

# Caribbean Memorandum of Understanding on Port State Control



**ANNUAL REPORT**  
**2018**



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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



Mr. Michel Amafo

**I**t is with great pleasure that I present the Annual Report for 2018 on the Caribbean Memorandum of Understanding on Port State Control's (CMOU). I must first take this opportunity to thank the outgoing Chairman, Ambassador Dwight Gardiner for his sterling contribution to the CMOU over the past nine years. The CMOU's development has been greatly progressed through his leadership and commitment to the CMOU and its Member States. Appreciation is also expressed to the outgoing Vice Chairman, Capt. Dwain Hutchinson who has always placed the importance of the Caribbean States before the IMO and has always fought to protect the environmentally sensitive Caribbean Sea.

This year was a recovery year for many of the Caribbean States, especially those of the Eastern Caribbean that were ravaged by two catastrophic hurricanes namely, Irma and Maria in 2017. These catastrophic hurricanes drastically

decreased the capacity in the affected States to carry out their mandates with respect to the PSC Inspections and as such, although our Member States increased in numbers, our inspections decreased over the previous year. We would like to welcome Bermuda who in 2018 were unanimously approved as our 18<sup>th</sup> Member State. The CMOU Secretariat continues to reach out to our Observer States to encourage them to join the CMOU, and thus, access the benefits associated with becoming Member States. We look forward to welcoming more States in 2019.

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 ten 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. With new regulations and conventions being approved at the IMO, it is of utmost importance that we ensure that our PSCOs are knowledgeable as a part of the approved Continued Professional Development programme.

The 2018 period also saw a great increase in our inter-sessional work and communication. This increase has

assisted in the completion of many outstanding tasks that were before the CPSCC for approval. My thanks are expressed to the Chairpersons of our two Standing Working Groups who continue to progress the work of the CMOU inter-sessionally. 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 meetings and sub-committee meetings 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.

As we close the year 2018, I would like to thank our Member States, Observers States and Observer Organisations, such as the other Memorandum of Understandings/Agreements (MOUs) on Port State Control, the International Maritime Organisation (IMO) and the United States Coast Guard (USCG), amongst others, that have continued relentlessly to provide assistance and guidance when needed.

As we move forward into 2019, I implore our Member States to strive to implement the best policies and practices required to guarantee the elimination of substandard shipping from our region.



Michel Amafo  
**Chairman**

# 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 11 years. As the Chairman indicated, 2018 was a recovery year for us in the Caribbean as many islands continue their rebuilding efforts which will probably take years. We at the CMOU will continue to work with all of our Member and Observer States as we tackle the continued onslaught brought on by global warming but however still being mindful of our responsibility to protect those who travel through our environmentally sensitive seas.

The CMOU continued its path of development and harmonization during 2018. 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 5<sup>th</sup> meeting of the sub-committee on the Implementation of IMO Instruments these guidelines have been thoroughly discussed and will be presented for approval at the IMO's 31<sup>st</sup> Assembly in November of 2019. 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 World Maritime Day theme for 2018 was "IMO 70: Our Heritage – Better Shipping for a Better Future". As most Caribbean States have their history



Mrs. Jodi Munn-Barrow

inextricably linked with the sea, this presented an opportunity for the Caribbean States to take account and reflect, but then also look forward to highlighting current and future challenges to the region in order to maintain an ongoing and enhanced contribution to sustainable growth for everyone.

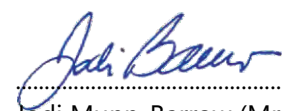
The CMOU successfully staged its tenth Annual PSC Seminar, in Suriname in April of 2018. This seminar primarily for basic training as the Member States proceed on the renewal of their PSC departments. This Seminar along with the IMO CASIT training provided the platform to introduce new PSCOs into the CMOU family. 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 2018 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.

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 is in its 22<sup>nd</sup> year of existence. 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: the Director General of the Maritime Authority of Jamaica, Rear Admiral Peter Brady, was re-elected as one of Governors of the Board of the World Maritime University (WMU) and appointed as Vice Chancellor of the WMU as well as to the Mrs. Claudia Grant, Deputy Director General who was elected as vice chair of the III5 sub-committee meeting of the IMO held in September of 2018. Congratulations is also extended to Antigua and Barbuda whose Director General, Amb. Dwight Gardiner was elected as one of Governors of the Board of the World Maritime University (WMU) and to the Bahamas whose acting Managing Director and CEO, Capt. Dwain Hutchinson, was appointed to the Executive Board of the World Maritime University.

In 2018, a number of initiatives which were discussed previously have been finalized and/or enacted over the year. The CPSCC 23 Meeting approved of the addition of the Nairobi Convention as a relevant Instrument of the CMOU, the PSCO Competence Card, Revisions to the MOU (Technical Sections), Guidelines for SCV Code Revision of the CMOU Targeting Matrix, Guidelines for IGF Code, Guidelines for the BWM Convention, Guidelines for the CCSS Code, among others.

There was one new Member State approved in 2018, with the acceptance of Bermuda. Discussions continue with Sint Maarten, Haiti 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.



**Aegean Bunkering – Kingston Harbour**



**The Marina at Port Antonio, Jamaica**





# 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 eighteen (18) 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;
- Marine pollution prevention and;
- Working and living conditions on board 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, Mr Michel Amafo of Suriname and a Vice Chairman, Mr. A. Joel Walton of the Cayman Islands who were both elected to these positions in 2018. 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 Annex 6 Sections 4 and 5 of the Memorandum, any other organization or authority, which the Committee may deem appropriate, is also accorded the status of observer without a vote. Subject to the provisions of Annex 6, Sections 4 and 5 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.



