



Caribbean Memorandum of Understanding on Port State Control



ANNUAL REPORT 2009

Caribbean Memorandum of Understanding on Port State Control



ANNUAL REPORT 2009

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 the 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.

Contents



Welcome

From the Bridge 4

The Secretary's Log 5

Introduction 6

The CMOU 7

The Secretariat 8

Caribbean Maritime Information Centre, CMIC 10

Members, Observers and Observer Organizations 12

Port State Control Activities 14

General Overview 14

Inspections by CMOU Member States 14

Inspections by Ship Type 15

Deficiencies and Detentions 17-19

Activities and Achievements 20

Collaboration with other Organisations 21

On the Horizon 22

From the Bridge



I am extremely proud to be a part of the CMOU and am humbled by my election as the Chairman of the Committee. Over the past year as acting Chairman and now Chairman, I have found the experience to be most rewarding but yet challenging as I try to steer the Committee through a very trying period in the history of shipping. I however must stress that although things may be difficult throughout the region, this does not negate our mandate to ensure that effective PSC is carried out within the Caribbean region.

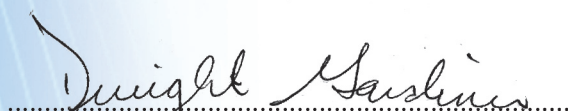
The Secretary General of the IMO during his address to the 17th Meeting of the Flag State Control Subcommittee expressed the importance of the work being carried out on the harmonization of the procedures for Port State Control. This only highlights the need as a region to continue to move forward in the spirit of collaboration and harmonization.

At our 14th Committee Meeting of the CMOU, the concept of progression was emphasized to our Member States as we strive to improve upon the existing standards in our region in order to ensure that shipping is conducted in the safest, secure and most environmentally friendly manner possible. It is upon these foundations that we must recognize the need to improve on the practices which have yielded good results in the past. By proceeding in this manner we will not reinvent the wheel but grow as a region by utilizing and sharing the experience and knowledge base among Member States. In addition, along the lines expressed by the Secretary General, we must also ensure that collaboration with our sister MOU regimes is carried out to ensure the global harmonization of our PSC practices.

I must highlight that albeit the year was trying, it however has been filled with many exciting activities and milestones that we as a region should be proud. The CMOU was able to host its first ever CMOU Port State Control Officer training seminar for the region. This training is one of the major objectives of the CMOU and the aim of the workshop was to enhance the regional training of the PSCOs in the Caribbean. We are indeed grateful for the assistance rendered by many of our Observer Organisations in making this seminar a success.

I would like to thank our Member States, Observers and Observer Organisations, such as the many other MOUs, the IMO, the USCG, Lloyd's Register Fairplay and Lloyds Register (North America) among others who have continued to provide assistance and guidance when needed. I would also like to welcome aboard our new Observer States of France and the Netherlands as we look forward to their formal membership in the organisation.

As we move forward into a new year, let us not rest on our laurels but ensure that we continue to 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 Log



On behalf of the Committee of the Caribbean Memorandum of Understanding (CMOU), it is an honour to present the Annual Report of Caribbean Memorandum of Understanding on Port State Control for the year ending December 31, 2009.

The IMO has encouraged the establishment of regional port State control organizations and agreements on port State control (Memoranda of Understanding or MOUs) and as such there have been Nine (9) agreements signed covering the different regions of the world. These MOUs are essential to the elimination of sub-standard shipping globally. Due to the designation of the Wider Caribbean region including the Gulf of Mexico and the Caribbean Sea as a 'special area' by the IMO under the MARPOL Convention (Annex V Garbage) and the fact that the Islands of the Caribbean also depend on the sea for work, trade, pleasure and provisions, the functioning of the CMOU is critical in ensuring the preservation of this fragile Environment.



The CMOU is therefore committed to the continued training of our Port State Control Officers and as such continues to work with other MOUs, the IMO (through the Regional Maritime Advisor), the ILO, the USCG and many other Shipping Organisations, to ensure that training opportunities are provided. In this regard, the CMOU successfully staged its first Annual Port State Control Seminar, in Grand Cayman in July of 2009.

I also had the honour of representing the CMOU at the ILO's Hemispheric Conference on the Maritime Labour Convention, 2006 which was held in Bridgetown, Barbados in September 2009. The CMOU looks forward to working with the ILO in the future to ensure that the required standards with regard to seafarers are adhered to by ships in our region through the effective implementation of the Maritime Labour Convention, 2006 (MLC).

