

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

## **Annual Report 2013**



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## **Our Mission**

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

## **Main Objective**

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

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

## Chairman's Log



It is with great pleasure that I present the Caribbean Memorandum of Understanding on Port State Control's (CMOU) Annual Report for 2013. The CMOU has seen some progress in its development through the dedication and hard work of our Member States. This is vital for us to achieve our goals as well as to recommit to the mission and vision of the CMOU.

The Membership of the CMOU also grew in 2013 by welcoming France as its first Associate Member during the 18<sup>th</sup> Annual Meeting of the CPSCC held in Havana, Cuba in July of 2013. The addition of France will only help to improve the standards and practices of our PSCOs in the region through the networking and training of our officers. This move also assists in the IMO's theme of harmonisation of the PSCO practices among the regional MOUs.

The harmonisation is also 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 which we rely upon for our ongoing and sustainable economic viability. The CMOU is also focused on training and has continued to expand its Annual Seminar which started in 2009. At our 18<sup>th</sup> CPSCC Meeting, the committee recommended the inclusion of two days of on-the-job training to follow to the seminar.

The CMOU continues to place importance on increasing the membership of the CMOU and thus ensuring the continued harmonisation of practices and procedures with respect to port State control in the region. 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. So far, the responses have been positive and we expect to welcome new members in 2014 review period.

The 2013 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. In addition, congratulations are extended to our Member States, namely the Netherlands, France, the Bahamas and Jamaica who were successful in being re-elected to the Council of the IMO during its 28<sup>th</sup> session held in London, in November of 2013. 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 VIMSAS 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.

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 2014, 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

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## **The Secretary's Notes**



On behalf of the Committee of the Caribbean Memorandum of Understanding on Port State Control (CMOU), it is an honour, once again, to present the Annual Report of the CMOU for the year ending December 31, 2013.

The CMOU continued on its path of development and harmonization during 2013 in collaboration with the IMO and the other eight 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 21<sup>st</sup> meeting of the sub-committee on Flag State Inspection (FSI) draft guidelines were prepared and submitted for further discussion by the relevant Committee and Sub-Committees. This constant collaboration only helps to emphasize the IMO's theme of

harmonization among the MOUs in our continued effort of fulfilling our mandates and missions.

The CMOU successfully staged its fifth Annual PSC Seminar, in Belize City, Belize in April of 2013. This seminar allowed our inspectors to be trained on the newly revised CMOU Technical Manual as well as to prepare for the CMOU's first Concentrated Inspection Campaign on MARPOL Annex I. We are committed to the training of our PSCOs and as such we continue to work with other MOUs, the International Maritime Organisation (IMO), the International Labour Organisation (ILO), the USCG and many other maritime organisations to ensure that training opportunities are provided and utilised.

This Annual Report will cover the port State control activities for 2013 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, 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 18<sup>th</sup> year of existence in 2013. 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 a Governor to the World Maritime University (WMU) and Capt. Dwain Hutchinson of the Bahamas was elected as Chairman to the 21<sup>th</sup> meeting of the FSI. Mr. Michel Amafo also continues as Chairman of the MESO American & Caribbean Sea HC (MACHC).

In 2013, a number of initiatives which were discussed previously have been finalized and/or enacted over the year. The CMOU Manual was revised and included any recent IMO regulations which came into effect. Other technical areas such as a detention review, targeting for vessels over 500 GT and Concentrated Inspection Campaigns (CICs) were also finalised.

Also in 2013, Data Exchange Agreements were signed with Equasis and Lloyd's Maritime Intelligence on a non-commercial basis.

The Secretariat has been asked to continue to examine the areas in which training can be provided for the PSCOs within the region and we continue to pursue ways in which to implement an on-the-job training (OJT) programme. As such, it is proposed to have two days of OJT immediately following the 2014 PSC Seminar.

France became the first Associate Member of the CMOU and signaled its intent to apply for full Membership in 2014. Discussions continue with Sint Maarten, St. Vincent and the Grenadines and St. Lucia who have indicated their interest in becoming Associate Members in the very near future. We look forward to working with them as they develop their inspection capabilities within their administration.

## **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 fifteen 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 and; and
- Working and living conditions onboard ships

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

Vide Article 6.1 of the Memorandum, a Committee composed of representatives of each of the Members defined in Annex 5 of the Memorandum, is established as an executive body. The current Committee 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 2012. 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.

## **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  
Administrative Assistant



Mrs. Cutie Buckley  
Accountant



Mr. Majere Ajambia  
Database Manager



### CMOU ORGANIZATIONAL CHART



The activities of the Secretariat are approved and fully funded by contributions from the Member States. The annual budget and work programme for the Secretariat is submitted for approval at every annual meeting of the CMOU Committee 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.

#### Contact Details:

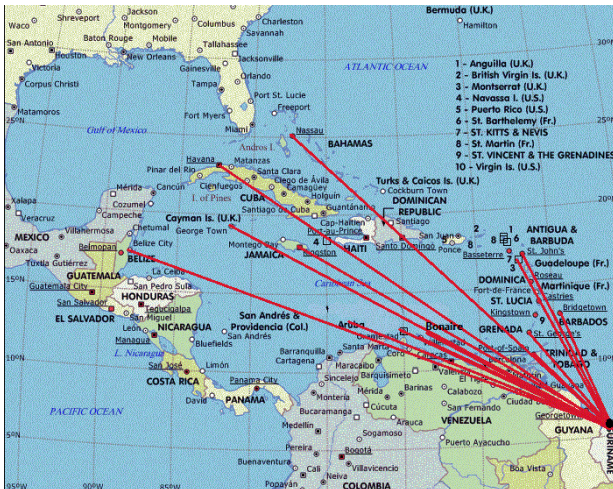
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## Caribbean Maritime Inspection Centre

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



Transport Canada is the current host and provider of the database. This means that Transport Canada is responsible for the technical aspects of the system, such as data back-up and keeping the system online daily.

The center is managed by a Database Manager and is located in Suriname at the Maritime Authority Suriname (MAS) through a Host State Agreement with the CMOU. The database is the central system for adding PSC records through the internet by the PSC officers.

### Training

The first training on the system was held in Suriname in December 2005 in conjunction with Transport Canada. The second training on this system was in Jamaica 2007. Training is also organized at the request of new Member States or those in need of further training. As such, training will be provided to the PSCOs of the French territories in 2014 at their request.



### System Usage

Throughout 2013 the system was used satisfactorily by the member States. The issues previously experienced by St. Kitts and Nevis were rectified and as such their inspections are now reflected in the statistics.

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

#### Latest News

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

#### Latest News

<p>Welcome 2005 10 17</p>	<p>Welcoming all CMOU Members to the New Caribbean MOU Information Centre (CMIC).</p>
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The new Associate Member of France (Martinique, Guadeloupe and Fr. Guiana) have experienced some issues with the usage of the system but these are being corrected by the Database Manager.

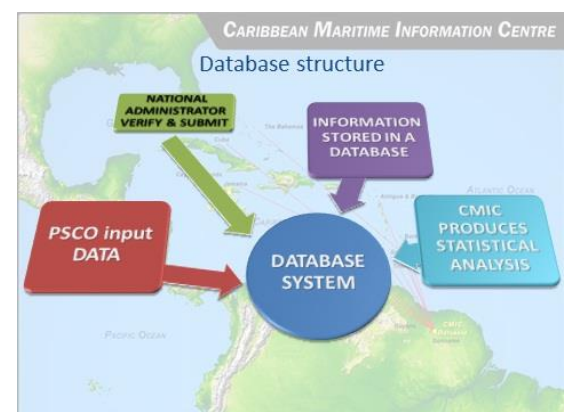
### System Structure

This structure shows the simplicity of the system as follows;

- PSCOs enter port State control information in the

database:

- The National Administrator verifies and vetted an inspection, entered by an PSCO;
- From the stored information in the database, the CMIC DBM produces the statistics for the CMOU Secretariat.



