



# Caribbean Memorandum of Understanding on Port State Control



## ANNUAL REPORT 2021





ANNUAL  
REPORT  
2021

# Caribbean Memorandum of Understanding on Port State Control







# TABLE OF CONTENTS



ANNUAL  
REPORT  
2021

SUBJECT/TITLE ETC.	PAGE NO.	
	FROM	TO
Our Mission	3	3
Main Objective	3	3
Welcome:		
• Chairman's Log;	4	4
• The Secretary's Notes.	5	5
1. <b>INTRODUCTION:</b>		
• General;	6	6
• The CMOU;	7	7
• The Secretariat.	8	9
2. <b>MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS</b>		
• Members and Working Groups and Related Activities;	11	11
• Observer States;	12	12
• Observer Organisations.	12	12
3. <b>CARIBBEAN MARITIME INFORMATION CENTRE</b>		
• Overview;	13	13
• New Database.	13	13
4. <b>PORT STATE CONTROL ACTIVITIES</b>		
• General Overview;	14	14
• Inspections by CMOU Member States;	14	17
• Deficiencies;	18	18
• Deficiencies by Category;	20	21
• Pictures of some typical Deficiencies identified;	21	22
• Detentions;	23	23
• Inspections, Deficiencies and Detentions per Recognised Organizations;	24	25
• Inspections Deficiencies and Detentions per Flag State;	25	26
• Inspections Deficiencies and Detentions per Ship Type;	27	28
• Inspection of vessels without IMO Numbers;	29	30
5. <b>ACTIVITIES AND ACHIEVEMENTS FOR 2021</b>		
• Secretariat;	31	33
• Collaboration with other Organisations;	33	33
6. <b>CMOU FOCAL POINTS</b>	34	38



## OUR MISSION

*Eliminate the  
Operation of  
Substandard  
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.*





ANNUAL  
REPORT  
2021

# CHAIRMAN'S LOG



**Mr. Michel Amafo**

**2021** was a year of slow recovery for the Member States of the CMOU with many starting the process of reopening their borders due to a strong programme of vaccination within the countries. The hardships of the pandemic still linger and Administrations have had to reassess, adapt and become nimble in the ever changing situation. I must however state how proud it was to see the resilience of staff in their ability to continue to carry out their duties in very uncomfortable situations. I must also thank all of the Caribbean Maritime Administrations for their continued dedication to ensure that the safety of its officers and for shipping was on the forefront of their activities for the year.

In 2021, I was re-elected as Chairman along with the Vice Chairman, Mr Joel Walton of the Cayman Islands to serve another term of three years. It remains a profound honour to continue to lead this Organisation that is comprised of some of the most hard-working individuals in the Caribbean Maritime Sector. It is also a great pleasure to present the Annual Report for 2021 on the Caribbean Memorandum of Understanding on Port State Control (CMOU). I would like to thank the Member States, Associate Member State and Observers who continue to support the CMOU.

During 2021, the Caribbean States, along with the rest of the world, continued to face the problems posed by the COVID-19 pandemic. Our overall inspections started to increase over 2020, as were the inspections of the other Regional MOUs. Because the safety of our PSCOs was paramount, inspections still are not at optimum rates in some states and are starting to be resumed in others due to restrictions imposed by the health authorities in those states. The CMOU was however able to convene its annual meeting virtually and with a shortened agenda for the second year in a row. Although no new Member States have been approved, we are continuing to reach out to the remaining Observer States to encourage them to join the CMOU and gain access to the benefits that come with membership.

At the CMOU, we keep our mandate of eradicating sub-standard shipping from our environmentally sensitive seas at the forefront of our minds because our region's economic viability is dependent on our seas. This period has demonstrated

the need of being able to continue the CMOU's work through inter-sessional work and communication. This focus, which began many years ago, was the basis that helped us ensure that the appropriate guidance was established during the epidemic with the help of the IMO and other regional MOUs. My gratitude goes out to the Chairpersons of the two Standing Working Groups (Technical and Finance), who kept the CMOU's work moving forward despite the challenging and restrictive circumstances.

As we approach the end of the year 2021, my gratitude is extended to our Member States, Observer States, and Observer Organizations, such as the other Memorandum of Understandings/Agreements (MOUs) on Port State Control, the International Maritime Organisation (IMO), and the United States Coast Guard (USCG), among others, who have continued to provide assistance and guidance when required. As we move forward into 2022, I must emphasize that ratification of the necessary IMO instruments, passage of these instruments into national legislation, and participation in IMO meetings and sub-committee meetings remain some of our Member States' main concerns. As a result, I advise our members to prioritize these issues so that they can be addressed during our meeting. I also ask our Member States to work hard to put in place the best regulations and practices necessary to ensure that substandard shipping is eliminated from our region.

Michel Amafo  
**Chairman**





ANNUAL  
REPORT  
2021

# THE SECRETARY GENERAL'S NOTES



**Mrs. Jodi Munn-Barrow**

responsibility to protect those who travel through our environmentally sensitive seas.

This pandemic also highlighted the importance of harmonisation among the regional MOUs. The level of cooperation that has been established over the years bore fruit this year with all of the MOUs working together in an effort to continue to inspect vessels but to create a safe platform for our officers. This of course was also in collaboration with the IMO whereby virtual meetings were held in an effort to revise PSC inspection guidelines for use in the field under strict COVID-19 protocols. This constant collaboration only helps to emphasize the IMO's theme of harmonization among the MOUs in our constant effort of fulfilling our mandates and missions.

This Annual Report will cover the port State control activities for 2021 and will include a break-down of the inspections done by the Members States for the period inclusive of

RO performance. The report will also highlight the main activities of the Secretariat and the achievements of the CMOU.

