuse, fails to comply with an enforcement notice served on him commits an offence and is liable

*(a)* on summary conviction, to a fine of $75 000; or

*(b)* on conviction on indictment, to a fine of $250 000.

(2) Where a person convicted of an offence under paragraph (1) continues after the conviction without a reasonable excuse to engage in the conduct in respect of which he was convicted, he commits a further offence and liable on summary conviction to a fine of $1 000 for each day on which the failure continues.

**Objection to enforcement notice**

**16.**(1) A person on whom an enforcement notice is served may serve on the Administration a notice in writing of his objection to the enforcement notice on the ground that

*(a)* the steps required by the notice to be taken for the purposes of regulation 13 have been complied with; or

*(b)* a requirement of the notice

(i) is unnecessary in order to comply with the requirements specified in regulation 13 and should be dispensed with; or

(ii) is excessively onerous or inconvenient and should be modified in a manner specified in the notice of objection.

(2) An objection to an enforcement notice shall be served on the Administration within 7 days from the date on which the enforcement notice was served.

(3) A person making an objection to an enforcement notice shall submit to the Administration, either when making the objection or within the 7 days referred to in paragraph (2), a statement in writing

*(a)* specifying the grounds on which he is objecting to the enforcement notice; and

*(b)* providing such further information as may be appropriate.

(4) Where a person on whom an enforcement notice is served serves a notice under paragraph (1), the Administration shall

*(a)* consider the grounds of the objection and, if so requested by the objector, shall afford to him an opportunity to appear before and be heard by a person appointed by the Administration for the purpose; and

*(b)* serve on the objector a notice in writing

(i) confirming the enforcement notice as originally served;

(ii) confirming it subject to one or more modifications specified in the notice; or

(iii) cancelling the enforcement notice.

(5) An enforcement notice to which an objection has been made under paragraph (1) does not take effect until it has been confirmed, with or without modification, by a notice under paragraph (4).

(6) An enforcement notice served on a person

*(a)* may be revoked by a notice served on him by a maritime law enforcement officer; or

*(b)* may be varied by a further enforcement notice served on him by a maritime law enforcement officer.

## PART VII

## MISCELLANEOUS

### Minimum period for retention of records

**17.**(1) A declaration of security that is completed in respect of a ship or a port facility shall be retained for a period of at least 3 years after it was last used

*(a)* in respect of a ship, on board the ship by the master; and

*(b)* in respect of a port facility, by the port facility security officer.

(2) A completed declaration of security relating to a ship's last 10 calls at port facilities shall be retained on board the ship by the master, even where the period over which those calls extend exceeds the 3-year period referred to in paragraph (1).

### Amendments to plans

**18.**(1) The owner of a ship may apply to the Administration for approval of an amendment to an approved ship security plan.

(2) The owner of a port facility security plan may apply to the Administration for approval of an amendment to an approved port facility security plan.

(3) An amendment referred to in paragraph (1) shall not be implemented by the shipowner or owner of the port facility security plan unless it is approved by the Administration.

### Service of documents

**19.**(1) A notice, notification or other document authorized or required under these Regulations to be served on or given to a person may be served on or given to the person

*(a)* by delivering it to him;

*(b)* by leaving it at his proper address;

*(c)* by sending it by post to him at that address;

*(d)* by transmitting it to him at that address, by fax or other similar means that is capable of producing a document containing the text of the communication; or

*(e)* where the person maintains an e-mail address, by sending an electronic copy of the document to that e-mail address.

(2) A document may, in the case of a body corporate, be given to or served on the secretary, clerk or similar officer of that body.

(3) For the purposes of this regulation, the proper address of a person to whom a document is to be given or on whom a document is to be served is

*(a)* his usual or last known address or place of business, whether in Barbados or elsewhere;

*(b)* in the case of a body corporate, the address of the registered or principal office of that body in Barbados or, if it has no office in Barbados, the address of its principal office wherever that may be; or

*(c)* in the case of a person registered under the Act as the owner of a ship, the address recorded in relation to him in the register.

