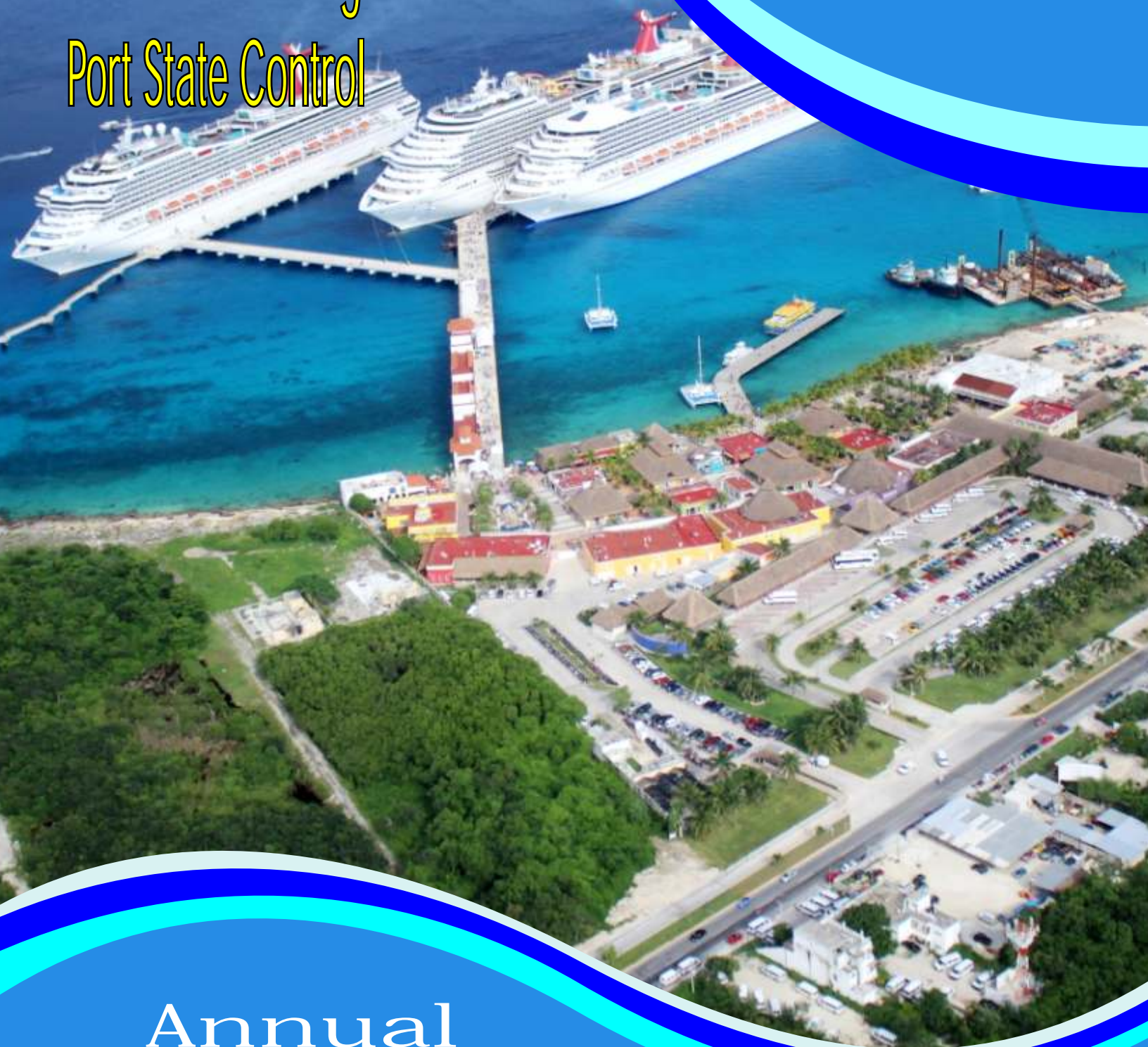


Caribbean Memorandum of Understanding on Port State Control



Annual
Report
2015



ANNUAL
REPORT 2015

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.*

Message CHAIRMAN'S LOG



Amb. Dwight C. Gardiner

It is with great pleasure that I present the Caribbean Memorandum of Understanding on Port State Control's (CMOU) Annual Report for 2015. 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 2015, France became a full Member State of the CMOU and St. Vincent & the Grenadines was approved as an Associate Member State. 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 2016 review period as fruitful discussions continue to take place with our observer States.

Through the dedication and hard work of our Member States, the CMOU continues to see some progress in its development. This progress is always vital for us to achieve our goals as well as to recommit to the mission and vision of the CMOU. Our progress continues through the addition of new Conventions as Relevant Instruments of the CMOU and through IMO Resolutions which are continuously updated. The CMOU approved the addition of the MLC, 2006, as a relevant instrument in 2015. This ILO Convention is viewed largely as the pillar for the protection of the seafarers, which is vital for the trade within our Caribbean Sea area.

The 2015 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. 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.

In addition, the CMOU continues to place importance on the training of our PSCOs and the harmonisation of these practices with other MOUs. This is progressed through the many invitations that the CMOU receives for the training of our PSCOs in conjunction with the IMO and other regional MOUs. These invitations are essential to the CMOU to ensure that the cadre of officers in the region are performing at the highest levels in their duties as we all focus on our mandate of eliminating sub-standard shipping from our environmentally sensitive seas. The CMOU was once again able to successfully hold its Annual Seminar which started in 2009 and OJT programme which will continue in 2016.

The CMOU was also able to host its third CIC in 2015 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.

As we move forward into 2016, 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.


Dwight C. Gardiner
Chairman

Message SECRETARY'S NOTES



Jodi Munn-Barrow

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 2015 with the addition of France as a Member State (formerly Associate Member State) and St. Vincent & the Grenadines as an Associate Member. Welcome SVG! 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 2015/2016 period.

In 2015, 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 2nd Session of the Sub-Committee on the Implementation of IMO Instruments and presented papers with respect to our development and inspection statistics over the past period and on the CMOU's second Concentrated Inspection Campaign. We note that 2015 had increased communication among the regional MOUs and this fact augers well for the IMOs theme of global harmonisation with PSC practices.

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, 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.

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 in general and out of that, PSCOs within the region had new training opportunities available to them in the year including our two-day OJT programme. This can only serve to enhance our capable team.

This Annual Report will cover the port State control activities for 2015 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 has now reached its 19th year of existence in 2015. 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 onboard.

Throughout that time the region has strived to be an active player in the shipping industry. This year a number of our members were elected to International Maritime Organization (IMO) committees: Rear Admiral (ret'd) Peter Brady of Jamaica was re-elected as Governor to the World Maritime University (WMU) and Capt. Dwain Hutchinson of the Bahamas was elected as Chairman to the 2nd meeting of the Implementation of IMO Instruments (III) Sub-Committee.

In 2015, a number of initiatives which were discussed previously have been finalized and/or enacted over the year. The CPSCC 20 Meeting approved of the Maritime Labour Convention, 2006 as a relevant instrument of the CMOU,

amendments to the MOU, the Caribbean Cargo Ship Safety Code, 2015, future CICs, the policy for hosting Standing Working Group Meetings, among others.

More importantly, the CMOU expanded its Membership with France becoming a full member State and St. Vincent and the Grenadines joining as an associate member State. Discussions continue with Sint Maarten, St. Lucia 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.