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**

The period ended 2021, concluded my fourteenth year at the Caribbean Memorandum of Understanding on Port State Control (CMOU) as Secretary General which has been an honour. The developments at the MOU over these 14 years has been immense. 2021 started as a year of recovery and we were happy to see that Member States were slowly opening up and beginning to conduct port State control inspections. The CMOU continues to work with all of our Member and Observer States as we tackle the continued onslaught brought on by global warming but however still being mindful of our







# INTRODUCTION

The CMOU on port State control moves into its 27<sup>th</sup> year of existence and has evolved primarily through the maturity of its Member States as port States with increased activities as main and hub-ports and the increase in Membership with almost all Caribbean States coming on board as Members. The CMOU also hopes that the remaining States will put together the necessary infrastructure in place to come on board.

Throughout that time the region has strived to be an active player in the shipping industry. This year a number of our Members were elected to International Maritime Organization (IMO) committees: the Director General of the Maritime Authority of Jamaica, Rear Admiral Peter Brady, was re-elected as one of Governors of the Board of the World Maritime University (WMU) and appointed as Vice Chancellor of the WMU as well as to the Mrs. Claudia Grant, Deputy Director General who was re-elected to chair the III7 meeting for 2021 and the III8 Meeting for 2022. Congratulations is also extended to Antigua and Barbuda whose Director General, Amb. Dwight Gardiner was elected as one of Governors of the Board of the World Maritime University (WMU) and to the Bahamas whose acting Managing Director and CEO, Capt. Dwain Hutchinson, was appointed to the Executive Board of the World Maritime University. In addition, the CMOU now boasts four (4) Member States as Members of the IMO's Council with the Kingdom of the Netherlands, France, the Bahamas and Jamaica being re-elected at the IMO Assembly held in 2021.

In 2021, as the region started to slowly recover from the COVID-19 pandemic, several initiatives which were discussed previously have been finalized and/or enacted over the year. The 2021 CPSCC Meeting was held virtually and although positive discussions were held with our Member States, the CMOU did not welcome any new Members in the period of review. Discussions will continue with Haiti, the Commonwealth of Dominica and the Turks and Caicos 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.

The Virtual Committee Meeting also approved the revised Gap Analysis Form for technical assistance, Policy with respect to the award of a Maritime Prize and the revised targeting matrix among others.



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 twenty (20) Member States and two Associate Member States and are in discussions with other States who have informally advised the Secretariat of their interest in becoming Members.

The activities of the CMOU are guided by the principles outlined in the Memorandum. The main thrust is to secure compliance of ships with international conventions and standards with respect to:

- Safety of life at sea;
- Marine pollution prevention;
- Working and living conditions on board ships; and
- Seafarer Certification and Qualifications.

The Member States are committed to inspecting 15% of international ships calling at their ports. Additionally, the nature of the region is such that there are many non-

convention sized vessels in operation for which was developed the Caribbean Cargo Ship Safety (CCSS) Code and the Code for Safety of Small Commercial Vessels (SCV).

Vide Article 6.1 of the Memorandum, a Committee composed of representatives of each of the Members defined in Annex 5 of the Memorandum, is established as an executive body. The current Committee is headed by a Chairman, Mr Michel Amafo of Suriname and a Vice Chairman, Mr. A. Joel Walton of the Cayman Islands who were both re-elected to these positions in 2021. The Committee meets once a year in one of the Member States. Elections take place every three (3) years.

Subject to Section 6.2 of the Memorandum, an observer from the IMO, the ILO and the Caribbean Community (CARICOM) Secretariat is invited to participate without vote in the work of the Committee. Subject to the provisions of Annex 6 Sections 4 and 5 of

the Memorandum, any other organization or authority, which the Committee may deem appropriate, is also accorded the status of observer without a vote. Subject to the provisions of Annex 6, Sections 4 and 5 of the Memorandum, any other organization or authority, which the Committee may deem appropriate, is also accorded the status of observer without a vote. Meetings are therefore attended by Members as well as Observer States and affiliated organizations, namely the IMO, the ILO, the other regional MOUs, the USCG and other non-governmental bodies. This however does not preclude others from attending as invitations are extended to other bodies.



Bopec Oil Terminal, Bonaire





# THE SECRETARIAT

**T**he Secretariat is the planning and administrative arm of the CMOU. As dictated by the MoU it is located in a Member State but acts independently of any individual administration. The CMOU therefore has a host State Agreement in this regard which was formally signed with the Government of Jamaica in 2013. The Secretariat has been located in Kingston, Jamaica from 2002 after being originally located in Barbados.

The main objective of the Secretariat is to conduct the day-to-day administrative activities of the CMOU. It provides a liaison point and so facilitates the exchange of information among the Members, Observers, the IMO, other PSC regimes and affiliated organizations. It is responsible for

the organization of all meetings and workshops/seminars of the CMOU and the Secretary General is mandated to represent the CMOU at various meetings throughout the year.

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



Kingston Harbour, Jamaica



**Ms. Dionne Thaxter**  
Administrator



**Mrs. Cutie Buckley**  
Accountant



**Mr. Raul Ousley**  
Database Manager





ANNUAL  
REPORT  
2021

# CMOU

## ORGANISATION CHART

The activities of the Secretariat are approved and fully funded by contributions from the Member States. The annual budget and work programme for the Secretariat is submitted for approval at every annual meeting of the CMOU Committee after being reviewed by the Finance and Administration Standing Working Group (FASWG). In addition, the annual report which outlines the activities and inspection data for the previous year is also presented to the Committee for approval.