Georgetown Guyana



Bopec Oil Terminal, Bonaire



# *The* SECRETARIAT

**T**he 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 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



**Mr. Majere Ajambia**  
Database Manager



**Kingston Harbour, Jamaica**





# 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 (FASWG). 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 eighteen (18) Member States and one (1) Associate Member State of the CMOU are:

Antigua and Barbuda

Aruba

The Bahamas

Barbados

Bermuda

Belize

The Cayman Islands

Cuba

Curaçao

France

Grenada

Guyana

Jamaica

The Netherlands

St. Christopher and Nevis<sup>1</sup>

St. Lucia

St. Vincent and the Grenadines<sup>2</sup>

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 2018, the TSWG continued to spearhead the revision of CCSS Code

and Guidelines, investigating the issue of Non-CMOU/ Vina del Mar flag certifying vessels under the CCSS Code; development of Guidelines for Nairobi Convention, the SCV Code (2017) and MARPOL Annex V; the Revision of the MOU; the Harmonisation of Inspections; implementation of MARPOL Annex VI Amendments; and the updating of the CMOU Technical Manual.

The Members of the FASWG are Barbados (Chairman), Antigua & Barbuda, the Bahamas, Grenada, Guyana, the Netherlands, Suriname and Trinidad & Tobago. The major tasks of the FASWG were the Strategic Plan of the CMOU, the Revision of the MOU, the implementation of a staff incentive Scheme; the collection of the outstanding balances; and the review of the Finance and Administration Manual.



St. Lucia Harbour

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

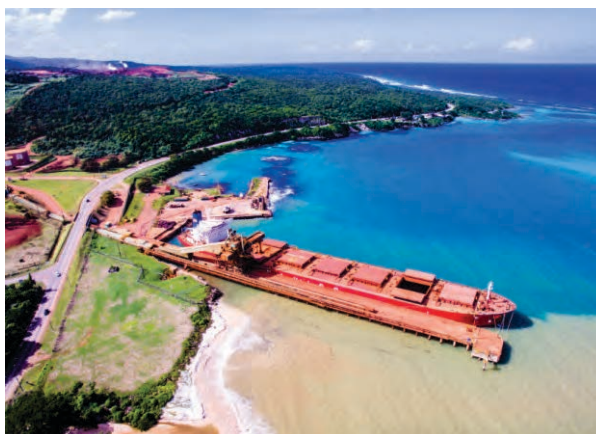
<sup>2</sup> Associate Member State since 2015

# MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

## OBSERVER STATES

Anguilla  
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.



**Bauxite port in Discovery Bay, Jamaica**

## OBSERVER ORGANIZATIONS

The International Maritime  
Organization (IMO)

The International Labour  
Organization (ILO)

The Paris MOU (PMOU)

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.



**Bunkering in Kingston Harbour, Jamaica**

# 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.



St. Maartin Port

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



# 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 2018. Furthermore, the report also includes the results of deficiencies and detentions carried out by Member Authorities during 2018.

## Inspections

The table below shows an overview of inspections carried out by Member States from 2005 to 2018. Over 2018, the CMOU Member States carried out a total of 635 inspections on ships registered under 57 flags, which is a decrease of 134 or 17% over the previous year. As can be seen, The Netherlands carried out the most inspections with a total of 158, followed by Trinidad and Tobago with 143. 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 – 2018 (By Member State)**

Member States	Inspections													
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Antigua and Barbuda	0	22	4	8	4	4	5	19	42	40	40	37	14	26
Aruba	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Bahamas	0	81	77	80	87	96	88	35	44	27	35	34	34	30
Barbados	2	2	4	0	3	8	11	22	10	0	0	43	50	8
Bermuda	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	15
Belize	n/a	n/a	n/a	n/a	15	29	15	38	32	22	40	26	30	32
Cayman Islands, UK	24	14	9	27	28	20	24	9	10	6	14	30	30	12
Cuba	14	17	220	153	150	191	68	155	140	42	0	35	53	0
Curaçao	1	12	58	50	124	108	72	10	5	0	9	69	79	25
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	14	43	43	47	34	35
Grenada	0	0	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	1	9
Jamaica	0	40	38	36	102	166	102	108	171	150	200	102	97	100
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	126	202	231	300	310	266	203	158
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	12	5	10	8	10	7
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	0	3
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	7	5
Suriname	0	21	16	7	7	17	16	13	29	20	26	29	23	26
Trinidad and Tobago	0	80	210	226	100	174	87	34	254	181	140	129	104	143
<b>Total</b>	<b>41</b>	<b>293</b>	<b>655</b>	<b>603</b>	<b>479</b>	<b>815</b>	<b>615</b>	<b>645</b>	<b>994</b>	<b>836</b>	<b>867</b>	<b>859</b>	<b>769</b>	<b>635</b>

Unfortunately, the Member States of Cuba and Grenada have no inspections recorded at this time. The CMOU continues to work with them in an effort to strengthen their PSC capabilities. Cuba continues to experience difficulties updating the database and we are hopeful that this will be rectified through a link with the Vina del Mar Agreement.

## PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2018.

**Figure 1: Total Inspections 2005 – 2018**

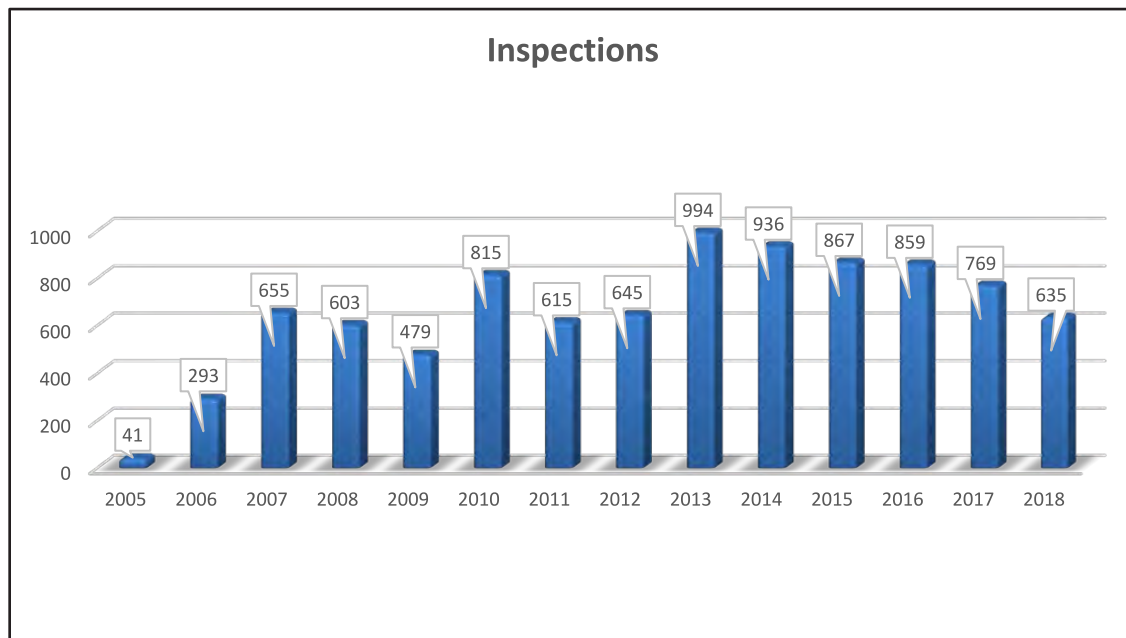
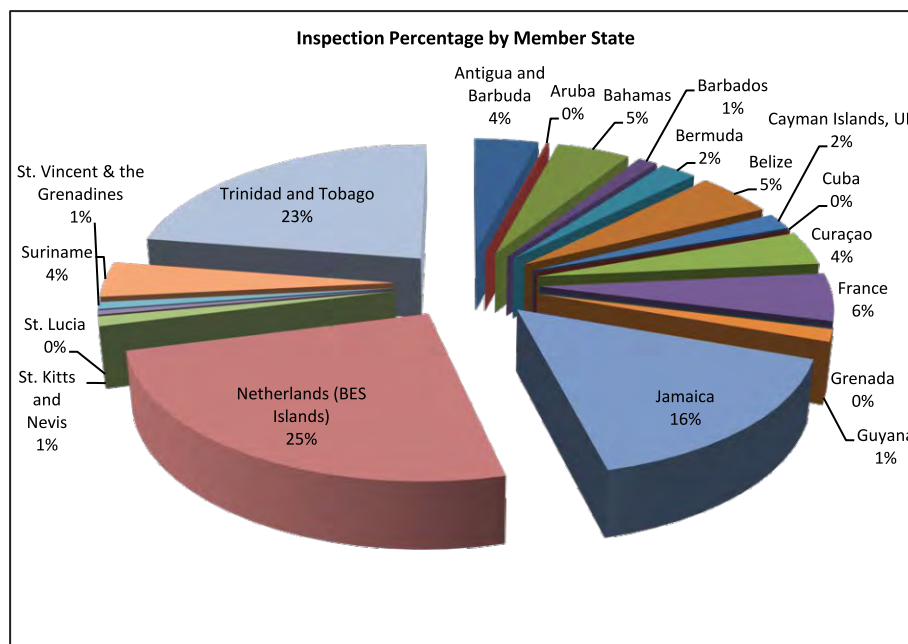


Figure 2 outlines the inspections carried out by Member States as a percentage of the total.

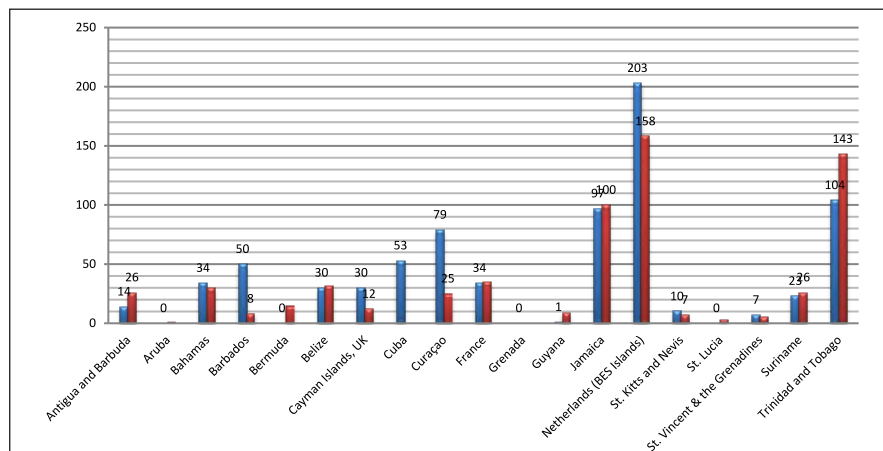
**Figure 2: Port State Control Inspections (%) 2018 (By Member State)**



## PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 3 below shows the comparison of total inspections by Member States for 2017 and 2018.

**Figure 3 – Inspections by Member State (2017 vs 2018)**



### 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 2018, the number of deficiencies identified totalled 1186 deficiencies whereas in 2017, a total of 1321 deficiencies were recorded showing a decrease of 10%.

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

**Table 2 – Deficiencies Recorded by Member State**

Member States	Deficiencies													
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Aruba	0	0	0	0	0	0	0	0	0	0	0	7	0	2
Antigua and Barbuda	0	1	5	1	7	10	13	15	86	109	125	109	22	126
Bahamas	0	34	42	19	21	25	30	5	2	10	6	10	9	24
Barbados	0	0	0	0	0	2	0	8	0	0	0	5	17	0
Belize	n/a	n/a	n/a	n/a	0	1	2	1	1	5	14	6	7	11
Bermuda														29
Cayman Islands, UK	0	85	19	0	83	15	28	11	15	3	10	6	36	40
Cuba	0	11	377	186	132	193	52	143	72	25	0	8	27	0
Curaçao	0	4	64	10	249	76	82	9	33	0	6	113	105	81
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	47	64	133	149	68	99
Grenada	0	0	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	0	18
Jamaica	0	1	19	0	21	86	105	157	203	226	267	141	107	106
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	859	1152	1251	1123	1425	860	803	494
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	2	0	8	9	59	85
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	0	10
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	7	0
Suriname	0	8	22	12	12	9	0	1	32	19	48	30	50	61
Trinidad and Tobago	0	85	208	40	29	19	22	14	2	3	5	0	4	0
<b>Total</b>	<b>0</b>	<b>229</b>	<b>794</b>	<b>308</b>	<b>573</b>	<b>436</b>	<b>1193</b>	<b>1516</b>	<b>1746</b>	<b>1587</b>	<b>2047</b>	<b>1453</b>	<b>1321</b>	<b>1186</b>



## PORT STATE CONTROL INSPECTIONS (Cont'd)

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 494 deficiencies, followed by Antigua and Barbuda with 126 and Jamaica with 106.

