

# **Caribbean Memorandum of Understanding on Port State Control**

## **Annual Report 2011**



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## **Our Mission**

Eliminate the Operation of Sub-standard Ships in the Region through a harmonized system of Port State Control.

## **Main Objective**

To assist in securing compliance of ships with international conventions/standards regarding:

- Safety of Life at Sea;
- Security;
- Prevention of Marine Pollution; and
- Working and Living conditions on board ships.

## Chairman's Log



It is with great pleasure that I present the Caribbean Memorandum of Understanding on Port State Control's (CMOU) Annual Report for 2011. As we are all aware, 2009 - 2010 was a difficult period for the shipping industry. In general, there was a large reduction in trade into and among the Caribbean islands thus resulting in a decrease in ship arrivals on a whole. This however also provided some opportunities for the region to work harder at meeting to achieve our goals as well as to recommit to the mission and vision of the CMOU.

This resulted in active participation in the activities of the CMOU by our Member States especially in the areas of training and development of our Port State Control Officers (PSCOs). In addition, we also saw the commitment of many States to ratify the relevant instruments of the CMOU and to ensure that these necessary instruments are enshrined in the national legislation of our States.

The CMOU has recognized the need to focus on increasing the membership of the CMOU. This increase in membership will provide the continuous promotion of the values and objectives of the CMOU to Member States thereby encouraging them to get involved in our activities and encouraging Observer States to join the organization in the hopes of further growth. Two successful fact finding missions were completed in Bonaire, as a part of the BES Islands (Territorial grouping is Bonaire, Sint Eustatius and Saba), and Curacao last year and I am very happy to welcome them as our newest Member States now bringing our membership to 15.

This expanded Membership has also assisted with the institutional strengthening of our human resource capabilities within the CMOU. The ability to have training sessions with persons from other MOUs has helped our officers to understand how port State control (PSC) activities are undertaken in other regimes. This was very evident at our 3<sup>rd</sup> CMOU Port State Control Officer training seminar for the region held in the Bahamas in February of 2011. We are indeed grateful for the assistance rendered by many of our Observer Organizations in making the 3<sup>rd</sup> CMOU PSCO training seminar a success. As our mandate is port State control and the eradication of sub-standard shipping, we have and will continue to work hard at eliminating substandard shipping from our region. Our focus has also been on the ongoing learning, development, and training of our PSCOs.

I would like to thank our Member States, Observers States and Observer Organizations, such as the many other Memorandum of Understandings/Agreements (MOUs), the International Maritime Organisation (IMO), the United States Coast Guard (USCG), IHS Fairplay, and Lloyds Register (North America) amongst others that have continued to provide assistance and guidance when needed. In addition, I would implore the Member States to try to participate in the training sessions offered to the PSCOs of our region by the IMO and other PSC Regimes.

As we move forward into 2012, I urge our Member States to participate in all major IMO meetings to continue making the Caribbean Region an influential and cohesive force at the IMO. In addition, I would like us to continue ensuring that effective and efficient communication take place among Members States, the Secretariat, our Observers and Observer Organizations as we progressively strive to implement the best policies and practices required to guarantee the elimination of substandard shipping from our region.

Dwight C. Gardiner  
Chairman

## **The Secretary's Notes**

On behalf of the Committee of the Caribbean Memorandum of Understanding on Port State Control (CMOU), it is an honour, once again, to present the Annual Report of Caribbean Memorandum of Understanding on Port State Control for the year ending December 31, 2011.

The CMOU continued its path of development and harmonization during 2011. This was in collaboration with the IMO and the other 8 regional PSC Regimes. This theme was even more evident at the meetings of the IMO whereby revised PSC inspection guidelines have been developed, refined and approved for use in the field. Through the 19th meeting of the sub-committee on Flag State Inspection (FSI) as well as the 5th Workshop for MOU/Agreements Secretaries and Database Managers, these guidelines have been thoroughly discussed and presented for approval. This constant collaboration only helps to emphasize the IMO's theme of harmonization among the MOUs in our constant effort of fulfilling our mandates and missions.

The CMOU successfully staged its third Annual PSC Seminar, in Freeport, Grand Bahama Island in February of 2011. This seminar also allowed our inspectors to participate in the MAAIF meeting and the Bahamas International Maritime Conference and Trade Show (BIMCATS) during the week which provided an invaluable experience for them. We continue to be committed to the training of our PSCOs and as such we continue to work with other MOUs, the IMO (through the Regional Maritime Advisor), the International Labour Organisation (ILO), the USCG and many other Shipping Organisations to ensure that training opportunities are provided.

This Annual Report will cover the port State control activities for 2011 and will include a break-down of the inspections done by the Members States for the period inclusive of RO performance. The report will also highlight the main activities of the Secretariat and the achievements of the CMOU.

I look forward to continue to work with the Member States, Observers, the governing bodies, colleague MOUs and all other organisations as we strive to achieve our mandate of eliminating the operation of sub-standard ships in our region.



Jodi Barrow (Mrs.)  
Secretary

## **INTRODUCTION**

The CMOU on Port State Control (PSC) has been in existence now for 16 years. Member States have evolved and matured as port States with increased activities as main and hub-ports, while others are putting the necessary infrastructure in place to come onboard.

Throughout that time the region has strived to be an active player in the shipping industry. This year a number of our members were elected to International Maritime Organization (IMO) committees: Rear Admiral (ret'd) Peter Brady of Jamaica was re-elected to chair the STW sub-committee and as Governor to the World Maritime University (WMU) and Capt. Dwain Hutchinson of the Bahamas was elected as Chairman to the 19<sup>th</sup> meeting of the FSI.

In 2011, a number of initiatives were discussed previously have been finalized and/or enacted over the year. The revision of the CMOU Manual has begun and it is expected that this will be completed for approval at CPSCC 17. This manual will include other areas such as banning, appeals, targeting, and Concentrated Inspection Campaigns (CICs).

In addition, the Data Exchange Agreement with the IMO was approved for signature at FSI 20. The Secretariat has been asked to continue to examine the areas in which training can be provided for the PSCOs within the region.

The CMOU also wishes to welcome its 14<sup>th</sup> and 15<sup>th</sup> Members, the Netherlands and Curacao whose membership were approved at the annual meeting following successful fact finding missions. We look forward to working with them as they develop their inspection capabilities within their administration.

## **The CMOU**

The Mission of the CMOU is to eliminate the operation of sub-standard ships in the region through a harmonized system of port State control.

The CMOU was concluded by the Maritime Administrations of an initial nine countries in Christ Church, Barbados on February 9, 1996. The membership has since grown to 15 with the approval of the applications of the Netherlands and Curaçao at the Caribbean Port State Control Committee (CPSCC) 16<sup>th</sup> Meeting. Other States have notified the Secretariat of their interest in becoming full Members and this includes the British Virgin Islands, Bermuda, St. Lucia, as well as France due to their continued port state control mandate in their overseas territories.