Also in 2015, the CMOU signed an agreement with IHS Fairplay to provide data on a non-commercial basis. In addition, 2015 was the first full year of collation of data under the new Caribbean Maritime Information System (CMIS), provided by the Med MOU. The CMOU was also finalising preparations to automatically share data with the IMO GISIS, Equasis and Lloyd's List Intelligence on a non-commercial basis.



Port of Montego Bay



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 sixteen 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



The Marina at Port Antonio, Jamaica



Port of Call Aruba

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



Mr. Majere Ajambia
Database Manager

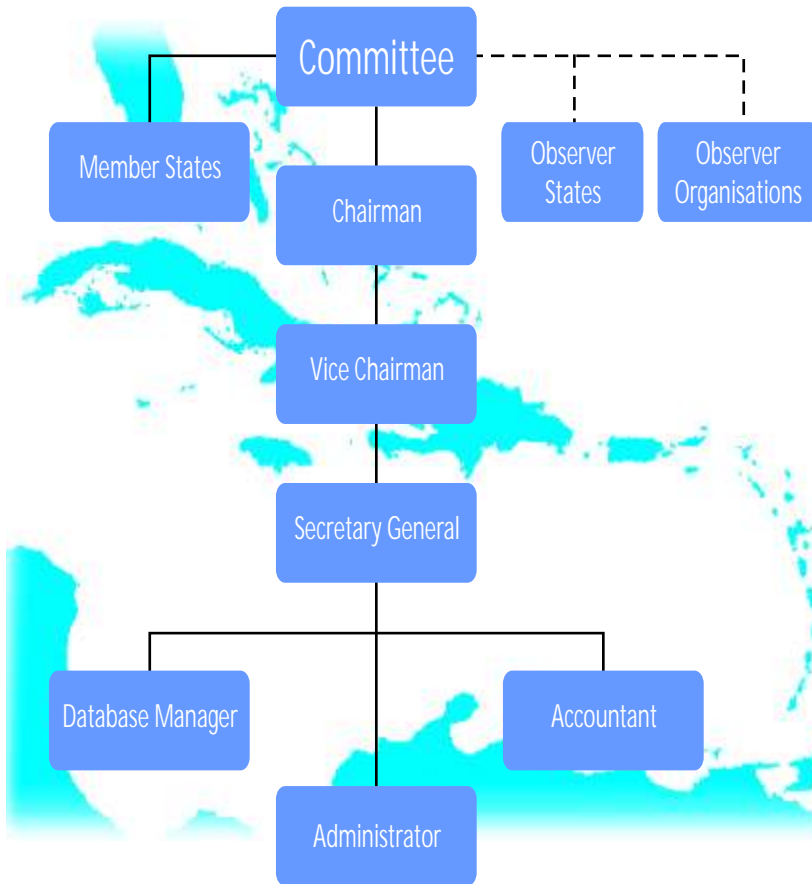


Container and car shipping to Kingstown St. Vincent



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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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Port Antonio Marina



Georgetown Guyana

MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

MEMBERS

The sixteen(16) 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. 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 St. Kitts & Nevis (Chairman), Jamaica, Suriname, the Bahamas, Antigua & Barbuda, the Cayman Islands, the Netherlands, Trinidad & Tobago and France. For 2015, the TSWG continued to spearhead the Review of the Relevant

Instruments; Performance of Flags, ROs and Companies in CMOU Statistics; Concentrated Inspection Campaigns; Review of the CCSS Code and the Development of Guidelines for the SCV and CCSS Code.

The Members of the FASWG are Suriname(Chairman), the Bahamas, Barbados, Antigua & Barbuda, Guyana and Trinidad & Tobago. For the period 2015/2018, Antigua and Barbuda will chair the FASWG. In addition, The Netherlands joined as a member of the SWG in 2015. The major tasks of the FASWG were the Development of a Policy for the Hosting of SWGs; the Evaluation of Secretariat; review of the Budget 2015/2016, the Audited Accounts, the Status of Contributions, the Attendance at Other MOU Meetings and the Training of Secretariat Staff.

¹ St. Kitts & Nevis

² Associate Member State since 2015



Aufmacher - St. Lucia

MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

OBSERVER STATES

Anguilla
Bermuda
The British Virgin Islands
Dominica
Haiti
St. Lucia
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)

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 Inspection System

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.



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 2015. Furthermore, the report also includes the results of deficiencies and detentions carried out by member Authorities during 2015. The results of the Concentrated Inspection Campaign (CIC) on Safety of Navigation and STCW Hours of Rest has also been included in this report.

Inspections

The table below shows an overview of inspections on ships over 500 GT carried out by Member States from 2005 to 2015. During this period, the CMOU Member States carried out a total of 867 inspections on ships registered under 58 flags, which is an increase of 31 or 3.7% over the previous year. As can be seen, The Netherlands carried out the most inspections with a total of 310, followed by Jamaica with 200. Of those Member States reporting inspections, Curacao had the lowest recorded inspections with 9.

Table 1: Port State Control Inspections 2005 - 2014 (By Member State)

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

It is to be noted that Cuba and St. Vincent & the Grenadines did carry out inspections but were unable to input the data into the database, therefore the figures shown would be lower than actual inspections carried out. Unfortunately the Member States of Aruba, Grenada and Guyana have no inspections recorded at this time. The CMOU continues to work with them in an effort to strengthen their PSC capabilities. In addition, Barbados did not record any inspections this period due to resource constraints. It is hoped that for the 2016 period this will improve.

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2015.

