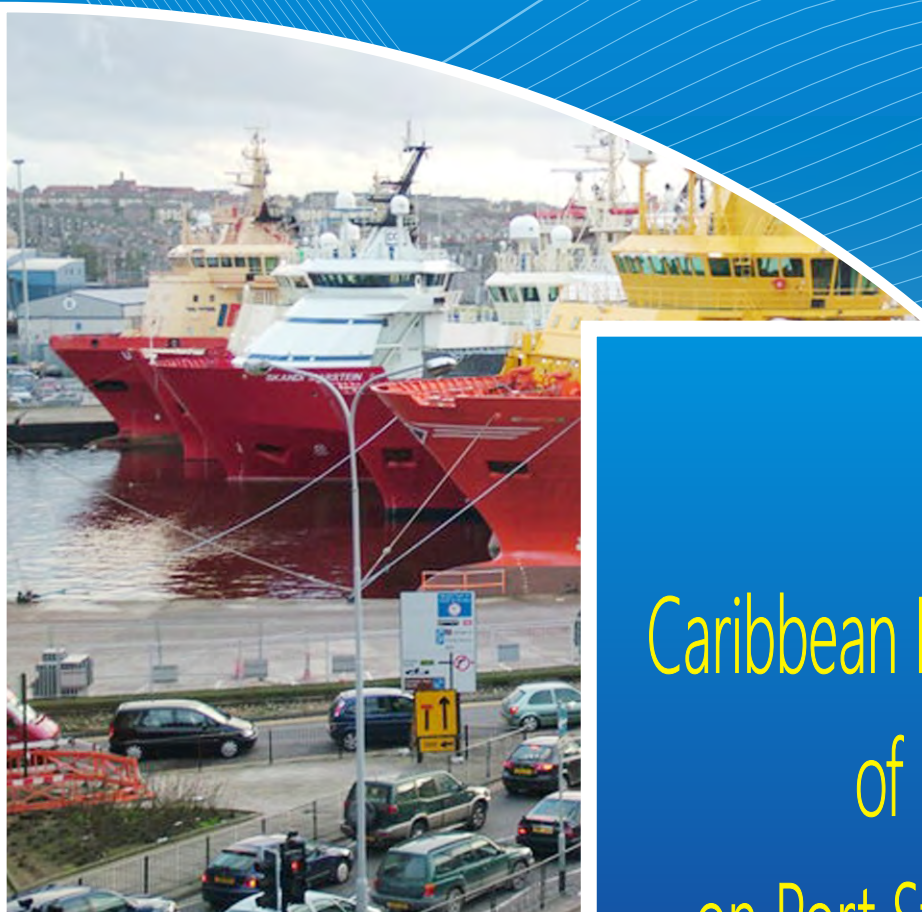


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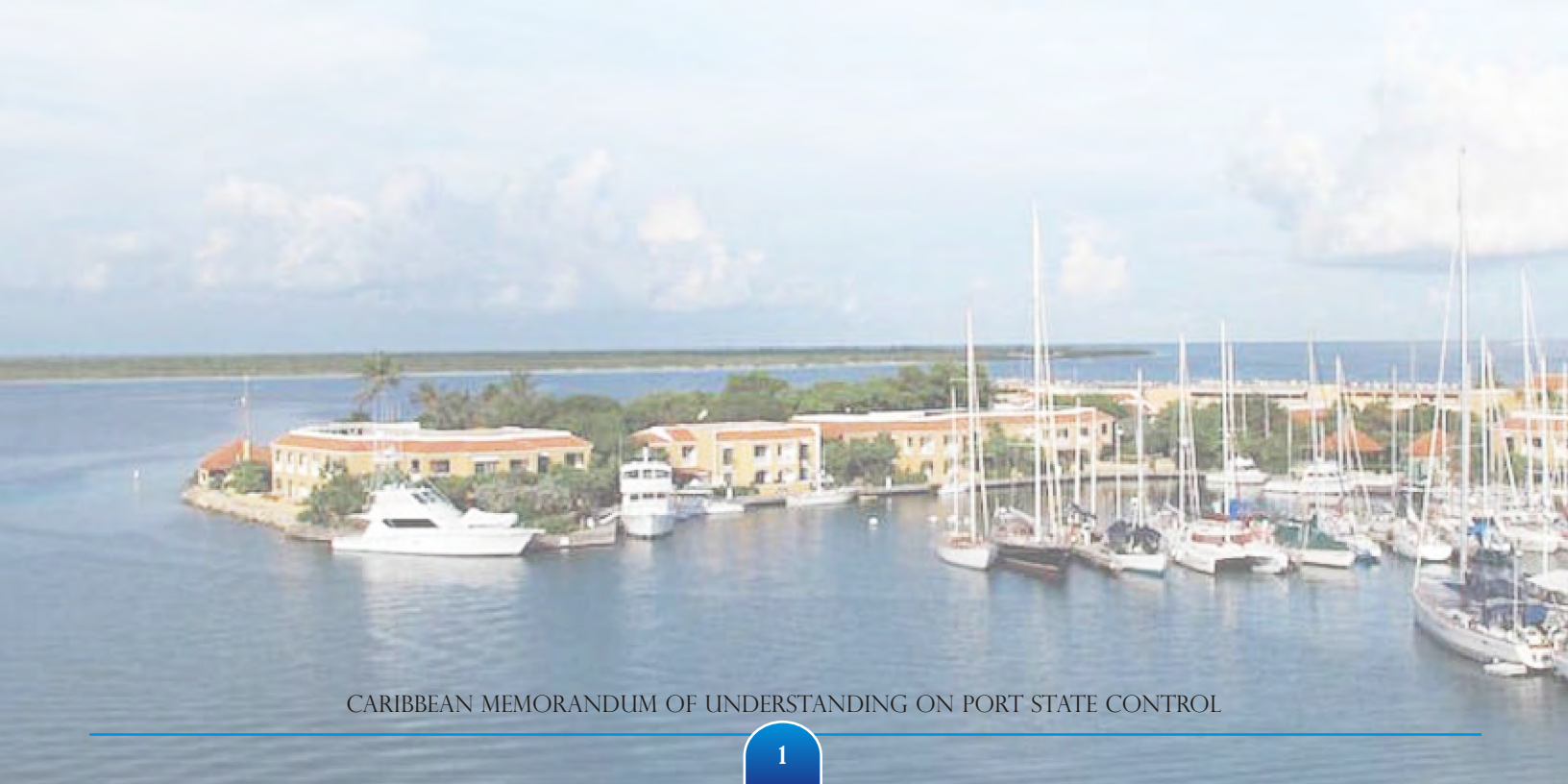
Caribbean Memorandum of Understanding on Port State Control





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Caribbean Memorandum of Understanding on Port State Control





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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;
- Working and Living conditions on board ships; and
- Seafarer Certification and Qualifications.

CHAIRMAN'S LOG



Amb. Dwight C. Gardiner

Once again, it is with great pleasure that I present the Caribbean Memorandum of Understanding on Port State Control's (CMOU) Annual Report for 2016. The CMOU continues in its efforts to promote the IMO's tenet of harmonization of the MOUs. The CMOU Secretariat was once again tasked by the CPSCC to reach out to our Observer States to encourage them to join the CMOU and thus access the benefits associated with becoming a Member State. I am pleased to report that in 2016, St. Lucia became a full Member State of the CMOU. The increase in Membership will therefore continue to ensure the harmonisation of practices and procedures with respect to port State control in the region. In addition, we expect to welcome new Members in the 2017 review period as fruitful discussions continue to take place with our Observer States, most recently with the British Virgin Islands.

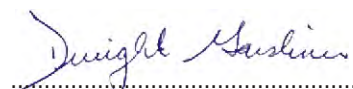
The 2016 period continued on our path of greater inter-sessional work and communication. This increase has assisted in the completion of many outstanding tasks that were before the CPSCC. The CMOU also had a greater presence at the IMO's various committee and sub-committee meetings with more papers being submitted by our Member States with many of our Member States seen chairing Committees and Sub-Committees of the IMO and other international and regional bodies. Although we have moved forward in some areas, the issues of ratification of the relevant instruments of the IMO, the enactment of these instruments into national legislation as well as the participation in the IMO's Audit Scheme are still some areas of concern for our Member States. I therefore encourage our Members to place priority on these areas to have them acted on during our next review period.

Within the CMOU, we are always focussed on our mandate of eliminating sub-standard shipping from our environmentally sensitive seas because we rely upon our seas for our ongoing and sustainable economic viability. This however is only possible with a cadet of professionally trained port State control officers. In this regard and in an effort to familiarize our PSCOs on the various IMO and ILO Conventions and the regulations and guidelines that accompany them, the CMOU has been able to host eight PSC Seminars since 2009. In addition, through the generosity of the IMO and other regional MOUs, we have also been able to send participants to other global seminars and workshops.