The activities of the CMOU are guided by the principles outlined in the Memorandum. The main thrust is to secure compliance of ships with international conventions and standards with respect to:

- Safety of life at sea;
- Security;
- Marine pollution prevention and; and
- Working and living conditions onboard ships

The Member States are committed to inspecting 15% of international ships calling at their ports. Additionally, the nature of the region is such that there are many non-convention sized vessels in operation for which was developed the Caribbean Cargo Ship Safety (CCSS) Code and the Code for Safety of Small Commercial Vessels (SCV).

Vide Article 6.1 of the Memorandum, a Committee composed of representatives of each of the Members defined in Annex 5 of the Memorandum, is established as an executive body. The current Committee has 15 Members and is headed by a Chairman, Mr. Dwight Gardiner of Antigua and Barbuda and a Vice Chairman, Capt. Dwain Hutchinson of the Bahamas. The Committee meets once a year in one of the Member States.

Subject to Section 6.2 of the Memorandum, an observer from the IMO, the ILO and the Caribbean Community (CARICOM) Secretariat is invited to participate without vote in the work of the Committee. Subject to the provisions of Section 8.4 of the Memorandum, any other organization or authority, which the Committee may deem appropriate, is also accorded the status of observer without a vote. Meetings are therefore attended by Members as well as Observer States and affiliated organizations, namely the IMO, the ILO, the Paris MOU, the USCG, IHS Fairplay and Lloyd's Register (North America). This however does not preclude others from attending as invitations are extended to all MOUs and other bodies.

## **The Secretariat**

The Secretariat is the planning and administrative arm of the CMOU. As dictated by the MoU it is located in a Member State but acts independently of any individual administration. The CMOU therefore has a host State agreement in this regard. The Secretariat has been located to Kingston, Jamaica from 2002 after being originally located in Barbados.

The main objective of the Secretariat is to conduct the day-to-day administrative activities of the CMOU. It provides a liaison point and so facilitates the exchange of information among the Members, Observers, the IMO and other PSC regimes and affiliated organizations. It is responsible for the organization of all meetings and workshops/seminars of the CMOU and the Secretary is mandated to represent the CMOU at various meetings throughout the year.

The Secretariat is staffed by a Secretary General - Mrs. Jodi Barrow, an Administrative Assistant – Ms. Dionne Thaxter, a Database Manager – Mr. Majere Ajambia who located in Paramaibo, Suriname and a part-time Accountant – Mrs. Cutie Buckley who joined the organisation in January of 2011. The Secretariat reports to the Committee via the Chairman.



Ms. Dionne Thaxter  
Administrative Assistant



Mrs. Cutie Buckley  
Accountant



Mr. Majere Ajambia  
Database Manager



### CMOU ORGANIZATIONAL CHART



The activities of the Secretariat are approved and fully funded by contributions from the Member States. The annual budget and work programme for the Secretariat is submitted for approval at every annual meeting of the CMOU Committee. In addition, the annual report which outlines the activities and inspection data for the previous year is also presented to the Committee for approval.

#### Contact Details:

The Secretary General  
CMOU Secretariat  
12 Ocean Boulevard, 2<sup>nd</sup> Floor  
The Office Centre Building  
Kingston  
Jamaica W.I.

Tel: 1 876 967 1077  
1 876 967 1060 Ext. 139  
Fax: 1 876 922 5765

Email: [caribmou@caribbeanmou.org](mailto:caribmou@caribbeanmou.org)  
Website: [www.caribbeanmou.org](http://www.caribbeanmou.org)

## Caribbean Maritime Information Centre



The Caribbean Maritime Information Centre (CMIC) was established in 2005 and is located in Paramaribo, Suriname. This center is responsible for the reporting of PSC results and providing information to Member States and other cooperative organizations. CMIC is also responsible for administering the PSC records which are added by the PSCOs of the Member States.

PSCOs of Member States who are responsible for inputting data on the system. He liaises with Transport Canada from whom the database is leased, for troubleshooting and other technical matters to ensure the system is fully functional.

### Training

The first training on the system was held in Suriname in December of 2005 in conjunction with Transport Canada. The second training on this system was held in Jamaica in 2007. Further training will be planned for the users of the system due to numerous issues being encountered as well as the approval of new Members to the CMOU. Training was also provided in August of 2011 to the members of the Netherlands Shipping Inspectorate in Bonaire to introduce the system to their PSC officers. It is to be noted that the training was successful as the PSCOs have used the system very well to enter all of their inspections for 2011.



### System Usage

Transport Canada is the host and provider of the system which allows for system errors to be solved by them.

	Contact Us	Help		
Menu	Vetting	Reporting		
Vessel Search	References	Print View	Admin	Log-Off

#### Latest News

System Information	
Total number of Users currently logged on.	1
Total number of Vessels currently registered in CMIC.	67354
Number of Vessels which need to be vetted.	60
Number of Inspections which need to be vetted.	63

Latest News	
Welcome 2005 10 17	Welcoming all CMOU Members to the New Caribbean MOU Information Centre (CMIC).

Due to the fact that certain errors occurred, users of the system were not able to add the records for 2009. As such, the records for this period have not been properly updated. Members have been requested to provide CMIC manually with their inspection records for 2009 to complete the updating of the system.

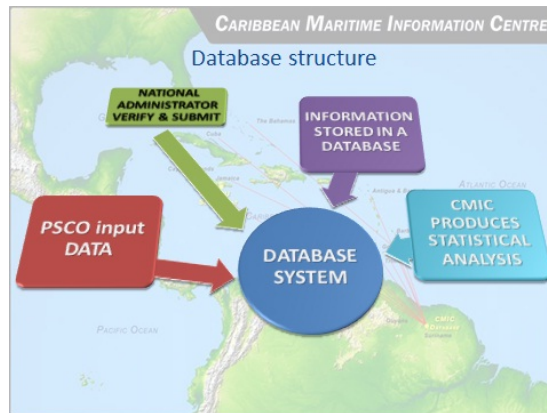
The Secretariat continues to encourage those Member States to liaise with the Database Manager and the Secretariat for assistance in using the system.

### System Structure

The diagram below shows the simplicity of the system with respect to its usage.

This is carried out as follows:

- PSCOs enter the PSC information in the database;
- The National Administrator vets and verifies an inspection which has been entered by an PSCO;
- From the stored information in the database, the Database Manager produces the statistics for the Secretariat.



### Development

It is to be noted that in the past 6 years of the use of the CMIC system, our PSCOs have raised a number of issues which have occurred during the use of the system, many of which have been rectified. One of the major issues in the beginning was the continuous occurrence of errors, which has been subsequently rectified with the implementation of the new version CMIC v3.1 in February of 2010.