## Members

The fifteen (15) Member and one (1) Associate Member States of the CMOU are:

Antigua and Barbuda  
Aruba  
The Bahamas  
Barbados  
Belize  
The Cayman Islands  
Cuba  
Curaçao  
France<sup>1</sup>  
Grenada  
Guyana  
Jamaica  
The Netherlands  
St. Christopher and Nevis<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 St. Kitts & Nevis (Chairman), Jamaica<sup>3</sup>, Suriname, the Bahamas, Antigua & Barbuda, the Cayman Islands, the Netherlands, Trinidad & Tobago and France<sup>4</sup>. For 2013, the TSWG continued to spearhead the update of the Port State Control Manual which is currently being used in the field. The development of the manual was updated with the IMO regulations that came into force and promotes the IMO's thrust towards the harmonization of PSC practices.

The Members of the FASWG are Suriname (Chairman), Barbados, Antigua & Barbuda, Guyana and Trinidad & Tobago. The major tasks of the FASWG were the revision of the amendments to the MOU with respect to the relevant instruments, the further development of the database and data sharing with other bodies.

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<sup>1</sup> Associate Member as of July 2013

<sup>2</sup> St. Kitts & Nevis

<sup>3</sup> Demitted office as Chairman in July 2013

<sup>4</sup> Joined the TSWG in July 2013

## **Observer States**

Anguilla  
Bermuda  
The British Virgin Islands  
Dominica  
Haiti  
St. Lucia  
St. Vincent and the Grenadines  
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.

## **Observer Organizations**

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

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

## Port State Control Inspections

### General

In accordance with the provisions of the applicable conventions 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 2013. Furthermore, the report also includes the results of deficiencies and detentions carried out by member Authorities during 2013. The Concentrated Inspection Campaign (CIC) on MARPOL Annex I has also been included in this report.

### Inspections

Table 1 below shows an overview of inspections carried out by Member States from 2005 to 2013. During this period, the CMOU Member States carried out a total of 994 inspections on ships registered under 57 flags, which is an increase of 54.11% over the previous year. As can be seen, Trinidad & Tobago carried out the most inspections with a total of 254, followed by The Netherlands with 231. It is to be noted that 2013 data now includes inspections from St. Kitts and Nevis and the new Associate Member, France.

Table 1: Port State Control Inspections 2005 – 2013 (By Member State)

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

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.

Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2013.

Figure 1: Total Inspections 2005 – 2013

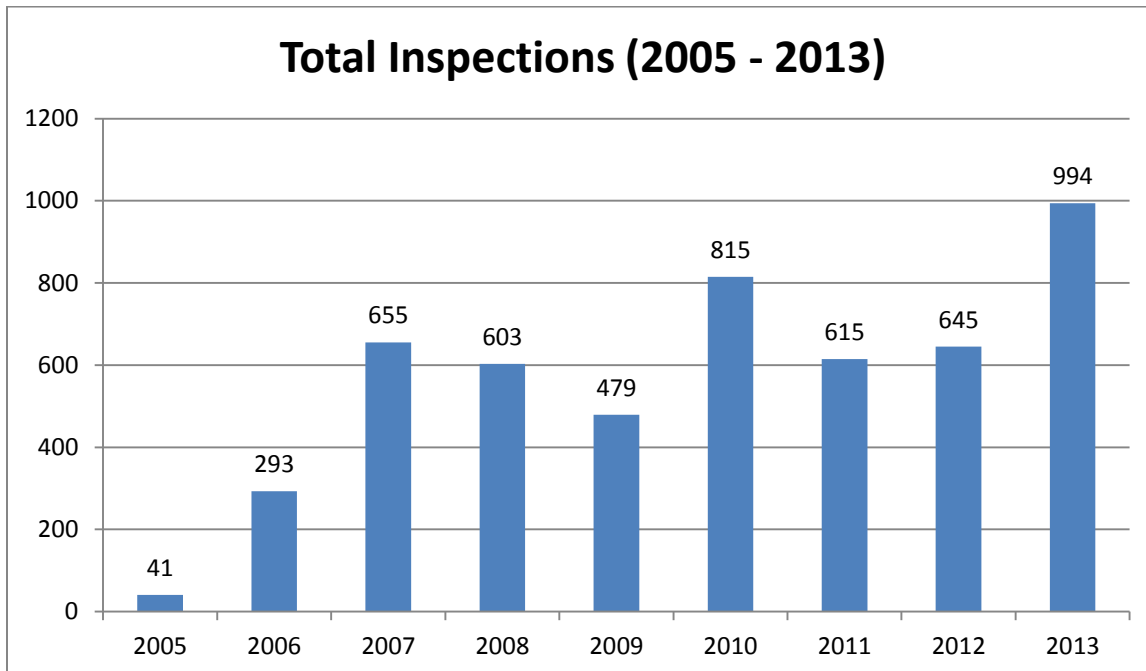


Figure 2 outlines the inspections carried out by Member States as a percentage of the total.

Figure 2: Port State Control Inspections (%) 2005 – 2013 (By Member State)