The CMOU was also able to host its fourth CIC in 2016 with positive results. We continue in our efforts to examine how to join the CICs of other MOUs to create more harmonization globally with CICs.

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) and the United States Coast Guard (USCG), amongst others that have continued to provide assistance and guidance when needed.

PSC is a necessary activity which rests on cooperation for success, I encourage us to continue working together as a region and as part of a wider international community as we all strive towards the main objective of eliminating substandard shipping.



Dwight C. Gardiner
Chairman



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SECRETARY'S NOTES

I consider it an honour to have served the Caribbean Memorandum of Understanding on Port State Control (CMOU) as Secretary General for nine years. It was very positive that we were able to increase our Membership in 2016 with the addition of St. Lucia as a Member State. Welcome SLU! In addition, we continue to have dialogue with our Observer States and as such we expect to see an increase in the Membership for the 2017 period.

One of the critical aspects of an efficient and sustainable port State control regime is a regular training program for port State control officers (PSCOs). This continues to be one of the focal points of the CMOU and in 2016 we continued with our Annual Seminar and OJT Programmes. In 2016, the PSCOs within the region received new training opportunities, courtesy of the and agreement with EMSA, certain modules of the Distant Learning Tools have been made available to the CMOU. This can only serve to enhance our capable team. In addition we continue to send PSCOs to the IMO sponsored training courses globally.

In 2016, as one of nine PSC regimes in the world, we continued our policy of collaboration and cooperation with other PSC regimes ensuring that consistent communication and exchange of information was a priority. We also reported regularly to the International Maritime Organization and at the 3rd Session of the Sub-Committee on Implementation of IMO Instruments (III) and submitted our annual report and results from our recent CIC.

The CMOU is poised not only to continue the excellent work it has been doing but to move to the next level and improve on current best practices. With its emphasis on areas such as training, exchange of information,



Jodi Munn-Barrow

communication and active port State control, the CMOU will continue to play its part in contributing to the eradication of substandard shipping on an international level.

This Annual Report will cover the port State control activities for 2016 and will include a break-down of the inspections done by the Member States for the period. We continue to analyse the inspection data to examine which areas need to be strengthened and other areas of improvements needed as well. The report will also highlight the main activities of the Secretariat and the achievements of the CMOU.

I would like to thank the IMO and its Regional Maritime Adviser, the regional MOUs, the USCG, the ILO, RAC-REMPITC Caribe, among other international maritime bodies who continue to provide training opportunities and support in the growth and development of the CMOU and port State control within our region.

We at the CMOU Secretariat look forward in continuing to work with the CMOU's 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 Munn-Barrow (Mrs.)
Secretary General



INTRODUCTION

The CMOU on port State control reached its 20th year of existence in 2016. The CMOU has evolved primarily through the maturity of its Member States as port States with increased activities as main and hub-ports, while others are putting the necessary infrastructure in place to come on board.

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 as a Governor to the World Maritime University (WMU) and Capt. Dwain Hutchinson of the Bahamas was elected as Chairman to the 3rd meeting of the Implementation of IMO Instruments (III) Sub-Committee.

In 2016, a number of initiatives which were discussed previously have been finalized and/or enacted over the year. The CPSCC 21 Meeting approved of the Concentrated Inspection Campaign on Life Saving Appliances for 2017, Guidelines for the MLC, 2006, among others.

More importantly, the CMOU expanded its Membership with St. Lucia becoming a full Member. Discussions continue with Sint Maarten and the British Virgin Islands who have indicated their interest in becoming Members in the very near future. We look forward to working with them as they develop their inspection capabilities within their administration.



Kingston Wharves



The Marina at Port Antonio, Jamaica



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The CMOU

The CMOU was concluded by the Maritime Administrations of an initial nine (9) countries in Christ Church, Barbados on February 9, 1996. The membership has since grown to seventeen Member States and one Associate Member State and we have had discussions with other States who have informally advised the Secretariat of their interest in becoming Members.

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;
- Working and living conditions onboard ships; and
- Seafarer Certification and Qualifications.

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 is headed by a Chairman, Amb. Dwight Gardiner of Antigua and Barbuda and a Vice Chairman, Capt. Dwain Hutchinson of the Bahamas who were both re-elected to these positions in 2015. The Committee meets once a year in one of the Member States. Elections take place every three (3) years.

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 other regional MOUs, the USCG and other non-governmental bodies. This however does not preclude others from attending as invitations are extended to other bodies.



Suriname Pilot Vessel



Port of Call Aruba



Georgetown Guyana

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 which was formally signed with the Government of Jamaica in 2013. The Secretariat has been located in 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, other PSC regimes and affiliated organizations. It is responsible for the organization of all meetings and workshops/seminars of the CMOU and the Secretary General is mandated to represent the CMOU at various meetings throughout the year.

The Secretariat is staffed by a Secretary General - Mrs. Jodi Munn-Barrow, an Administrator – Ms. Dionne Thaxter, a Database Manager – Mr. Majere Ajambia who is located in Paramaribo, Suriname and a part-time Accountant – Mrs. Cutie Buckley. The Secretariat reports to the Committee via the Chairman.



Ms. Dionne Thaxter
Administrator



Mrs. Cutie Buckley
Accountant



Port of Montego Bay



Mr. Majere Ajambia
Database Manager

CMOU ORGANISATION 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 after being reviewed by the Finance and Administration Standing Working Group. In addition, the annual report which outlines the activities and inspection data for the previous year is also presented to the Committee for approval.

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Carnival Caribbean Port, St. Lucia

MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

MEMBERS AND ASSOCIATE MEMBERS

The seventeen(17) member States and one (1) associate member State of the CMOU are:

**Antigua and Barbuda
Aruba
The Bahamas
Barbados
Belize
The Cayman Islands
Cuba
Curaçao
France
Grenada
Guyana
Jamaica
The Netherlands
St. Christopher and Nevis ¹
St. Lucia
St. Vincent and the Grenadines ²
Suriname
Trinidad and Tobago**

The Members of the CMOU are mainly responsible for technical and policy formulation matters. All matters are dealt with at the annual Committee Meeting by the Caribbean Port State Control Committee (CPSCC). The work of the Committee is carried out mainly through two standing working groups namely the:

- 1) The Technical Standing Working Group (TSWG); and
- 2) The Finance and Administration Standing Working 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 Jamaica (Chairman), St. Kitts & Nevis, Suriname, the Bahamas, Antigua & Barbuda, Cuba, the Cayman Islands, the Netherlands, Trinidad & Tobago and France. For 2016, the TSWG

continued to spearhead the Update of CMOU Technical Manual; the modification of CMIS to calculate performance lists based on approved formula; the Qualifications of PSCOs in the region; the development of guidelines for ISM guidelines and guidelines for the SCV and CCSS Codes.

The Members of the FASWG are Antigua & Barbuda (Chairman), Suriname, the Bahamas, Barbados, Grenada, Guyana, the Netherlands and Trinidad & Tobago. The major tasks of the FASWG were the Continued Professional Development (Training of Secretariat); the Policy for the Attendance at Meetings; the Participation of Member States at Intersessional; The collection of the outstanding balances; and the proposed Website Upgrade.

¹ St. Kitts & Nevis

² Associate Member State since 2015



Aufmacher - St. Lucia



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MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

OBSERVER STATES

Anguilla
Bermuda
The British Virgin Islands
Dominica
Haiti
Sint Maarten
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.



Grand Cayman Port

OBSERVER ORGANIZATIONS

**The International Maritime
Organization (IMO)**

**The International Labour
Organization (ILO)**

The Paris MOU (PMOU)

Viña del Mar Agreement (CIALA)

**The United States Coast Guard
(USCG)**

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.



Belize Port

Caribbean Maritime Inspection Centre (CMIC)

Caribbean Maritime Information Centre

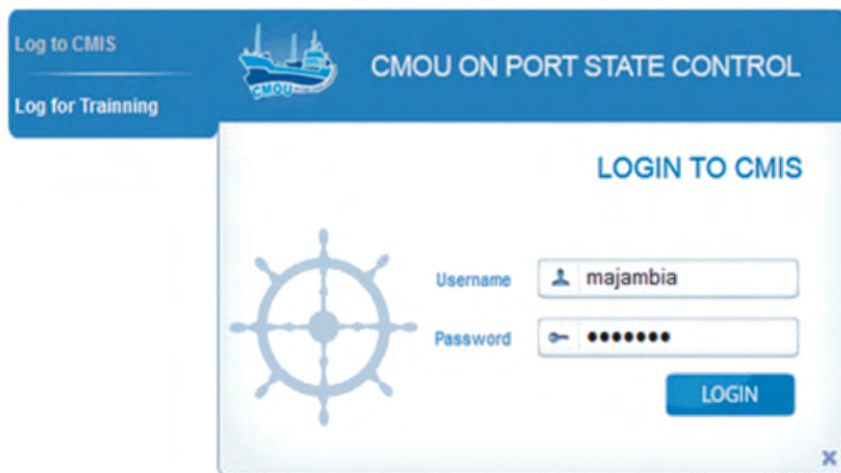
For the reporting and storing of port State control inspection results and facilitating the exchange of information in the region, a computerized information system, was established in 2005. The Centre is responsible for the reporting of port State control inspection results and providing information to Member States and other cooperative organizations.