### Deficiencies by Category

The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 1186 deficiencies recorded, Fire safety measures was the highest deficiency recorded with a total of 203 or 17.12% followed by Ship's Certificates and Documents with a total of 162 or 13.66% and Life Saving Appliances with 154 deficiencies recorded or 12.98%. Fire Safety Measures also was the category with the highest percent of total deficiencies.

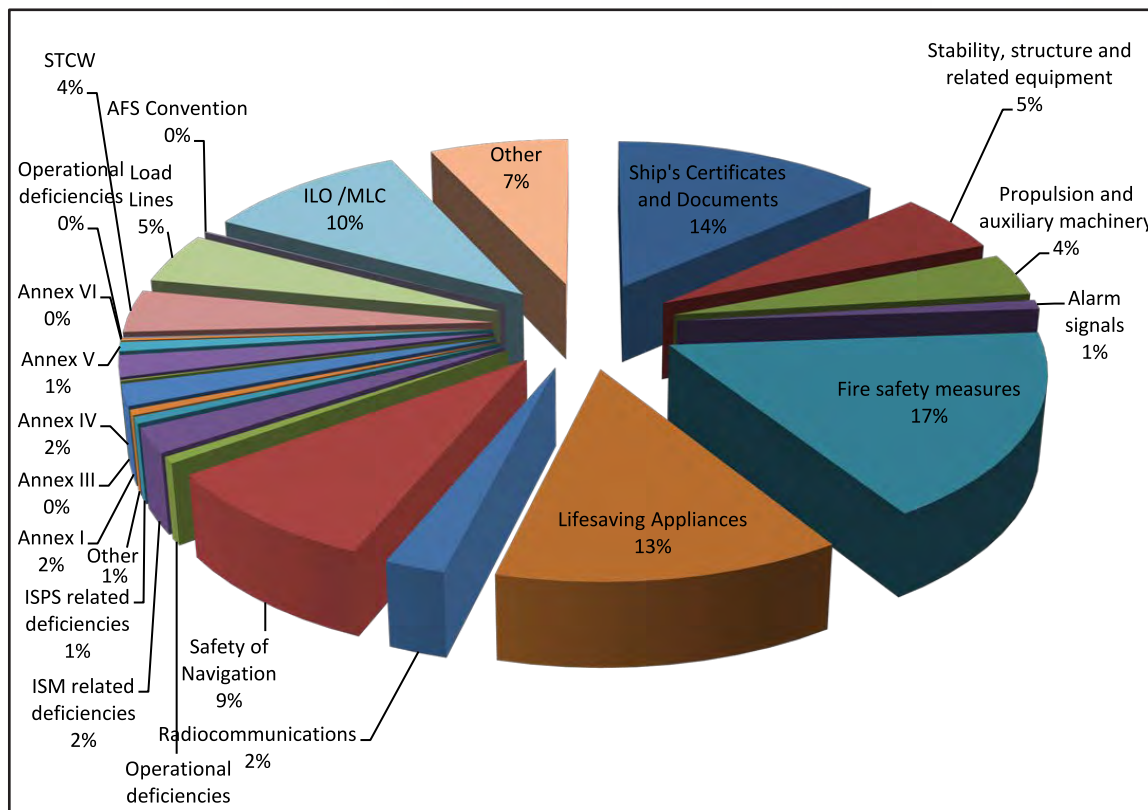
**Table 3 – Deficiency by Categories\***

Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		162	13.66%
SOLAS	Stability, structure and related equipment	65	5.48%
	Propulsion and auxiliary machinery	46	3.88%
	Alarm signals	10	0.84%
	Fire safety measures	203	17.12%
	Lifesaving Appliances	154	12.98%
	Radiocommunications	27	2.28%
	Safety of Navigation	105	8.85%
	Operational deficiencies	7	0.59%
	ISM related deficiencies	27	2.28%
	ISPS related deficiencies	7	0.59%
	Other	6	0.51%
MARPOL	Annex I	23	1.94%
	Annex II		
	Annex III	1	0.08%
	Annex IV	23	1.94%
	Annex V	10	0.84%
	Annex VI	2	0.17%
	Operational deficiencies	1	0.08%
STCW	Certification and Watch keeping for seafarers	46	3.88%
Load Lines		55	4.64%
AFS Convention		1	0.08%
ILO /MLC		122	10.29%
Other		83	7.00%
<b>TOTAL</b>		<b>1186</b>	

\* The above does not include the results from Cuba who had issues with entering information in the database.

## PORT STATE CONTROL INSPECTIONS (Cont'd)

**Figure 4 – Deficiencies by Category**



## Pictures of Deficiencies Identified in 2018



corroded and defaced Load Line mark



corroded fire extinguisher with leak and gauge showing empty



leaking stern gland and wasted shell angle framing below



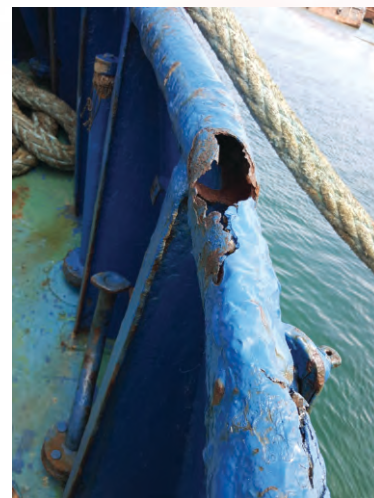
## PORT STATE CONTROL INSPECTIONS (Cont'd)



corroded air pipe vent heads  
(covered with plastic bags)



deck weathertight hatch cover with  
two missing dogstoggles



corroded wasted bulwark rail



Damaged fire retardant screen for ventilator



loose electrical wiring faults



Gangway



Improper storage of acetylene and oxygen bottles (spontaneous  
combustion when both gasses combine)



Damaged ventilator pipe on weather deck



## PORT STATE CONTROL INSPECTIONS (Cont'd)

### 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 2018, 11 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected increased as compared with 2017, which had 10 detentions, reflecting an increase of 10%. Antigua and Barbuda recorded the largest number of detentions with 4, followed by France and Jamaica with 2. The table below provides a breakdown of detentions by Member State for the period 2005 – 2018.