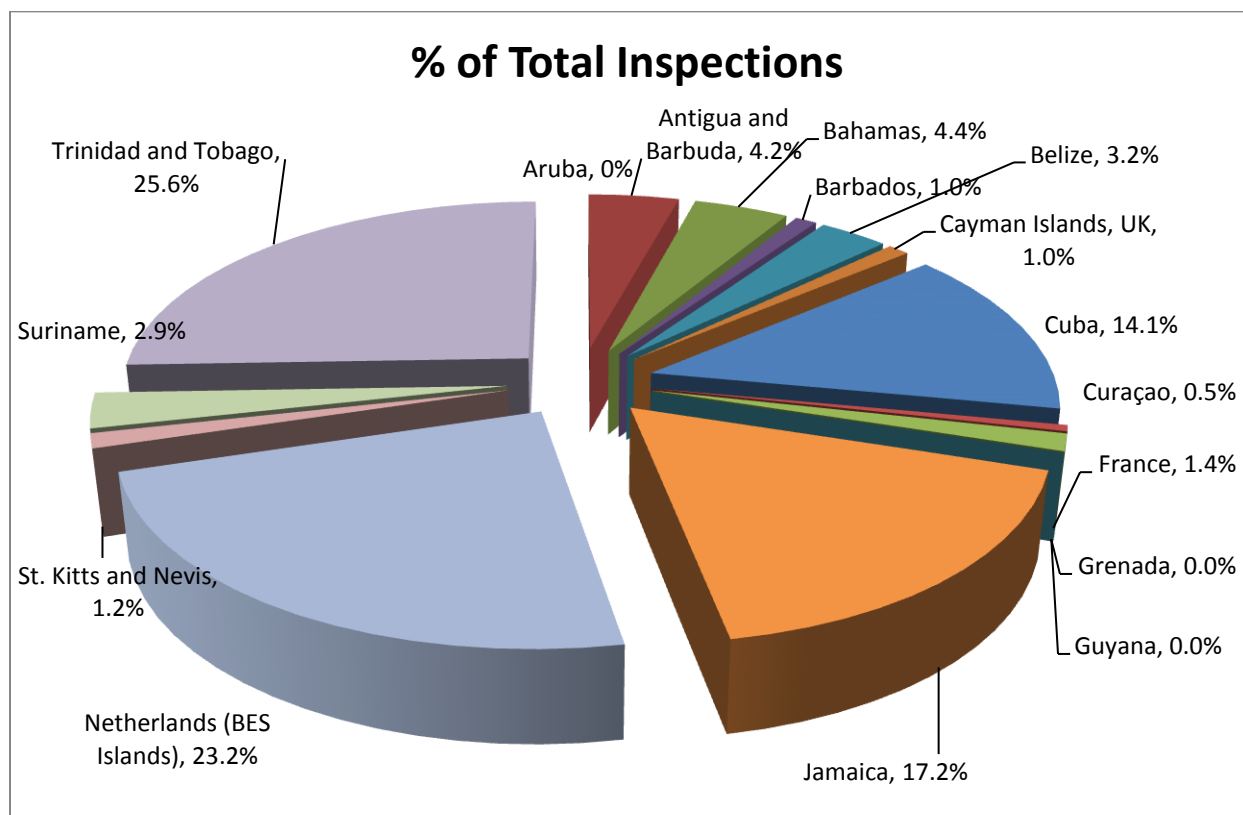
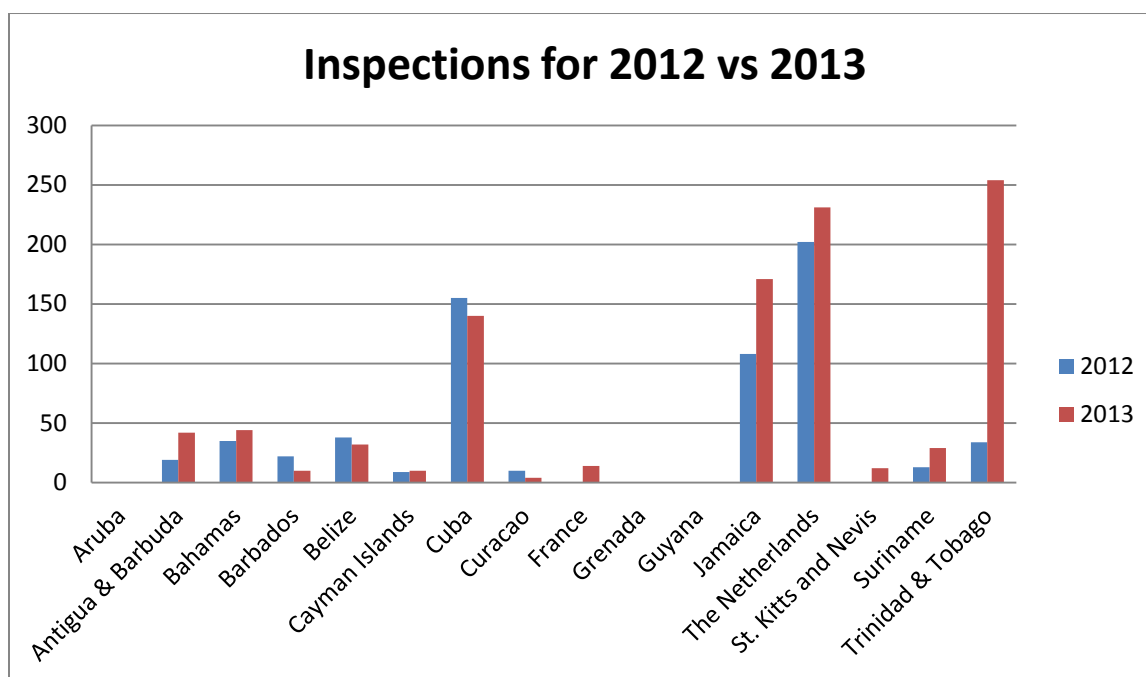


Figure 3 below shows the comparison of total inspections by Member States for 2012 and 2013.

Figure 3 – Inspections by Member State (2012 – 2013)



## 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 2013, the number of deficiencies identified totaled 1746 deficiencies whereas in 2012 a total of 1516 deficiencies were recorded showing an increase of 15.17%.

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
Aruba	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	1	5	1	7	10	13	15	86
Bahamas	0	34	42	19	21	25	30	5	2
Barbados	0	0	0	0	0	2	0	8	0
Belize	n/a	n/a	n/a	n/a	0	1	2	1	1
Cayman Islands, UK	0	85	19	0	83	15	28	11	15
Cuba	0	11	377	186	132	193	52	143	72
Curaçao	0	4	64	10	249	76	82	9	33
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	47
Grenada	0	0	0	0	0	0	0	0	0
Guyana	0	0	38	40	19	0	0	0	0



Jamaica	0	1	19	0	21	86	105	157	203
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	859	1152	1251
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	2
Suriname	0	8	22	12	12	9	0	1	32
Trinidad and Tobago	0	85	208	40	29	19	22	14	2
<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>

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 1251 deficiencies, followed by Jamaica 203 and Antigua and Barbuda with 86.

### Deficiencies by Category

The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 1746 deficiencies recorded, fire safety measures is the highest deficiency recorded with a total of 293 or 17% followed by Safety of Navigation with 198 deficiencies recorded or 11%. Fire Safety Measures also was the category with the highest percent of total deficiencies for 2010, 2011 and 2012.