The Centre is managed by a Database Manager and is located in Suriname at the Maritime Authority Suriname, MAS. The database is the central system for adding records through the internet by port State control officers.

New Database System

A new version of the database system was implemented in 2014, provided by MEDSYS and Shared System. This company is a partner of the Mediterranean MOU.

This new system provides different options which are very useful in carrying out the duties of the PSCOs. In addition, a module for the reporting of CICs has been included in this system along with the ability to input data on vessels under 500GT and without IMO numbers. With these major changes, the CMOU has started to put the necessary steps in place to be an independent system.



Users

The port State control inspectors are the ones who make the most use of the system. The changes that have been made so far into the system are advised by the port State control inspectors. Therefore, we can conclude that the system is not indispensable in the processing of the information.

In addition to the customer-friendliness of the system, the changes have led to qualitative information in the system.

View Inspections
Admin Ships
Admin Inspections
Add Inspection
Current Inspections overview
Current Inspections (10)
Under modification (5)
Closed Inspection
Codifications
Admin Users
Statistics
Documents
Message
Other



St. Maartin Port

PORT STATE CONTROL INSPECTIONS

General

In accordance with the provisions of the applicable conventions and as per Section 1.2 of the MOU, Member States conduct inspections of foreign ships in their ports. This report summarizes the port State control developments and activities of the CMOU in 2016. Furthermore, the report also includes the results of deficiencies and detentions carried out by Member Authorities during 2016. The results of the Concentrated Inspection Campaign (CIC) on Crew Familiarisation for Enclosed Spaces has also been included in this report.

Inspections

The table below shows an overview of inspections carried out by Member States from 2005 to 2016. In 2016, the CMOU Member States carried out a total of 859 inspections on ships registered under 64 flags, which is a decrease of 11 or 1.2% over the previous year. As can be seen, The Netherlands carried out the most inspections with a total of 266, followed by Trinidad and Tobago with 129. Of those Member States reporting inspections, Aruba had the lowest recorded inspections with 1. In addition, the zero inspections noted in the table are Members that did not report any inspections in the system.

Table 1: Port State Control Inspections 2005 - 2016 (By Member State)

Member States	Inspections											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Antigua and Barbuda	0	22	4	8	4	4	5	19	42	40	40	37
Aruba	0	0	0	0	0	0	0	0	0	0	0	1
Bahamas	0	81	77	80	87	96	88	35	44	27	35	34
Barbados	2	2	4	0	3	8	11	22	10	0	0	43
Belize	n/a	n/a	n/a	n/a	15	29	15	38	32	22	40	26
Cayman Islands, UK	24	14	9	27	28	20	24	9	10	6	14	30
Cuba	14	17	220	153	150	191	68	155	140	42	0	35
Curaçao	1	12	58	50	124	108	72	10	5	0	9	69
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	14	43	43	47
Grenada	0	0	0	0	0	0	0	0	0	0	0	0
Guyana	0	4	19	16	9	2	1	0	0	0	0	0
Jamaica	0	40	38	36	102	166	102	108	171	150	200	102
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	126	202	231	300	310	266
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	12	5	10	8
St. Lucia	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0
St. Vincent & the Grenadines	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0
Suriname	0	21	16	7	7	17	16	13	29	20	26	29
Trinidad and Tobago	0	80	210	226	100	174	87	34	254	181	140	129
Total	41	293	655	603	479	815	615	645	994	836	867	859

Unfortunately, the Member States of Grenada, Guyana, St. Lucia and St. Vincent & the Grenadines have no inspections recorded at this time. The CMOU continues to work with them in an effort to strengthen their PSC capabilities.

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2016.

Figure 1: Total Inspections 2005 - 2016

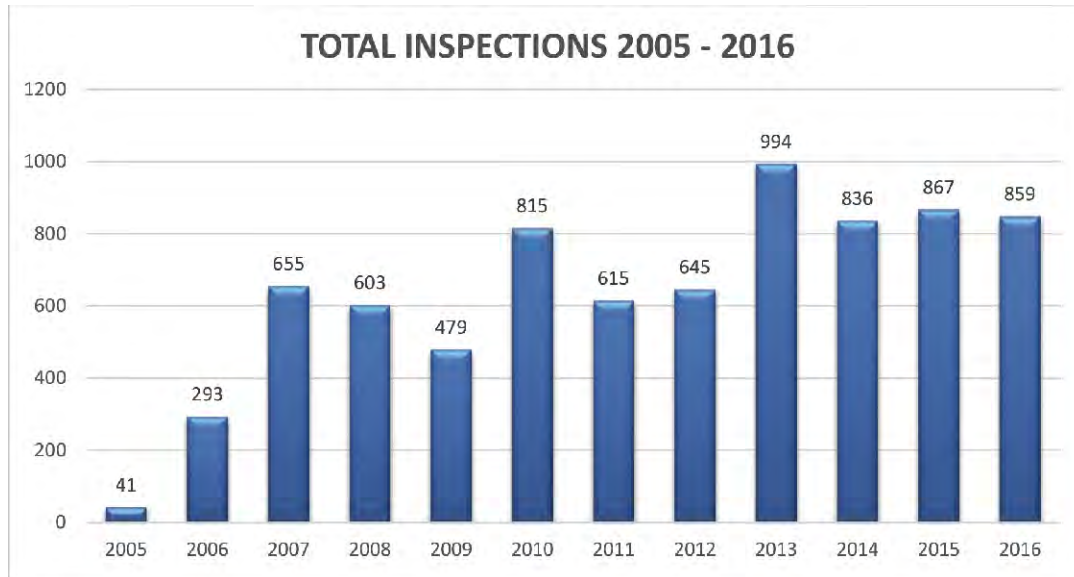
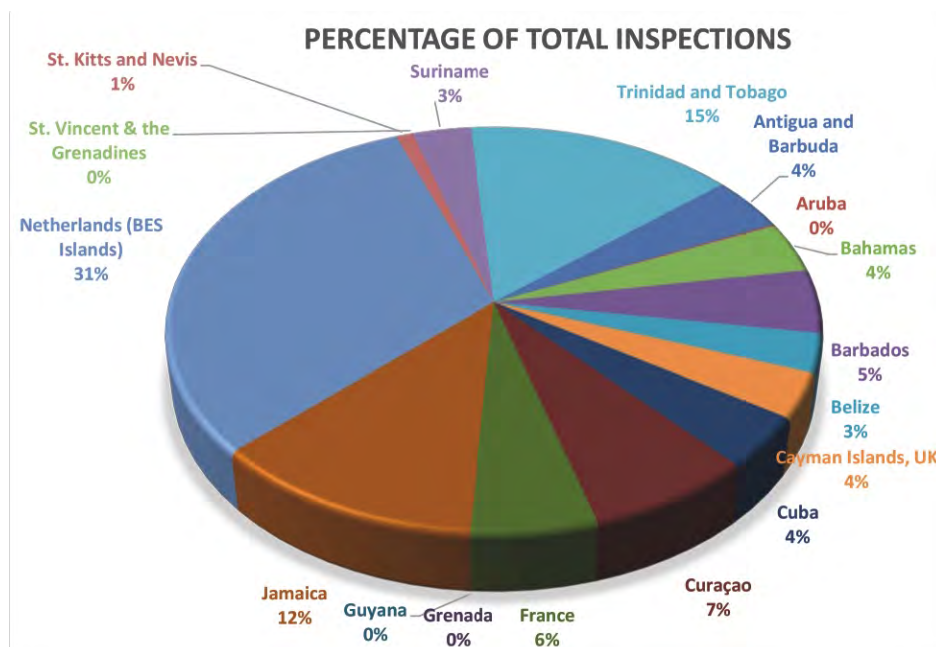


Figure 2 outlines the inspections carried out by Member States as a percentage of the total.