(4) If the person to or on whom a document is to be given or served has notified the Administration of an address within Barbados, other than an address determined under paragraph (3), as the one at which he or someone else on his behalf will accept such documents, that address shall be treated for the purposes of this regulation as his proper address.

(5) Where there are 2 or more owners of a ship who are registered under the Act, a document shall be treated as being duly served on the owners if it is served on one of those owners.

(6) Where a document is to be served on the master of a ship, it shall be treated as being duly served if it is left on board that ship with the person being, or appearing to be, in command or charge of the ship.

**Drills and exercises**

**20.**(1) All port facility personnel shall

*(a)* receive port security familiarization and port security awareness training or instruction in accordance with Part A of the International Ship and Port Facility Security Code;

*(b)* if assigned specific port security duties and responsibilities, understand their responsibilities for port security as described in the port facility security plan; and

*(c)* have sufficient knowledge and ability to perform their assigned duties.

(2) A port facility operator shall ensure that drills and exercises in port facility security are conducted at appropriate intervals, taking into account the types of ship the port facility is serving and the guidance given in Part B of the International Ship and Port Facility Security Code.

(3) The port facility security officer shall participate in the drills and exercises referred to under paragraph (2) at appropriate intervals to ensure the effective coordination and implementation of the port facility security plan.

**Continuous synopsis record**

**21.**(1) The Administration, or a recognized organization acting on behalf of the Administration, shall issue a continuous synopsis record in accordance with regulation 5 of Chapter XI-1 of the International Convention for the Safety of Life at Sea 1974.

(2) A shipowner and the master of a ship shall ensure that the continuous synopsis record is on board the ship and available for inspection at all times.

(3) The continuous synopsis record shall be left on board a ship when

*(a)* the ship is transferred to the flag of another state;

*(b)* the ship is sold to another owner;

*(c)* the ship is taken over by a bareboat charterer; or

*(d)* another company assumes responsibility for the operation of the ship.

(4) The shipowner shall promptly notify the Administration of any changes to the information recorded in the continuous synopsis record.

(5) The Administration, or a recognized organization acting on behalf of the Administration, shall issue an updated continuous synopsis record within 3 months of receipt of a notification referred to in paragraph (4).

(6) Previous entries in the continuous synopsis record shall not be modified, deleted or in any way erased or defaced.

**Ship identification numbers**

**22.**(1) This regulation applies to

*(a)* passenger ships of 100 GT or above; and

*(b)* other ships of 300 GT or above.

(2) A ship referred to in paragraph (1) shall be provided by the ship's flag administration with an identification number that conforms to the International Maritime Organization ship identification number scheme.

(3) The identification number shall be inserted on the ship's certificates and certified copies of it shall be issued under regulation 12 or 13 of Chapter I of the International Convention for the Safety of Life at Sea 1974.

(4) The identification number of a ship shall be permanently marked

*(a)* 200 millimetres or more in height, in a visible place on

(i) the stern of the ship;

(ii) either side of the hull, amidships port and starboard, above the deepest assigned load line;

(iii) both sides of the superstructure, port and starboard;

(iv) the front of the superstructure; or

(v) in the case of a passenger ship, on a horizontal surface visible from the air; and

*(b)* 100 millimetres or more in height, in an easily accessible place

(i) on one of the end traverse bulkheads of the machinery spaces;

(ii) on one of the hatchways;

(iii) in the case of a tanker, in the pump-room; or

(iv) in the case of a ship with ro-ro spaces, on one of the end traverse bulkheads of the ro-ro spaces.

(5) The permanent marking shall be

*(a)* plainly visible, clear of any other markings on the hull;

*(b)* painted in a contrasting colour;

*(c)* made by raised lettering, cutting it in, centre punching it or any other equivalent method of marking the ship's identification number that is not easily expunged; and

*(d)* proportionate in height to its width.