**Table 4 – Detentions per Member State (2005 – 2018)**

Member States	Detentions													
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Antigua and Barbuda											1	1		4
Aruba														
Bahamas		2	1	1		2	2							1
Barbados					1									
Belize														
Bermuda														
Cayman Islands		1		2	1	1								
Cuba			11	4		1	4		3	1		1	1	
Curaçao			1		9	3	2	1				1	4	
France									1		3	3	1	2
Grenada				1	4									
Guyana					4	5	4	9	5	7				
Jamaica									1	1	7	4	1	2
Netherlands (BES Islands)							8	9	8	6	7	5	2	1
St. Kitts & Nevis														1
St. Lucia														
St. Vincent & the Grenadines													1	
Suriname														
Trinidad and Tobago		3	13											
<b>Total</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>8</b>	<b>19</b>	<b>12</b>	<b>20</b>	<b>19</b>	<b>18</b>	<b>15</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>11</b>

## 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 (2018)**

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	% OF DETAINED
American Bureau of Shipping	ABS	60	30	77	0	-
Bulgarian Register of Shipping	BRS	2	2	15	0	-
Bureau Veritas	BV	72	35	175	0	-
China Classification Society	CCS	6	0	0	0	-
Columbus American Register	COLAMREG	2	2	19	0	-
CONARINA LLC	CLLC	6	6	46	2	18.18
Det Norske Veritas	DNV	22	10	21	0	-
DNV GL AS	DNVGL	181	39	82	0	-
Germanischer Lloyd	GL	18	4	15	0	-
Horizon International Surveying and Inspection Bureau	HINSIB	1	1	11	0	-
Indian Register of Shipping	IRS	1	1	13	0	-
International Naval Surveys Bureau	INSB	1	1	12	0	-
International Register of Shipping	IS	7	7	72	1	9.09
Isthmus Bureau of Shipping, S.A.	IBS	4	4	24	0	-
Korean Register of Shipping	KRS	8	2	6	0	-
Lloyd's Register	LR	104	46	154	2	18.18

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	% OF DETAINED
Macosnar Corporation	MC	2	1	13	1	9.09
National Shipping Adjusters Inc	NSA	1	1	3	0	-
Nippon Kaiji Kyokai	NKK	61	9	26	0	-
No class	NOCL	38	35	292	4	36.36
Other	OTHER	1	1	6	0	-
Overseas Marine Certification Service, Inc.	OMCS	3	2	21	0	-
Panama Maritime Documentation Services	PMDS	3	3	11	0	-
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	1	1	2	0	-
Register of Shipping (Singapore)	RSS	3	0	0	0	-
Registro Internacional Naval, S.A.	REGINAV	2	0	0	0	-
RINA Services S.p.A.	RINA	23	14	57	1	9.09
Rinave - Registro Internacional Naval, S.A.		1	0	0	0	-
Russian Maritime Register of Shipping	RMRS	1	1	13	0	-
Total		635	258	1186	11	

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 181 out of 635. Lloyd's Register noted the second highest record with 104.

With respect to deficiencies identified, BV had the highest number of deficiencies recorded with 175 followed by Lloyd's Register with 154.

Out of the 11 detentions, for class related detention, vessels listed under No Class had the highest number of detentions with 4 detentions. For vessels with class, Lloyd's Register and CONARINA LLC had 2 detentions each.

## PORT STATE CONTROL INSPECTIONS (Cont'd)

### 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	Inspections	Number detention	Number Inspections with deficiencies	Detention %	Inspection % with deficiencies
Afghanistan	1	0	0	0%	0%
Antigua and Barbuda	34	1	11	9%	32%
Anguilla	1	1	1	9%	100%
Bahamas	46	0	20	0%	43%
Barbados	1	0	0	0%	50%
Belgium	3	0	0	0%	0%
Bermuda	8	0	0	0%	0%
Cayman Islands	3	0	1	0%	33%
China, People's Rep. Of	1	0	0	0%	0%
Curaçao	1	0	1	0%	100%
Cyprus	16	0	3	0%	19%
Denmark	5	0	1	0%	20%
Dominica	4	0	4	0%	100%
Dominican Republic	1	1	1	9%	32%
Ecuador	1	0	0	0%	0%
France	4	0	3	0%	75%
Gibraltar (UK)	5	0	1	0%	20%
Greece	11	0	9	0%	82%
Grenada	1	0	1	0%	100%
Guyana	2	0	2	0%	100%
Honduras	1	0	1	0%	100%
Hong Kong (China)	19	0	4	0%	21%
Italy	10	0	1	0%	10%
Jamaica	3	0	1	0%	33%
Japan	5	0	0	0%	0%
Korea, Republic of	1	0	0	0%	0%
Liberia	80	0	34	0%	43%



## PORT STATE CONTROL INSPECTIONS (Cont'd)

**Table 6 - Inspections, Deficiencies and Detentions per Flag State (Cont'd)**

Flag	Inspections	Number detention	Number Inspections with deficiencies	Detention %	Inspection % with deficiencies
Luxembourg	2	0	1	0%	50%
Malta	44	1	16	9%	36%
Man, Isle of (UK)	8	0	2	0%	25%
Marshall Islands	40	0	18	0%	45%
Mauritius	1	0	1	0%	100%
Mexico	3	0	3	0%	100%
Morocco	1	0	1	0%	100%
Netherlands	10	0	5	0%	50%
Norway	12	0	0	0%	0%
Panama	102	1	37	9%	36%
Philippines	2	0	0	0%	0%
Portugal	19	0	5	0%	26%
Saint Vincent and the Grenadines	22	0	17	0%	77%
Saudi Arabia	1	0	0	0%	0%
Singapore	34	1	8	9%	24%
Sri Lanka	1	0	0	0%	0%
St. Kitts & Nevis	8	2	8	18%	100%
Thailand	1	0	1	0	100%
Togo	7	2	7	18%	100%
Trinidad and Tobago	2	0	2	0%	100%
United Kingdom	11	0	1	0%	9%
United States of America	13	0	7	0%	54%
Vanuatu	8	0	3	0%	38%
Venezuela	10	1	10	9%	100%
Virgin Islands, British (UK)	5	0	5	0%	100%
<b>Total</b>	<b>635</b>	<b>11</b>	<b>285</b>		

## PORT STATE CONTROL INSPECTIONS (Cont'd)

Panama had the highest number of vessels inspected with 102 vessels out of a total of 635. St. Kitts & Nevis and Togo had the highest number of detentions with 2 out of 11 or 18% of the detentions each.