The Database Manager has been tasked to review the system and he has advised of the need to improve the system to be able to use it more efficiently and productively.

The following are some changes that the Database Manager has suggested:

- The production of detention reports by CMIC;
- Development of new Chart capabilities as the current procedure of producing statistics from .txt file to an .xlsx file is not efficient;
- The updating of codes on a regular basis to be in line with other MOU organizations;
- The possibility to enter inspections of small vessels with SCV and CCSS codes to be categorised and able to be produced in a similar fashion as the SOLAS vessels. This is because of the large number of inspections carried out by Member States at this level.

## Members

The fifteen (15) Member States of the CMOU are:

Antigua and Barbuda  
Aruba  
The Bahamas  
Barbados  
Belize  
The Cayman Islands  
Cuba  
Curaçao  
Grenada  
Guyana  
Jamaica  
The Netherlands  
St. Christopher and Nevis<sup>1</sup>  
Suriname  
Trinidad and Tobago

The Members of the CMOU are mainly responsible for technical and policy formulation matters. The CMOU's work is carried out mainly through two standing committees namely the:

- 1) The Technical Standing Work Group (TSWG); and
- 2) The Finance and Administration Standing Work Group (FASWG).

Other *ad hoc* groups are formed as the need arises, as sub-groups within these major groups to ensure the timely completion of tasks.

The Members of the TSWG include the Jamaica (Chairman), Suriname, Bahamas, Antigua & Barbuda, the Cayman Islands, St. Kitts & Nevis and the Netherlands. For 2011, the TSWG continues to spearhead the review of the Port State Control Manual which is currently being used in the field. The development of the manual was guided by the recently amended Procedures for PSC Guidelines 2011 which were approved at the IMO Assembly in November of 2011 and promotes the IMO's thrust towards the harmonization of PSC practices.

The Members of the FASWG are Trinidad & Tobago (Chairman), Barbados, Antigua & Barbuda, Guyana and Suriname. The major tasks of the FASWG were the revision of the amendments to the MOU with respect to the relevant instruments which are to be approved at CPSCC 17. In addition, the FASWG has been tasked to review the contribution methodology for the CMOU. With respect to Data Exchange, the FASWG recommended and received approval for the CMOU to sign the data exchange agreement with the IMO. Concurrently, the sub-committee has also been tasked to prepare a policy with regard to the sharing of information with other organisations. This activity has begun with the assistance of the PMOU.

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<sup>1</sup> St. Kitts & Nevis

## **Observer States**

Anguilla  
Bermuda  
The British Virgin Islands  
Dominica  
France  
St. Lucia  
St. Vincent and the Grenadines  
Turks and Caicos Islands

The Observer States of the MOU continue to play an invaluable part of our network as they attend meetings and contribute their insights and knowledge to our discussions. Some of these States have also indicated their interest in becoming full Members in the very near future.

## **Observer Organizations**

The International Maritime Organization (IMO)  
The International Labour Organization (ILO)  
The Paris MOU (PMOU)  
The United States Coast Guard (USCG)  
IHS Fairplay  
Lloyd's Register (North America)

The CMOU is proud of the collaborative relationship it has built with its observer organizations. The MoU has benefited greatly from their wealth of knowledge and experience and gratitude is extended for their contribution to the growth of the CMOU. These Observer organizations continue to attend our annual meetings and actively participate by offering suggestions and making presentations thus imparting valuable information to the Members. The CMOU looks forward to the continuation of such valuable collaborations that are critical to our future growth and expansion.

## Port State Control Inspections

### General

In accordance with the provisions of the applicable conventions, Member States conduct inspections of foreign ships in their ports. This report presents the activities from January to December 2011. In summary, 2011 saw 605 inspections with 1193 deficiencies found and 20 detentions.

### Inspections

Table 1 below shows an overview from 2005 to 2011 of inspections carried out by Member States. As can be seen, the Netherlands carried out the most inspections with a total of 126, followed by Jamaica with 92. The lowest records noted were for Guyana with 1 inspections (<1%) and Antigua and Barbuda with 5 or 1% of the total.

Table 1: Port State Control Inspections 2005 – 2011 (By Member State)

Member States	Inspections						
	2005	2006	2007	2008	2009	2010	2011
Aruba	0	0	0	0	0	0	0
Antigua and Barbuda	0	22	4	8	4	4	5
Bahamas	0	81	77	80	87	96	88
Barbados	2	2	4	0	3	8	11
Belize	n/a	n/a	n/a	n/a	15	29	15
Cayman Islands	24	14	9	27	28	20	24
Cuba	14	17	220	153	150	191	68
Curacao	1	12	58	50	124	108	72
Grenada	0	0	0	0	0	0	0
Guyana	0	4	19	16	9	2	1
Jamaica	0	40	38	36	92	166	102
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	126
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0
Suriname	0	21	16	7	7	17	16
Trinidad and Tobago	0	80	210	226	100	174	87
<b>Total</b>	<b>41</b>	<b>293</b>	<b>655</b>	<b>603</b>	<b>469</b>	<b>815</b>	<b>615</b>

It is to be noted that Aruba, Grenada and St. Kitts and Nevis have no inspections recorded at this time.

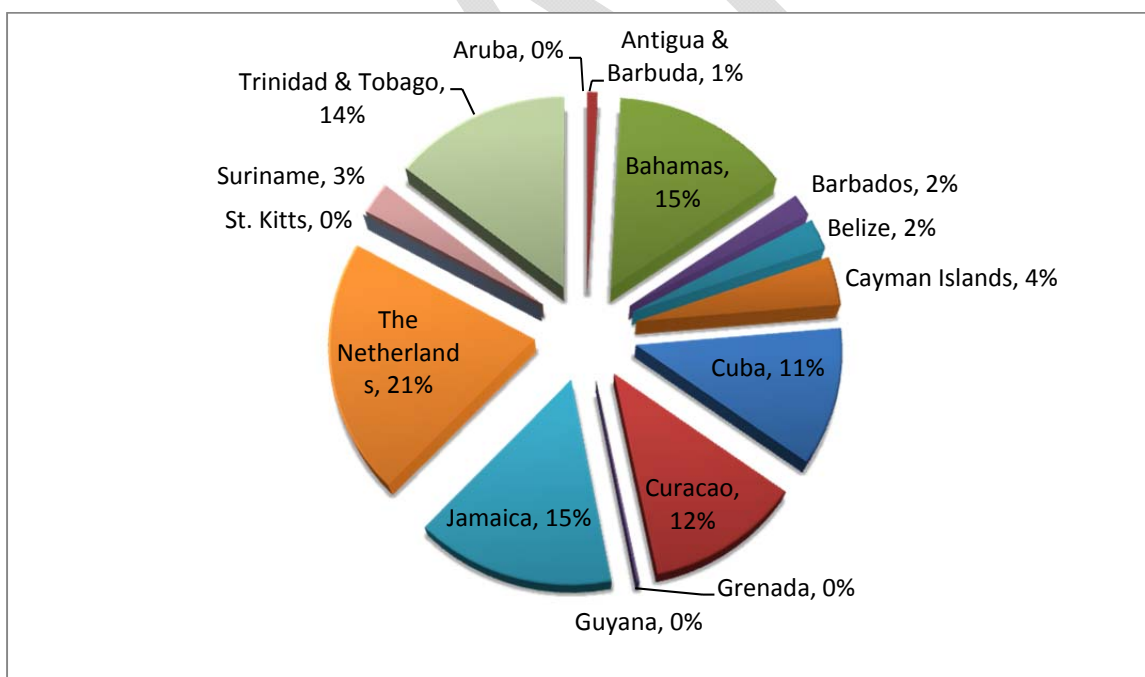
The inspections for 2011 decreased by 210 when compared with the records of 2010. Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2011.