This Annual Report will cover the port State control activities for 2009 and will include a break-down of the inspections done by the Member States for the period. The report will also highlight the main activities of the Secretariat and the achievements of the CMOU.

I look forward to working with the Member States, Observers, the governing bodies, colleague MOUs, and all other organisations as we strive to eliminate 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 13 years. Member countries 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) of Jamaica was re-elected to chair the STW sub-committee and Governor to the World Maritime University (WMU) and Mr. Dwain Hutchinson of the Bahamas was re-elected as Vice-Chairman of the 17th meeting of the FSI. In addition, our congratulations go out to both the Bahamas and Jamaica for their re-election to Category C of the IMO Council.



The Secretariat is pleased to have been advised that the following Caribbean MOU Member States have volunteered to be audited - the Bahamas, Belize and Jamaica. Only one Member State, namely the Netherlands Antilles was previously audited as a part of the Netherlands. In addition, the Cayman Islands is also in the process of applying for the IMO Voluntary audit.

On behalf of the Members States we also extend our appreciation to Barbados and the International Labour Organization for hosting the Hemispheric Conference on Rapid and Widespread Ratification and Effective Implementation of the Maritime Labour Convention, 2006 held from September 7-

10, 2009. We anticipate that this Conference will encourage Members to review their existing national legislation in an effort to sign and ratify the MLC, 2006 which is a most important convention in regard to the protection of our seafarers.

In 2009, a number of initiatives were discussed that are to be finalized and/or enacted in 2010. The revised MOU and Rules of Procedures (ROP) has been sent to the Finance & Administration Standing Working Group (FASWG) for approval and submission to the CMOU Committee. In addition, the Data Exchange Agreement with the IMO continues to be discussed along with the continued revision of the Port State Control Manual and the criteria for the approval of participants in training programmes. The Secretariat has been asked to continue to examine the areas in which training can be provided for the PSCOs within the region.

Our Chairman, Mr. Dwight Gardiner, who was acting as Chairman from June of 2008, was elected as Chairman during 2009 and the Vice Chairman position was filled by Capt. Dwain Hutchinson of the Bahamas following elections held at CPSCC 14

Additionally, the Acting Secretary, Ms. Carolyn Graham completed her tour of duty with the CMOU in April of 2009. The CMOU would like to thank Ms. Graham for her sterling service over the period and wish her all the best in her substantial post at the Maritime Authority of Jamaica.

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 initially signed by nine member countries in Christ Church, Barbados on February 9, 1996. The membership has since grown to 13 with other States notifying of their interest in becoming full Members. (*See page 11 for current list of Members*). France and the Netherlands were accepted as Observers of the MOU during the CPSCC 14 Meeting due to their continued port State control mandate in their respective 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 regard to:

- Safety of life at sea
- Security
- Marine pollution prevention 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).



The CMOU is led by an executive body, the Committee, consisting of representatives from the Administrations of the 13 Member States. The Committee 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. Meetings are attended by Members as well as Observer States, and affiliated organizations, namely the IMO, the ILO, the Paris MOU, the United States Coast Guard, Lloyd's Register Fairplay and Lloyd's Register (North America). This however does not preclude others from attending as invitations are extended to all MOUs.

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 Secretariat was initially located in Barbados until 2002 when it was re-located to Kingston, Jamaica.

The Secretariat is staffed by a Secretary - Mrs. Jodi Barrow, an Administrative Assistant, Ms. Dionne Thaxter, a Database Manager, Mr. Majere Ajambia who is located in Paramaibo, Suriname and a part-time Accountant, Ms. Stacey Spaulding. The Secretariat reports to the Committee via the Chairman.