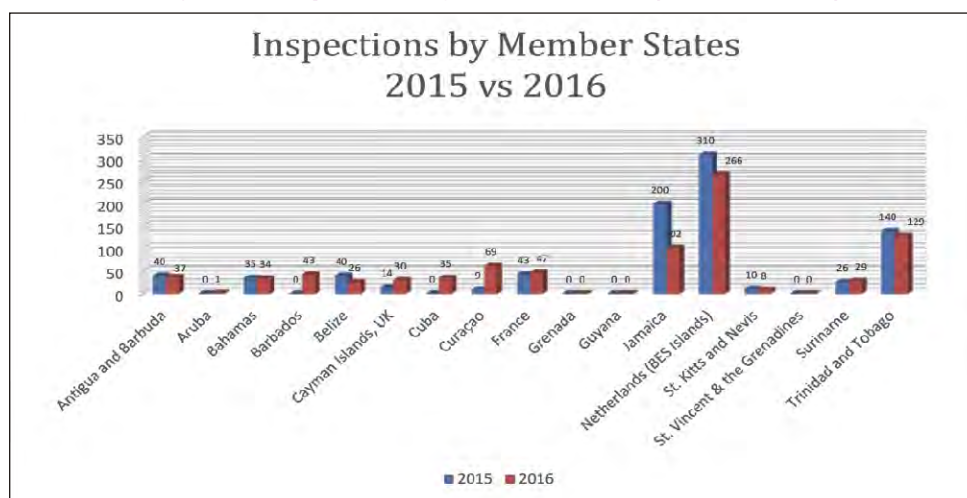
Figure 2: Port State Control Inspections (%) 2016 (By Member State)



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 3 below shows the comparison of total inspections by Member States for 2015 and 2016.

Figure 3 Inspections by Member State (2015 vs 2016)



Deficiencies

All conditions on board vessels 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 2016, the number of deficiencies identified total 1453 deficiencies whereas in 2015 a total of 2047 deficiencies were recorded showing a decrease of 29.0%.

The breakdown of deficiencies recorded by Member State is shown in Table 2 below.

Table 2 - Deficiencies Recorded by Member State

Member States	Deficiencies											2016
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
Aruba	0	0	0	0	0	0	0	0	0	0	0	7
Antigua and Barbuda	0	1	5	1	7	10	13	15	86	109	125	109
Bahamas	0	34	42	19	21	25	30	5	2	10	6	10
Barbados	0	0	0	0	0	2	0	8	0	0	0	5
Belize	n/a	n/a	n/a	n/a	0	1	2	1	1	5	14	6
Cayman Islands, UK	0	85	19	0	83	15	28	11	15	3	10	6
Cuba	0	11	377	186	132	193	52	143	72	25	0	8
Curaçao	0	4	64	10	249	76	82	9	33	0	6	113
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	47	64	133	149
Grenada	0	0	0	0	0	0	0	0	0	0	0	0
Guyana	0	0	38	40	19	0	0	0	0	0	0	0
Jamaica	0	1	19	0	21	86	105	157	203	226	267	141
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	859	1152	1251	1123	1425	860
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	2	0	8	9
St. Lucia	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0
St. Vincent & the Grenadines	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0
Suriname	0	8	22	12	12	9	0	1	32	19	48	30
Trinidad and Tobago	0	85	208	40	29	19	22	14	2	3	5	0
Total	0	229	794	308	573	436	1193	1516	1746	1587	2047	1453

PORT STATE CONTROL INSPECTIONS (Cont'd)

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 860 deficiencies, followed by France 149 and Jamaica with 141.

Deficiencies by Category

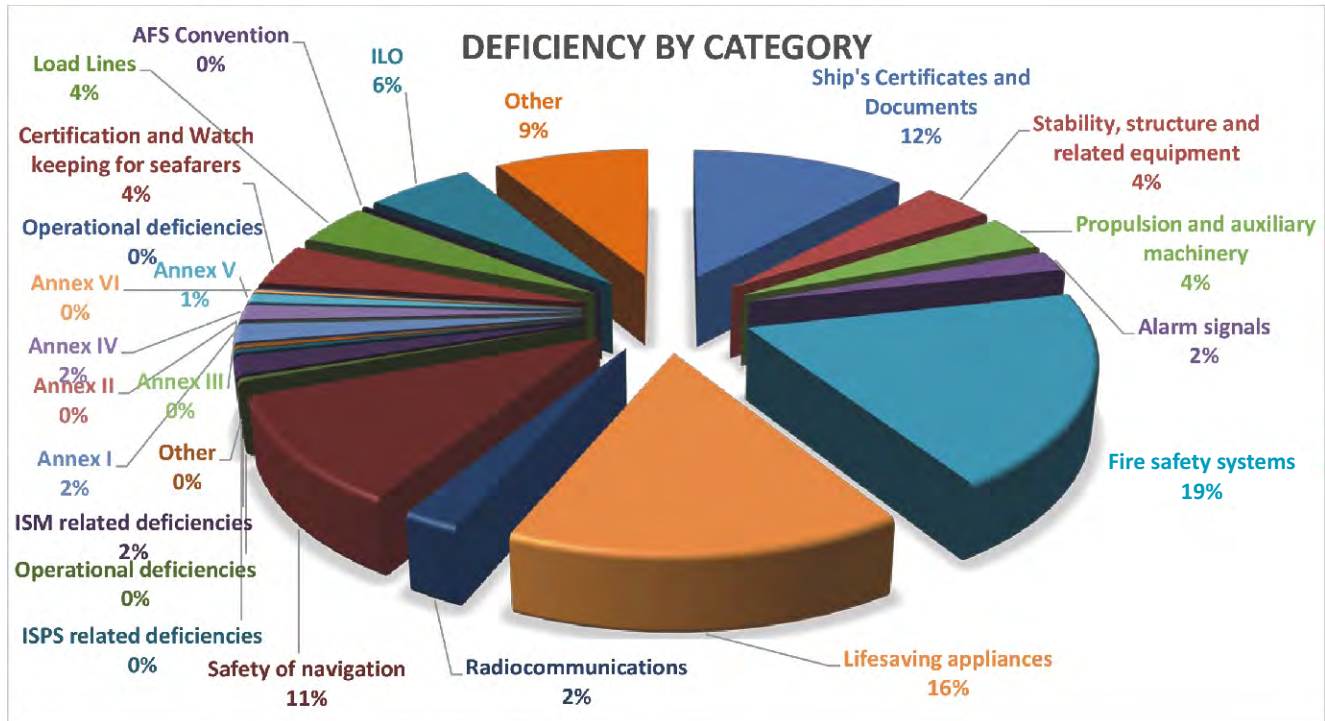
The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 1453 deficiencies recorded, Fire Safety Systems was the highest deficiency recorded with a total of 282 or 19.41 % followed by Life Saving Appliances with 227 deficiencies recorded or 15.62%. Fire Safety Systems also was the category with the highest percent of total deficiencies for the period 2010 to present.

Table 3 - Deficiency by Categories

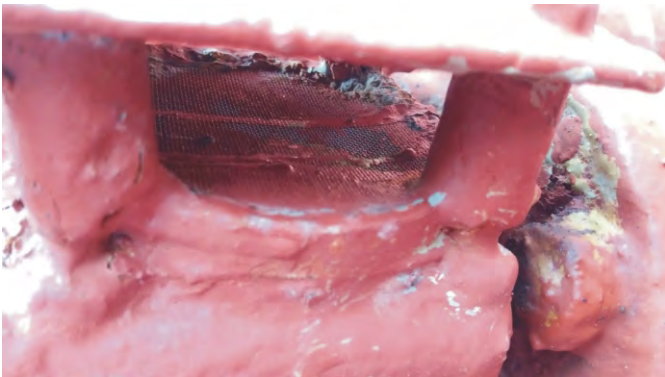
Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		175	12.04%
SOLAS	Stability, structure and related equipment	57	3.92%
	Propulsion and auxiliary machinery	51	3.51%
	Alarm signals	30	2.06%
	Fire safety systems	282	19.41%
	Lifesaving Appliances	227	15.62%
	Radiocommunications	33	2.27%
	Safety of Navigation	156	10.74%
	Operational deficiencies	5	0.34%
	ISM related deficiencies	27	1.86%
	ISPS related deficiencies	5	0.34%
	Other	5	0.34%
MARPOL	Annex I	26	1.79%
	Annex II	0	0.00%
	Annex III	0	0.00%
	Annex IV	22	1.51%
	Annex V	13	0.89%
	Annex VI	4	0.28%
	Operational deficiencies	2	0.14%
STCW	Certification and Watch keeping for seafarers	60	4.13%
Load Lines		60	4.13%
AFS Convention		0	0.00%
ILO /MLC		87	5.99%
Other		126	8.67%
TOTAL		1453	

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 4: Deficiencies by Category