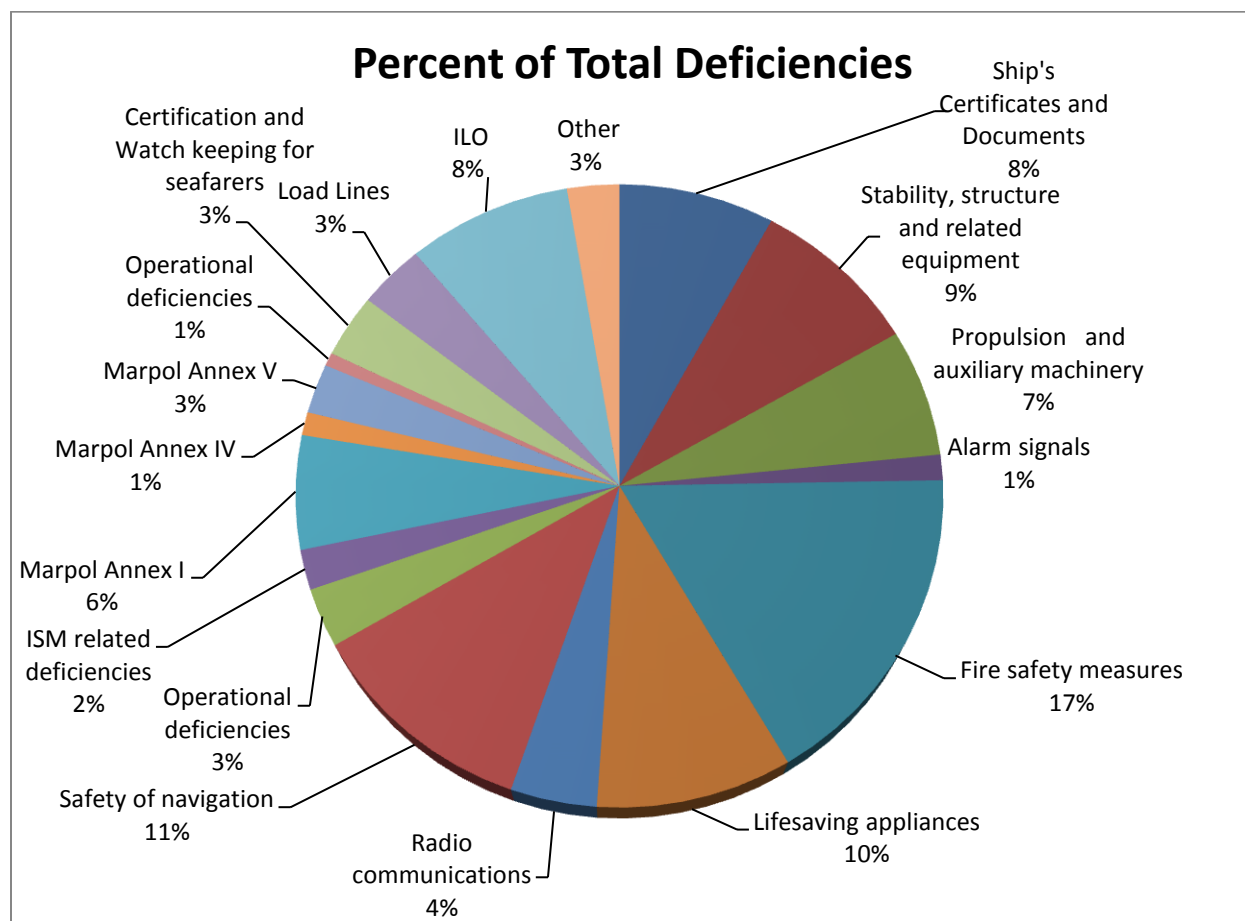
Table 3 – Deficiency by Categories

Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		140	8.02
SOLAS	Stability, structure and related equipment	152	8.71
	Propulsion and auxiliary machinery	116	6.64
	Alarm signals	23	1.32
	Fire safety measures	294	16.84
	Lifesaving appliances	166	9.51
	Radio communications	73	4.18
	Safety of navigation	198	11.34
	Operational deficiencies	53	3.04
	ISM related deficiencies	36	2.06
	ISPS related deficiencies		
	Other		
MARPOL	Annex I	103	5.90
	Annex II		
	Annex III		
	Annex IV	21	1.20
	Annex V	45	2.58
	Annex VI		
	Operational deficiencies	12	0.69
STCW	Certification and Watch keeping for seafarers	58	3.32
Load Lines		61	3.4
AFS Convention			
ILO		148	8.48



Other	47	2.69
<b>TOTAL</b>	<b>1746</b>	

Figure 4 – Deficiencies by Category



Pictures of Deficiencies Identified in 2013





## 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 2013, 18 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected decreased as compared with 2012, which had 19 detentions, reflecting a decrease of 5.26%. The Netherlands and Jamaica recorded the largest number of detentions with 8 and 5 recorded respectively. Table 4 below provides a breakdown of detentions by Member State for the period 2005 – 2013.

Table 4 – Detentions per Member State (2005 – 2013)

Member States	Detentions								
	2005	2006	2007	2008	2009	2010	2011	2012	2013
Antigua and Barbuda	0	0	0	0	0	0	0	0	0
Aruba	0	0	0	0	0	0	0	0	0
Bahamas	0	2	1	1	0	2	2	0	0
Barbados	0	0	0	0	1	0	0	0	0
Belize	n/a	n/a	n/a	n/a	n/a	0	0	0	0
Cayman Islands, UK	0	1	0	2	1	1		0	0
Cuba	0	0	11	4	0	1	4	0	3
Curaçao	0	0	1	0	9	3	2	1	0
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	2
Grenada	0	0	0	0	0	0	0	0	0
Guyana	0	0	0	1	4	0	0	0	0

Jamaica	0	0	0	0	4	5	4	9	5
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	8	9	8
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	0
Suriname	0	0	0	0	0	0	0	0	0
Trinidad and Tobago	0	3	13	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>8</b>	<b>19</b>	<b>12</b>	<b>20</b>	<b>19</b>	<b>18</b>

## 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 (2013)

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	127	44	232	3	16.67	2.36
Bureau Veritas	BV	119	46	307	2	11.11	1.68
China Classification Society	CCS	7	2	8		-	-
China Corporation Register of Shipping	CCRS					-	
Compañía Nacional de Registro e Inspeccion de Naves		1	1	3		-	
Det Norske Veritas	DNV	96	31	109		-	-
Germanischer Lloyd	GL	230	46	143	3	16.67	1.30
Hellenic Register of Shipping	HRS	4	2	8		-	-
Honduras International Naval Surveying and Inspection Bureau		1	1	11		-	-
International Register of Shipping	IS	9	7	119		-	-
Isthmus Bureau of Shipping	IBS	1	1	4		-	-
Inspeccion y Clasificación Marítima, S, de R.L.		1	1	2		-	-
Korean Register of Shipping	KRS	13	3	5		-	-
Korea Classification Society (former Joson Classification Society)		1	1	17		-	-
Lloyd's Register	LR	188	67	337	2	11.11	1.06



Nippon Kaiji Kyokai	NKK	110	18	60	1	5.56	0.91
Panama Register Corporation		1	1	11		-	-
Panama Maritime Documentation Services (Panama)	PMDS	5	4	18		-	-
Polski Rejestr Statkow	PRS	2	1	4		-	-
Registro Internacional Navale (RINAVE Portuguesa) SARL	RINAVE	5				-	
Registro Italiano Navale	RINA	28	12	70	2	11.11	7.14
Russian Maritime Register of Shipping	RMRS	7	2	31	1	5.56	14.29
Sociedad de Registro y Classificacion Mexicana SA							
No Class Recorded		12	9	100	2	11.11	16.67
Other		26	36	147	2	11.11	7.69
<b>TOTAL</b>		<b>994</b>	<b>336</b>	<b>1746</b>	<b>18</b>		<b>1.81</b>

From the table, it is observed that when examining vessels with a Class recorded, it can be seen that the American Bureau of Shipping and Germanischer Lloyd had the highest number of detentions for 2013 with a detention rate of 16.67 % of vessels inspected. However, when looking at the percentage of inspections detained, the Russian maritime Register of Shipping (RMRS) had the highest percent of inspections detained at 14.29%.

### Rating of Recognized Organizations

The CPSCC 18 meeting approved the ranking of Recognised Organisation based off of their detention rate. The CMOU has used a methodology similar to what is used in other MOUs. This methodology examines the average detention rate for the last three years (2011 – 2013). ROs with a detention rate that is two times higher than the average are given a poor performance. Those who are on average are given a neutral rating and those who are below the average rate are ranked as high performance. This information is being used by the PSCOs of the region in the CMOU approved targeting matrix.

Table 6 - Performance of Recognised Organisations (2011 – 2013)

Recognized Organization	Number of Inspections	Number of Detentions	Detention Rate 2 x Average (2 x 2.54%)	Detention Rate On Average (2 x 2.54% - 2.54%)	Detention Rate Below Average (< 2.54%)
Russian Maritime Register of Shipping	7	1	14.29		
Registro Italiano Navale	28	2	7.14		
American Bureau of Shipping	127	3			2.36
Bureau Veritas	119	2			1.68
Germanischer Lloyd	230	3			1.30
Lloyd's Register	188	2			1.06
Nippon Kaiji Kyokai	110	1			0.91
China Classification Society	7				

Compañía Nacional de Registro e Inspeccion de Naves	1				
Det Norske Veritas	96				
Hellenic Register of Shipping	4				
Honduras International Naval Surveying and Inspection Bureau	1				
International Register of Shipping	9				
Isthmus Bureau of Shipping	1				
Inspection y Classification Maritime, S, de R.L.	1				
Korean Register of Shipping	13				
Korea Classification Society (former Joson Classification Society)	1				
Panam Register Corporation	1				
Panama Maritime Documentation Services (Panama)	5				
Polski Rejestr Statkow	2				
Registro Internacional Navale (RINAVE Portuguesa) SARL	5				

## 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 7 – Performance of Flag States (2013)

Flag States	Inspections	Deficiencies	Number of Inspections with Deficiencies	Percentage of Inspection with Deficiencies	Detention	Detention Rate	Percentage of Total Detentions
Antigua and Barbuda	86	88	25	29.07	2	2.33	11.11
Bahamas	78	251	39	50.00	3	3.85	16.66
Barbados	4	11	1	25.00			
Belgium	3						
Belize	1						
Bermuda, UK	14	16	9	64.29			
Bolivia	2	8	2	100.00			
Brazil	2	26	2	100.00			
Cayman Islands, UK	4	5	2	50.00			
Chile	1						
China, People's Rep. of	5	8	2	40.00			
Curaçao	1						
Cyprus	43	32	8	18.60			
Denmark	11	3	2	18.18			
Finland	4	29	4	100.00			
France	7	27	5	71.43			
Germany	6		1	16.67			
Gibraltar, UK	6	5	2	33.33			
Greece	32	76	18	56.25			
Guyana	1	3	1	100.00			
Honduras	2	11	1	50.00			
Hong Kong, China	30	9	3	10.00	1	3.33	5.55
Iceland	1						
India	1	4	1	100.00			