Ms. Dionne Thaxter
Administrative Assistant



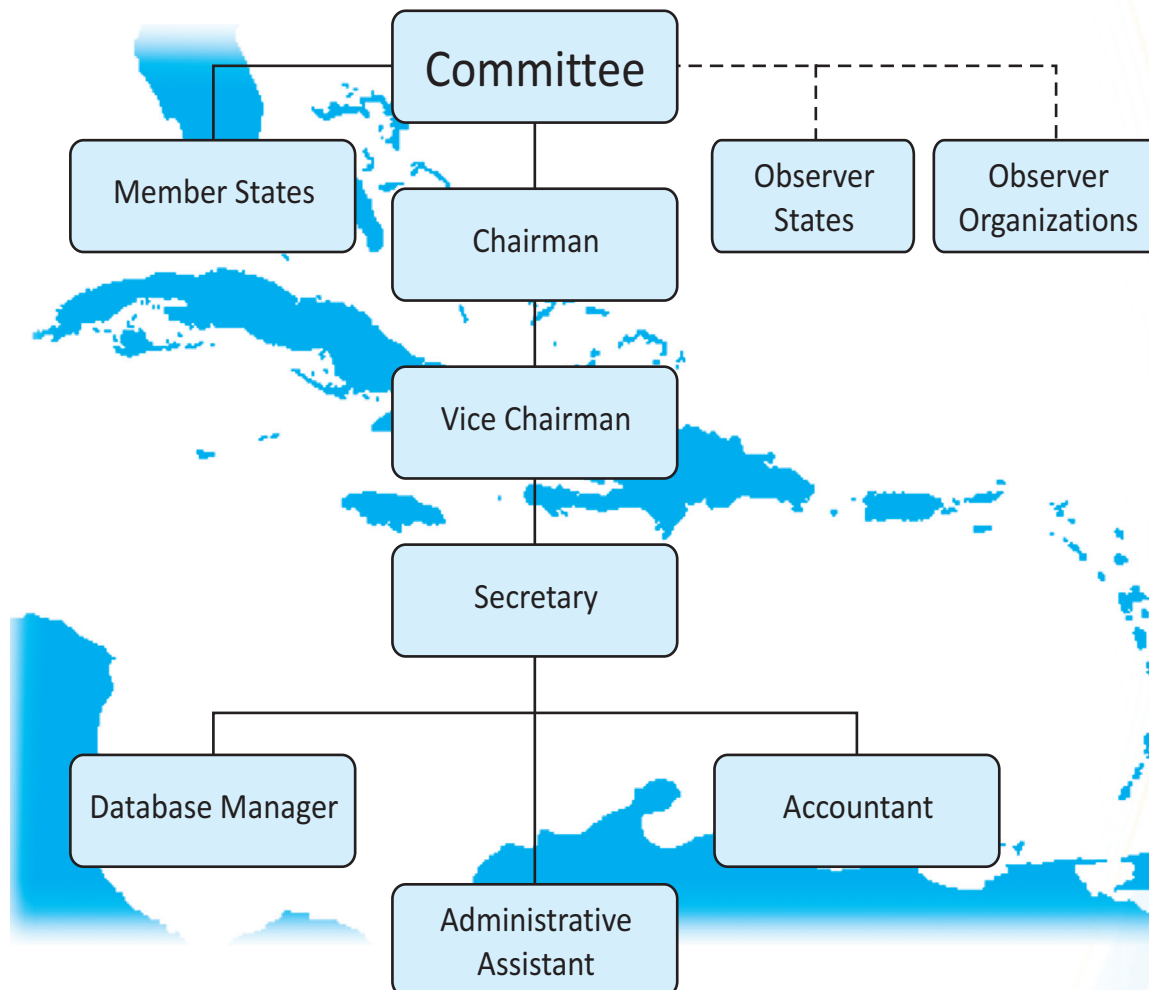
Ms. Stacey Spaulding
Accountant



Mr. Majere Ajambia
Database Manager

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.

CMOU Organization Chart



The activities of the Secretariat are approved by the Member States of the CMOU and funded by the annual 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
CMOU Secretariat
4th Floor
40 Knutsford Boulevard
Kingston 5
Jamaica W. I.

Tel: 1-876-926-2946
1-876-929-2201 Ext. 139

Email: caribmou@caribbeanmou.org
Website: www.caribbeanmou.org



Caribbean Maritime Information Centre



The Caribbean Maritime Information Centre (CMIC) is located in Paramaribo, Suriname. Mr. Majere Ajambia, the Database Manager, reports to the Secretariat and also works closely with port state control officers (PSCO) 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.

Under the CMOU, CMIC was established in 2005 for administering port state control records which are added by the PSCOs of the Member States. This center is responsible for the reporting of port state control results and providing information to Member States and other cooperative organizations.

Training

The first training on the system was held in Suriname in December 2005 in conjunction with Transport Canada. The second training on this system was in Jamaica in 2007. The system is under constant development as needed and additional training for users is organized as and when it becomes necessary.



System Usage

There continues to be some difficulties with usage of the system and as such some records were not updated properly in the database system for 2009. Members have been requested to provide CMIC

manually with the inspection records to allow this information to be uploaded as some errors had appeared and users were not able to add their records.

	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).

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

The Database Manager continues to utilize the management plan which was instituted last year in an effort to minimize the occurrence of system errors and data inaccuracies. As such, system updates are communicated on a regular basis to Transport Canada, and a vetting system is in place to ensure administrators of CMIC vet the inspections for accuracy.