Pictures of Deficiencies Identified in 2016



Flame arrestor screen partially painted



Cargo Hatch Cover Joint Gasket Damage

PORT STATE CONTROL INSPECTIONS (Cont'd)



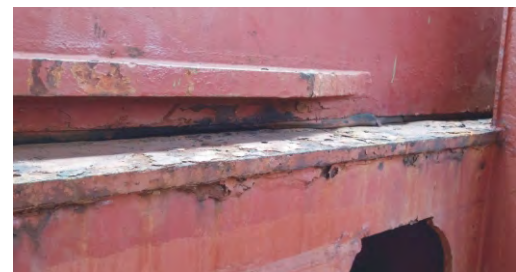
Corroded vent casing



Loose electrical cables in machinery space



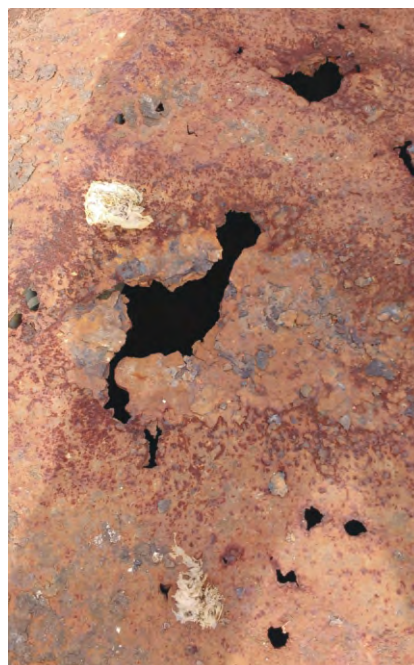
MV Helga 1



Hatch cover flexible rubber seal damaged



MV Dogan Bey



Holed deck plating



Non serviced fire extinguisher (last service date 6 years prior to date of inspection (2016))

PORT STATE CONTROL INSPECTIONS (Cont'd)



02/05/16, MV Helga, Cargo Hold No. 4
PS: a hole and indent on the
longitudinal bulkhead plating

MV Helga



Garbage stowed on deck

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 2016, 15 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected decreased as compared with 2015, which had 18 detentions, reflecting a decrease of 16%. The Netherlands and Jamaica recorded the largest number of detentions with 5 and 4 respectively, followed by France with 3. The table below provides a breakdown of detentions by Member State for the period 2005 - 2016.

Table 4 - Detentions per Member State (2005 - 2016)

Member States	Detentions											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Antigua and Barbuda											1	1
Aruba												
Bahamas		2	1	1		2	2					
Barbados					1							
Belize												
Cayman Islands		1		2	1	1						
Cuba			11	4		1	4		3	1		1
Curaçao			1		9	3	2	1				1
France									1		3	3
Grenada				1	4							
Guyana					4	5	4	9	5	7		
Jamaica									1	1	7	4
Netherlands (BES Islands)							8	9	8	6	7	5
St. Kitts & Nevis												
St. Lucia												
St. Vincent & the Grenadines												
Suriname												
Trinidad and Tobago		3	13									
Total	0	6	26	8	19	12	20	19	18	15	18	15

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections, Deficiencies and Detentions per Recognised Organisations

Table 5 provides a breakdown of the Inspections, Deficiencies and Detentions per Recognised Organisation.

Table 5 - Performance of Recognized Organizations (2015)

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	% OF DETAINED
American Bureau of Shipping	ABS	118	37	110	0	0
Bureau Veritas	BV	124	57	244	1	6.67
China Classification Society	CCS	3	0	0	0	-
Columbus American Register	COLAMREG	2	2	22	1	6.67
CONARINA LLC	CLLC	2	1	7	0	-
Croatian Register of Shipping	CRS	1	1	2	0	-
Det Norske Veritas / Germanischer Lloyd	DNV GL	263	86	229	2	13.33
Horizon International Surveying and Inspection Bureau	HINSIB	1	0	0	0	-
Intermaritime Certification Services, S.A.		1	0	0	0	-
International Naval Surveys Bureau	INSB	3	3	14	0	-
International Register of Shipping		7	4	37	0	-
Isthmus Bureau of Shipping		1	1	11	0	-
Korean Register of Shipping	KRS	7	3	7	0	-
Lloyd's Register	LRS	165	62	241	3	20.00
MACOSNAR CORPORATION		1	1	22	1	6.67
National Shipping Adjusters Inc	NSA	1	1	3	0	-
Nippon Kaiji Kyokai	NKK	55	13	33	0	-
No class		35	35	261	1	6.67
Other		2	1	25	1	6.67
Panama Maritime Documentation Services		5	5	21	0	-
Register of Shipping (Singapore)		1	0	0	0	-
RINA Services S.p.A	RINA	40	19	78	1	6.67
Rinave - Registro Internacional Naval, S.A.		2	0	0	0	-
Russian Maritime Register of Shipping	RMRS	3	2	13	1	6.67
Unknown	UNKN	13	12	73	3	20.00
Total		856	346	1453	15	

PORT STATE CONTROL INSPECTIONS (Cont'd)

From the table, it is observed that when examining vessels with a Class recorded, it can be seen that DNV GL recorded the highest number of inspections with 263 out of 856. Lloyd's Register noted the second highest record with 165.

Out of the 15 detentions, vessels listed under Lloyd's Register and "Unknown" had the highest number of detentions with 3 detentions each.

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 - Inspections, Deficiencies and Detentions per Flag State

Flag State	Inspections	Detentions	Inspections with deficiencies	Detention-%	Inspection-% with deficiencies
Anguilla	1	0	1	0%	100%
Antigua and Barbuda	37	1	14	3%	38%
Bahamas	85	0	30	0%	36%
Barbados	2	0	2	0%	100%
Belgium	4	0	1	0%	25%
Belize	1	0	1	0%	100%
Bermuda	13	0	6	0%	46%
Bolivia	1	0	0	0%	0%
Canada	1	0	0	0%	0%
Cayman Islands	2	0	1	0%	50%
China, People's Rep. Of	4	0	1	0%	25%
Curaçao	4	0	3	0%	100%
Cyprus	27	0	10	0%	37%
Denmark	4	0	2	0%	50%
Dominica	12	1	12	8%	100%
Dominican Republic	1	0	1	0%	100%
Ecuador	1	0	1	0%	100%
France	8	0	2	0%	25%
Germany	1	0	0	0%	0%
Gibraltar	4	0	3	0%	75%
Greece	22	1	10	5%	45%
Guyana	4	0	4	0%	100%
Honduras	1	0	0	0%	0%
Hong Kong, China	25	0	10	0%	40%
Israel	2	0	1	0%	50%
Italy	15	0	8	0%	53%



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PORT STATE CONTROL INSPECTIONS (Cont'd)

Flag State	Inspections	Detentions	Inspections with deficiencies	Detention-%	Inspection-% with deficiencies
Jamaica	4	0	2	0%	50%
Japan	3	0	0	0%	0%
Latvia	1	0	1	0%	100%
Liberia	858	1	38	1%	45%
Lithuania	1	0	0	0%	0%
Luxembourg	2	0	2	0%	100%
Malta	74	1	26	1%	35%
Man, Isle of	12	0	5	0%	42%
Marshall Islands	68	0	20	0%	29%
Mexico	2	0	1	0%	50%
Montserrat	1	1	1	100%	100%
Netherlands	19	0	3	0%	16%
Norway	7	0	1	0%	14%
Norway (NIS)	3	0	1	0%	33%
Panama	113	3	38	3%	34%
Peru	1	0	1	0%	100%
Philippines	4	0	2	0%	50%
Portugal	10	1	2	10%	20%
Qatar	1	0	1	0%	100%
Russian Federation	1	0	0	0%	0%
Saint Vincent and the Grenadines	28	2	17	7%	61%
Saudi Arabia	1	0	0	0%	0%
Sierra Leone	1	1	1	100%	100%
Singapore	38	1	9	3%	24%
Sri Lanka	2	0	1	0%	50%
St. Kitts & Nevis	6	0	4	0%	67%
Togo	2	1	2	50%	100%
Trinidad and Tobago	4	0	4	0%	100%
Turkey	1	0	1	0%	100%
United Kingdom	24	0	6	0%	25%
United Republic of Tanzania	1	0	1	0%	100%
United States of America	19	0	8	0%	42%
Vanuatu	8	0	0	0%	0%
Venezuela	21	0	21	0%	100%
Virgin Islands, British	2	0	2	0%	100%
Total	856	15	346		

PORT STATE CONTROL INSPECTIONS (Cont'd)

Panama had the highest number of detentions with 3 out of 15 or 20% of the detentions, followed by Saint Vincent and the Grenadines with 2 detentions. However, based off detention rates, Montserrat and Sierra Leone had the worst performance with each having its only vessel that has been inspected within the region being detained. This was followed by Togo at 50% or 1 vessel detained out of the 2 vessels inspected.