Figure 1: Total Inspections 2005 – 2011



Figure 2 outlines the inspections carried out by Member States as a percentage of the total.

Figure 2: Port State Control Inspections (%) 2005 – 2011 (By Member State)



## Deficiencies

All conditions on board which were found not in compliance with the requirements of the relevant instruments by the PSCOs were recorded as deficiencies and requested to be rectified. In 2010, the number of deficiencies identified totaled 436 deficiencies whereas in 2011 a total of 1193 deficiencies were recorded showing an increase of 173.6%.



The breakdown of deficiencies recorded by Member State is shown in Table 2 below. The Netherlands had the highest number of deficiencies recorded with a total of 859 deficiencies, followed by Jamaica 105 and Curacao with 82.

Table 2 – Deficiencies by Member State

Member States	Deficiencies						
	2005	2006	2007	2008	2009	2010	2011
Aruba	0	0	0	0	0	0	0
Antigua and Barbuda	0	1	5	1	7	10	13
Bahamas	0	34	42	19	21	25	30
Barbados	0	0	0	0	0	2	0
Belize	n/a	n/a	n/a	n/a	0	1	2
Cayman Islands	0	85	19	0	83	15	28
Cuba	0	11	377	186	132	193	52
Curaçao	0	4	64	10	249	76	82
Grenada	0	0	0	0	0	0	0
Guyana	0	0	38	40	19	0	0
Jamaica	0	1	19	0	21	86	105
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	859
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0
Suriname	0	8	22	12	12	9	0
Trinidad and Tobago	0	85	208	40	29	19	22
<b>Total</b>	<b>0</b>	<b>229</b>	<b>794</b>	<b>308</b>	<b>573</b>	<b>436</b>	<b>1193</b>

### Deficiencies by Category

The deficiencies found are categorized and shown in Table 3 and Figure 3 below. Out of the 1193 deficiencies recorded, Fire Safety Measures is the highest deficiency recorded with a total of 156 or 13.1% followed by Life Saving Appliances with 140 deficiencies recorded or 11.7%.

Figure 3 – Deficiency by Category



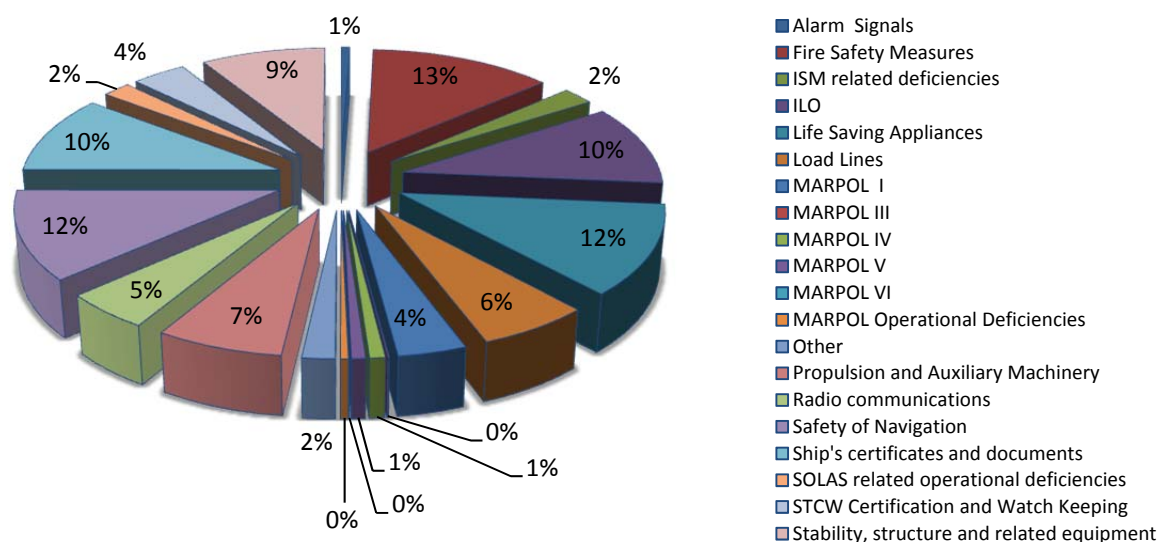


Table 3 – Deficiency by Categories

Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		122	10.30
SOLAS	Stability, structure and related equipment	106	8.95
	Propulsion and auxiliary machinery	82	6.92
	Alarm signals	7	0.59
	Fire safety measures	156	13.16
	Lifesaving appliances	140	11.81
	Radio communications	57	4.81
	Safety of navigation	138	11.65
	Operational deficiencies	24	2.02
	ISM related deficiencies	27	2.27
	ISPS related deficiencies		
	Other		
MARPOL	Annex I	44	3.71
	Annex II		
	Annex III	1	0.08
	Annex IV	10	0.84
	Annex V	9	0.76
	Annex VI		
	Operational deficiencies	5	0.42
STCW	Certification and Watch keeping for seafarers	46	3.88
Load Lines		73	6.1
AFS Convention			
ILO		125	10.54
Other		21	1.09
TOTAL		1193	

## Pictures of Deficiencies Identified in 2011



**Picture 1** - Bilge discharge directly to the sea



**Picture 2** – Emergency lighting batteries discharged



**Picture 3** - Cargo Tank lid securing devices broken



**Pictures 4** – Fire Hydrant seized and hand-wheel missing



**Picture 5** – Fire pump inoperable



**Picture 6** - Life jackets without lights and whistle



**Picture 6** – Boat suspended in Davit



**Picture 7** – Empty vegetable room

## Detentions

Ships are detained when the condition of the ship or its crew does not correspond substantially with the applicable conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment.

In 2011, 20 ships were detained because of detainable deficiencies found on board. The detention rate of the ships inspected increase as compared with 2010 which had 8 detentions, reflecting an increase of 150%.