Continued on page 11

Co-operation with Lloyds Register Fairplay, LRF

In 2007 in the Bahamas a data exchange agreement was signed with Lloyds Register Fairplay. In addition, a data exchange agreement with LRF is in place whereby the Database Manager continues to send information from CMIC and receives data from LRF. In addition, **the Carib Ship Database** of the CMOU which is hosted by LRF allows Members to view the information on the movements of the small ships from a website utilising the Carib Ship numbers.

One of the bottlenecks in the early months of 2009 was that the system was not used fully by Member States. Due to this issue, the system produced blank reports, which is not useful for LRF. LRF converts the produced data to useful information. Members are implored to utilize this very important database system and to ensure that the information is provided to Lloyds on a timely basis.

To enable the presentation of the information to the Member States, LRF has provided CMIC with the following:

- www.ships-register.com - Access to the very latest details on the world's commercial fleet and includes details on all ships over 299GT, including ships on order and under construction, as well as total losses and demolitions.
The trial period expires on March 12th 2010. After this test period the CMOU will decide whether to use this database or not.
- www.caribship.mou.net - The database is maintained to provide the Members of the Caribbean Memorandum of Understanding on Port State Control access to information on small ships registered or licensed within each Member State. This database is provided at no cost to the CMOU.

Every Member State has been provided with a user name and password to access those systems responsible to CMIC.

2009 saw the strengthening of the relationship between the Members, the Database Manager, Transport Canada and Lloyd's Register with regard to the exchange of data. It is hoped the Members will use the accomplishment of 2009 to ensure that there is a greater usage of the system during 2010. In addition the following is recommended for the improvement of the system:

- More efforts to be made by the Member States regarding use of the system;
- Member States should keep adding records in the system;
- CMIC should be provided with a detailed inspection list beside the system, to get records timely;
- CMIC should be provided with the raising errors and questions regarding system;
- CMIC should be provided with updated contact information.



Members, Observers & Observer Organizations

Members

The thirteen (13) Member States of the CMOU are:

Antigua and Barbuda
Aruba
Barbados
Belize
The Bahamas
The Cayman Islands
Cuba
Grenada
Guyana
Jamaica
The Netherlands Antilles
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 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 within these major groups as the need arises, to ensure the timely completion of tasks.

For 2009, the TSWG was without a Chairman for the latter half of 2009 which affected the functioning of the Committee. The TSWG is however spearheading the continued review of the port State control Manual which is currently being used in the field. The development of the manual was guided by the Paris MOU's port State control Manual. This approach promotes the IMO's thrust towards the harmonization of PSC practices.

The two major tasks of the FASWG are the revision of the MOU and the Rules of Procedures (ROP). In addition, the FASWG has been asked to examine the procedures with regard to the conducting of Fact Finding Missions to States who have applied to become Members of the CMOU. The work is being done intersessionally and it is anticipated that it will be completed and approved at the next Annual meeting scheduled for July 2010 in Curacao.

Observer States

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

The Observer States of the MOU continue to be an invaluable part of our network as they attend meetings and contribute their insights and knowledge to our discussions. In 2009, France and the Netherlands applied and were granted Observer status for the MOU. Some of these States have also indicated their interest in becoming full Members in the very near future.

Continued on page 13

Observer Organizations

The International Maritime Organization

The International Labour Organization

The Paris MOU

The United States Coast Guard (USCG)

Lloyd's Register Fairplay

Lloyd's Register (North America)

The CMOU is proud of the collaborative relationship it has built with its observer organizations. We have benefited greatly from their wealth of knowledge and experience and extend our thanks for their contribution to the growth of the CMOU. These Observer organizations continue to attend our annual meetings and actively participate offering suggestions and making presentations thus imparting valuable information to us. 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, parties may conduct inspections of foreign ships in their ports.

This report presents the activities from January to December 2009. The activities illustrate the inspections carried out by the Member States during above mentioned period. In summary, 2009 saw 619 inspections with 523 deficiencies found and 24 detentions. A break down of this information for the periods 2005 - 2009 is outlined in Table 1.