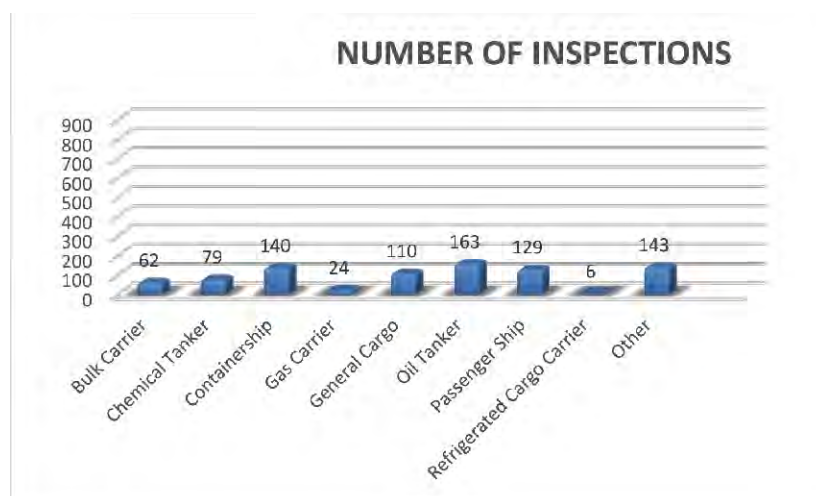
Inspections, Deficiencies and Detentions per Vessel Type

The table below illustrates the deficiencies recorded as per ship type. In 2016, the CMOU saw 40.8% of all vessels inspected having deficiencies. As can be seen, out of the 1453 deficiencies recorded "Other" had the highest deficiency percentage as 53.90% of all inspections were found with deficiencies. This was followed by General Cargo with 49.09%.

When not examining the category of 'Other', General Dry Cargo and Oil Tanker Vessels accounted for the most detentions for the period with 5 (33.33%) and 4 (26.67%) respectively out of the total of 15. General Dry Cargo vessels continue to have the most detentions recorded annually.

Table 7 - Inspection Results per Ship Type

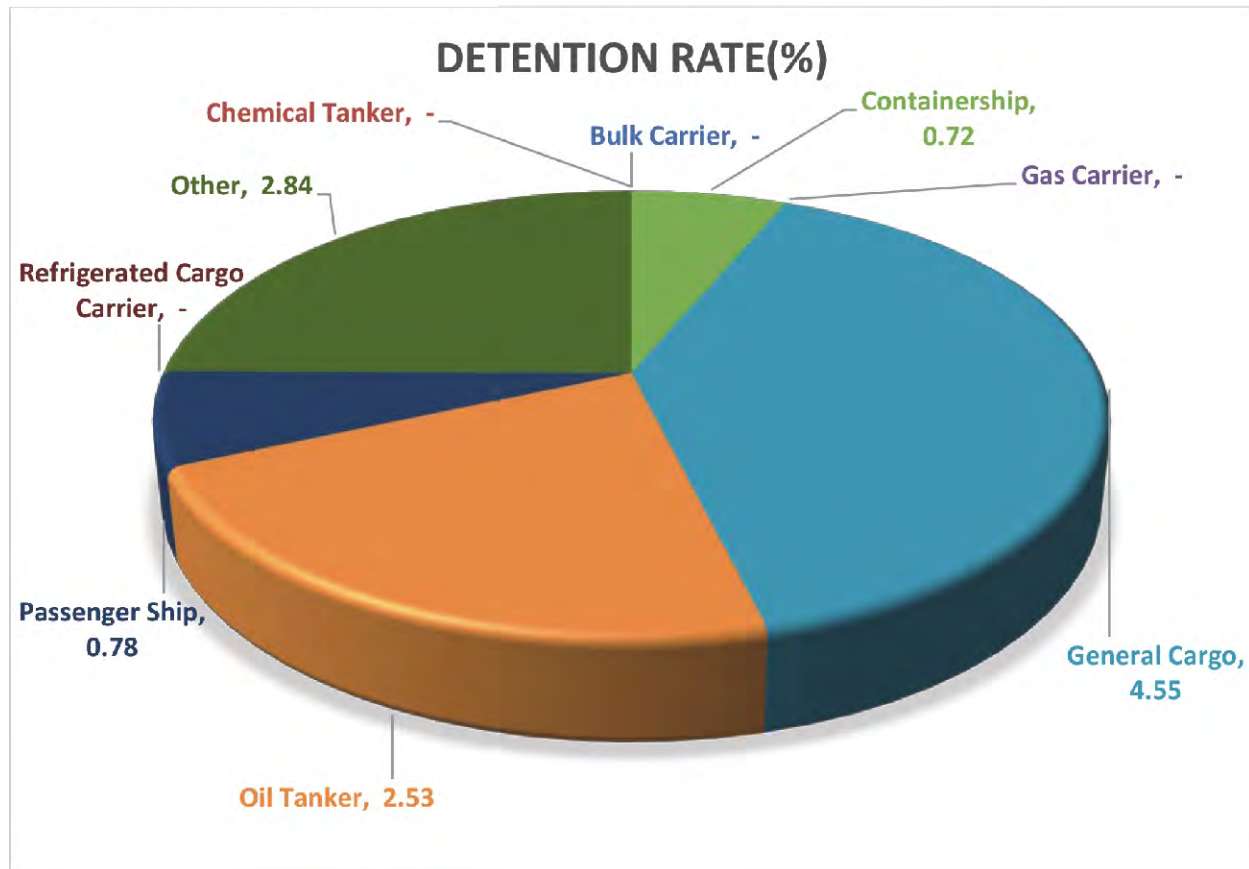
Ship Type	Number of Inspections	Number of Inspections with deficiencies	Number of Deficiencies	Percent of Inspections with Deficiencies	Number of Detentions	Detention Rate	Percentage of Total Detentions
Bulk Carrier	62	18	64	29.03		-	-
Chemical Tanker	79	38	138	48.10		-	-
Containership	140	32	104	23.02	1	0.72	6.67
Gas Carrier	24	5	7	20.83		-	-
General Cargo	110	54	309	49.09	5	4.55	33.33
Oil Tanker	163	77	308	48.73	4	2.53	26.67
Passenger Ship	129	44	133	34.11	1	0.78	6.67
Refrigerated Cargo Carrier	6	2	6	33.33		-	-
Other	143	76		53.90	4	2.84	26.67
Total	856	346	1453	40.42	15	1.77	



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 5 shows the Percentage of Detentions per Ship Type.

Figure 5 - Detention Rate per ship type



Port of Cienfuegos



Suriname PSCOs at work

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections of Vessels without IMO Numbers

In addition to the 856 total inspections, 85 inspections were recorded for vessels without IMO numbers showing a decrease of 6.6 % over 2015. Trinidad and Tobago had the most inspections recorded with a number 46 of 85 or 53.5% of all inspections. This was followed by The Netherlands with 27 or 31.4%. Regarding the deficiencies recorded, the Netherlands recorded the highest number of deficiencies with 140 of the 246 deficiencies recorded. In addition, 2016 saw 1 detention which was a decrease of 80% from the 2015 period.

Country	Inspections		Inspection with deficiencies		Number of Deficiencies		Detentions	
	2015	2016	2015	2016	2015	2016	2015	2016
Antigua and Barbuda	0	5	0	3	0	41	0	1
Belize	2	0	1	0	10	0	0	0
France	2	7	2	7	32	60	1	0
Jamaica	1	0	1	0	10	0	1	0
Suriname	0	1	0	1	0	5	0	0
The Netherlands	34	26	34	25	203	140	3	0
Trinidad and Tobago	52	46	1	0	5	0	0	0
Total	91	85	39	36	260	246	5	1

Concentrated Inspection Campaign Crew Familiarisation for Enclosed Spaces

From September 1, 2016 to November 30, 2016, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on Crew Familiarization for Enclosed Space Entry throughout the region. This campaign involved eleven (11) Member States of the Caribbean MOU.

The objective of this CIC is to:

- ensure that there is compliance with the requirements of the SOLAS, STCW, MLC and ILO Conventions as applicable;
- ensure that the Master, Officers and Crew are familiar with relevant equipment and have received training in carrying out their duties;
- raise safety awareness among the crew serving on board;
- ensure that ship's crew identify and understand the hazards associated with entry into enclosed spaces.