The Netherlands recorded the largest number of detentions with 8 followed by the Cuba and Jamaica with 4. Table 4 provides a breakdown of detentions by Member State for the period 2005 – 2011.

Table 4 – Detentions per Member State (2005 – 2011)

Member States	Detentions						
	2005	2006	2007	2008	2009	2010	2011
Antigua and Barbuda	0	0	0	0	0	0	0
Aruba	0	0	0	0	0	0	0
Bahamas	0	2	1	1	0	2	2
Barbados	0	0	0	0	1	0	0
Belize	n/a	n/a	n/a	n/a	n/a	0	0
Cayman Islands	0	1	0	2	1	1	
Cuba	0	0	11	4	0	1	4
Curaçao	0	0	1	0	9	3	2
Grenada	0	0	0	0	0	0	0
Guyana	0	0	0	1	4	0	0
Jamaica	0	0	0	0	4	5	4
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	8
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0
Suriname	0	0	0	0	0	0	0
Trinidad and Tobago	0	3	13	0	0	0	0
<b>Total</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>8</b>	<b>19</b>	<b>12</b>	<b>20</b>

### Inspections, Deficiencies and Detentions per Recognised Organisations

As per the discussions at the FSI 18 Meeting as well as the CPSCC 15 meeting held in 2010, the Secretariat continues to collate statistical information on the performance of the Recognised Organisations which have ships operating on the routes within the remit of the CMOU. Table 5 provides a breakdown of the Inspections, Deficiencies and Detentions per Recognised Organisation.

Table 5 – Performance of Recognized Organizations

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	% OF DETAINED	% OF INSPECTIONS DETAINED
American Bureau of Shipping	ABS	80	24	103	1	5	1.25
Bureau Veritas	BV	76	27	183	2	10	2.6
China Classification Society	CCS	6	3	4	0	0	0
China Corporation Register of Shipping	CCRS	1	1	8	0	0	0
Det Norske Veritas	DNV	69	19	111	3	15	4.3
Germanischer Lloyd	GL	146	24	67	1	5	0.7
International Register of Shipping	IS	5	5	61	0	0	0
Isthmus Bureau of Shipping	IBS	3	2	32	1	10	33.3

Korea Classification Society (former Josen CS)	KCS	1	0	0	0	0	0
Korean Register of Shipping	KRS	4	0	0	0	0	0
Lloyd's Register	LR	127	43	200	2	10	1.6
National Shipping Adjusters		3	2	9	0	0	0
Nippon Kaiji Kyokai	NKK	31	3	24	0	0	0
No Class Recorded		6	2	3	1	5	16.7
Other		29	16	331	8	40	27.6
Panama Maritime Documentation Services (Panama)		4	4	35	1	5	25
Panama Shipping Registrar Inc.	PRC	1	1	8	0	0	0
Polski Rejestr Statkow	PRS	2	0	0	0	0	0
Registro Cubano de Buques		1	1	1	0	0	0
Registro Italiano Navale	RINA	9	4	13	0	0	0
Vietnam Register of Shipping	DKVN	1	0	0	0	0	0
<b>TOTAL</b>		<b>605</b>	<b>181</b>	<b>1193</b>	<b>20</b>	<b>-</b>	<b>3.31</b>

From the table above it can be seen that Det Norske Veritas (DNV) had the highest number of detentions for 2011 with 3 out of 20 or 15% of the total number of detentions. When comparing the percentage of inspections that were detained, Isthmus Bureau of Shipping (IBS) had the highest percent of 33.3% or 1 detention out of 3 inspections.

### Inspections, Deficiencies and Detentions per Flag State

The CMOU continues to include statistics this year with respect to the performance of the Flag States that have vessels that trade within the CMOU region. Table 6 highlights the inspections, deficiencies and detentions per Flag State.

Table 6 – Performance of Flag States

Flag States	Inspections	Inspections with deficiencies	Detention	% Insp. With deficiencies	Detention Rate (%)
Antigua and Barbuda	50	13	1	26	2
Bahamas	39	8	0	20.51	-
Barbados	2	2	1	100	50
Belgium	1	1	0	100	-
Belize	4	2	0	50	-
Bermuda	10	5	0	50	-
Cayman Islands	1	0	0	-	-
China, People's Rep. of	6	3	0	50	-
Comores	1	1	0	100	-
Cook Islands	2	2	2	100	100
Curacao	4	2	0	50	-

Cyprus	21	2	1	9.52	4.7
Denmark	5	0	0	-	-
France	4	1	0	25	-
Germany	18	1	0	5.56	-
Gibraltar	3	1	0	33.33	0
Greece	21	11	0	52.38	-
Hong Kong, China	17	5	0	29.41	-
Ireland	1	0	0	-	-
Israel	1	0	0	-	-
Italy	10	6	0	60	-
Jamaica	2	0	0	-	-
Korea, Democratic People's Rep.	1	0	0	-	-
Liberia	71	21	0	29.58	-
Lithuania	2	0	0	-	-
Luxemburg	1	1	0	100	-
Malaysia	1	0	0	-	-
Malta	22	5	0	22.73	-
Man, Isle of	6	4	0	66.67	-
Marshall Islands, Rep. of	35	6	0	17.14	-
Netherlands, the	12	2	0	16.67	-
Norway	4	0	0	-	-
Panama	127	39	9	30.71	7.09
Philippines	1	0	0	-	-
Portugal	1	0	0	-	-
St. Vincent & the Grenadines	23	1	4	47.83	17.39
Singapore	15	3	0	20	-
St. Kitts & Nevis	7	5	0	71.43	-
Taiwan	1	1	0	100	-
Turkey	3	1	0	33.33	-
United Kingdom	13	3	0	23.08	-
United States of America	19	0	0	-	-
Vanuatu	9	0	0	-	-
Venezuela	7	2	2	28.57	28.57
Viet Nam	1	0	0	-	-
<b>Total</b>	<b>605</b>	<b>181</b>	<b>20</b>	<b>29.92</b>	<b>3.31</b>

Panama had 45% of the detentions within the region with 9 out of the total of 20. One reason for this could be due to the fact that they had the highest number of vessels inspected within the CMOU region (127 Vessels). Based off of detention rates, the Cook Islands had the worst performance with a detention rate of 100% with two vessels being detained out of two that have traded within the region.