Table 1. Port State Control Inspections 2005 - 2009 (By Member State)

Member States	Inspections					Deficiencies					Detentions				
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
Antigua and Barbuda		22	4	8	4		1	5	1	7					
Bahamas		81	77	80	87		34	42	19	21		2	1	1	
Barbados	2	2	4		3										1
Belize					15										
Cayman Islands	24	14	9	27	28		85	19		83		1		2	1
Cuba	14	17	220	153	150		11	377	186	132			11	4	4
Guyana		4	19	16	9			38	40	19				1	4
Jamaica		40	38	36	92		1	19		21					4
Netherlands Antilles	1	12	58	50	124		4	64	10	249			1		9
Suriname		21	16	7	7		8	22	12	12					
Trinidad and Tobago		80	210	226	100		85	208	40	29		3	13		
Total	41	293	655	603	619	0	229	794	308	573	0	6	26	8	23

The inspections increased by 16 in number and about 2.65% in percentage, compared with the records in 2008.

Table 2 below provides a breakdown of the inspections by individual Members State for 2009.

Table 2 - Inspections by Member State

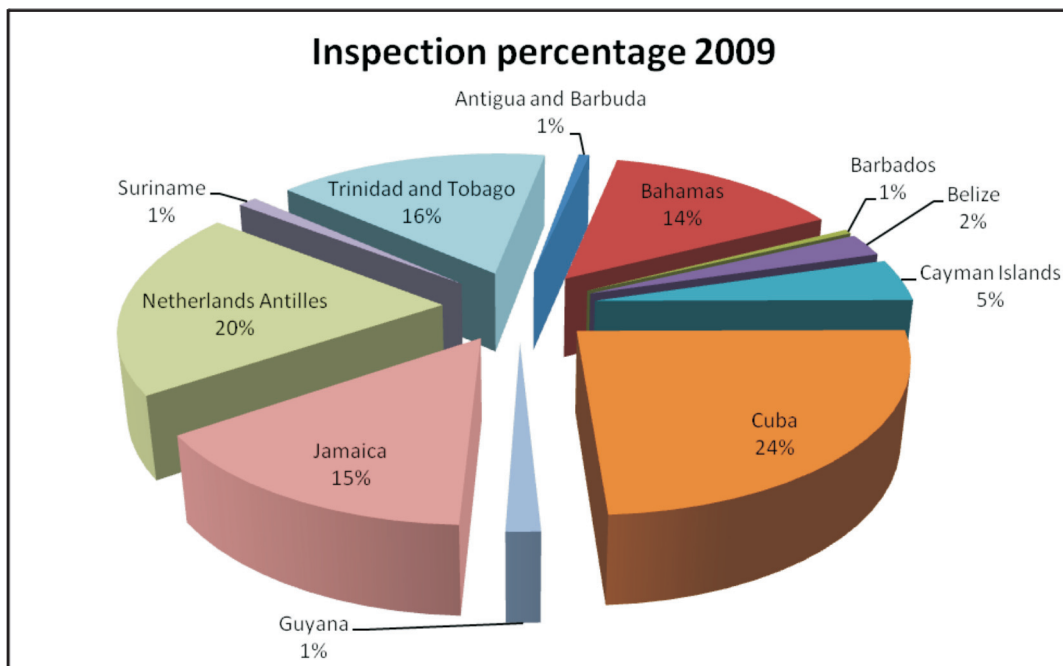
	Antigua & Barbuda	Barbados	Bahamas	Belize	Cayman Islands	Cuba	Guyana	Jamaica	Neth. Antilles	Suriname	Trinidad & Tobago
Number	4	3	87	15	28	150	9	92	124	7	100

Port State Control Inspections



Cuba conducted the most inspections accounting for 150 or 24% of the total, followed by the Netherlands Antilles with 124 inspections or 20% of the total and Trinidad and Tobago with 100 or 21%. The lowest records noted were for Suriname and Antigua and Barbuda with 7 or 1% and 4 or 1% of the total respectively. A pictorial representation of this is shown in Figure 1.

Figure 1 - Number of inspections carried out by the Authorities of the CMOU



Inspections by Ship Type

This category reflects the type of ships that have been inspected over the period. As illustrated in Table 3 below, seventeen (17) categories of ships have been inspected throughout the region. Containerships at 132 have seen the most inspections, followed by General Dry Cargo Ship at 70 and Oil Tankers at 46. This is mostly attributable to the fact that these ships are the majority of ship types that traverse the region due to trade into and among Member States.