### Inspections, Deficiencies and Detentions per Vessel Type

The table below illustrates the deficiencies recorded as per ship type. In 2018, the CMOU saw 40.63% of all vessels inspected having deficiencies. As can be seen Oil Tankers have the highest percentage of inspections with a deficiency percentage of 68.12% of all inspections were found with deficiencies. This was followed by the category of vessels Other with 54.81%.

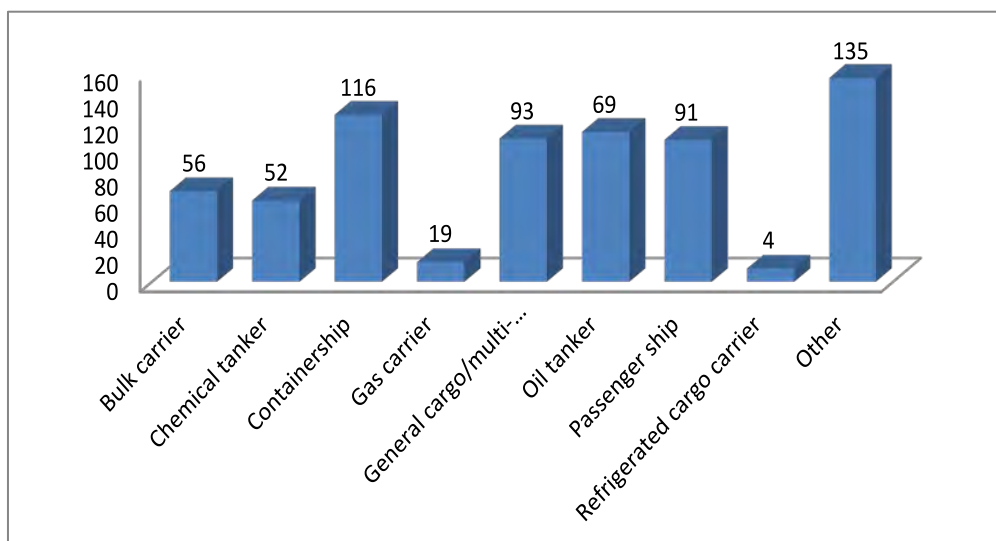
Other Vessels accounted for the most detentions for the period with 6 (54.55%) out of the total of 11 this was followed by Passenger Ships with 2 detentions.

**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	56	12	62	21.43%	1	1.79	9.09
Chemical Tanker	52	23	75	44.23%	-	-	-
Containership	116	27	54	23.28%	1	0.86	9.09
Gas Carrier	19	0	0	-	-	-	-
General Cargo	93	44	256	47.31%	-	-	-
Oil Tanker	69	47	175	68.12%	1	1.45	9.09
Passenger Ship	91	30	101	32.97%	2	2.20	18.18
Refrigerated Cargo Carrier	4	1	2	25.00%	-	-	-
Other <sup>3</sup>	135	74	461	54.81%	6	4.44	54.55
<b>Total</b>	<b>635</b>	<b>258</b>	<b>1186</b>	<b>40.63</b>	<b>11</b>	<b>1.73</b>	

Figure 5 shows the Inspections per Ship Type.

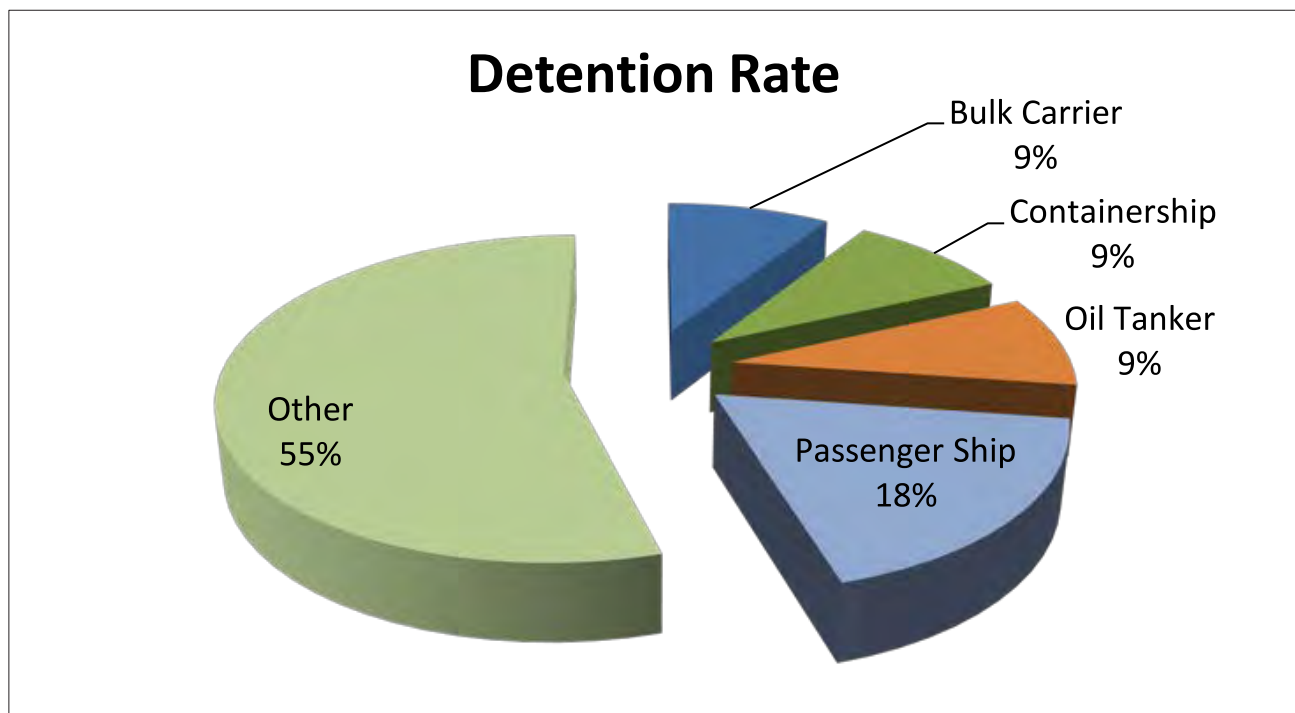
**Figure 5 – Inspections per ship type**



## PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 6 shows the Percentage of Detentions per Ship Type.

**Figure 6 – Detention Rate per ship type**



<sup>3</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



Port of Cienfuegos



Suriname PSCOs at work



## PORT STATE CONTROL INSPECTIONS (Cont'd)

### Inspections of Vessels without IMO Numbers/ Below 500GT

In the 635 total inspections are 127 inspections recorded for vessels without IMO numbers showing an increase of 39.56% over 2017. Trinidad and Tobago had the most inspections recorded with a number 86 of 127 or 67.7% of all inspections. This was followed by The Netherlands with 16 or 12.6%. Regarding the deficiencies recorded, the Netherlands recorded the highest number of deficiencies with 80 of the 267 deficiencies recorded. In addition, 2017 saw 5 detentions.

Country	Inspections				Inspection with deficiencies				Number of Deficiencies				Detentions			
	2015	2016	2017	2018	2015	2016	2017	2018	2015	2016	2017	2018	2015	2016	2017	2018
Antigua and Barbuda	0	5		7	0	3		7	0	41		45	0	1		2
Bahamas				1				1				3				
Belize	2	0			1	0			10	0			0	0		
France	2	7	2	5	2	7	2	5	32	60	11	47	1	0		2
Guyana				6				1				9				
Jamaica	1	0			1	0			10	0			1	0		
St. Kitts & Nevis			4	4			4	4			21	79				1
St. Vincent and the Grenadines				1												
St. Lucia				1				1				4				
Suriname	0	1	1		0	1	1		0	5	7		0	0		
The Netherlands	34	26	27	16	34	25	27	16	203	140	206	80	3	0	1	
Trinidad and Tobago	52	46	57	86	1	0	2		5	0	3		0	0		
<b>Total</b>	<b>91</b>	<b>85</b>	<b>91</b>	<b>127</b>	<b>39</b>	<b>36</b>	<b>36</b>	<b>35</b>	<b>260</b>	<b>246</b>	<b>248</b>	<b>267</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>5</b>



Aufmacher - St. Lucia

## PORT STATE CONTROL INSPECTIONS (Cont'd)

### PSCOs in Training



**PSCOs reviewing  
Seafarers hours  
of work and rest.**

**PSCOs on practical  
training during  
the Annual  
Seminar.**



**PSCOs reviewing  
a fire plan on  
board a cruise  
ship.**



# Activities and Achievements for 2018

The Technical Standing Work Group met from **January 16 – 17, 2018** in Kralendijk, Bonaire to review the assignments referred to them from the 22<sup>nd</sup> Meeting of the Caribbean Port State Control. This included the finalisation of the PSCO Competence Card, Revisions to the MOU (Technical Sections), development of Guidelines for SCV Code, Revision of the CMOU Targeting Matrix, development of Guidelines for IGF Code, the BWM Convention and the CCSS Code, among others.

The Secretary General participated in the Passenger Ship Safety Conference in Miami, Florida from **January 30 – 31, 2018** and provided the participants with an overview of the PSC Inspections of passenger ships within the Caribbean Region.

The Maritime Authority of Jamaica hosted a Passenger Ship Inspection Course in Montego Bay, Jamaica from **March 19 –**

**23, 2018** in conjunction with the United State Coast Guard. The course had a total of twenty-one (21) PSCOs participated in the course from Antigua & Barbuda, Aruba, Barbados, Belize, Cayman Islands, The Netherlands, St. Kitts & Nevis and Sint Maarten. In general, the training course was very informative especially with respect new developments taking place by the cruise ship industry with respect to the enhancement of their safety procedures. In addition to the theory presentations, the participants were able to carry out three practical exercises on six (6) cruise ships over four days. Our thanks are expressed to Royal Caribbean Cruise Lines, Disney Cruises and Celebrity Cruise Lines for allowing our PSCOs to carry out these exercises on their vessels.

The Secretary General and the Chairman of the TSWG attended a Fact-Finding Mission (FFM) to the island of Bermuda as a part of the process in becoming a Member State of the CMOU. This FFM took place from **April 9 – 11, 2018**. The report from this FFM was taken to the CPSCC 24 meeting for approval of Bermuda as a Member State.



The 10<sup>th</sup> Annual PSC Seminar was held in Brokopondo, Suriname from **April 23 – 26, 2018**. The Seminar was hosted by the Maritime Authority of Suriname and had participation from 19 PSCOs from 13 Member States. It was agreed that the Seminar would focus on basic training due to the influx of new PSCO in many territories. As a part of the continued development of the PSCOs, the participants were able to inspect a container and a cargo vessel.



## Activities and Achievements for 2018

Following the three-day Seminar, the 5<sup>th</sup> OJT was held from **April 27 – 28, 2018** in Paramaribo, Suriname with participation from 18 PSCOs from 16 PSCOs from 10 Member States and included training mostly on the small vessel 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 8.86 out of 10. There was a recommendation that this programme should continue to be offered in the future.



