

**ANTIGUA AND BARBUDA**



**ADVANCED PASSENGER INFORMATION (AMENDMENT) ACT, 2018**

**No. 24 of 2018**

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**ANTIGUA AND BARBUDA**  
**ADVANCED PASSENGER INFORMATION (AMENDMENT) ACT, 2018**  
**ARRANGEMENT OF SECTIONS**

**SECTIONS**

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9. Repeal and replacement of Schedule II

[L.S.]



I Assent,

**Rodney Willialm,**  
*Governor-General*

17th December, 2018.

**ANTIGUA AND BARBUDA**

**ADVANCED PASSENGER INFORMATION (AMENDMENT) BILL, 2018**

**No. 24 of 2018**

**AN ACT** to amend the Advanced Passenger Information Act, No. 3 of 2016.

**ENACTED** by the Parliament of Antigua and Barbuda as follows:

**1. Short title**

This Act may be cited as the Advanced Passenger Information (Amendment) Act, 2018.

**2. Interpretation**

In this Act—

“principal Act” means the Advanced Passenger Information Act, No. 3 of 2016.

**3. Amendment of section 2 - Interpretation**

Section 2 of the principal Act is amended by—

(a) inserting the following definitions in their appropriate alphabetical order—

“Agent” means a person who is authorised in writing by the owner, captain or master of the aircraft or vessel to perform any function under this Act on behalf of the owner, captain or master as the case may be;

“Participating Countries” means Member States of the Treaty;

“Treaty” means the Revised Treaty of Chaguaramas establishing the Caribbean Community including the CARICOM Single Market and Economy signed at Nassau, The Bahamas, on 5<sup>th</sup> July 2001;”

- (b) repealing the definitions of “competent authority”, “CONSLE”, “crew member”, “passenger”, “technical stop” and “watch list” and replacing them as follows—

“competent authority” means the Chief Immigration Officer or such officer or entity as the Minister may appoint;

“Council for National Security and Law Enforcement” or “CONSLE” has the meaning assigned to it in the Treaty;

“crew member” means—

- (a) in relation to an aircraft, a licensed individual charged with duties essential to the operation of the aircraft during a flight; and
- (b) in relation to a vessel, an individual charged with performing duties essential to the operation of a vessel and the safety, entertainment and well-being of its passengers during a journey.

“passenger” means a person not being a crew, travelling or seeking to travel on an aircraft or vessel;

“technical stop” means the arrival of an aircraft or vessel in Antigua and Barbuda for purposes of refuelling, repairs, or as a result of an accident, unfavourable weather conditions, emergency or a similar purpose other than taking on or discharging passengers, baggage, cargo or mail;

“watch list” means a list that is used to watch or track the current activity or movements of—

- (a) criminals including—
- (i) terrorists;
- (ii) persons who have been found guilty of involvement with stolen and lost travel documents; and

(iii) criminal deportees; or

(b) other persons of interest to the intelligence community.”

#### **4. Repeal and replacement of section 3 – Duty to provide advanced passenger information**

The principal Act is amended by repealing section 3 and replacing it as follows—

##### **“3. Duty to provide advanced passenger information**

(1) This section applies to an aircraft or vessel which—

(a) is expected to arrive in Antigua and Barbuda, or

(b) is expected to leave Antigua and Barbuda.

(2) The captain or master of every aircraft or vessel shall provide to the competent authority and IMPACS, the relevant API and data as set out in Schedule 1 relating to the flight or voyage.

(3) A captain or master who—

(a) fails to provide API; or

(b) intentionally or recklessly provides erroneous, faulty, misleading, incomplete or false API or transmits the API in an incorrect format,

commits an offence and is liable on summary conviction to a fine of ten thousand dollars or to imprisonment for a term not exceeding one year or to both such fine and imprisonment.

(4) Where it is not practicable to provide the API within the timeframe set out in Schedule II or where the API provided is inaccurate and the captain, master or agent of the aircraft or vessel satisfies the competent authority that the error was not made knowingly or recklessly then notwithstanding any other provision of this enactment the captain, master or agent may not be charged for an offence.

(5) The Minister may, in consultation with the Minister with responsibility for National Security, waive the requirements of subsection (2) in such circumstances and subject to such conditions as the Minister may prescribe where the aircraft or vessel is—

(a) a military or law enforcement aircraft or vessel; or

(b) on official state business.”