Port State Control Inspections

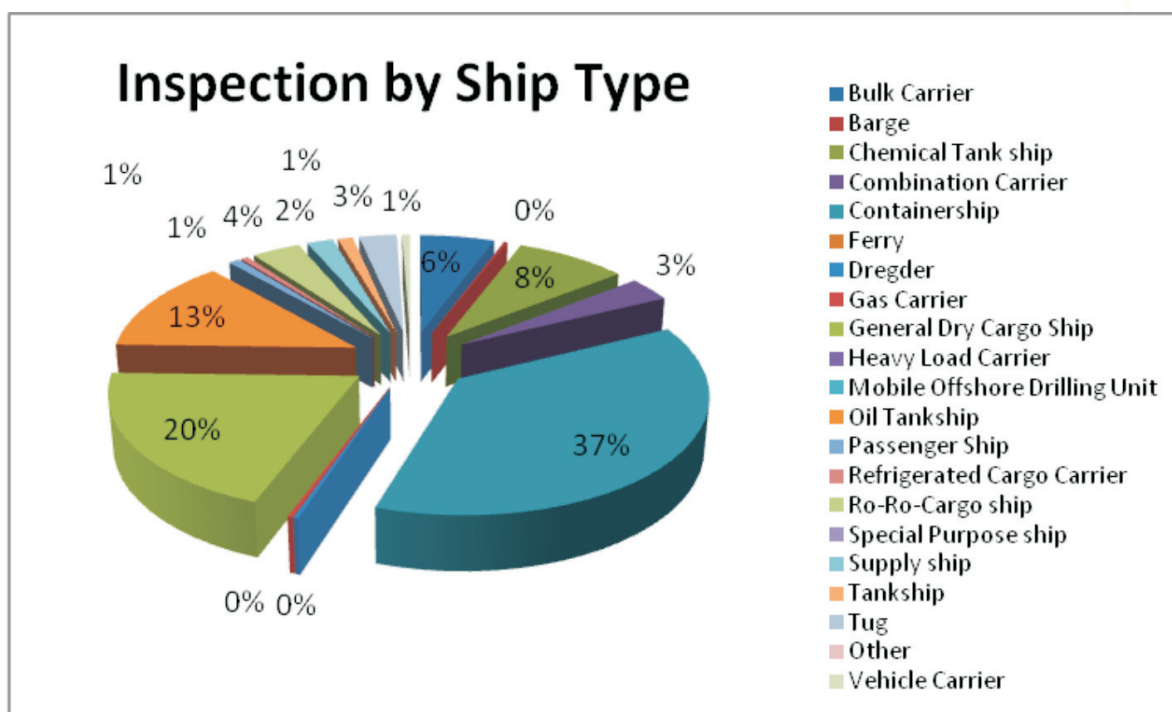
Table 3 - Inspections by Ship Type

Ship Type	Number
Bulk Carrier	20
Barge	1
Chemical Tank ship	30
Combination Carrier	12
Containership	132
Ferry	
Dredger	1
Gas Carrier	1
General Dry Cargo Ship	70
Heavy Load Carrier	
Mobile Offshore Drilling Unit	
Oil Tankship	46
Passenger Ship	3
Refrigerated Cargo Carrier	2
Ro -Ro -Cargo ship	13
Special Purpose ship	
Supply ship	7
Tankship	4
Tug	10
Other	
Vehicle Carrier	2
Total	354

Note:

Not every Member State has provided CMIC with a list of all inspected Ship Types. Consequently, the total number of the above list (354) does not match with the number of total inspections (619).

Port State Control Inspections



Deficiencies

All conditions on board which were found not in compliance with the requirements of the relevant instruments by the port State control officers were recorded as deficiencies and requested to be rectified.

A total of 573 deficiencies were recorded in 2009. The deficiencies found are categorized in and shown in Table 4 below. Life Saving Appliances is the highest deficiency recorded with a total of 34.

The Netherlands Antilles recorded the highest number of deficiencies with 249. Cuba follows with a deficiency record of 132 deficiencies. This is followed by the Cayman Islands with a total 83 deficiencies recorded. It is to be noted that the deficiencies identified by the Cayman Islands cover all categories reflected, with the exception of propulsion and auxiliary machinery, MARPOL Annex I and ISM related



Port State Control Inspections

Table 4 - Deficiencies by Member Category

Deficiency Category by member states	Antigua & Barbuda	Barbados	Bahamas	Belize	Cayman Islands	Cuba	Guyana	Jamaica	Netherlands Antilles	Suriname	Trinidad & Tobago
ship's certificates and documents	1		2		8	17		5		2	11
Certification and watchkeeping for seafarers			7		9	2	1	2			
life saving appliances					10	34	2			3	4
fire safety measures					11	2	2	1		1	
accident prevention (ILO 147)					2	0	2	1		2	2
Stability, structure and related equipment	1				5	23		2			
propulsion and auxiliary machinery						4	4				2
Safety of navigation			6		14	18		1		2	10
Radio communications			3		2	3		1			
MARPOL - annex I						14		4		2	
Carriage of cargo and dangerous goods			1								
ISM related deficiencies			2			15	5				
load lines					7		1				
MARPOL - annex I							2				
SOLAS related operational deficiencies					1			2			
ISM related deficiencies								1			
Working Spaces					2			1			
Food & Catering					1						
Crew & Accommodation					1						
Mooring					1						
MARPOL I					3						
MARPOL IV					1						
MARPOL VI					2						
MARPOL V					1						
Maritime Security					2						
Total	2	0	21	0	83	132	19	21	0	12	29