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Carnival Caribbean Port, St. Lucia





Martinique



Gouyave in Grenada



Kingston Wharves



Belize Port







# MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

## MEMBERS AND ASSOCIATE MEMBERS

**The twenty (20) Member States  
and two (2) Associate Member  
States of the CMOU are:**

**Antigua and Barbuda**

**Aruba**

**Anguilla<sup>1</sup>**

**The Bahamas**

**Barbados**

**Bermuda**

**Belize**

**The British Virgin Islands<sup>2</sup>**

**The Cayman Islands**

**Cuba**

**Curaçao**

**France**

**Grenada**

**Guyana**

**Jamaica**

**The Netherlands**

**St. Christopher and Nevis<sup>3</sup>**

**St. Lucia**

**St. Vincent and the Grenadines**

**Sint Maarten**

**Suriname**

**Trinidad and Tobago**

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

- 1) The Technical Standing Working Group (TSWG); and
- 2) The Finance and Administration Standing Working Group (FASWG).

Other *ad hoc* groups are formed as the need arises, as sub-groups within these major groups to ensure the timely completion of tasks.

The Members of the TSWG include Jamaica (Chairman), St. Kitts & Nevis, Suriname, the Bahamas, Antigua & Barbuda, Cuba, the Cayman Islands, the Netherlands, Trinidad &

Tobago, France and Aruba. During 2021, the TSWG continued to spearhead the revision of CCSS Code, investigating the issue of Non-CMOU/ Vina del Mar flag certifying vessels under the CCSS Code; development of Guidelines for MARPOL Annex VI Convention; revision of Guidelines for the BWM Convention; the Harmonisation of Inspections and the updating of the CMOU Technical Manual.

The Members of the FASWG are The Bahamas (Chairman), Antigua & Barbuda, Barbados, Grenada, Guyana, the Netherlands, Suriname and Trinidad & Tobago. The major tasks of the FASWG were the Revision of the MOU, the collection of the outstanding balances, the development of a Policy for Contributions and Grants among others.



St. Lucia Harbour

<sup>1</sup>Associate Member State since 2020

<sup>2</sup>Associate Member State since 2019

<sup>3</sup>St. Kitts & Nevis





## MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

### OBSERVER STATES

Dominica  
Haiti  
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),  
Tokyo MOU (TMOU),  
Indian Ocean MOU (IOMOU),  
Abuja MOU (AMOU),  
Vina del Mar Agreement,  
Mediterranean MOU (Med MOU)

The United States Coast Guard (USCG)

The Caribbean Community (CARICOM)

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.







ANNUAL  
REPORT  
2021

CMIC

## CARIBBEAN MARITIME INFORMATION CENTRE (CMIC)

### Caribbean Maritime Information Centre

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

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



Grand Cayman Port





# INSPECTIONS

## 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 2021. Furthermore, the report also includes the results of deficiencies and detentions carried out by Member Authorities during 2021.

### Inspections

The tables below show an overview of inspections carried out by Member States from 2005 to 2021. Over 2021, the CMOU Member States carried out a total of 316 inspections on ships registered under 37 flags, which is an increase of 23 or 7.85% over the previous year. As can be seen, The Netherlands carried out the most inspections with a total of 159, followed by Jamaica with 64. Of those Member States reporting inspections, Sint Maarten and St. Lucia had the lowest recorded inspections with 2. In addition, the zero inspections noted in the table are Members that did not report any inspections in the system.

**Table 1a: Port State Control Inspections 2005 – 2015 (By Member State)**

Member States	Inspections										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Anguilla	0	0	0	0	0	0	0	0	0	0	0
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
Bermuda	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Belize	n/a	n/a	n/a	n/a	15	29	15	38	32	22	40
British Virgin Islands	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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. Lucia	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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
Sint Maarten	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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
<b>Total</b>	<b>41</b>	<b>293</b>	<b>655</b>	<b>603</b>	<b>479</b>	<b>815</b>	<b>615</b>	<b>645</b>	<b>994</b>	<b>836</b>	<b>867</b>





## PORT STATE CONTROL INSPECTIONS (Cont'd)

**Table 1b: Port State Control Inspections 2016 – 2021 (By Member State)**

Member States	Inspections					
	2016	2017	2018	2019	2020	2021
Anguilla	0	0	0	0	0	0
Antigua and Barbuda	37	14	26	15	4	9
Aruba	1	0	1	0	0	0
Bahamas	34	34	30	38	12	9
Barbados	43	50	8	8	0	0
Bermuda	n/a	n/a	15	16	4	9
Belize	26	30	32	27	9	12
British Virgin Islands	n/a	n/a	n/a	12	1	9
Cayman Islands, UK	30	30	12	31	5	7
Cuba	35	53	0	41	15	0
Curaçao	69	79	25	6	4	0
France	47	34	35	40	7	3
Grenada	0	0	0	0	0	0
Guyana	0	1	9	2	0	0
Jamaica	102	97	100	126	88	64
Netherlands (BES Islands)	266	203	158	215	98	159
St. Kitts and Nevis	8	10	7	1	1	0
St. Lucia	0	0	3	12	2	2
St. Vincent & the Grenadines	0	7	5	10	11	21
Sint Maarten	n/a	n/a	n/a	3	0	2
Suriname	29	23	26	36	11	10
Trinidad and Tobago	129	104	143	143	21	0
<b>Total</b>	<b>859</b>	<b>769</b>	<b>635</b>	<b>782</b>	<b>293</b>	<b>316</b>

Unfortunately, the Member States of Anguilla, Aruba, Barbados, Cuba, Curaçao, Grenada, Guyana, St. Kitts & Nevis and Trinidad & Tobago have no inspections recorded at this time. Many of these States have not restarted their PSC Inspections as yet due to the ongoing COVID-19 pandemic. The CMOU continues to work with them to strengthen their PSC capabilities.





## PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2021.

Figure 1: Total Inspections 2005 – 2021

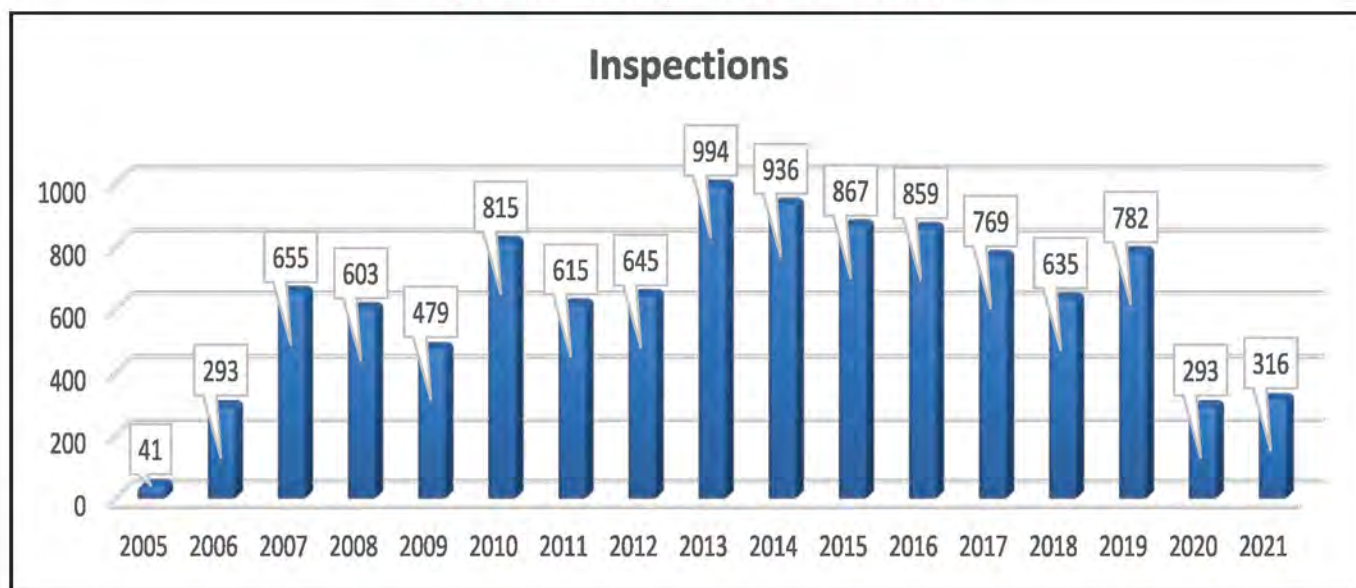
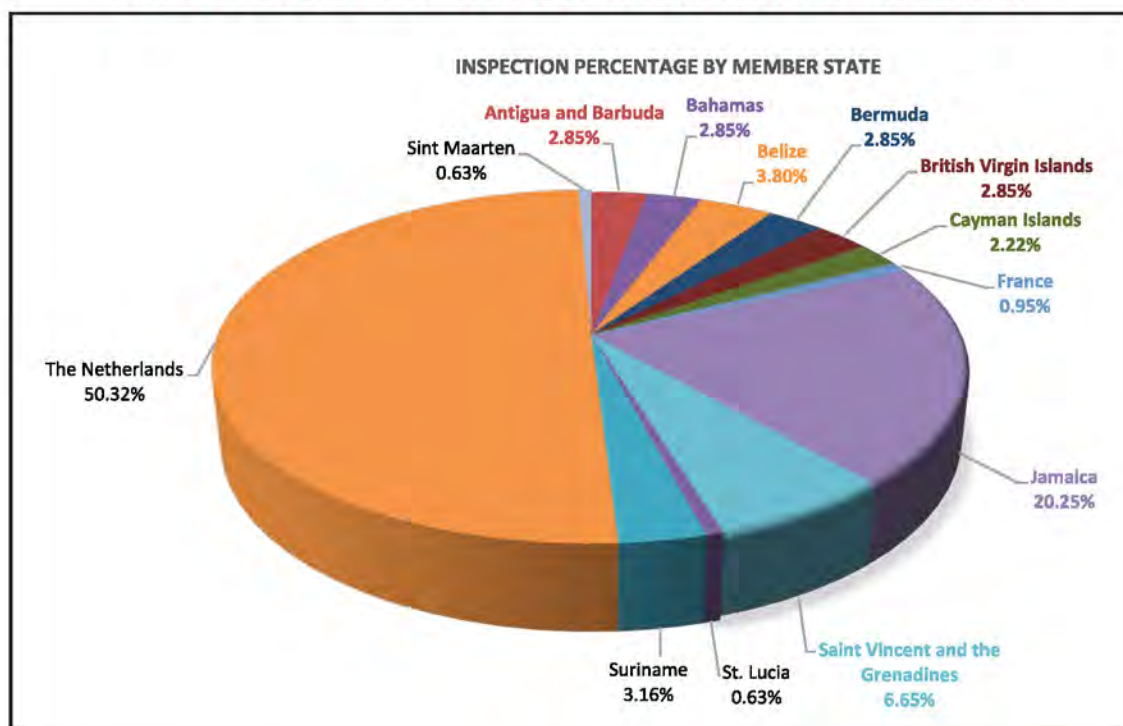


Figure 2 outlines the inspections carried out by Member States as a percentage of the total.