Figure 1: Total Inspections 2005 - 2015

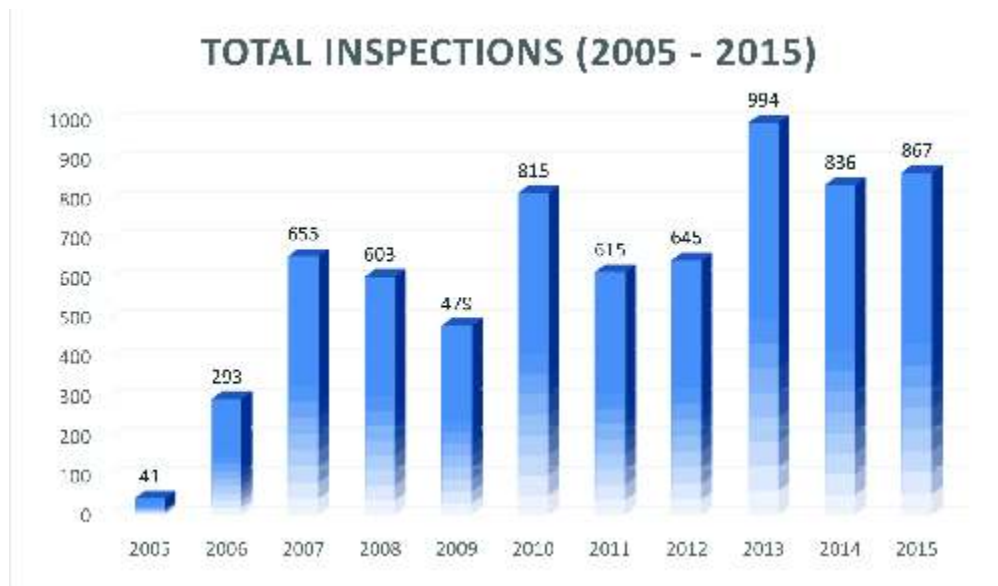
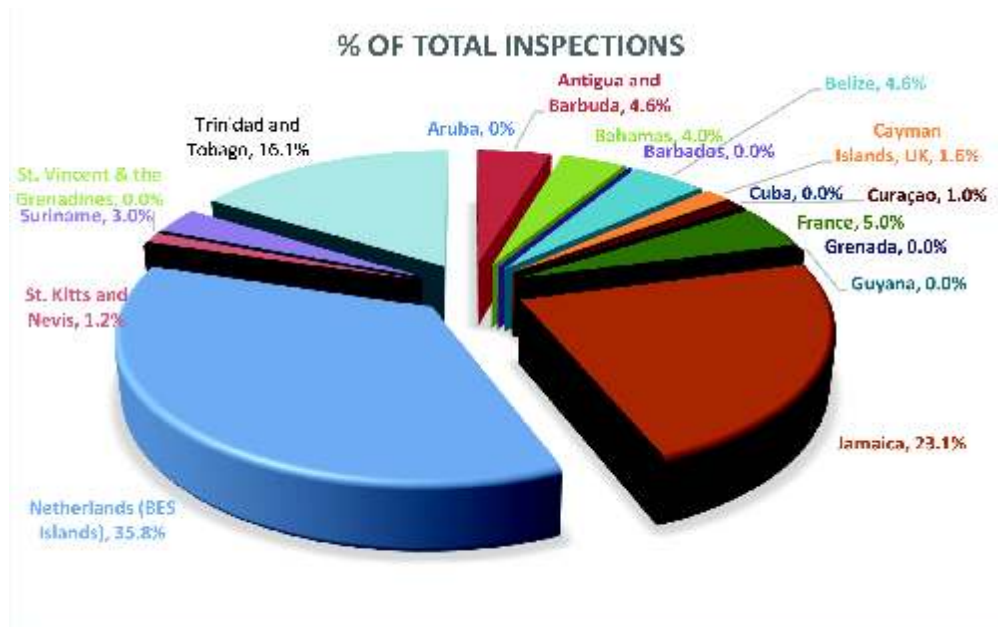


Figure 2 outlines the inspections carried out by Member States as a percentage of the total.

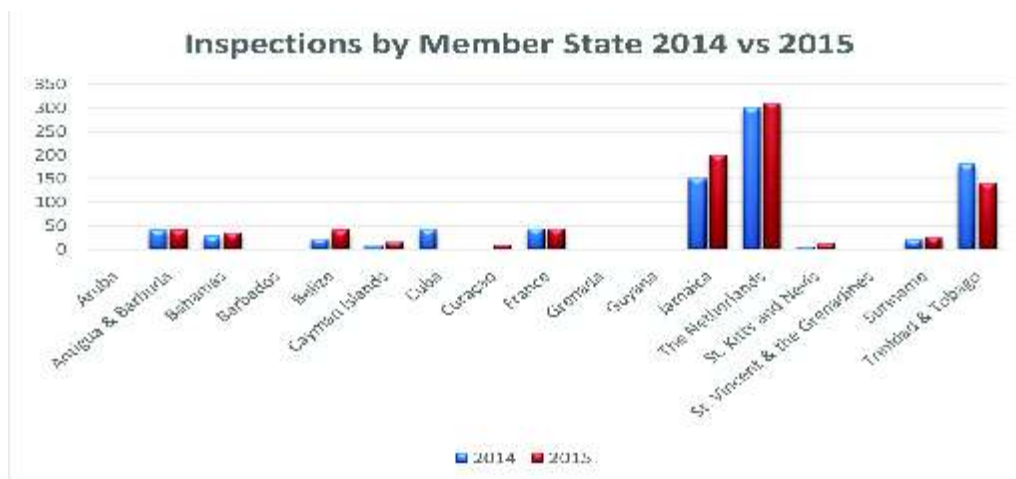
Figure 2: Port State Control Inspections (%)2015 (By Member State)



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 3 below shows the comparison of total inspections by Member States for 2014 and 2015.

Figure 3: Inspections by Member State (2014vs 2015)



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 2015, the number of deficiencies identified total 2047 deficiencies whereas in 2014 a total of 1589 deficiencies were recorded showing an increase of 28.8%.

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

Table 2: Deficiencies Recorded by Member State

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

PORT STATE CONTROL INSPECTIONS (Cont'd)

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 1425 deficiencies, followed by Jamaica 267 and France with 133. Of those countries that have deficiencies recorded, Trinidad and Tobago recorded the lowest with a total of 5 deficiencies.

Deficiencies by Category

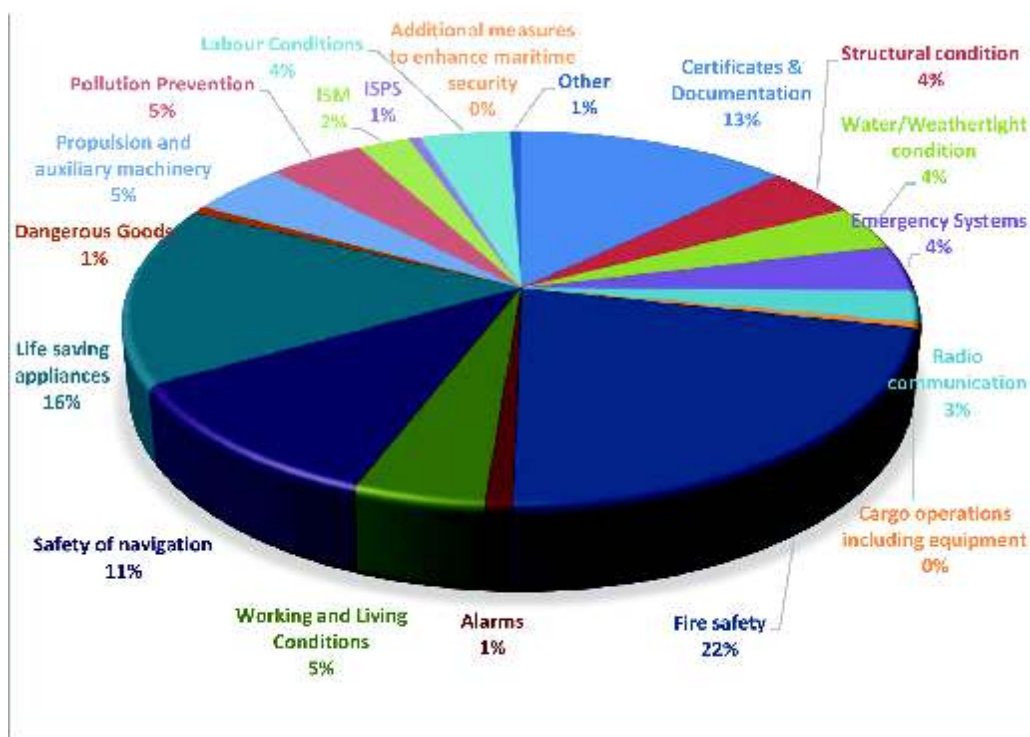
The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 2047 deficiencies recorded, Fire Safety Systems was the highest deficiency recorded with a total of 447 or 22 % followed by Safety of Navigation with 223 deficiencies recorded or 16%. Fire Safety Measures also 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		265	12.95
SOLAS	Stability, structure and related equipment	90	4.40
	Propulsion and auxiliary machinery	94	4.59
	Alarm signals	20	0.98
	Fire safety measures	447	21.84
	Lifesaving appliances	318	15.53
	Radio communications	56	2.74
	Safety of navigation	223	10.89
	Operational deficiencies	91	4.45
	ISM related deficiencies	51	2.49
	ISPS related deficiencies	11	0.54
	Other	13	0.63
MARPOL	Annex I	48	2.34
	Annex II		
	Annex IV	19	0.93
	Annex V	16	0.78
	Annex VI	6	0.29
	Operational deficiencies		
STCW	Certification and Watch keeping for seafarers		
Load Lines		79	3.86
AFS Convention			
ILO		173	8.45
Other		27	1.32
Total		2047	