** The total deficiencies recorded by the Netherlands Antilles are 249 which are not specified in the list above.

EXAMPLES OF DEFICIENCIES FOUND



WINDLASS AND GYPSY HEAVILY CORRODED



SEALING TAPE USED AND HATCH DOG NOT IN PROPER POSITION

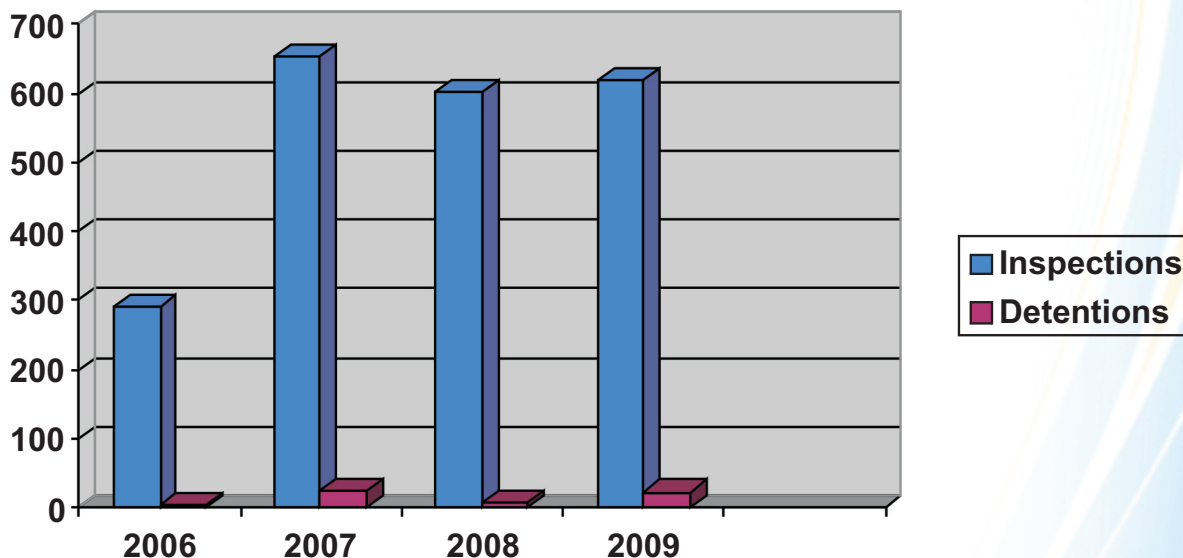
Port State Control Inspections



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 2009, 23 ships were detained because of deficiencies found on board. The detention rate of the ships inspected increased as compared with 2008 which only had 8 detentions. This reflects an increase of 187.5%. The figure below provides a comparison of Inspections and Detentions from 2006 to 2009.





Activities and Achievements for 2009

In **January of 2009**, Ms. Carolyn Graham was appointed as acting Secretary of the CMOU upon the resignation of the previous Secretary, Ms. Katarina McGhie. Ms. Graham held this post until the end of March, 2009.

Effective **April of 2009**, Mrs. Jodi Barrow was appointed as Secretary of the CMOU and continues to carry out these duties.

Both Ms. Graham and Mrs. Barrow attended the Fourth IMO Workshop for PSC MoU/Agreement Secretaries and Directors of Information Centres, held at the IMO Headquarters, from **January 28 - January 30, 2009**.

The IMO sponsored workshop for the region's Maritime Administrations was held in Kingston, Jamaica from **March 23 - 24, 2009**. This meeting was attended by the Secretary and the Administrative Assistant. A recommendation to the IMO with regard to Technical Cooperation needs for the region was prepared.

During the period of **April 24 - 28, 2009**, the Secretary attended the 17th session of the Flag State Implementation Sub-Committee of the IMO at the IMO's Headquarters in London, England. During this meeting, the CMOU Annual Report for 2008 was presented to the Members. In addition, the recommendations from the 4th IMO Workshop for Secretaries and Database Managers was tabled and approved.