Figure 2: Port State Control Inspections (%) 2021 (By Member State)



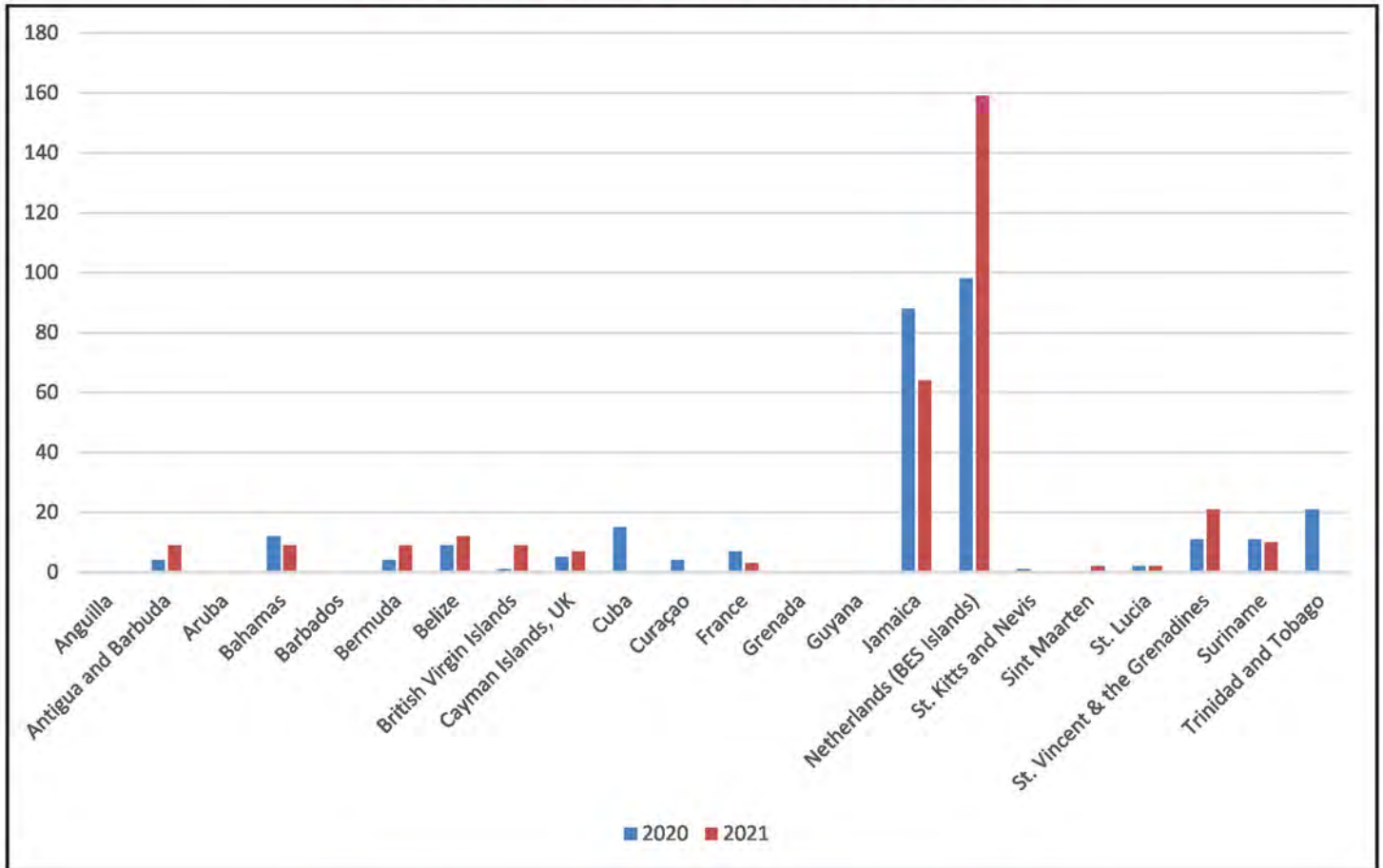




## PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 3 below shows the comparison of total inspections by Member States for 2020 and 2021.

**Figure 3 – Inspections by Member State (2020 vs 2021)**







## PORT STATE CONTROL INSPECTIONS (Cont'd)

### 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 2021, the number of deficiencies identified totalled 571 deficiencies whereas in 2020, a total of 492 deficiencies were recorded showing an increase of 16.06%.

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

**Table 2a – Deficiencies Recorded by Member State 2005-2015**

Member States	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
Bermuda	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
British Virgin Island	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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. Lucia	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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
Sint Maarten	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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
<b>Total</b>	<b>0</b>	<b>229</b>	<b>794</b>	<b>308</b>	<b>573</b>	<b>436</b>	<b>1193</b>	<b>1516</b>	<b>1746</b>	<b>1587</b>	<b>2047</b>





## PORT STATE CONTROL INSPECTIONS (Cont'd)

Table 2b – Deficiencies Recorded by Member State 2016-2021

Member States	Deficiencies					
	2016	2017	2018	2019	2020	2021
Anguilla	0	0	0	0	0	0
Aruba	7	0	2	0	0	0
Antigua and Barbuda	109	22	126	75	41	11
Bahamas	10	9	24	23	17	1
Barbados	5	17	0	0	0	0
Belize	6	7	11	13	2	6
Bermuda	n/a	n/a	29	18	2	4
British Virgin Island	n/a	n/a	n/a	9	2	37
Cayman Islands, UK	6	36	40	91	10	30
Cuba	8	27	0	7	1	0
Curaçao	113	105	81	26	5	0
France	149	68	99	173	58	6
Grenada	0	0	0	0	0	0
Guyana	0	0	18	10	0	0
Jamaica	141	107	106	54	65	60
Netherlands (BES Islands)	860	803	494	415	250	312
St. Kitts and Nevis	9	59	85	2	6	0
St. Lucia	0	0	10	8	8	0
St. Vincent & the Grenadines	0	7	0	1	18	81
Sint Maarten	n/a	n/a	n/a	42	0	7
Suriname	30	50	61	44	7	16
Trinidad and Tobago	0	4	0	16	0	0
<b>Total</b>	<b>1453</b>	<b>1321</b>	<b>1186</b>	<b>1027</b>	<b>492</b>	<b>571</b>

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 312 deficiencies, followed by St. Vincent & the Grenadines with 81 and Jamaica with 60.