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 4: Deficiencies by Category



Pictures of Deficiencies Identified in 2015



Inoperative Pump



Cargo Hatch Cover Joint Gasket Damage

PORT STATE CONTROL INSPECTIONS (Cont'd)



Empty Stores



Oily Water Separator Malfunctioning



Oil Leakage



Ineffective Lighting



Broken Dogs & Toggles



Hatch Cover with Missing Gasket



Rusting on Deck

PORT STATE CONTROL INSPECTIONS (Cont'd)



Life Boat Pulley Corroded



Main Fire Line Leaking

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 2015, 18 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected increased as compared with 2014, which had 15 detentions, reflecting an increase of 20%. Jamaica and the Netherlands recorded the largest number of detentions with 7 followed by France with 3. The table below provides a breakdown of detentions by Member State for the period 2005 to 2015.

Table 4: Detentions per Member State (2005 - 2015)

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

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections, Deficiencies and Detentions per Recognised Organisations

As per the recommendations of previous Flag State Implementation Sub-Committee meetings as well as the CPSCC 15 meeting held in 2010, the Secretariat continues to collate statistical information on the performance of the Recognised Organisations which have ships operating on the routes within the remit of the CMOU. Table 5 provides a breakdown of the Inspections, Deficiencies and Detentions per Recognised Organisation.

Table 5: Performance of Recognized Organizations (2015)

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	% OF DETAINED	DETENTION RATE
American Bureau of Shipping	ABS	108	54	189	2	11.11	1.85
Bureau Veritas	BV	120	60	359	3	16.67	2.50
C.T.M. Inspection and Classification Company, S. de R.L.		2	1	10	0		-
China Classification Society	CCS	2	1	2	0		-
Croatian Register of Shipping	CRS	2	1	7	0		-
Det Norske Veritas	DNVC	113	37	130	1	5.56	0.88
DNV GL	DNVGL	16	5	6	0		-
Germanischer Lloyd	GL	159	46	140	1		0.63
International Naval Surveys Bureau	INSB	4	4	44	0		-
International Register of Shipping		7	5	40	0		-
Korean Register of Shipping	KRS	10	5	48	0		-
Lloyd's Register	LRS	143	69	274	0		-
Mediterranean Shipping Register	MSR	1	1	25	1	5.56	100.00
Nippon Kaiji Kyokai	NKK	83	34	148	0		-
No class		23	23	198	3	16.67	13.04
Other		2	2	16	0		-
Panama Maritime Documentation Services		4	3	29	0		-
Register of Shipping (Singapore)		10	1	9	0		-
Registro Italiano Navale	RINA	29	17	84	2	11.11	6.90
RINAVE Portuguesa	RP	1	0	0	0		-
Russian Maritime Register of Shipping	RMRS	7	2	48	1	5.56	14.29
Unknown	UNKN	21	21	241	4	22.22	19.05
Total		867	392	2047	18		2.08



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 the Germanischer Lloyd recorded the highest number of inspections with 159 out of 867. Lloyd's Register noted the second highest record with 143.

Out of the 18 detentions, vessels listed under "No Class" and "Unknown" had the highest number of detentions with 4 detentions each. For vessels registered with Class, BV had the highest number of detentions at 16.67% of vessels detained in the region.

Inspections, Deficiencies and Detentions per Flag State

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

Table 6: Performance of Flag States (2015)

Flag State	Inspections	Detentions	Inspections with deficiencies	Detention-%	Inspection-% with deficiencies
Afghanistan	1	0	0	0%	0%
Antigua and Barbuda	52	1	19	2%	37%
Bahamas	63	1	32	2%	51%
Belgium	3	0	2	0%	67%
Belize	1	0	0	0%	0%
Bermuda	17	0	13	0%	76%
Canada	1	0	0	0%	0%
Cayman Islands	2	0	0	0%	0%
Colombia	1	0	0	0%	0%
Cook Islands	2	0	2	0%	100%
Croatia	1	0	0	0%	0%
Curaçao	7	1	4	14%	57%
Cyprus	33	0	8	0%	24%
Denmark (DIS)	1	0	1	0%	100%
Dominica	6	1	6	17%	100%
Faeroes (FAS)	1	0	1	0%	100%
Finland	1	0	1	0%	100%
France	5	0	4	0%	80%
Germany	4	0	0	0%	0%
Gibraltar	1	0	0	0%	0%
Greece	15	0	11	0%	73%
Honduras	2	0	1	0%	50%
Hong Kong, China	29	0	8	0%	28%
India	1	0	0	0%	0%



PORT STATE CONTROL INSPECTIONS (Cont'd)

Flag State	Inspections	Detentions	Inspections with deficiencies	Detention-%	Inspection-% with deficiencies
Israel	2	0	1	0%	50%
Italy	12	0	6	0%	50%
Jamaica	1	0	0	0%	0%
Japan	1	0	1	0%	100%
Liberia	124	0	39	0%	31%
Lithuania	2	0	0	0%	0%
Luxembourg	5	0	2	0%	40%
Malta	44	1	19	2%	43%
Man, Isle of	23	0	10	0%	43%
Marshall Islands	63	0	29	0%	46%
Mexico	1	0	0	0%	0%
Moldova, Rep. of	3	2	2	67%	67%
Netherlands	13	0	2	0%	15%
Nicaragua	1	1	1	100%	100%
Norway	8	0	0	0%	0%
Norway (NIS)	4	0	2	0%	50%
Panama	122	2	60	2%	49%
Peru	1	1	1	100%	100%
Philippines	2	0	2	0%	100%
Portugal	3	0	0	0%	0%
Portugal (MAR)	3	0	3	0%	100%
Qatar	1	0	1	0%	100%
Saint Vincent and the Grenadines	43	4	28	9%	65%
Singapore	38	0	12	0%	32%
Sri Lanka	1	0	1	0%	100%
St. Kitts & Nevis	9	1	6	11%	67%
Switzerland	5	0	3	0%	60%
Thailand	5	0	0	0%	0%
Trinidad and Tobago	4	0	4	0%	100%
United Kingdom	16	0	5	0%	31%
United States of America	24	2	15	8%	63%
UNKNOWN	1	0	0	0%	0%
Vanuatu	10	0	2	0%	20%
Venezuela	22	0	22	0%	100%
Total	867	18	392		

PORT STATE CONTROL INSPECTIONS (Cont'd)

St. Vincent and the Grenadines had the highest number of detentions with 4 out of 18 or 22% of the detentions, followed by Panama and United States of America with 2 detentions each. However, based off of detention rates, Nicaragua and Peru had the worst performance with each having its only vessel that has been inspected within the region being detained. This was followed by the Republic of Moldova at 66.67% or 2 vessels detained out of the 3 vessels inspected.