Ireland	1						
Israel	2						
Italy	15	48	5	33.33	1	6.67	5.55
Jamaica	2						
Korea, Democratic People's Rep.	1	17	1	100.00			
Korea, Republic of	1						
Liberia	121	96	36	29.75			
Lithuania	1						
Luxemburg	3	3	1	33.33			
Malaysia	1	4	1	100.00			
Malta	41	59	19	46.34	1	2.44	5.55
Man, Isle of, UK	20	16	6	30.00			
Marshall Islands, Rep. of	66	120	26	39.39			
Netherlands, the	29	6	2	6.90			
Norway	9						
Panama	183	270	55	30.05	5	2.73	27.78
Philippines	1	8	1	100.00			
Portugal	6	8	1	16.67			
Saint Vincent and the Grenadines	32	172	19	59.38	2	6.25	11.11
Sierra Leone	1	16	1	100.00	1	100.00	5.55
Singapore	33	18	8	24.24			
Sri Lanka	1	5	1	100.00			
St. Kitts and Nevis	9	115	6	66.67			
Switzerland	6	2	2	33.33	1	16.67	5.55
Tanzania, United Rep. of	1	60	1	100.00	1	100.00	5.55
Thailand	1						
Togo	3	25	3	100.00			
Turkey	8						
Tuvalu	1						
United Kingdom (UK)	20	14	5	25.00			
United States of America	14						
Vanuatu	9	5	2	22.22			
Venezuela	7	47	6	85.71			
<b>Total</b>	<b>994</b>	<b>1746</b>	<b>336</b>	<b>33.80</b>	<b>18</b>	<b>1.81</b>	

Panama had 28% of the detentions within the region with 5 out of the total of 18. It is to be noted however that Panama also had the highest number of vessels trading within the CMOU region. However, based off of detention rates, Sierra Leone and the United Republic of Tanzania had the worst performance with each having its only vessel that has been inspected within the region being detained. This was followed by Switzerland at 16.67% or 1 out of the 6 vessels inspected.

### Ranking of Flag State Performance

The CPSCC 18 meeting approved the ranking of Flags based off of their detention rate. The CMOU has used a methodology similar to what is used in other MOUs. This methodology examines the average detention rate for the last three years (2011 – 2013). Flags with a detention rate that is two times higher than the average are given a poor performance. Those who are on average are given a neutral rating and those who are below the average rate are ranked as high performance. Flags that have no detentions for the three year period are also given a high performance. This information is being used by the PSCOs of the region in the CMOU approved targeting matrix.

Table 8 – Performance of Flag States (2011 – 2013)

FLAG	Inspections	Detentions	Detention Rate Above Average (2 x 2.54%)	Detention Rate On Average (2 x 2.54% - 2.54%)	Detention Rate Below Average (<2.54%)
Cook Islands	2	2	100.00		
Colombia	1	1	100.00		
Dominica	1	1	100.00		
Sao Tomé and Príncipe	1	1	100.00		
Sierra Leone	1	1	100.00		
Tanzania, United Rep. of	1	1	100.00		
Curaçao	6	1	16.67		
Switzerland	6	1	16.67		
Venezuela	21	3	14.29		
Saint Vincent and the Grenadines	86	10	11.63		
Barbados	10	1	10.00		
Italy	36	2	5.56		
Panama	424	17		4.01	
Bahamas	157	4		2.55	
Antigua and Barbuda	178	4			2.25
Hong Kong, China	63	1			1.59
Netherlands, The	63	1			1.59
Liberia	277	3			1.08
Cyprus	94	1			1.06
Malta	105	1			0.95
Belgium	7	0			
Belize	10	0			
Bermuda	33	0			
Bolivia	2	0			
Brazil	2	0			
Cayman Islands	8	0			
Chile	1	0			
China, People's Rep. of	15	0			
Comores	1	0			
Denmark	25	0			
Finland	4	0			
France	14	0			
Germany	35	0			
Gibraltar	15	0			
Greece	79	0			



Guyana	1	0			
Honduras	2	0			
Iceland	1	0			
India	1	0			
Ireland	3	0			
Israel	5	0			
Jamaica	11	0			
Japan	1	0			
Korea, Democratic People's Rep.	2	0			
Korea, Republic of	1	0			
Lithuania	5	0			
Luxemburg	6	0			
Malaysia	2	0			
Man, Isle of	37	0			
Marshall Islands, Rep. of	140	0			
Mexico	1	0			
Norway	14	0			
Philippines	3	0			
Portugal	10	0			
Singapore	69	0			
Spain	1	0			
Sri Lanka	1	0			
St. Kitts / Nevis	21	0			
Taiwan	1	0			
Thailand	1	0			
Togo	3	0			
Turkey	11	0			
Tuvalu	4	0			
United Arab Emirates (UAE)	1	0			
United Kingdom (UK)	40	0			
United States of America	38	0			
Vanuatu	22	0			
Vietnam	1	0			

### Inspections, Deficiencies and Detentions per Vessel Type

Table 7 below illustrates the deficiencies recorded as per ship type. In 2013, the CMOU saw 33.8% of all vessels inspected having deficiencies. As can be seen, out of the 1746 deficiencies recorded, Oil Tankers had the highest deficiency percentage as 58.49% of all inspections were found with deficiencies. This was followed by Refrigerated Cargo with 44.71%.

General Dry Cargo Vessels accounted for the most detentions for the period with 6 out of the total of 18 or 33.33%. This category of vessel also had the highest number of detentions in 2012. With respect to detention rates, General Dry Cargo Ships had the highest rate with 3.82% of vessels inspected being detained.

Table 9 – Inspections, Deficiencies and Detentions by Ship Type

Ship Type	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Percent of Inspections with Deficiencies	Number of Detentions	Detention Rate	Percentage of Total Detentions
Bulk Carriers	143	25	89	17.48	2	1.4	11.11
Chemical Tanker	70	28	99	40	1	1.43	5.56
Container Ships	187	22	42	11.76			-
Gas Carriers	25	3	10	12			-
General Dry Cargo	157	58	394	36.94	6	3.82	33.33
Oil Tanker	159	93	431	58.49	3	1.89	16.67
Passenger Ships	149	63	467	42.28	4	2.68	22.22
Refrigerated Cargo	85	38	153	44.71			-
Other <sup>5</sup>	19	6	61	31.58	2	10.53	11.11
<b>Total</b>	<b>994</b>	<b>336</b>	<b>1746</b>	<b>33.80</b>	<b>18</b>	<b>1.81</b>	<b>-</b>