## PORT STATE CONTROL INSPECTIONS (Cont'd)

### Deficiencies by Category

The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 571 deficiencies recorded, Ship's Certificates and Documents was the highest deficiency recorded with a total of 95 or 16.64% followed by Fire safety measures with 81 deficiencies recorded or 14.19% and Lifesaving appliances with a total of 80 or 14.01%. Ship's Certificates and Documents also was the category with the highest percent of total deficiencies.

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

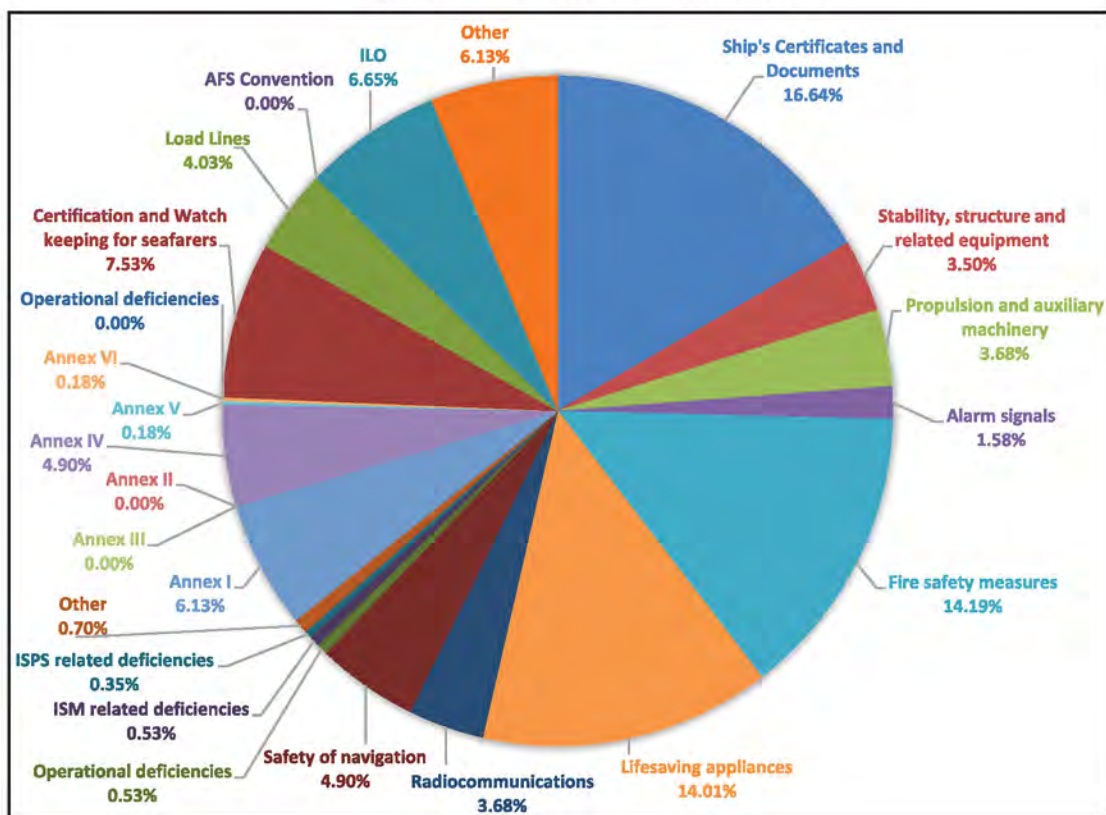
Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		95	16,64%
SOLAS	Stability, structure and related equipment	20	3,50%
	Propulsion and auxiliary machinery	21	3,68%
	Alarm signals	9	1,58%
	Fire safety measures	81	14,19%
	Lifesaving appliances	80	14,01%
	Radiocommunications	21	3,68%
	Safety of navigation	28	4,90%
	Operational deficiencies	3	0,53%
	ISM related deficiencies	3	0,53%
	ISPS related deficiencies	2	0,35%
	Other	4	0,70%
MARPOL	Annex I	35	6,13%
	Annex II	0	0,00%
	Annex III	0	0,00%
	Annex IV	28	4,90%
	Annex V	1	0,18%
	Annex VI	1	0,18%
	Operational deficiencies	0	0,00%
STCW	Certification and Watch keeping for seafarers	43	7,53%
Load Lines		23	4,03%
AFS Convention		0	0,00%
ILO		38	6,65%
Other		35	6,13%
<b>TOTAL</b>		<b>571</b>	



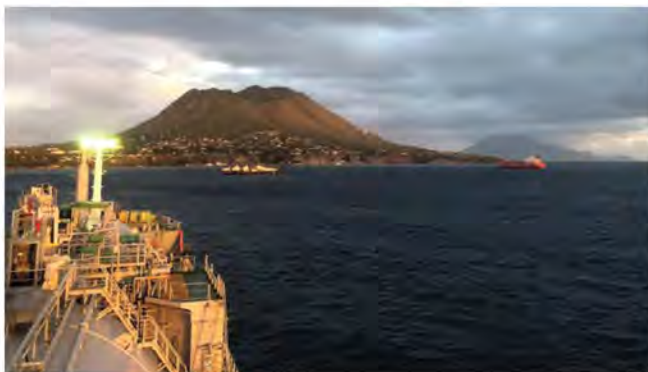


## PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 4 – Deficiencies by Category



## Pictures of Deficiencies Identified in 2021



CONTINUED ON NEXT PAGE





## PORT STATE CONTROL INSPECTIONS (Cont'd)

### Pictures of Deficiencies Identified in 2021







## PORT STATE CONTROL INSPECTIONS (Cont'd)

### Detentions

Ships are detained when the condition of the ship or its crew does not correspond substantially with the applicable conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment.