Inspections, Deficiencies and Detentions per Vessel Type

The table below illustrates the deficiencies recorded as per ship type. In 2015, the CMOU saw 45.2% of all vessels inspected having deficiencies. As can be seen, out of the 2047 deficiencies recorded General Cargo Ships had the highest deficiency percentage as 53.91% of all inspections were found with deficiencies. This was followed by Chemical Tankers with 53.45%.

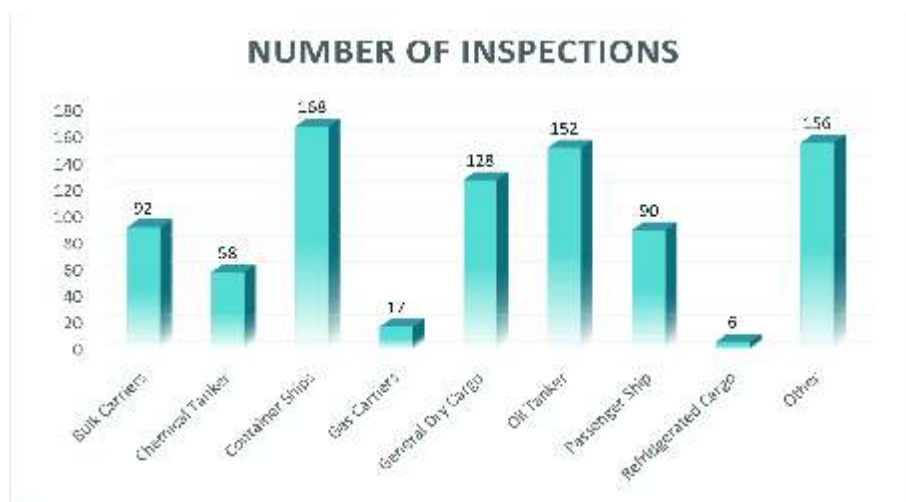
When not including the category of 'Other', General Dry Cargo Vessels accounted for the most detentions for the period with 7 out of the total of 18 or 38.89%. This category of vessel also had the highest number of detentions every year since 2012. With respect to detention rates, Gas Carriers had the highest rate with 5.88% of vessels inspected being detained.

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	92	28	136	30.43	0	-	
Chemical Tanker	58	31	126	53.45	1	1.72	5.56
Containership	168	39	95	23.21	0	-	-
Gas Carrier	17	4	23	23.53	1	5.88	5.56
General Cargo	128	69	492	53.91	7	5.47	38.89
Oil Tanker	152	94	474	3.7	0	-	-
Passenger Ship	90	42	140	46.67	0	-	-
Refrigerated Cargo Carrier	6	1	7	16.67	0	-	-
Other	156	84	554	53.85	9	5.77	50
Total	867	392	2047	45.2	18	2.08	

Figure 5 provides a graphical breakdown of the Inspections by Ship Type.

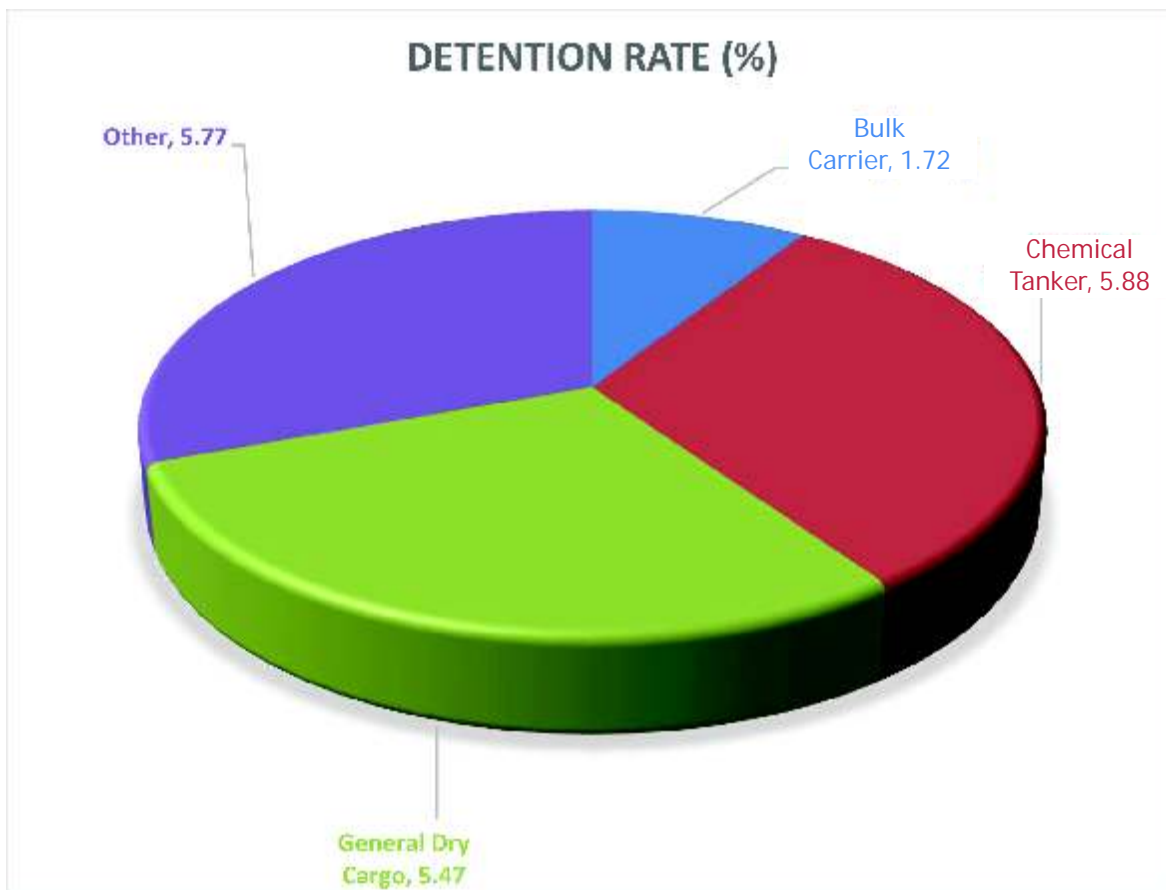
Figure 5: Inspections by ship type



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 6 shows the Percentage of Detentions per Ship Type which have been detained for the period under review.

Figure 6: Detention Rate per Ship Type



Port of Cienfuegos



Suriname PSCOs at work

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections of Vessels under 500GT

In addition to the 867 inspection of vessels above 500 GT, in 2015 there were 91 inspections recorded of vessels under 500 GT showing an increase of 51.7% over 2014. Trinidad and Tobago had the most inspections recorded with a number of 52 or 57% of all inspections. This was followed by The Netherlands with 34. Regarding the deficiencies recorded, The Netherlands had the highest of 203, followed by France with 32. In addition, 2015 saw 5 detentions which was an increase of 40% the 2015 period.