(6) Where a ship is constructed of a material other than steel or metal, the Administration, or a recognized organization acting on behalf of the Administration, shall approve the method of marking the ship's identification number.

**Guidance on the ISPS Code**

**23.** The Barbados Coast Guard may provide guidance to ships, in the form of Marine Guidance Notes, on compliance with the International Ship and Port Facility Security Code.

## PART VIII

## SUPPLEMENTARY SECURITY MEASURES

### Alternative security agreements

**24.**(1) The Minister, after Cabinet approval, may conclude in writing bilateral or multilateral agreements with other contracting governments on alternative security arrangements covering short international voyages on fixed routes between port facilities located within the Caribbean space.

(2) An agreement made under paragraph (1) shall not compromise the level of security of other ships or of port facilities not covered by the agreement.

(3) A ship covered by an agreement made under paragraph (1) shall not conduct ship-to-ship activities with a ship not covered by the agreement.

(4) An agreement made under paragraph (1) shall be reviewed periodically, taking into account the experience gained and any changes in the circumstances or the assessed threats to the security of the ship, port facility or routes covered by the agreement.

### Equivalent security arrangements

**25.** The Administration may permit a Barbados ship to implement other security measures equivalent to the security measures specified under the Act, these Regulations and the International Ship and Port Facility Security Code, if such security measures are at least as effective as the security measures in the Act, these Regulations and that Code.

### Communication to the International Maritime Organization

**26.**(1) The Administration shall communicate to the International Maritime Organization and make available for the information of companies and ships

*(a)* the names and contact details of each national authority responsible for ship and port facility security;

*(b)* the locations within its territory covered by the approved port facility security plans;

*(c)* the names and contact details of persons who have been designated to be available at all times to receive and act upon the ship-to-shore security alerts;

*(d)* the names and contact details of persons who have been designated to be available at all times to receive and act upon communications from contracting governments exercising control and compliance measures; and

*(e)* the names and contact details of persons who have been designated to be available at all times to provide advice or assistance to ships and to whom ships may report any security concerns.

(2) The Administration shall update the information referred to in paragraph (1) when changes related to it occur.

(3) The Administration shall communicate to the International Maritime Organization the names and contact details of any recognized security organization authorized to act on behalf of a designated authority, and the details of the specific responsibility and conditions of authority delegated to such organizations.

(4) The information referred to under paragraph (3) shall be updated when changes relating to it occur.

(5) The Administration shall communicate to the International Maritime Organization a list showing the approved port facility security plans for the port facilities located within Barbados, together with the location covered by each approved port facility security plan and the corresponding date of approval.

(6) The Administration shall notify the International Maritime Organization

*(a)* of any change in the location covered by an approved port facility security plan and the date on which the change is to be introduced or was implemented;

*(b)* as soon as is practicable, if an approved port facility security plan previously included in the list submitted to the International Maritime Organization is to be withdrawn or has been withdrawn, and indicate the date on which the withdrawal will take effect or was implemented; and

*(c)* of any addition to be made to the list of approved port facility security plans.

(7) A port security officer shall communicate to the International Maritime Organization a revised and updated list showing all the approved port facility security plans for the port facility, together with the location covered by each approved port facility security plan, the corresponding date of approval and the date of approval of any amendments to it.

(8) The Administration shall notify the International Maritime Organization if an agreement under regulation 24 has been entered into, amended or terminated.

(9) A notification under paragraph (8) shall include

*(a)* the names of the governments that have concluded the agreement;

*(b)* the port facilities and the fixed routes covered by the agreement;

*(c)* the periodicity of review of the agreement;

*(d)* the date of entry into force of the agreement; and

*(e)* information on any consultations that have taken place with other governments.

(10) Where an equivalent security arrangement with respect to a Barbados ship is permitted, details of the equivalent security arrangement shall be reported to

the Administration in writing, and the Administration shall communicate the particulars of the agreement to the International Maritime Organization.

Made by the Minister this 23rd day of April, 2025.

G.P.I. GOODING-EDGHILL

Minister responsible for Shipping