In 2021, 8 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected increased as compared with 2020, which had 7 detentions, reflecting an increase of 14.29%. Antigua & Barbuda and St. Vincent & the Grenadines recorded the largest number of detentions with 2, followed by British Virgin Island, Jamaica, Netherlands (BES Islands) and Sint Maarten with 1.

The table below provides a breakdown of detentions by Member State for the period 2005 – 2021.

**Table 4 – Detentions per Member State (2005 – 2021)**

Member States	Detentions																
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Anguilla																	
Antigua and Barbuda											1	1		4	2	4	2
Aruba																	
Bahamas		2	1	1		2	2							1	1		
Barbados					1												
Belize																	
British Virgin Islands																	1
Cayman Islands		1		2	1	1											
Cuba			11	4		1	4		3	1		1	1				
Curaçao			1		9	3	2	1				1	4		1		
France									1		3	3	1	2	3	1	
Grenada				1	4												
Guyana					4	5	4	9	5	7							
Jamaica									1	1	7	4	1	2	2	1	1
Netherlands (BES Islands)							8	9	8	6	7	5	2	1	1		1
St. Kitts & Nevis														1			
St. Lucia																1	
St. Vincent & the Grenadines													1				2
Sint Maarten															1		1
Suriname																	
Trinidad and Tobago		3	13														
<b>Total</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>8</b>	<b>19</b>	<b>12</b>	<b>20</b>	<b>19</b>	<b>18</b>	<b>15</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>8</b>





## PORT STATE CONTROL INSPECTIONS (Cont'd)

### Inspections, Deficiencies and Detentions per Recognised Organisations

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

**Table 5 – Performance of Recognized Organizations (2021)**

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS
American Bureau of Shipping	ABS	47	35	85	0
American Register of Shipping	AMRS	1	1	13	1
Bulgarian Register of Shipping	BRS	2	0	0	0
Bureau Veritas	BV	48	18	55	0
China Classification Society	CCS	1	0	0	0
Columbus American Register	COLAMREG	1	1	5	0
CONARINA LLC	CLLC	7	7	35	2
Det Norske Veritas	DNV	34	15	27	0
DNV GL AS	DNVGL	39	14	26	0
Germanischer Lloyd	GL	4	1	1	0
International Naval Surveys Bureau	INSB	3	3	19	1
International Register of Shipping	IS	4	4	29	0
Isthmus Bureau of Shipping, S.A.	IBS	3	2	2	0
Korean Register of Shipping	KRS	2	1	2	0
Lloyd's Register	LR	61	39	93	0
National Shipping Adjusters Inc	NSA	1	0	0	0
Nippon Kaiji Kyokai	NKK	25	13	20	0
No class	NOCL	4	4	33	2
Overseas Marine Certification Service, Inc.	OMCS	3	3	21	0
Panama Bureau of Shipping	PBS	1	1	1	0
Register of Shipping (Singapore)	RSS	1	0	0	0
RINA Services S.p.A.	RINA	12	8	18	0
Unknown		11	10	85	2
Withdrawn	W	1	1	1	0
<b>Total</b>		<b>316</b>	<b>181</b>	<b>571</b>	<b>8</b>





## PORT STATE CONTROL INSPECTIONS (Cont'd)

From the table, it is observed that when examining vessels with a Class recorded, Lloyd's Register recorded the highest number of inspections with 61 out of 316. Bureau Veritas noted the second highest record with 48.

With respect to deficiencies identified, Lloyd's Register had the most deficiencies recorded with 93 deficiencies followed by American Bureau of Shipping with 85.

Out of the 8 detentions, for class related detentions, vessels listed under CONARINA LLC had the highest number of detentions with 2 detentions. For vessels with class, American Register of Shipping and International Naval Surveys Bureau had 1 detention. Vessels listed under No Class and Unknown had the number of 2 detentions.

## Inspections, Deficiencies and Detentions per Flag State

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

**Table 6 - Inspections, Deficiencies and Detentions per Flag State**

Flag	Inspections	Number detention	Number Inspections with deficiencies	Detention Percentage	Inspection % with deficiencies
Anguilla	1	1	1	100%	100%
Antigua and Barbuda	10	0	5		50%
Bahamas	11	0	3		27%
Bermuda	1	0	0		
Canada	1	1	1	100%	100%
Cayman Islands	1	0	1		
Cyprus	15	0	7		47%
Denmark	4	0	1		25%
Dominica	4	0	4		100%
Dominican Republic	1	0	1		100%
Finland	2	0	0		
France	4	0	0		
Gibraltar	2	0	2		100%
Greece	6	0	4		67%
Guyana	4	1	4	25%	100%
Hong Kong (China)	13	0	5		38%
Italy	6	0	4		67%
Liberia	41	0	25		61%
Malta	21	0	8		38%
Man, Isle of	6	0	3		50%





## PORT STATE CONTROL INSPECTIONS (Cont'd)

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

Flag	Inspections	Number detention	Number Inspections with deficiencies	Detention Percentage	Inspection % with deficiencies
Marshall Islands	38	0	19		50%
Netherlands	6	0	1		17%
Norway	5	0	3		60%
Panama	40	1	25	3%	63%
Portugal	7	0	4		57%
Saint Vincent and the Grenadines	11	0	8		73%
Singapore	10	0	4		40%
Sint Maarten (Dutch part)	2	0	2		100%
Spain	1	0	1		100%
St. Kitts & Nevis	4	0	4		100%
Togo	9	3	9	33%	100%
Trinidad and Tobago	4	1	3	25%	75%
United Kingdom	3	0	2		67%
United States of America	9	0	7		78%
Vanuatu	3	0	0		
Venezuela	1	0	1		100%
Virgin Islands, British	9	0	9		100%
<b>Total</b>	<b>316</b>	<b>8</b>	<b>181</b>		

Liberia had the highest number of vessels inspected with 41 vessels out of a total of 316. Togo had the highest number of detentions with 3 out of 8 or 37.5% of the detentions.