The CIC meant that during a regular port State control inspection conducted under the targeting matrix criteria within the CMOU region aspects of compliance with respect to crew familiarization for enclosed space entry and with the provisions of SOLAS (including SOLAS 2013 Amendment/Chapter III/Regulation 19, effective implementation date 01/01/2015) and Chapter XI-1 regulation 7, (effective implementation date 01/07/2016), STCW-, MLC- and ILO conventions was targeted. In addition, the CIC included these checks for vessels certified under the Safety of Commercial Vessels (SCV) Code, the Caribbean Cargo Ship Safety (CCSS) Code as well as those non-conventional certified vessels.

During the period from September 1, 2016 to November 30, 2016, a total of 207 Inspections were carried out within the CMOU. Of this 162 underwent the CIC on Crew Familiarization for Enclosed Space Entry.

Reflecting on the objective of the CIC, that is to verify compliance with the requirements of the provisions of SOLAS (including SOLAS 2013 Amendment/Chapter III/Regulation 19, effective implementation date 01/01/2015) and Chapter XI-1 regulation 7, (effective implementation date 01/07/2016), STCW-, MLC- and ILO conventions as applicable, it can be reasonably concluded from the results that the level of compliance was

PORT STATE CONTROL INSPECTIONS (Cont'd)

very high as most vessels complied with the requirements and there was a limited amount of deficiencies identified and only two detention recorded.

However, there was concern with respect to the compliance among vessels under 500GT and there was an over 70% non-compliance rate as per the requirements of the CCSS Codes and a non-compliance rate of 25% on vessel under the SCV Code.

Member States were encouraged to continue to be vigilant on the inspection of Crew Familiarization and Enclosed Spaces especially with respect to vessels under 500 GT which trade within the Caribbean region. Flag States that certify these vessels need to ensure that the crew are properly trained and have the regular drills to ensure that the non-compliance rate decreases.

Summary of CIC Results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in Table below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC.

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	207	162	45
Total number of detentions	5		
Detentions with CIC-topic deficiencies	2	2	

* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (**Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

1.23%



Bahamas Port

PORT STATE CONTROL INSPECTIONS (Cont'd)

The responses to the CIC questionnaire are summarized in the tables following.

SOLAS vessels (> 500 GT)

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	144	10	0	0	154	6.49
Q2	148	6	0	0	154	3.90
Q3	151	3	0	0	154	1.95
Q4	144	10	0	0	154	6.49
Q5	145	9	0	0	154	5.84
Q6	140	14	0	0	154	9.09
Q7	145	9	0	0	154	5.84
Q8	149	5	0	0	154	3.25
Q9	89	14	51	0	154	13.59
Q10	2	149	0	0	154	-
					Average	5.64%

CCSS-code vessels (cargo vessels < 500 GT or 500 GRT if applicable)

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	0	3	0	0	3	100.00
Q2	0	3	0	0	3	100.00
Q3	2	1	0	0	3	33.33
Q4	2	1	0	0	3	33.33
Q5	2	1	0	0	3	33.33
Q6	0	3	0	0	3	100.00
Q7	0	3	0	0	3	100.00
Q8	2	1	0	0	3	33.33
Q9	0	1	2	0	3	100.00
Q10	0	3	0	0	3	-
					Average	70.37%

PORT STATE CONTROL INSPECTIONS (Cont'd)

SCV-code vessels (commercial vessels, non-tankers of 5 < L > 24 m) and other non-conventional certified vessels

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	4	1		0	5	20.00
Q2	3	2		0	5	40.00
Q3	4	1		0	5	20.00
Q4	4	1		0	5	20.00
Q5	0	5		0	5	-
					Average	25.00%

CIC Questionnaire

The questions that comprised in the CIC Questionnaire are as follows:

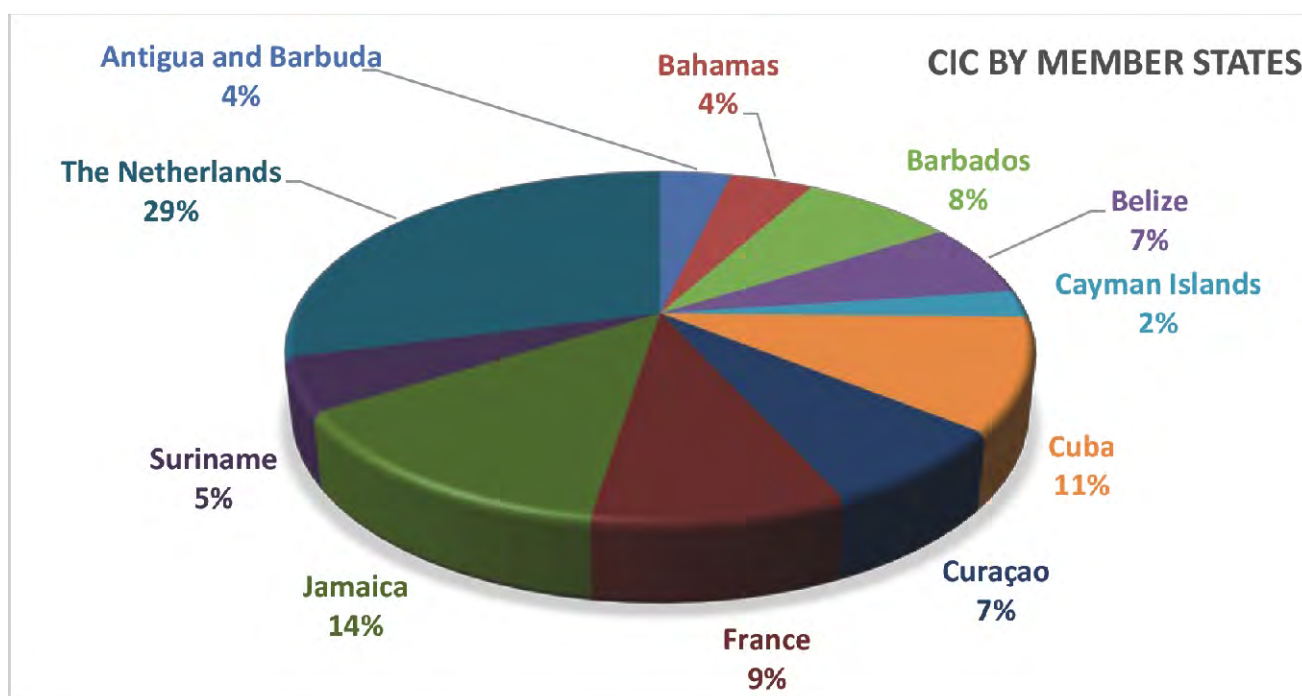
No.	Item	Yes	No	N/A
Q.1 Note 1	Are there measures in place to test the atmosphere of an enclosed space to confirm it is safe to enter? (09213 (ILO 147) or 18410 (MLC) – ILO 147 art. 2.a.i or MLC A4.3.1b)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.2 Note 1	Are crew members responsible for testing the atmosphere in enclosed spaces trained in the use of the equipment referred to in Question 1? (09221 (ILO 147) or 18415 (MLC) – ILO 147 art. 2.a.i or MLC A4.3.1b)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.3 *	Are the crew members familiar with the arrangements of the ship, as well as the location and operation of any on-board safety systems or appliances that they may be called upon to use for enclosed space entry? (07125 – CCSS code Chapter 4.17.5)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.4 *	Are crew members responsible for enclosed space emergency duties, familiar with those duties? (04118 – CCSS code Chapter 4.17.5)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.5 *	Are the emergency instructions available on board and its contents complete and customized to the ship? (11131 – CCSS code Chapter 4.16)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.6	Is there evidence on board that enclosed space entry and rescue drills are conducted in accordance with the CCSS code? (04118 - CCSS code Chapter 7.3.2)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.7 *	Have the ship's crew participated in an enclosed space entry and rescue drill on board the ship at least once every three months in accordance with the CCSS code ? (04118 – CCSS code Chapter 7.4.3.2)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.8	Are crew members responsible for enclosed space entry aware of the associated risks? (04118 – ILO 147 art. 2.a.i or MLC A4.3.1 b)	<input type="checkbox"/>	<input type="checkbox"/>	
Q.9	During the CIC, the PSCO is to observe an enclosed space entry and rescue drill. Did the drill comply with the training topics? (04118 – CCSS code Chapter 7.3.2.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10	Is the ship detained as a result of a "NO" answer to any of the questions?	<input type="checkbox"/>	<input type="checkbox"/>	

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections by Member States

The following outlines the CIC inspections carried out by the Member and Associate Member States of the CMOU.

Member States	CIC Inspections
Antigua and Barbuda	6
Bahamas	7
Barbados	13
Belize	11
Cayman Islands	4
Cuba	17
Curaçao	12
France	15
Jamaica	22
Suriname	8
The Netherlands	47
Total	162



PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections by Ship Type

Of the 162 CIC inspections that took place, Passenger Ships had the highest number of inspections.