Table 8: Inspection Data for Vessels under 500GT

Member State	Number of Inspections	Number of Inspection with Deficiencies	Number of Deficiencies	Number of Detentions
Belize	2	1	10	
France	2	2	32	1
Jamaica	1	1	10	1
The Netherlands	34	34	203	3
Trinidad and Tobago	52	1	5	
Total	91	39	260	5

Concentrated Inspection Campaign Safety of Navigation and STCW Hours of Rest

From September 1, 2015 to November 30, 2015, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on the Safety of Navigation and STCW Hours of Rest throughout the region. This report documents the results of the campaign and was prepared by the CMOU Secretariat in conjunction with the Technical Standing Working Group of the CMOU. The information on both areas of the campaign will be reported on separately.

The CIC was designed to ensure the following:

- Safety of Navigation: There is compliance with the carriage requirement for all size and where required there is a valid statutory certification together with relevant record of equipment; the equipment has type approval as appropriate and is functioning effectively and the master and watch-keeping officers are familiar with the bridge equipment; and
- STCW Hours of Rest: Watch-keeping personnel are meeting the requirements regarding hours of rest as per STCW 78 as amended.

The campaigns targeted the following:

- Safety of Navigation: Aspects of compliance provisions of SOLAS Chapter V and STCW part AC VIII part 4-1, on all vessels regardless of type. The campaign is designed to examine a specific area and not intended to detract from normal coverage of Port State Control Inspections.; and
- STCW Hours of Rest: The Hours of rest of the deck and engine room watch-keepers under STCW 78 as amended by the Manila Conference.



PORT STATE CONTROL INSPECTIONS (Cont'd)

The campaign was designed to examine a specific area and not intended to detract from the normal coverage of port State control inspections. As such, the CIC was conducted in conjunction with the regular port State control targeting and inspection activities as outlined by the Caribbean MOU.

For the purpose of this report:

1. a detention is an inspection containing one or more detainable deficiencies;
2. a CIC-related detention is an inspection containing one or more detainable deficiencies related to the CIC;
3. the tables do not take into account inspections where the CIC questionnaire was not recorded; and
4. only one CIC inspection was conducted on board each individual vessel during the campaign period.

SAFETY OF NAVIGATION

During the period from September 1, 2015 to November 30, 2015, a total of 177 Inspections were carried out within the CMOU. Of this 152 underwent the CIC on Safety of Navigation. It was positive to see that there were no major deficiencies identified and only three detentions with a CIC-topic deficiency was recorded.

Reflecting on the objective of the CIC, that is to verify compliance with the carriage requirement for all size and where required there is a valid statutory certification together with relevant record of equipment; the equipment has type approval as appropriate and is functioning effectively and the master and watch-keeping officers are familiar with the bridge equipment, it can be reasonably concluded from the results that the level of compliance was very high as most vessels complied with the requirements and there was a limited amount of deficiencies identified and only three detentions recorded.

Member States are encouraged to continue to be vigilant on the inspection of Safety of Navigation as this category of deficiency continues to be highly ranked in the annual statistics of the CMOU.

STCW HOURS OF REST

During the period from September 1, 2015 to November 30, 2015, a total of 177 Inspections were carried out within the CMOU. Of this 143 underwent the CIC on Safety of Navigation. It was positive to see that there were no major deficiencies identified and only one detention with a CIC-topic deficiency was recorded.

Reflecting on the objective of the CIC, that is to verify that the watch-keeping personnel are meeting the requirements regarding hours of rest as per STCW 78 as amended, it can be reasonably concluded from the results that the level of compliance was very high as most vessels complied with the requirements and there was a limited amount of deficiencies identified and only one detention recorded.

Member States are encouraged to continue to be vigilant on the inspection of the records of the hours of rest as this category of deficiency continues to be highly ranked in the annual statistics of the CMOU.

CIC Questionnaire Results

SAFETY OF NAVIGATION

The total number of ships inspected and the total number of inspections performed during the CIC are presented in the 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	177	152	26
Total number of detentions	5	3	2
Detentions with CIC-topic deficiencies	3	3	0

* Number of individual IMO numbers



PORT STATE CONTROL INSPECTIONS (Cont'd)

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:

1.97%

The responses to the CIC questionnaire are summarized in the table below:

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	139	6	1	6	152	3.95
Q2	140	6		6	152	3.95
Q3	145	0		7	152	0.00
Q4	134	7	5	6	152	4.61
Q5	56	2	88	6	152	1.32
Q6	146	0		6	152	0.00
Q7	141	4		7	152	2.63
Q8	123	7	16	6	152	4.61
Q9	145	0	1	6	152	0.00
Q10	145	1	0	6	152	0.66
Q11	142	0	2	8	152	0.00
Q12	142	0		10	152	0.00
Q13	4	142		6	152	-
Average						1.81%

From the results above, it can be seen that the questions which resulted in the most unfavourable results were Questions 4 and 8 which asked whether there were adequate and up-to-date nautical charts and publications necessary for the voyage; and if there is a record of navigational activities and incidents, respectively. The results indicated that 4.61% of vessels inspected under the CIC answered had an unsatisfactory answer for this question.



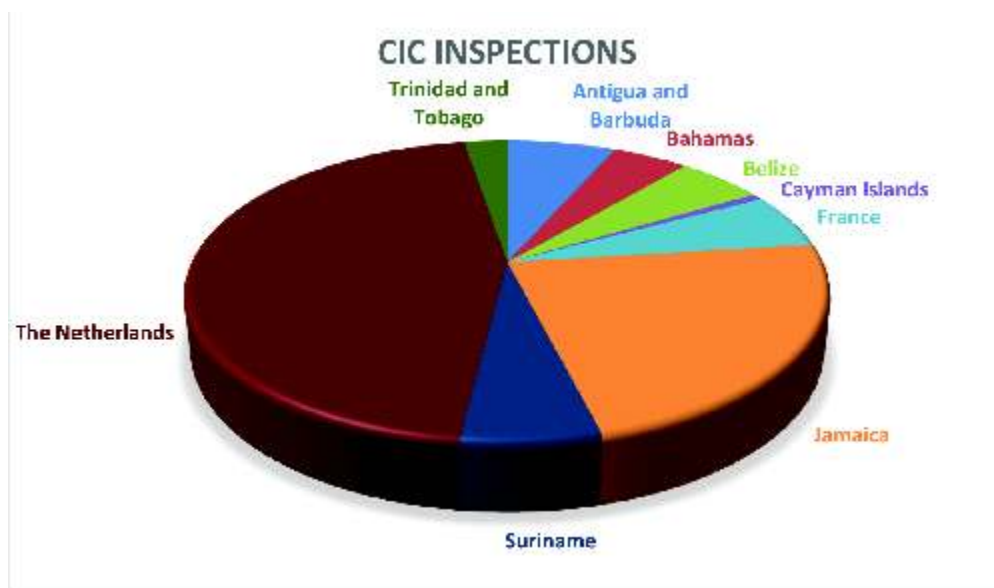
PORT STATE CONTROL INSPECTIONS (Cont'd)

Questions comprised in the CIC Questionnaire:

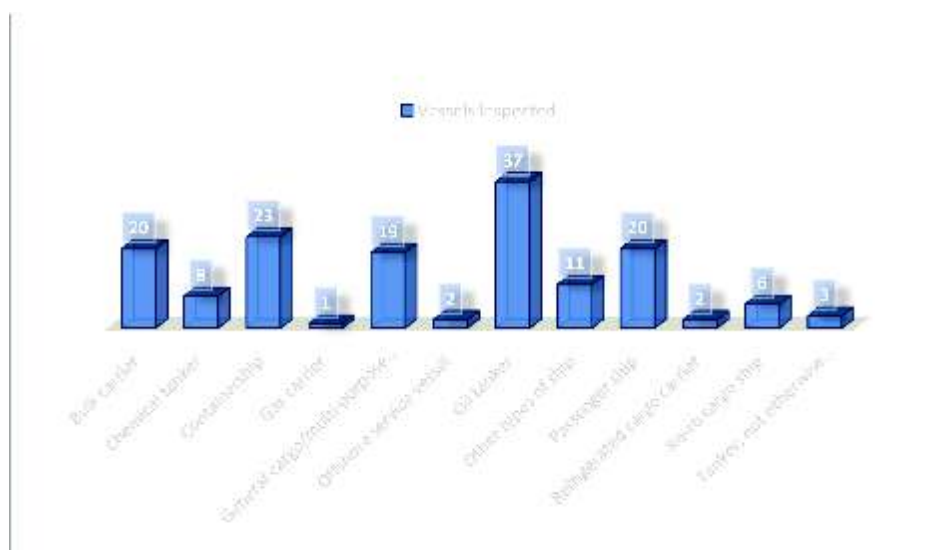
No.	ITEM	Yes	No	N/A
1*	Does the ship comply with the actual provisions as specified on the relevant Record of Equipment form for navigational equipment? (01101-01103-01105 - S74P88/CI/R12, vi)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2*	Is navigational equipment operational and are arrangements in place to ensure performance of the equipment? (Deficiency range from code 10102 until 10138 - S74/CV/R16)	<input type="checkbox"/>	<input type="checkbox"/>	
3*	Can the master and watch keeping officers demonstrate familiarization of navigating equipment? (10133 – STCW CII A II/1)	<input type="checkbox"/>	<input type="checkbox"/>	
4*	Are there adequate and up-to-date nautical charts and publications, necessary for the voyage? (10111 - 10112/10116 - S74/CV/R27)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5*	Where Electronic Chart Display and Information System (ECDIS) is the primary means in lieu of paper charts is there a suitable back - up arrangement? (10112- S74/CV/R19.2.1.4, .5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Is there a record of navigational activities and incidents? (10129 – S74/CV/R28)	<input type="checkbox"/>	<input type="checkbox"/>	
7	Is there evidence of voyage planning? (10127 – S74/CV/R34)	<input type="checkbox"/>	<input type="checkbox"/>	
8*	Is the VDR/S-VDR operational and are the master and watch keeping officers familiar with the equipment? (10114 – S74CV/R20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Can the master and watch-keeping officers concerned with the operation of the steering gear demonstrate the changeover procedures and operation of steering systems? (10126 - S74/CV/R26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10*	Are the navigational lights in working order and are the watch keeping officers familiar with the regulations for the use of these lights as provided in COLREG? (10109 – COLREG 2008/Part C/R20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Are procedures in place for adequate watch arrangements? (10133 - STCW Part A C VIII Part 4-1 Watch arrangements)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Are procedures in place for adequate taking over the watch? (10133 - STCW Part A C VIII Part 4-1 Taking over the watch)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

PORT STATE CONTROL INSPECTIONS (Cont'd)

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



Of the 152 CIC inspections that took place, Oil Tankers had the highest number of inspections. This is due to the fact that many of the vessels that trade in the CMOU region are Oil Tankers.





PORT STATE CONTROL INSPECTIONS (Cont'd)

STCW HOURS OF REST

The total number of ships inspected and the total number of inspections performed during the CIC are presented in the 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	177	143	26
Total number of detentions	5	3	2
Detentions with CIC-topic deficiencies	1	1	0

* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (**Column 2 of Table 3), the percentage of detentions that were CIC-topic related amounts to:

1.43%

The responses to the CIC questionnaire are summarized in Table 4.

Table 4

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	136	3		4	143	2.1
Q2	137	2		4	143	1.40
Q3	135	4		4	143	2.80
Q4	133	6		4	143	4.20
Q5	122	16		5	143	11.19
Q6	131	8		4	143	5.59
Q7	137	2		4	143	1.40
Q8	112	8	19	4	143	5.59
Q9	133	3		7	143	2.10
Q10	4	134		5	143	-
Average						2.1%

From the results above, it can be seen that the question which resulted in the most unfavourable results was Questions 5 which asked whether the records related to hours of rest were being recorded correctly. The results indicated that 11.19% of vessels (16 vessels) inspected under the CIC answered had an unsatisfactory answer for this question.



PORT STATE CONTROL INSPECTIONS (Cont'd)

CIC Questions

Questions comprised in the CIC Questionnaire:

No.	ITEM	Yes	No	N/A
1	Is a watch schedule posted in an easily accessible area? STCW Section A - VIII/1 (5). Deficiency code: 01306	<input type="checkbox"/>	<input type="checkbox"/>	
2*	Is the ship manned in accordance with MSMD or an equivalent document? SOLAS 1999/2000 Amend / Chapter V Reg. 14. Deficiency code: 01209	<input type="checkbox"/>	<input type="checkbox"/>	
3	Are there records of daily hours of rest for each watch-keeper? STCW Section A-VIII/1 (7). Deficiency code: 01308	<input type="checkbox"/>	<input type="checkbox"/>	
4	Have the records in Qu 3 been endorsed by an appropriate person? STCW Section A - VIII/1 (7). Deficiency code: 01308	<input type="checkbox"/>	<input type="checkbox"/>	
5	Are records related to hours of rest being recorded correctly? STCW Section A-VIII/1 (7). Deficiency code: 09236	<input type="checkbox"/>	<input type="checkbox"/>	
6	Do rest periods for all watch -keeping personnel comply with STCW requirements, including the weekly requirements of rest? STCW Section A-VIII/1 (2). Deficiency code 09235	<input type="checkbox"/>	<input type="checkbox"/>	
7**	Will the watch -keepers on the first and subsequent watch after departure have sufficient time to rest? STCW Reg. I/4 or STCW Reg. VIII/1.1.2. Deficiency code: 09235	<input type="checkbox"/>	<input type="checkbox"/>	
8	Is there evidence that on-call seafarers receive adequate compensatory rest periods if disturbed by call-outs to work? STCW A-VIII/1.6. Deficiency code; 09325	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Do the records indicate that a bridge lookout is being maintained? STCW Section A-VIII/ 4-1 (14). Deficiency code: 01306	<input type="checkbox"/>	<input type="checkbox"/>	
10	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

¹ The mentioned deficiencies codes are respectively for the Caribbean MOU, CMIC and CMIS-database. Questions marked either * or ** answered with a "NO" may give clear grounds for a detention.

PORT STATE CONTROL INSPECTIONS (Cont'd)

Information Questions

The CIC also included questions for information purposes only. This information is outlined below:

Questions posed:

11	Is there a two watch system on board including the master?	<input type="checkbox"/>	<input type="checkbox"/>	
12	Does the MSMD require an Engineer Officer?	<input type="checkbox"/>	<input type="checkbox"/>	
13	Is the ship designated UMS?	<input type="checkbox"/>	<input type="checkbox"/>	
14	If ship does not have UMS notation is there more than one certificated engineer on board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	Are the hours of rest being maintained and monitored by electronic means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Results of CIC:

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q11	29	110		4	143	76.92
Q12	134	5		4	143	3.50
Q13	91	46		6	143	32.17
Q14	49	2	87	5	143	1.40
Q15	116	21	2	4	143	14.69

Inspections by Member States

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

Member States	Number of CIC Inspections
Antigua and Barbuda	10
Bahamas	8
Belize	7
Cayman Islands	1
France	8
Jamaica	33
Suriname	8
The Netherlands	68
Total	143

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections by Ship Type

Of the 143 CIC inspections that took place, Oil Tankers had the highest number of inspections. This is due to the fact that many of the vessels that trade in the CMOU region are Oil Tankers.