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

Figure 5 – Inspections by ship type

<sup>5</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

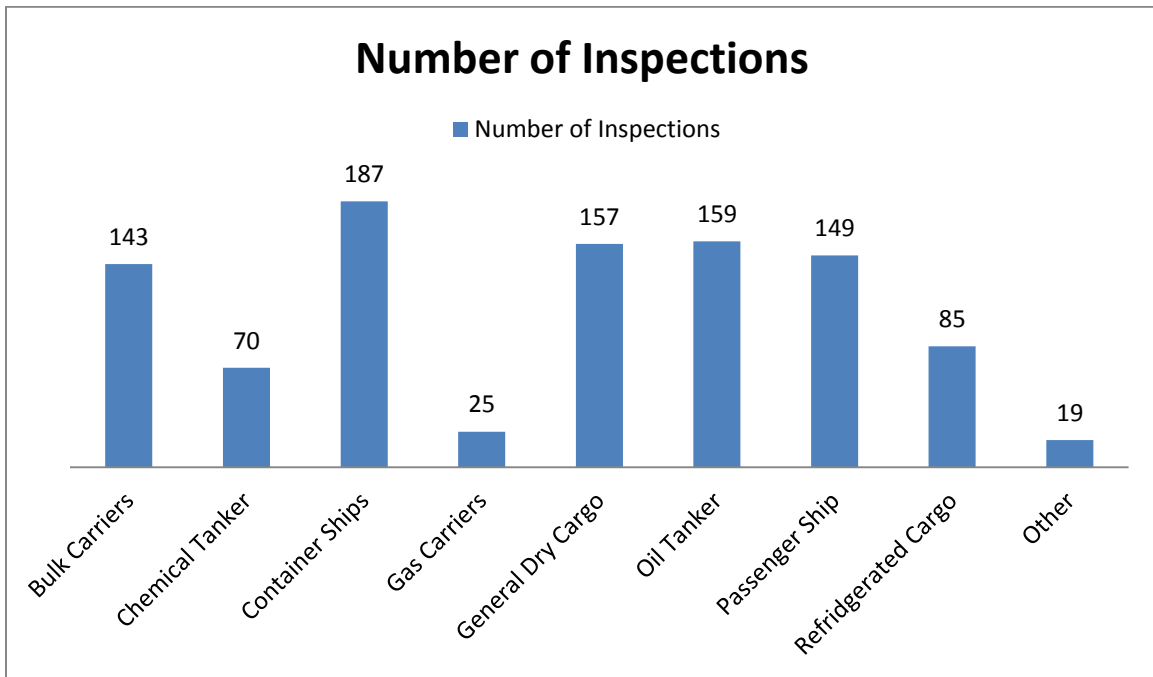
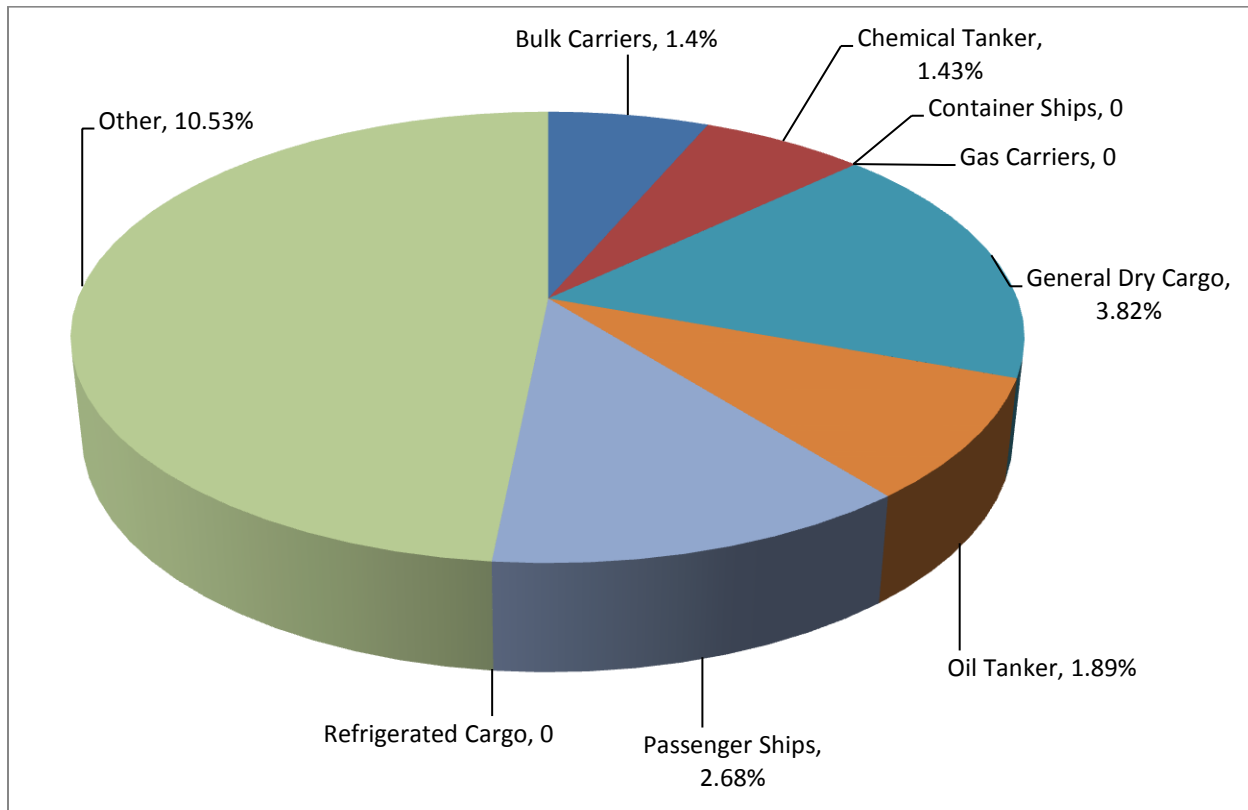


Figure 6 shows the Percentage of Detentions per Ship Type.

Figure 6 – Detention Rate per ship type



## Inspections on vessel under 500GT

In 2013, the CMOU started to compile data on the inspections of vessels under 500GT. As such, for the period under review, there were 26 inspections reported to the CMIC with two (2) detentions. The only Member States which submitted information in this regard were the Netherlands with 24 inspections and Suriname with 2. It is expected that with the new database system coming on-line in 2014, reporting on this category will be of a higher volume as the new system will now be able to include these inspections.

## Concentrated Inspection Campaign – MARPOL Annex I

Concentrated Inspection Campaign (CIC) on MARPOL Annex I regulation 14 arrangements on board ships was held from September 1 – November 30, 2013. This campaign involved nine (9) member States and one (1) associate member State of the Caribbean MOU. The CIC was designed to investigate the operability of the oil filtering equipment (OFE) systems and to find out whether sludge has discharged into port reception facilities, burnt in an incinerator or in an auxiliary boiler suitable for burning oil residues, mixed with fuel or other alternative arrangements.

The campaign targeted compliance with the vital points of the requirements of Annex I (Regulations for the Prevention of Pollution by Oil) of the International Convention for the Prevention of Pollution from Ships (MARPOL) to an acceptable level. 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.

Preliminary results from this inaugural CIC carried out in the CMOU region indicated that when looking at the objective of the CIC, that is to verify that the Oily Water Separator and Discharge Monitoring systems are installed on board ships in accordance with MARPOL Annex I, 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 no detentions recorded.

During the course of the campaign, 250 port State control inspections were carried out on individual vessels. Of these PSC inspections, 182 vessels were inspected for the CIC and no vessels were detained. The questionnaire submission rate was good with 73% or 7 out of 10 inspections were accompanied with the CIC questionnaire. In addition, a total of thirty-three (33) deficiencies were recorded as a direct result of this campaign. As per the procedure of the CIC, each individual vessel only had one CIC performed for the period. Table 1 below outlines the questions that were posed in the CIC Questionnaire and the associated results.