### Inspections, Deficiencies and Detentions per Vessel Type

Table 7 illustrates the deficiencies recorded as per ship type. As can be seen, out of the 1185 deficiencies recorded Gas Carriers had the highest deficiency percentage as 77.78% of inspections were found with



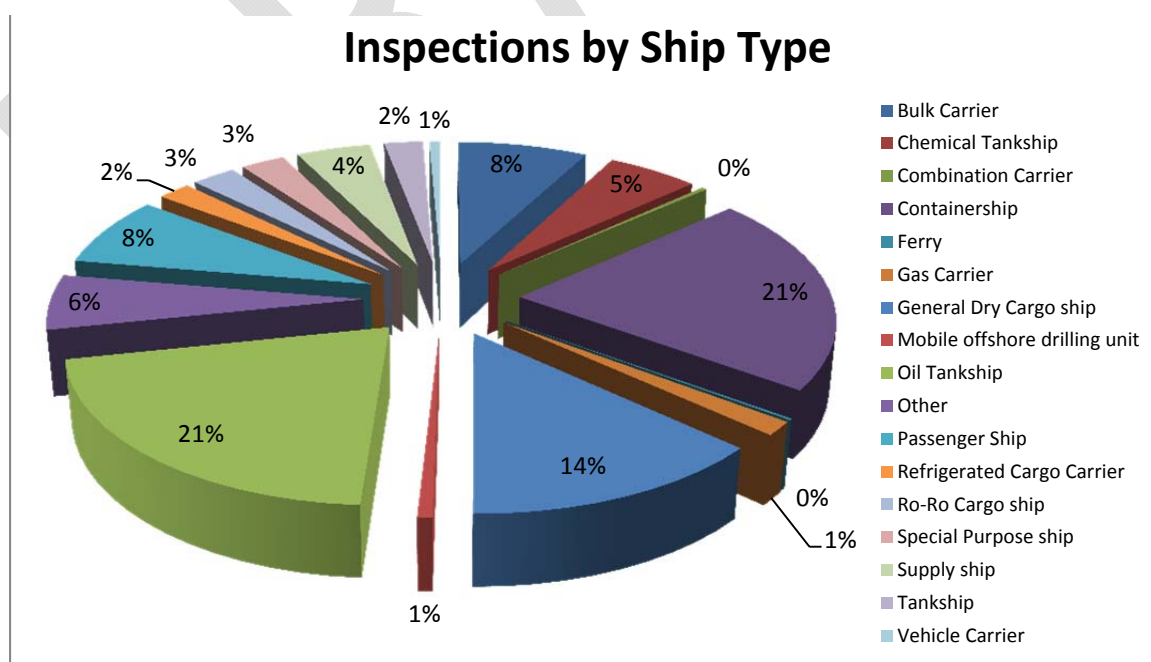
deficiencies. This was followed by Chemical Tankers with 48.48% and Oil Tankers with 43.65%. General Dry Cargo Vessels accounted for the most detentions for the period with 9 out of the total of 20 or 45%.

Table 7 – Inspections, Deficiencies and Detentions by Ship Type

Ship Type	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Percent of Inspections with Deficiencies	Number of Detentions	Detention percentage
Bulk Carriers	47	9	53	19.57	0	-
Chemical Tanker	33	16	58	48.48	1	5%
Container Ships	130	13	26	10.00	0	-
Gas Carriers	9	7	26	77.78	0	-
General Dry Cargo	82	31	420	37.80	9	45%
Oil Tanker	126	55	276	43.65	2	10%
Other <sup>2</sup>	119	36	279	30.25	7	35%
Passenger Ships	46	13	43	28.26	1	5%
Refrigerated Cargo	12	1	4	8.33	0	-
<b>Total</b>	<b>605</b>	<b>181</b>	<b>1193</b>	<b>29.92</b>	<b>20</b>	<b>-</b>

Figure 4 provides a graphical breakdown of the Inspections by Ship Type.

Figure 4 – Inspections by ship type



<sup>2</sup> Other ship types as used in the region - other, special purpose ship, Mobile offshore drilling unit, Supply ship, Ro-Ro-Cargo ship, Vehicle Carrier, Combination Carrier, Tankship)

## Activities and Achievements for 2011

The 3<sup>rd</sup> Annual PSC Seminar was hosted by the Bahamas Maritime Authority from **February 1 – 3, 2011** in Freeport, Grand Bahama Island. The Seminar was attended by port State control officers from twelve (12) Member States and two (2) Observer States. At this meeting the Secretary General presented an overview of the CMOU along with the statistics in respect of inspections, deficiencies and detentions within the CMOU for 2010. The areas that were discussed during the Seminar included a presentation and demonstration of the CMIC System; Case Studies on Life Saving Appliances; Case Studies on ISM Matters and HSSC Issues; Case Studies on STCW; IMO Regulatory Update; a Presentation on the Human Element and other matters.



As a part of the continued development of the PSCOs, the participants were able to inspect the Bahamas Celebration, a ro-ro passenger vessel through the assistance of Det Norske Veritas (DNV). The participants were also able to inspect the hull and other areas of the Carnival Valour while in dry dock with the assistance of Lloyd's Register North America. Our appreciation is expressed to Lloyd's Register North America, Carnival Cruise Lines, DNV and Celebration Cruise Lines for facilitating the process.

The IMO Workshop for Senior Maritime Administrations was held from **February 8 – 9, 2011** in Port of Spain, Trinidad and Tobago. The Secretary General was invited to make a presentation on the developments of the CMOU as well as the training of the PSCOs of the region.

The Secretary attended the 19<sup>th</sup> Meeting of the FSI subcommittee which was held at the IMO Headquarters in London from **February 21 – 25, 2011**. The meeting was chaired by Capt. Dwain Hutchinson of the Bahamas, who was also re-elected as Chairman for FSI 20. During this meeting, the CMOU Annual Report for 2009 was presented to the Members. In addition, the recommendations for the hosting of the 5th IMO Workshop for Secretaries and Database Managers was tabled and approved.

The Secretary attended the 44<sup>th</sup> Meeting of the PMOU held in Naples, Italy from **May 10 – 14, 2011**. The annual statistics and activities of the CMOU for 2010 were presented at this meeting.

A successful Fact Finding Mission (FFM) to the island of Bonaire, the Netherlands (BES Islands) was carried out from **June 1 – 3, 2011**. This was in response to their application to become Members of the CMOU. The delegation comprised of the Secretary and the Acting Chairman of the Technical Standing Working Group.

The 5th IMO Workshop for PSC/Agreements and Database Managers was held at the IMO Headquarters in London from **June 14 – 16, 2011**. The meeting was held under the chairmanship of the Secretary General of the Caribbean MOU on port State control. The Secretary gave a verbal presentation on the activities of the CMOU over the period 2005 – 2010. Updated information was also provided to the IMO regarding statistical information for the same period. The general consensus of the MOUs was that the meeting was productive and provided an arena for the organisations to communicate and assist each other on various





matters. It was however suggested that the workshop should take place annually if the IMO could facilitate this and that it should focus more on pending matters that the MOUs identify.

A successful Fact Finding Mission to Curaçao took place from **June 22 – 25, 2011** which included a review of the FFM criteria as well as an actual inspection. The delegation comprised of the Secretary and the Acting Chairman of the Technical Standing Working Group.