Ship Type	Number of CIC Inspections
Bulk carrier	19
Chemical tanker	7
Containership	24
General cargo/multi-purpose ship	18
Oil tanker	37
Other types of ship	8
Passenger ship	19
Refrigerated cargo carrier	2
Ro-ro cargo ship	6
Tanker, not otherwise specified	3
Total	143



Tugline and Barge Under Water



Flame Arrestor Screen Partially Painted

Activities and Achievements for 2015

The Technical Standing Work Group met from January 20 - 21, 2015 in Paramaribo, Suriname to review the assignments referred to them from the 19th Meeting of the Caribbean Port State Control Committee (CPSCC). These tasks included the Review of the CIC on Fire Safety Systems; Review of the CCSS Code and the Review of the revised SCV Code.



Following the three day Seminar, two days of On-The-Job training was held from April 16-17, 2015 also in cooperation with the Netherlands Shipping Inspectorate. Twelve (12) PSCOs from eight (8) member States and one (1) observer State attended the OJT. The overall rating of the OJT by the PSCOs that participated was 9.3 out of 10. There was a recommendation that this programme should continue to be offered in the future.



The 7th Annual PSC Seminar was held in Cienfuegos, Cuba from April 13 - 15, 2015. The Seminar was hosted by the Ministry of Transport of Cuba and was assisted by the Netherlands Shipping Inspectorate. The Seminar was attended by nineteen (19) Port State control officers from twelve (12) member States and one (1) observer State. At this meeting the areas that were discussed during the Seminar included training on the Concentrated Inspection Campaign on Safety of Navigation and STCW Hours of Rest. As a part of the continued development of the PSCOs, the participants were able to inspect a Bulk Carrier and an Oil Tanker.



The Secretary General attended the 48th Port State Control Committee held in The Netherlands from the 19th to the 23rd of May 2015. The annual statistics and activities of the CMOU for 2014 were presented at this meeting. The meeting was also attended by the Tokyo MOU, the Med MOU, the Black Sea MOU, the Viña del Mar Agreement and the USCG.



Activities and Achievements for 2015



The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its 20th Committee meeting in Bridgetown, Barbados from the June 17-19, 2015. The meeting was attended by fourteen of fifteen Member Authorities, the exception being Guyana, and one Associate Member State. No Observer States were able to attend. Representatives of the Paris MOU, the USCG, the IMO and Lloyd's Register were present as Observers.

During this meeting, the Committee approved the revised Caribbean Cargo Ship Safety Code (CCSS), as submitted by the TSWG. The CPSCC also granted approval of the following:

- Maritime Labour Convention, 2006 as a Relevant Instrument;
- The CIC on Crew Familiarisation and Enclosed Spaces for 2015;
- The Policy for the acceptance of Conventions as Relevant Instruments; and
- The further development of Guidelines for the SCV and CCSS Codes.

The Secretary General attended the 2nd Meeting of the Implementation of IMO Instruments (III) subcommittee which was held at the IMO Headquarters in London from July 14 -18, 2015. The meeting was chaired by Capt. Dwain Hutchinson of the Bahamas, with Mrs. Julie Gasçon of Canada serving as Vice-Chair. The meeting had representation from most of the regional MOUs/Agreements and the US Coast Guard. During this meeting, the CMOU Annual Report for 2014 was presented to the Members along with the results of the CIC on Fire Safety Systems. The III 2 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 attended the 16th meeting of the Viña del Mar Agreement held in Dominican Republic from October 28 - 30, 2015 to make a presentation on the activities of the CMOU for 2014. In addition, the CMOU held further discussions on the acceptance of the Caribbean Small Vessel Codes (SCV and CCSS) by the Viña del Mar Agreement.

The Chairman attended the 16th meeting of the Meso-American Caribbean Sea Hydrographic Commission (MACHC) held in St. John's, Antigua and Barbuda from December 10 -13, 2015 where he made a presentation on the synergies existing between the CMOU and the MACHC.

Collaboration with other Organisations

Mr. Michael Jenkins of the Belize Ports Authority (BPA) attended the Paris MOU Expert Training Course on Safety and Environment in the Hague, Netherlands from March 3 - 6, 2015 and organized by the Paris MoU. Funding for the attendance at this course was provided by the IMO.

Mr. Austin Lobban of the Maritime Authority of Jamaica (MAJ) attended the Expert training course on port State control jointly organized by the Viña del Mar Agreement and Tokyo MoU in co-operation with the IMO, held in Buenos Aires, Argentina, from March 16 -27, 2015.

Mr. Kenre Valentine of the Maritime Authority of Jamaica attended Tokyo MoU fifth general training course for port State control officers (PSCOs), Yokohama, Japan, from August 24, 2015 to September 18, 2015. This course was hosted by the Tokyo MOU in conjunction with the IMO.

Mr. Lazarus Joseph from the Grenada Ports Authority attended the Indian Ocean Expert Mission Training Programme for port State control officers on the Human Element in Chennai, India from November 30 to December 4, 2015, with funding provided by the IMO.

We wish to express our appreciation to the Paris and Tokyo MOUs and the Viña del Mar Agreement 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 - 2016

First Quarter - The inter-sessional meeting of the Technical Standing Working Group will be held in Basseterre, St. Kitts and Nevis from January 12 - 13, 2016. 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 also be carrying out a Fact Finding Mission to Castries, St. Lucia from March 7 - 9, 2016.

Second Quarter - The second quarter will involve the holding of the 8th PSC Seminar in Fort de France, Martinique from April 11 - 13, 2016 in conjunction with the Directorate of Maritime Affairs, France and the Netherlands Shipping Inspectorate. The 3rd Annual OJT will take place on April 14 - 15, 2016 in Fort de France following the PSC Seminar. The Secretary General is scheduled to attend the 49th meeting of the Paris MOU in Norway from May 23- 27, 2016. In addition, the 21st Meeting of the CPSCC is to be held in Bonaire from June 28 - July 1, 2016.

Third Quarter - The activities for the third quarter is expected to include the IMO's III sub-committee meeting (III 3) from July 11 - 15, 2016. It is anticipated that the CMOU will be sending a representative to the Tokyo MOU's basic training course scheduled for August/September 2016.

Fourth Quarter - The Secretary General will be attending the 23rd meeting of the Viña Del Mar Agreement scheduled for October 2016 in Mexico. It is possible to have any Fact Finding Missions during the fourth quarter of 2016.



Heritage Quay - St. John's, Antigua



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Martinique



Gouyave in Grenada



Port of Aruba



City of Kingston



Nu Star Terminal - St. Eustatius



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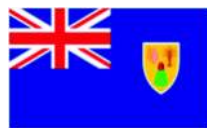


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Bahamas Port



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Grand Turk Pier



Port of Port of Spain



Curaçao Port Call



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Notes