**Table 1**

No.	Question	YES		NO		N/A		N/I		Total
		No.	%	No.	%	No.	%	No.	%	
1	Does the vessel have an Oil Filtering Equipment (OFE/OWS) on board	167	91.8	4	2.2	1	0.5	0	0.0	182

2	Does the vessel's OFE/OWS system have an alarm and an automatic stopping device?	166	91.2	1	0.5	5	2.7	1	0.5	182
3	Is the OFE/OWS equipment type approved according to the IOPP certificate?	176	96.7	0	0.0	6	3.3	0	0.0	182
4	Is the 15 ppm alarm correctly adjusted and operable?	163	89.6	7	3.8	8	4.4	4	2.2	182
5	Is the 3-way-valve or stopping device functioning?	164	90.1	5	2.7	11	6.0	3	1.6	182
6	Is the OFE/OWS-system free of illegal by-passes?	178	97.8	1	0.5	3	1.6	0	0.0	182
7	Has the incinerator suitable for burning oil residues been marked in the IOPP certificate?	116	63.7	18	9.9	48	26.4	2	1.1	182
8	Has the auxiliary boiler suitable for burning oil residues been marked in the IOPP certificate?	28	15.4	33	18.1	120	65.9	1	0.5	182
9	Are the sludge tanks free of illegal direct connections overboard?	177	97.3	2	1.1	1	0.5	2	1.1	182
10	Has the sludge pipeline a standard discharge connection to enable pipes of reception facilities?	180	98.9	1	0.5	0	0.0	1	0.5	182
11	Is there evidence that sludge and/or bilge water has been discharged into port reception facilities or if sludge has not been discharged into port reception facilities, has the incinerator or the auxiliary boiler been used for burning sludge on board?	88	48.4	29	15.9	64	35.2	1	0.5	182
12	Is the remaining sludge and/or bilge water tank capacity sufficient for the intended voyage?	176	96.7	3	1.6	2	1.1	1	0.5	182

From the results above, it can be seen that the question which resulted in the most unfavourable results was Question 8 which asked whether the auxiliary boiler suitable for burning oil residues been marked in

the IOPP certificate. The results indicated that 65.9% of vessels inspected under the CIC answered ‘n/a’ for this question.

When examining the breakdown of ships inspected by ship type, the largest groups of ships inspected during the campaign period were oil tankers with 58 inspections (31.9%) followed by container ships with 30 inspections (16.5%). Of the 182 vessels inspected, thirty-one (31) vessels were found with deficiencies. Of these 31 vessels, Oil Tankers had the highest percentage at 21% of total deficiencies.

**Table 2** - Inspections by Ship Type

Ship Type	Inspections	% of Total	Deficiencies
Bulk Carrier	19	10.4	6
Chemical Tanker	8	4.4	3
Container	30	16.5	3
Gas Tanker	3	1.6	0
General Dry Cargo	26	14.3	4
Oil Tanker	58	31.9	7
Other Cargo	6	3.3	3
Passenger Ship	16	8.8	0
Refrigerated Carrier	6	3.3	3
Ro-Ro	3	1.6	3
Tug	5	2.7	0
Vehicle Carrier	2	1.1	1
<b>Total</b>	<b>182</b>		<b>33</b>

With respect to the ship’s flag, there were a total of 182 vessels from 30 flag administrations inspected during the campaign. Panama had the highest number of vessels inspected at 17% followed by Liberia at 13.2%. In addition, Panama had the highest amount of deficiencies identified with 22%. This information is highlighted in Table 3 below.

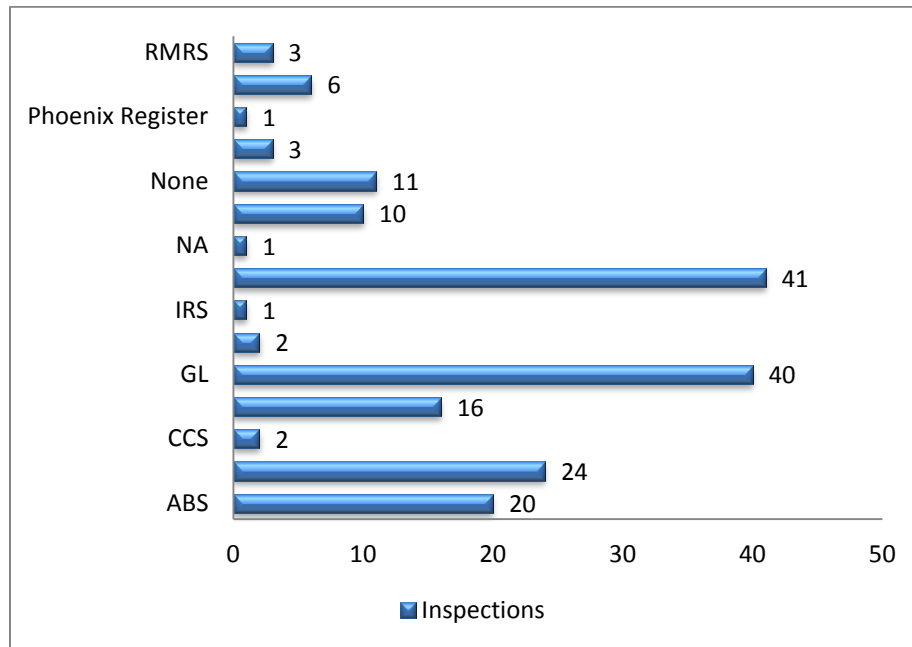
**Table 3** – Results by Ship Flag

Flag	Amount	% of Total	Deficiencies	% of Deficiencies
Antigua & Barbuda	16	8.8	6	18.1
Bahamas	13	7.1	1	3.2
Barbados	1	0.5	1	3.2
Bermuda, UK	4	2.2		
Bolivia	1	0.5		
Cayman Islands	3	1.6	2	6.4
Cyprus	10	5.5		
Denmark	1	0.5		
France	3	1.6	3	9.6
Greece	8	4.4	1	3.2

Hong Kong, China	4	2.2		
Isle of Man, UK	4	2.2		
Italy	3	1.6		
Jamaica	1	0.5		
Liberia	24	13.2		
Malta	9	4.9	5	16.1
Marshall Islands	15	8.2	2	6.4
Netherlands, The	4	2.2		
Norway	1	0.5		
Panama	31	17.0	8	24.2
Philippines	1	0.5		
Portugal	2	1.1		
Saint Kitts and Nevis	2	1.1	1	3.2
Saint Vincent & the Grenadines	5	2.7	1	3.2
Sierra Leone	1	0.5	1	3.2
Singapore	7	3.8	1	3.2
United Kingdom	5	2.7		
Vanuatu	1	0.5		
Venezuela	1	0.5		
Vietnam	1	0.5		
<b>Total</b>	<b>182</b>		<b>33</b>	

Data with respect to the results of the CIC in accordance with the ship's recognised organisation (RO) was also compiled. The total of 182 vessels inspected during the campaign was from 15 different ROs. The results show that 41 or 23% of the vessels inspected under the CIC had Lloyd's Register as their recognised organisation. This is closely followed by Germanischer Lloyd at 40 or 22% of the vessels inspected. Figure 1 below outlines the results by RO.

Figure1 – Results by RO



It was positive to see that there were no major deficiencies identified and no detentions recorded. It is to be noted however that one ship inspected did have major non-conformities and many detainable deficiencies. The vessel however could not be detained under the CIC as the inspecting Member State did not have the requisite MARPOL legislation. The vessel however was detained under other environmental legislation of the State. This therefore illustrates the need to ensure that the relevant IMO conventions are ensconced in the national legislation of the States.



## Activities and Achievements for 2013

The Technical Standing Work Group met from **February 6 – 7, 2013** in Freeport, Bahamas to review the assignments referred to them from the 17th Meeting of the Caribbean Port State Control Committee (CPSCC). These tasks included the PSC Manual Review; development of the CMOU CIC Policy/Procedure; the development of Performance of Company in CMOU Statistics; Further Development of the CMIC Database; Review of the Draft Appeal Procedure, the Targeting Matrix (Vessels over 500gt); the review of the Relevant Instruments; the Development of a Targeting Matrix for vessels under 500gt; the Review of Banning Procedure; and the Development of the CMOU Rating System.



The Secretariat of the CMOU participated in the International Maritime Organisation's Regional Workshop for Senior Administrators which was held in Montego Bay, Jamaica from **February 19 - 20, 2013**.

The workshop was designed to provide Caribbean maritime administrators with the latest information on current and future developments at the IMO and to facilitate the exchange of information between Caribbean administrations. The workshop also facilitated the development of a prioritized list for technical assistance to the region in the 2013-2014 biennium. The CMOU made a presentation at the Workshop providing an update on its activities, the recent amendments to the MOU, the technical developments and other matters which were approved at the CPSCC 17



Meeting.