The Secretary General attended the 51<sup>st</sup> PMOU Port State Control Committee held in Cascais, Portugal, from the **7 - 11 May 2018**. The Meeting discussed the following areas: Issues included the Average Deficiency and Detention Ratios; The PMOU White/Grey/Black List; Banned Ships of the PMOU; Performance of the Recognised Organisations; CIC on Safety of Navigation; Coding Steering Board; Detention Review Panel; Guidelines/Circulars; Exchange of Data and Future Requirements among others. The annual statistics and activities of the CMOU for 2017 were presented at this meeting. The meeting was also attended by the Tokyo MOU, the Med MOU, the Indian Ocean MOU and the Black Sea MOU.



The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its 23<sup>rd</sup> Committee meeting in Grand Cayman, Cayman Islands from the **June 26 - 29, 2018**. The meeting was attended by fourteen Member Authorities and one Observer State. The authorities of Grenada, St. Lucia and St. Vincent & the Grenadines were unable to attend. Representatives of the Paris MOU, the USCG, and the IMO were present as Observers.



# Activities and Achievements for 2018

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



- Bermuda approved as 18<sup>th</sup> Member;
- SVG to apply as full Member for 2019;
- Nairobi Convention approved as a relevant instrument;
- PSCO Competence cards approved;
- Revised CCSS Code 2018 approved;
- Pursuing the development of a list of underperforming ships;
- Agreement with EMSA re use of rulecheck approved; among others.

The Secretary General attended the 6<sup>th</sup> Meeting of the Implementation of IMO Instruments (III) at the IMO Headquarters in London from **September 24 – 28, 2018**. During this meeting, the CMOU Annual Report for 2017 was presented to the Members along with the results of the CIC on Life Saving Appliances. The III 5 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.

The Secretary General also participated in the 29<sup>th</sup> Meeting of the Tokyo MOU held from **November 1 – 8, 2018** in Hangzhou, China. The CMOU Secretariat was pleased to submit a paper, on behalf of the member Maritime Authorities of the Caribbean MOU on Port State Control, outlining the activities of the CMOU for 2017/2018. Discussions included the use of the SCV and CCSS Codes and the possible applicability within the TMOU region.



The CMOU also participated IMO CASIT Training for port and Flag State Inspectors held in Port of Spain Trinidad from **29<sup>th</sup> of**



**October to the 10<sup>th</sup> of November**

**2018**. The CMOU participated in week three of the course as the focus was primarily port State control activities. The Secretary General made a presentation on behalf of the CMOU to provide an overview of the history of port State control as well as an update on its activities as well as the development of CMIC at the Workshop. The Secretary took this opportunity to provide an update on the recent amendments to the MOU, the technical developments, the revised CCSS Code and other matters which were approved at the CPSCC 23 Meeting.





## COLLABORATION WITH OTHER ORGANISATIONS

Mr. Rudy Beaujon from Aruba participated in the Specialized Training on the Inspection of Bulk Carriers, organised by the Paris MOU, The Hague, Netherlands, from the **20<sup>th</sup> to the 23<sup>rd</sup> of March 2018**. Funding was provided through the IMO TCC Division.

Mr. Kerwin John from St. Lucia participated in the Tokyo MoU Eighth General training course for port State control officers (PSCOs) held in Yokohama, Japan from **August to September 2018** in conjunction with the IMO.

Mr. Sheldon Clarke from Jamaica attended the Expert Training, organised by the IOMOU, held in Mombasa, Kenya, from **October 8 – 19, 2018**. Funding was provided through the IMO TCC Division.

In 2016 at the CPSCC 21 meeting, the Caribbean PSC Committee approved the Data Access Agreement with EMSA for the provision of the EMSA eLearning platform to the members of the CMOU. This was facilitated by the Member State of the Netherlands with the support of France. The courses (modules) cover different areas for port State control inspections under the SOLAS, MARPOL, STCW and MLC, 2006 Conventions. Access information was circulated to all CMOU Member States and training was included at the PSC Seminar 2017. As of June 2018, there were 58 users completing 110 modules. It should also be noted that as a pre-requisite for CMOU Courses and courses funded by the IMO, the nominated PSCO is required to complete the relevant modules prior to attending the training.

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.

# On the Horizon-2019

First Quarter – The inter-sessional meeting of the Technical Standing Working Group will be held in Montego Bay, Jamaica from **February 25 - 26, 2019**. The IMO's High Level Symposium for Transport Ministers and Senior Maritime Administrators Workshop will be held in Montego Bay, Jamaica from **February 27 – March 1, 2019**. 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 and Chairman of the TSWG will be participating in a Fact-Finding Mission to the British Virgin Islands from **March 11 – 13, 2019**.

Second Quarter – The second quarter will start off with the 11<sup>th</sup> PSC Seminar being held in Grand Cayman, Cayman Islands from **April 8 – 10, 2019** in conjunction with the Maritime Authority of the Cayman Islands. The 6<sup>th</sup> Annual OJT will take place from **April 11 - 12, 2019** in Grand Cayman, following the PSC Seminar. In addition, the CMOU will be attending the 52<sup>nd</sup> meeting of the Paris MOU on port State control Committee in St. Petersburg, Russian Federation from **May 13 - 17 2019**. A Fact-Finding mission to Saint Maarten is scheduled for **May 26 – 29, 2019**. In addition, the 24<sup>th</sup> Meeting of the CPSCC is to be held in Georgetown, Guyana from **June 19 – 21, 2019**.

Third Quarter – The activities for the third quarter is expected to include the IMO's III sub-committee meeting (III 6) from **July 1 – 5, 2019**. It is anticipated that the CMOU will be sending a representative to the Tokyo MOU's basic training course scheduled for **August/September 2019**. Attendance is also possible to the IOMOU Annual Meeting to be held in Cape Town, South Africa from **August 19 – 23, 2019**.

Fourth Quarter – The Secretary General may be attending the Meeting of the TMOU scheduled for **October 14 – 17, 2019** in the Marshall Islands. It is possible to have any Fact-Finding Missions during the fourth quarter of 2019.





**Martinique**



**Gouyave in Grenada**



**Bermuda Cruiseship Port**



**City of Kingston**



**Nu Star Terminal - St. Eustatius**



## CMOU FOCAL POINTS

### Member and Associate Member States



#### Antigua & Barbuda

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#### Bermuda

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## CMOU FOCAL POINTS

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Port of Port of Spain



Curaçao Port Call