Ship Type	CIC Inspections
Bulk carrier	12
Chemical tanker	12
Containership	28
General cargo/multi-purpose ship	20
Oil tanker	29
Other types of ship	10
Passenger ship	39
Refrigerated cargo carrier	4
Ro-ro cargo ship	2
Ro-ro passenger ship	1
Tanker, not otherwise specified	4
Vehicle Carrier	1
Total	162

Inspections by RO

Lloyd's Register recorded the greater number of CIC inspections, closely followed by Bureau Veritas and American Bureau of Shipping.

Recognised Organizations	CIC Inspections
American Bureau of Shipping	24
Bureau Veritas	29
Columbus American Register	1
DNV GL	46
International Naval Surveys Bureau	1
Korean Register of Shipping	1
Lloyd's Register	32
Nippon Kaiji Kyokai	8
No class	4
Register of Shipping (Singapore)	1
RINA Services S.p.A	10
Unknown	5
Total	162

Activities and Achievements for 2016

The Technical Standing Work Group met from **January 12 - 13, 2016** in Basseterre, St. Kitts & Nevis to review the assignments referred to them from the 20th Meeting of the Caribbean Port State Control. This included the development of guidelines for the CIC on Crew Familiarisation for Enclosed Spaces; the Review of the CCSS Code and the development of applicable guidelines.

The 8th Annual PSC Seminar was held in Fort-de-France, Martinique from **April 11-13, 2016**. The Seminar was hosted by the French Safety Centre and had participation from 19 PSCOs from 14 Member States and 2 Observer States. At this meeting the areas that were discussed during the Seminar included Training on the Concentrated Inspection Campaign on Crew Familiarisation for Enclosed Spaces, MLC, 2006 & Human Element. As a part of the continued development of the PSCOs, the participants were able to inspect two passenger ships and a cargo vessel.



Following the three-day Seminar, the 3rd OJT was held from **April 14 - 15, 2016** with participation from 17 PSCOs from 11 Member States and 2 Observer States and included training on the guidelines for the SCV and CCSS Codes. It is also to be noted that there was an increase in participation in the OJT over the previous period. The overall rating of the OJT by the PSCOs that participated was 8.96 out of 10. There was a recommendation that this programme should continue to be offered in the future.



Activities and Achievements for 2016



The Secretary General attended the 49th Paris MOU Port State Control Committee held in Haugesund, Norway from the **19th to the 23rd of May 2016**. The annual statistics and activities of the CMOU for 2015 were presented at this meeting. The meeting was also attended by the Tokyo MOU, the Med MOU, the Indian Ocean MOU, the Black Sea MOU, the Viña del Mar Agreement and the USCG.

The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its 21st Committee meeting in Kralendijk, Bonaire from the **29th of June to the 1st of July, 2016**. The meeting was attended by fifteen Member Authorities (Cuba was unable to attend) and one Observer State. The sole Associate Member was not able to attend. Representatives of the Paris MOU, the USCG, and the IMO were present as Observers.

The main items that were approved at this meeting included the following:

- Approval of St. Lucia as a Member;
- Concentrated Inspection Campaign on Life Saving Appliances for 2017;
- Guidelines for MLC, 2006;
- Policy on the Continued Professional Development (CPD) for the staff of the CMOU Secretariat;
- Revised Country Report Template; and
- The revision of the MOU, Annex 6, Section 5, with respect to the attendance of Observer Organisations; among others



The Secretary General attended the 3rd Meeting of the Implementation of IMO Instruments (III) at the IMO Headquarters in London from **July 18-22, 2016**. During this meeting, the CMOU Annual Report for 2015 was presented to the Members along with the results of the CIC on Safety of Navigation and STCW Hours of Rest. The III 3 meeting included lengthy discussions on matters relevant to port State control with specific emphasis placed on the harmonization of PSC activities. Information was also presented by the IMO Secretariat outlining a list of new requirements which were adopted since the last session.

Activities and Achievements for 2016

The Secretary General also represented the CMOU at the 1st Annual Women in Maritime Association Caribbean (WiMA-C) held in the Cayman Islands from **September 5-9, 2016**. The conference including a mentoring session where various participants attended to different schools in the Cayman Islands to speak about the maritime industry on a whole. The Secretary General was asked to participate in this mentoring session and speak on the opportunities in the maritime sector.



Collaboration with other Organisations

Ms. Sharon Yarde of the Ministry of Tourism and International Transport of Barbados attended Tokyo MoU sixth general training course for port State control officers (PSCOs), Yokohama, Japan, from **24 August 2016 to 18 September 2016**. This course was hosted by the Tokyo MoU in conjunction with the IMO.

Mr. Kenneth Carey of the Bahamas Maritime Authority participated in the Expert Training on Human Elements for Port State Control Officers (PSCO), organized by the Paris MoU, The Hague, Netherlands, from **4 to 7 October 2016**, with funding from the IMO.

Mr. Henry Tomlinson from the Maritime Authority of Jamaica attended the Indian Ocean Expert Mission Training Programme for port State control officers on the Human Element in Bander Abbas, Iran from **5th to 16th November 2016**, with funding provided by the IMO.

We wish to express our appreciation to the IMO, the Paris, Tokyo and Indian Ocean MOUs for allowing the CMOU to continue to participate in their training courses and to the IMO for continuing to fund these participants.



Port of Aruba



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On the Horizon 2017

First Quarter The inter-sessional meeting of the Technical Standing Working Group will be held in Port of Spain, Trinidad and Tobago from **January 10 - 11, 2017**. It is anticipated that the CMOU will be sending representatives to the Paris MoU, Tokyo MoU and Viña del Mar Agreement's expert and regional training during this period. The Secretary General will be participating in the Passenger Ship Safety Conference to be held in Miami, Florida, USA from **January 17 - 18, 2017**. In addition, the 9th PSC Seminar will be held in St. John's, Antigua & Barbuda from **March 13 - 15, 2017** in conjunction with the Antigua and Barbuda Department of Marine Affairs (ADOMS). The 4th Annual OJT will take place from **March 16 - 17, 2017** in St. John's, following the PSC Seminar.

Second Quarter The second quarter will involve the attendance of the Secretary General to the 3rd Ministerial Meeting of the Paris and Tokyo MOU in Vancouver, British Colombia, Canada from **May 2 - 4, 2017**. In addition, the CMOU will be attending the 50th meeting of the Paris MOU on port State control Committee in Gdansk, Poland from **May 22 - 26, 2017**. In addition, the 22nd Meeting of the CPSCC is to be held in Aruba from **June 20 - 23, 2017**.

Third Quarter The activities for the third quarter is expected to include the IMO's III sub-committee meeting (III 4) from **September 25 - 29, 2017**. It is anticipated that the CMOU will be sending a representative to the Tokyo MOU's basic training course scheduled for **August/September 2017**.

Fourth Quarter The Secretary General will be attending the 24th meeting of the Viña Del Mar Agreement scheduled for **October 1 - 6, 2017** in Panama. It is possible to have any Fact Finding Missions during the fourth quarter of 2017.



Heritage Quay - St. John's, Antigua



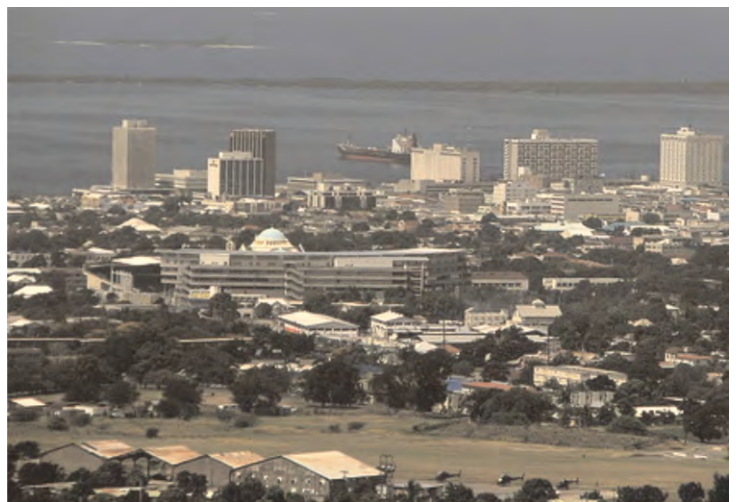
Martinique



Gouyave in Grenada



SLU Cruise Port



City of Kingston



Nu Star Terminal - St. Eustatius



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CMOU FOCAL POINTS Member and Associate Member States



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Bahamas

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Grand Turk Pier



Port of Port of Spain



Curaçao Port Call