In addition, the Secretariat of the CMOU attended the International Maritime Organisation's High Level Symposium (HLS) for Ministers with responsibility for Maritime Transport which was held in Montego Bay, Jamaica on **February 22, 2013**. The HLS was designed to provide the Ministers with a platform to analyse the developmental needs of the Caribbean Maritime Administrations. The CMOU made a presentation which included the history of port State control, the history of the CMOU and more importantly the need to have the relevant instruments of the CMOU enshrined in national legislation.

The Secretary General attended the 21<sup>st</sup> Meeting of the FSI subcommittee which was held at the IMO Headquarters in London from **March 4 - 8, 2013**. 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 all regional MOUs/Agreements and the US Coast Guard. During this meeting, the CMOU Annual Report for 2011 was presented to the Members. The FSI 21 meeting included lengthy discussions on matters relevant

to port State control with specific emphasis placed on the harmonization of PSC activities. A report of the 6<sup>th</sup> IMO Workshop for MOU Secretary Generals and Database Managers was also presented. Information was also presented by the IMO Secretariat outlining a list of new requirements which were adopted since the last session.

The 5<sup>th</sup> Annual PSC Seminar was hosted by the Government of Belize, through the Belize Port Authority from **April 16 - 18, 2013** in Belize City, Belize. The Seminar was attended by twenty-one (21) port State control officers from thirteen (13) member States and one (1) observer State. At this meeting the Secretary General presented an overview of the CMOU's activities along with the statistics in respect of inspections, deficiencies and detentions within the regime for 2012. The areas that were discussed during the Seminar included the Review of the new CMOU Technical Manual; training on the CMOU Targeting Matrix; Case Studies of actual inspections based on the Manual; and Training on the Concentrated Inspection Campaign on MARPOL Annex I. As a part of the continued development of the PSCOs, the participants were able to inspect a Cruise Ship and a Container Ship.



The Secretary General and the Chairman of the TSWG participated in a Fact Finding Mission to Martinique from **June 11 - 13, 2013**, with respect to France's application for Membership to the CMOU. The mission involved meetings with the Centre de Securite des Navires as well as the viewing of an actual inspection. In addition, the party was able to view the Search and Rescue Centre in Martinique and the dry-dock facilities. The FFM was a success with the report submitted to the CPSCC 18 for approval.

The Secretary General attended the 46<sup>th</sup> Committee meeting of the Paris MOU held from **May 20 - 24, 2013** in Valletta, Malta. The annual statistics and activities of the CMOU for 2012 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.



The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its 18<sup>th</sup> Committee meeting in Havana, Cuba from the **July 23 - 25, 2013**. During this meeting, the Committee approved amendments to the MOU with respect to the relevant instruments and the approval of France as an Associate Membership to the CMOU.

The meeting also approved the movement of the CMIC database to the Med MOU; a revised CMOU



Manual which will be kept in a digitized format; Concentrated Inspection Campaign (CIC) policy/procedures; the methodology for the determination of Company Performance; the revised Targeting Matrix for vessels over 500GT; the proposed policy/procedures of the inspection of vessels under 500GT; the methodology for the development of a Flag Rating List; and the implementation of a Concentrated Inspection Campaign on MARPOL Annex V for 2014.

In addition, the revised agreements with EQUASIS and Lloyd's List Intelligence were presented to and approved by the CPSCC.

The Chairman and the Secretary General visited Haiti from **September 9 – 10, 2013** to make a presentation to the Maritime Authority of Haiti (SEMANAH) on the benefits of becoming a member of the CMOU. The presentation was made to the senior members/directors of SEMANAH. The CMOU looks forward to continuing to work with Haiti as it prepares to become a member of the CMOU.



The Chairman attended the Meso-American Caribbean Sea Hydrographic Commission (MACHC) Annual Meeting held in Sint Maarten from **December 9 – 13, 2013** where he made a presentation on the synergies existing between the CMOU and the MACHC. The Chairman also used this opportunity to meet with the Sint Maarten Department of Maritime Affairs to discuss the possible membership to the CMOU.

### **Collaboration with other Organisations**

Mr. James Greene of the St. Kitts and Nevis Department of Maritime Affairs attended the Expert Training Course on Safety and Environment for port State control Officers, held in the Hague, Netherlands from **March 4 – 8, 2013** and organized by the Paris MoU. Funding for the attendance at this course was provided by the IMO.

Mr. Marcus Blake of the Maritime Authority of Jamaica attended the Expert Mission training course on port State control in Guayaquil, Ecuador, from **11 to 22 March 2013** jointly organized by the Viña del Mar Agreement and the Tokyo MOU on port State Control in co-operation with the IMO.

Mr. Michael Jenkins of the Belize Port Authority attended Tokyo MoU third general training course for port State control officers (PSCOs), Yokohama, Japan, from **26 August 2013 to 20 September 2013**. This course was hosted by the Tokyo MOU in conjunction with 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 - 2014**

*First Quarter* – The first quarter of the year should include basic PSC Training for the Secretary General of the CMOU Secretariat from **February 3 – 7, 2014** in Bonaire. This has been facilitated by the Netherlands

Shipping Inspectorate. The inter-sessional meeting of the Technical Standing Working Group will be held in St. John's, Antigua and Barbuda from **March 3 - 4, 2014**. The CMOU has also agreed to host a one-day meeting on **March 5, 2014** in conjunction with the IMO to discuss the CMOU SCV Code and the IMO GlobalRegs. 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. Training for the Database Manager on the new Caribbean Maritime Information System (CMIS) is to be held from **March 25 – 27, 2014** in Casablanca, Morocco.

*Second Quarter* – The second quarter will involve holding of the 6<sup>th</sup> PSC Seminar in Willemstad, Curaçao from **April 7 - 11, 2014** in conjunction with the Netherlands Shipping Inspectorate and the Maritime Authority of Curaçao. PSC Training on the new CMIS system for PSCOs of the region is scheduled for **May 14, 2014** in Suriname. The Secretary General is scheduled to attend the 47<sup>th</sup> meeting of the Paris MOU in Lithuania from **May 19 - 23, 2014**. In addition, the 19<sup>th</sup> Meeting of the CPSCC is to be held in Montego Bay, Jamaica from **June 23 – 26, 2014**.

*Third Quarter* – The activities for the third quarter is expected to include the IMO's III sub-committee meeting from **July 14 – 18, 2014**. It is anticipated that the CMOU will be sending a representative to the Tokyo MOU's basic training course scheduled for **August/September 2014**.

*Fourth Quarter* – It is possible to have any Fact Finding Missions during the fourth quarter of 2014.

### **CMIC – Future Development**

Approval was granted at the CPSCC 19 meeting for a new database to be purchased from the Med MOU. At the end of 2013, the procedure for implementing this new database, the Caribbean Maritime Information System (CMIS) for the CMOU had begun. The main reason for the movement of the database was that the current system does not adequately provide all the needs of the CMOU. The system has also experience various bottlenecks and deficiencies which have been discussed with the current provider.

With the new system, the CMOU will be able to:

- Produce detention reports;
- Have codes updated to be in line with other regional MOUs;
- Enter inspections of small vessels under the SCV and CCSS codes;
- Provide GISIS/IMO with information;
- Data exchange with other organizations (Equasis, LLI)

The system and data, as well as the hardware will be located in Suriname.

### **Training**

Training will be provided during 2014 following the completion of the training of the Database Manager in March of 2014. The training of the DBM will be held at the offices of the Med MOU.

## CMOU FOCAL POINTS

### Member and Associate Member States

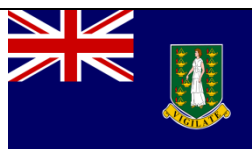
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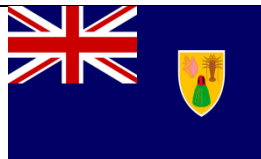
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