The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its 16<sup>th</sup> Committee meeting in St. George's, Grenada from the **26 – 26 of July, 2011**. During this meeting, the Committee unanimously approved the applications of the Netherlands and Curacao as its 14<sup>th</sup> and 15<sup>th</sup> Members of the MOU, following successful fact finding missions.

The meeting also adopted the proposed the development of a policy with respect to the sharing of data with organisations as well as the review of the contribution scheme of the CMOU among other matters.



### **Collaboration with other Organisations**

Mr. Stephen Thomas of the Guyana Maritime Administration attended the Inter-Regional Advanced Course on Port State Control in Mombasa, Kenya from **January 31 to February 11, 2011**, jointly organized by the Indian Ocean and Tokyo MOUs on port State Control in co-operation with the IMO.

Mr. Leighton Miller of the Maritime Authority of Jamaica attended the Basic Training Course for Port State Control Officers in Yokohama, Japan from **September 14 - 28 of 2011**. This course was hosted by the Tokyo MOU in conjunction with the IMO.

We wish to express our appreciation to the Indian Ocean and Tokyo MOUs for allowing the CMOU to continue to participate in their training courses.

The International Convention for the Control and Management of Ships Ballast Water & Sediments (BWC) Workshop was held in **November of 2011** in Kingston, Jamaica and was hosted by Rac/Rempeitc. It was attended by PSCOs and Environmental Officers from the Caribbean and Latin America.

The Maritime Authority of the Cayman Islands sent one Officer to attend the United States Coast Guard Advanced Foreign Passenger Vessel Course in Florida in **December of 2011**. Our thanks are extended to the USCG for continuing to support the CMOU by providing training opportunities for our PSC officers.

## **On the Horizon - 2012**

*First Quarter* – The first quarter of the year should include the holding of the 4<sup>th</sup> Annual Port State Control Seminar in Port of Spain, Trinidad and Tobago from **February 14 - 16, 2012** and attendance at the 20<sup>th</sup> session of the FSI subcommittee at IMO headquarters from **March 26 - 30, 2012**. It is anticipated that the CMOU will be sending representatives to the Indian Ocean and Tokyo MoUs regional training and the PMOU training on the Human Element during this period.

*Second Quarter* – The second quarter will involve the Meeting of the Technical Standing Work Group from April 25 – 26, 2012 in Kralendijk, Bonaire as well as the attendance at the 45<sup>th</sup> meeting of the Paris MOU in Riga, Latvia scheduled for **May 7 - 11, 2012**. It is anticipated that the CMOU will be sending a representative to the Tokyo MOU's basic training course during this period.

*Third Quarter* – The activities for the third quarter is expected to include the 17<sup>th</sup> Meeting of the CPSCC to be held in Frigate Bay, St. Kitts and Nevis from **July 16 – 19, 2012**.

*Fourth Quarter* – The IMO Workshop for Senior Maritime Administrators should be held during this quarter in St. John's, Antigua and Barbuda.

## **CMIC – Future Development**

The CMIC system will be further reviewed for improvement and ease of access and use of information. In addition, the Database Manager will be reviewing any other options with respect to the future hosting of the database.

## **Recommendations**




- Database training for administrators and inspectors as the last training was held in 2007;
- Users should keep entering inspection data in the database so that the DBM can provide the annual report on time;
- Users should keep providing DBM with errors from the system;
- Forum for users in the system to drop all issues.

## 2011 CMOU FOCAL POINTS

### Member States

 <p><b>Antigua &amp; Barbuda</b>          Amb. Dwight C.R. Gardiner          Permanent Representative to the IMO          Antigua &amp; Barbuda Department of Marine Services          and Merchant Shipping          Popeshead and Dickenson Streets          P.O. Box 3511          St. John's, Antigua          Tel: (268) 562-1273          Fax: (268) 562-5925          Email: <a href="mailto:dcg@candw.ag">dcg@candw.ag</a>          Website: <a href="http://www.antiguamarine.com">www.antiguamarine.com</a></p>	 <p><b>Aruba</b>          Mr. Carlylse De Coteau          Transportation and Policy Advisor          Ministry of Tourism, Transportation and Labour          L.G. Smith Blvd 76          Oranjestad          Aruba          Tel: (297) 582-4900          Fax: (297) 582-7556          Email: <a href="mailto:c.decoteau@aruba.com">c.decoteau@aruba.com</a></p>
 <p><b>Bahamas</b>          Capt. Dwain Hutchinson          Deputy Director (Technical)          Manx Corporate Centre          Third Floor East, West Bay Street          PO Box N-4679          Nassau, Bahamas          Tel: (242) 356-5772          Fax: (242) 356-5889          Email: <a href="mailto:dhutchinson@bahamasmaritime.com">dhutchinson@bahamasmaritime.com</a>          Website: <a href="http://www.bahamasmaritime.com">www.bahamasmaritime.com</a></p>	 <p><b>Barbados</b>          Ms. Jacqueline Blackman          Chief Technical Director          Ministry of International Business and          International Transport          3rd Floor, Warrens Office Complex          Warrens          St Michael, Barbados WI          Tel: (246) 310-2200          Fax: (246) 424-2533          Email: <a href="mailto:ctech@sunbeach.net">ctech@sunbeach.net</a></p>
 <p><b>Belize</b>          Major (Ret'd) J.M.A. Flowers          Ports Commissioner          Belize Ports Authority          Farid AWE Building</p>	 <p><b>Cayman Islands</b>          Mr. A. Joel Walton, JP          Chief Executive Officer          Maritime Authority of the Cayman Islands          2nd Floor, Strathvale House</p>

120 North Front Street/Pickstock Street Belize City Belize C.A. Tel: (011-501) 223-0752 Fax: (011-501) 223-0710 Email: <a href="mailto:bzportauth@btl.net">bzportauth@btl.net</a>	90 North Church Street P.O. Box 2256 Grand Cayman KY1-1107 Cayman Islands Tel: (345) 949-8831 Fax: (345) 949-8849 Email: <a href="mailto:Joel.Walton@cishipping.com">Joel.Walton@cishipping.com</a> Website: <a href="http://www.cishipping.com">www.cishipping.com</a>
 <p><b>Cuba</b>  Ing. Alejandro Martinez Moreno  Director  Direccion de Seguridad e Inspeccion Maritima  Ministerio del Transporte  Avenida Boyeros y Tulipan  La Havana, Cuba  Tel: (011-537) 881-6607  Fax: (011-537) 881-1514  Email: <a href="mailto:alejandro.sm@mitrans.transnet.cu">alejandro.sm@mitrans.transnet.cu</a></p>	 <p><b>Curaçao</b>  Mr. Jan Sierhuis  Director  Directorate of Shipping &amp; Maritime Affairs  Seru Mahuma z/n  Willemstad,  Curacao  Tel: (5-999) 8393700  Fax: (5-999) 8689964  Email: <a href="mailto:jan.seirhuis@curacao-gov.an">jan.seirhuis@curacao-gov.an</a>  Website: <a href="http://www.dsmz.org">www.dsmz.org</a></p>
 <p><b>Grenada</b>  Mr. Ambrose Phillip  Director of Maritime Affairs  Grenada Port Authority  The Carenage  St. Georges  Grenada  Tel: (473) 440-7678  Fax: (473) 440-3418  Email: <a href="mailto:grenport@spiceisle.com">grenport@spiceisle.com</a></p>	 <p><b>Guyana</b>  Ms. Claudette Rogers  Director General  Maritime Administration Department  Ministry of Public Works Building  Fort Street  Kingstown,  Georgetown, Guyana  Tel: (011-592) 226-8065  Fax: (011-592) 226-9581  Email: <a href="mailto:claudetterogers@ymail.com">claudetterogers@ymail.com</a></p>
 <p><b>Jamaica</b>  Rear Admiral Peter Brady  Director General</p>	 <p><b>The Netherlands (BES Islands)</b>  Mr. Raul Quilotte  Head Shipping Inspector  Netherlands Shipping Inspectorate</p>