The Secretary attended the 42nd Meeting of the PMOU held in Reykjavik, Iceland from **May 18 - 22, 2009**. The annual statistics of the CMOU for 2008 were presented at this meeting.

The 1st Annual PSC Seminar was held from **July 7 - 9, 2009** in Grand Cayman, Cayman Islands. At this meeting the Secretary presented an overview of the CMOU along with the statistics in respect of inspections, deficiencies and detentions within the CMOU for 2008. The Seminar was attended by port State control officers from ten (10) Member States. In addition, presentations were made by representatives from the PMOU, Lloyd's Register North America, the American Bureau of Shipping (ABS) and Mad Rock Marine Solutions Inc. The Seminar covered topics such as the MARPOL Convention, the Anti-Fouling Convention and the Ballast Water Convention. In addition, workshops on Life Boat Safety allowed the PSCOs to share their experiences as well as to focus on certain areas of common deficiencies. The Secretariat wishes to express its appreciation to the Cayman Islands for hosting this successful PSC Seminar.



Continued on page 21

Activities and Achievements for 2009



The 14th Meeting of the Caribbean Port State Control Committee (CPSCC14) was held from **July 20 -23, 2009** in St. John's, Antigua under the chairmanship of Mr. Dwight Gardiner. The meeting was attended by representatives of eleven (11) of the thirteen (13) Member States with only Aruba and Cuba being absent. The Members also welcomed the CMOU's new Observer States of France and the Netherlands. The TSWG and the task force of the FASWG met during the first day of the meeting and submitted a report with regard to their work over the last year. In addition, Mr. Ivor English, past Chairman of the CMOU, Cdr. Curtis Roach, retired Regional Maritime Adviser (RMA) and Ms. Katarina McGhie, past CMOU Secretary, were presented with awards for the extensive work carried out through the years for the CMOU at a special Awards Banquet held during the week of activities.

The Secretary attended the Hemispheric Conference on the Rapid and Widespread Ratification and Effective Implementation of the Maritime Labour Convention, 2006 held in Bridgetown, Barbados from **September 7 - 10, 2009**.

The IMO's Regional Workshop on Flag and Port State Inspections was held in St. Georges, Grenada from **November 3 - 5, 2009**. The Secretary was asked to attend to assist in the moderation of the meeting and to make a presentation on the CMOU, the CMIC database and the inspections for the period of 2008.

Collaboration with other Organisations

Mr. Avee Aloeboetoe of the Maritime Authority of Suriname attended the Basic Training Course for Port State Control Officers in Yokohama, Japan from June 29 - July 17 of 2009. This course was hosted by the Tokyo MOU in conjunction with the IMO. We wish to express our thanks to the Tokyo MOU for allowing the CMOU to continue to participate in their training courses.

The Finnish Maritime Administration, through the Paris MOU, provided a lecturer for the CMOU Port State Control Seminar which was held from July 7 - 9, 2009 in Grand Cayman, Cayman Islands. Mr. Marcus Helavouri provided the workshop integral information on the MARPOL Convention, the Anti-Fouling Convention and the Ballast Water Convention to assist the Port State Control Officers in understanding the various articles of the Convention. Our thanks are extended to the Finnish Maritime Administration and the Paris MOU for their assistance in making this event a success.



On the Horizon - 2010

First Quarter - The first quarter of the year should include Fact Finding Missions to the French Territories and the British Virgin Islands. This will also be the start of the Member State visits by the Chairman of the CPSCC.

Second Quarter - The second quarter will involve attendance at the 43rd meeting of the Paris MOU in Dublin, Ireland as well as a Fact Finding Mission to St. Kitts. It also 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 are expected to include attendance at the 18th session of the FSI subcommittee at IMO headquarters, the 2nd Annual Port State Control Seminar in Grand Cayman and the 15th Meeting of the CPSCC in Curacao, Netherlands Antilles. The ILO has also offered to host a training workshop on the MLC 2006 in Kingston, Jamaica during this period.

Fourth Quarter - It is expected that the IMO will be hosting its workshop for Flag State and Port State Control Officers in November.

CMIC Future Developments

In February 2010 version 3.1a of the CMIC database will be launched. Transport Canada has advised that the below mentioned items will be included in this version:

- Mandatory IMO Company number for all inspections;
- Duplicate certificates and vessels have been removed and cannot be added;
- Convention references have been separated so that, where required, the correct reference is elected from the drop down list;
- Codes will be updated by Transport Canada upon request from CMOU to correlate with other MOUs.

Notes





Notes