**5. Repeal and replacement of section 5 – Powers of the Competent Authority to verify**

The principal Act is amended by repealing section 5 and replacing it as follows—

**“5. Powers of the Competent Authority to verify**

(1) The API provided under section 3 shall be verified by the Competent Authority during physical processing at any port of entry or exit by using the travel documents provided by the captain, master or agent or any crew member or passenger.

(2) The Competent Authority shall, if any discrepancy is found in the API, correct the data at the port of entry or exit and update the information in APIS after verifying it from the travel or other relevant documents of the crew member or passenger. In any prosecution for failing to comply with the provisions of this Act, the corrected data shall be *prima facie* evidence of the accuracy of the API.

(3) The captain, master or agent and any crew member or passenger thereof shall—

- (a) answer any question asked by the Competent Authority relating to the aircraft or vessel and its crew, passengers, voyage or flight and any persons that are carried by the aircraft or vessel; and
- (b) forthwith at the request of the Competent Authority, produce any documents within that person’s possession or control relating to any of those matters.

(4) A person referred to in subsection (3) commits an offence and is liable on summary conviction to a fine of five thousand dollars or to imprisonment for a term of six months or to both such fine and imprisonment if that person—

- (a) refuses to answer any question put to that person by the Competent Authority under subsection (3)(a) or knowingly gives a false answer to the question; or
- (b) fails to comply with any request made under subsection (3)(b).”

**6. Amendment of section 6 – vessel or aircraft arriving for non-traffic purposes or making a technical stop**

The principal Act is amended in section 6 by—

- (a) repealing subsection (1) and replacing it with the following new subsection—

“(1) Section 3 does not apply to an aircraft or vessel which lands, berths, anchors or otherwise arrives in Antigua and Barbuda if the arrival is—

- (a) required by any law or other requirement relating to navigation;
- (b) a technical stop; or
- (c) authorised by the Competent Authority.”

(b) repealing subsection (4) and replacing it with the following new subsection—

“(4) A captain, master or agent who fails to comply with or acts in contravention of subsections (2) and/or (3) commits an offence and is liable on summary conviction to a fine of ten thousand dollars or to imprisonment for a term of one year or to both such fine and imprisonment.”

## **7. Amendment of section 7**

The principal Act is amended in section 7 by—

- (a) repealing and replacing paragraphs (d) and (e) of subsection (1) and replacing them with the following new paragraphs—

“(d) withhold clearance for the departure of an aircraft or vessel whose captain or master has not provided the API required pursuant to section 3, pending submission of the API; and

(e) assess the sufficiency, and error rates in review of API transmissions for each journey.”

- (b) inserting the following new subsection after subsection (2)—

“(2) To meet the exigencies of any case to which this Act may not be directly applicable or which is not provided for, the Competent Authority may permit action to be taken in such form and manner as it may direct.”

## **8. Amendment of section 11 – Amendment of the Schedules**

The principal Act is amended in section 11 by repealing subsection (2) and replacing it with the following new subsection—

“(2) An Order made under subsection (1) shall be tabled in Parliament and be approved by Parliament by way of a Negative Resolution.”



## **9. Repeal and replacement of Schedule II**

The principal Act is amended by repealing Schedule II and replacing it with the following new Schedule II—

### **SCHEDULE II**

*(Section 4)*

#### **Timeframe**

1. In case of a commercial vessel or aircraft from a destination within the regional space, no later than 40 minutes prior to its departure from the last port of call;
2. In case of a private vessel or aircraft, arriving from a destination within the regional space, no later than 40 minutes prior to its departure from the last port of call;
3. In case of a vessel or aircraft, arriving from a destination outside the regional space, no later than 24 hours prior to arrival of that vessel or aircraft;
4. In the event of any changes to the vessel or aircraft header data or data relating to an individual on board, an updated API file is required to be submitted to the Competent Authority prior to departure of that aircraft or vessel;
5. In the case of a commercial vessel or aircraft, an API file is required to be submitted to the Competent Authority no later than 5 minutes immediately following the departure of that vessel or aircraft;
6. In the case of a private vessel or aircraft, an API file is required to be submitted to the Competent Authority prior to departure of that vessel or aircraft.

Passed the House of Representatives on  
the 18th day of October, 2018.

Passed the Senate on the 26th day of  
October, 2018.

**Gerald Watt, Q.C.,**  
*Speaker.*

**Alincia Williams-Grant**  
*President.*

**Ramona Small,**  
*Clerk to the House of Representatives.*

**Ramona Small,**  
*Clerk to the Senate.*