<p>Maritime Authority of Jamaica 12 Ocean Boulevard, 2<sup>nd</sup> Floor, Kingston, Jamaica W1 Tel: (876) 967-1087/ 967-1060-65 Fax: (876) 922-5765 Email: <a href="mailto:pbrady@jamaicaships.com">pbrady@jamaicaships.com</a> Website: <a href="http://www.jamaicaships.com">www.jamaicaships.com</a></p>	<p>Kaya International z/n P.O. Box 357, Kralendijk Bonaire, Caribisch Nederland Tel: (+599) 715 83 33 Fax: (+599) 717 83 30 E-mail: <a href="mailto:nsicn@RijksdienstCN.com">nsicn@RijksdienstCN.com</a> Website: <a href="http://www.ilent.nl">www.ilent.nl</a></p>
 <p><b>St. Kitts &amp; Nevis</b> Mr. McClean Hobson Director of Maritime Affairs Department of Maritime Affairs Ministry of Tourism International Transport Port Zante, P.O. Box 878 Basseterre, St. Kitts, W.I. Tel: (869) 465-2521 Fax: (869) 663-7381 Email: <a href="mailto:maritimeaffairs@yahoo.com">maritimeaffairs@yahoo.com</a> Website: <a href="http://www.scaspa.com">www.scaspa.com</a></p>	 <p><b>Suriname</b> Mr. Michel Amafo Director Maritime Authority of Suriname Cornelis Jongbawstraat 2 P.O. Box 888 Paramaribo, Suriname Tel: (011-597) 476-733 Fax: (011-597) 472-940 Email: <a href="mailto:mamafo@mas.sr">mamafo@mas.sr</a> Website: <a href="http://www.mas.sr">www.mas.sr</a></p>
 <p><b>Trinidad &amp; Tobago</b> Ms. Beverly Phillip Director Ministry of Works and Transport Maritime Services Division 2<sup>nd</sup> Floor, ANSA House Corner Queen and Henry Street P.O. Box 493 Port of Spain, Trinidad Tel: (868) 625-3858 Fax: (868) 624-5884 Email: <a href="mailto:msdmowt@tstt.net.tt">msdmowt@tstt.net.tt</a></p>	



## Observer States

 <p><b>Anguilla</b>  Mr. Ambrose Richardson  Superintendent of Ports  Road Bay Port  P.O. Box 60  Sandy Ground  The Valley  Anguilla  Tel: (264) 497-3467  Fax: (264) 497-5258  Email: <a href="mailto:seaports@anguillanet.com">seaports@anguillanet.com</a></p>	 <p><b>British Virgin Islands</b>  Capt. Baboucar Sallah  Director  BVI Shipping Registry  Sebastian's building  Administration Drive  Road Town, Tortola, BVI  Tel: (284) 468-2902  Fax: (284) 468-2913  Email: <a href="mailto:bsallah@gov.vg">bsallah@gov.vg</a>  Website: <a href="http://www.vishipping.gov.vg">www.vishipping.gov.vg</a></p>
 <p><b>Bermuda</b>  XXX  Director / Chief Surveyor  Bermuda Ship Registry  1/F Magnolia Place,  45 Victoria Street,  Hamilton, Bermuda  Tel: (441) 294 5816  Fax: (441) 295 3718  Email: <a href="mailto:dhowell@gov.bm">dhowell@gov.bm</a>  Website: <a href="http://www.bermudashipping.bm/">http://www.bermudashipping.bm/</a></p>	 <p><b>Dominica</b>  Mr. Vincent Phillibert  Permanent Secretary  Ministry of Public Utilities, Energy and Ports  Government Headquarters  Kennedy Avenue  Roseau  Commonwealth of Dominica  Tel: (767) 266-3296  Fax: (767) 448-0182  Email: <a href="mailto:mtpe@cwdom.dm">mtpe@cwdom.dm</a></p>
 <p><b>France</b>  Mr. Paul Lerique  Chef du Centre Affairs Maritime  Centre de Securite des Navires  Antilles-Guyane Bld.  Chevalier Sainte Marthe  BP 620 97261  Fort de France, Martinique WI  Tel: (0596) 60-4244</p>	 <p><b>St. Lucia</b>  Mr. Christopher Alexander  Director of Maritime Affairs  Division of Maritime Affairs  Saint Lucia Air &amp; Sea Ports Authority  Manoel Street, Castries, St. Lucia  Tel: (758) 453-2855  Fax: (758) 453-0889  Email: <a href="mailto:christopher.alexander@slaspa.com">christopher.alexander@slaspa.com</a></p>

<p>Fax: (0596) 63-6730  Email: <a href="mailto:paul.lerique@equipement.gouv.fr">paul.lerique@equipement.gouv.fr</a></p>	<p>Website: <a href="http://www.slaspa.com">www.slaspa.com</a></p>
 <p><b>St. Vincent &amp; the Grenadines</b>  Capt. David Robin  Director  Division of Maritime Affairs  Suite 126 &amp; 127  Cruise Ship Terminal  Kindstown  St. Vincent &amp; the Grenadines  Tel: (784) 456-1378  Fax: (784) 451-2445  Email: <a href="mailto:svgmarad@gmail.com">svgmarad@gmail.com</a></p>	 <p><b>Turks &amp; Caicos Islands</b>  Mr. James Mills  Permanent Secretary  Ministry of Communication, Works &amp; Utilities  Hibiscus Square  Grand Turk  Turks &amp; Caicos Islands  Tel: (649) 946-2801  Fax: (649) 946-2740  Email: <a href="mailto:jmills@gov.tc">jmills@gov.tc</a></p>