## PORT STATE CONTROL INSPECTIONS (Cont'd)

### Inspections, Deficiencies and Detentions per Vessel Type

The table below illustrates the deficiencies recorded as per ship type. In 2021, the CMOU saw 57.28% of all vessels inspected having deficiencies. As can be seen Dredger/Cutter/Hopper have the highest percentage of inspections with a deficiency percentage of 100% of all inspections were found with deficiencies. This was followed by the category of vessels listed under Other types of ship with 85.37%.

Vessels listed under Other types of ship accounted for the most detentions for the period with 4 (50%) out of the total of 8 this was followed by General Cargo, Offshore service vessel, Passenger ship and Ro-ro cargo ship with 1 detentions.

**Table 7 – Inspection Results per Ship Type**

Ship type	Number of Inspections	Number of Inspections with deficiencies	Number of Deficiencies	Percent of Inspections with Deficiencies	Number of Detentions	Detention Rate	Percentage of Total Detentions
Bulk carrier	13	2	2	15.38%	0	-	-
Chemical tanker	44	31	54	70.45%	0	-	-
Containership	54	20	43	37.04%	0	-	-
Dredger/Cutter/Hopper	1	1	1	100%	0	-	-
General cargo	47	26	125	55.32%	1	2.13%	12.50%
Offshore service vessel	2	1	11	50%	1	50%	12.50%
Oil tanker	61	45	92	73.77%	0	-	-
Passenger ship	20	6	21	30%	1	5.00%	12.50%
Refrigerated cargo carrier	6	2	4	33.33%	0	-	-
Ro-ro cargo ship	19	11	71	57.89%	1	5.26%	12.50%
Tanker, not otherwise specified	5	0	0	-	0	-	-
Vehicle Carrier	3	1	1	33.33%	0	-	-
Other types of ship	41	35	146	85.37%	4	9.76%	50%
<b>Total</b>	<b>316</b>	<b>181</b>	<b>571</b>		<b>8</b>		





## PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 5 shows the Inspections per Ship Type.

**Figure 5 – Inspections per ship type**

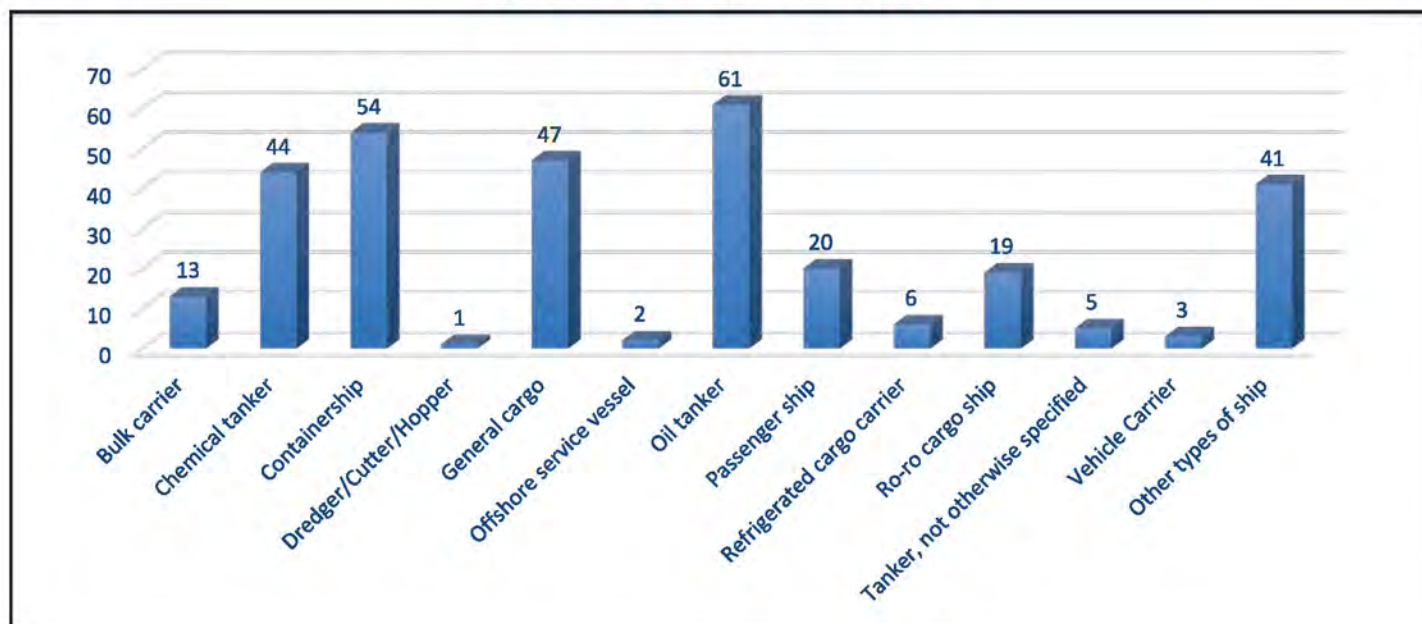
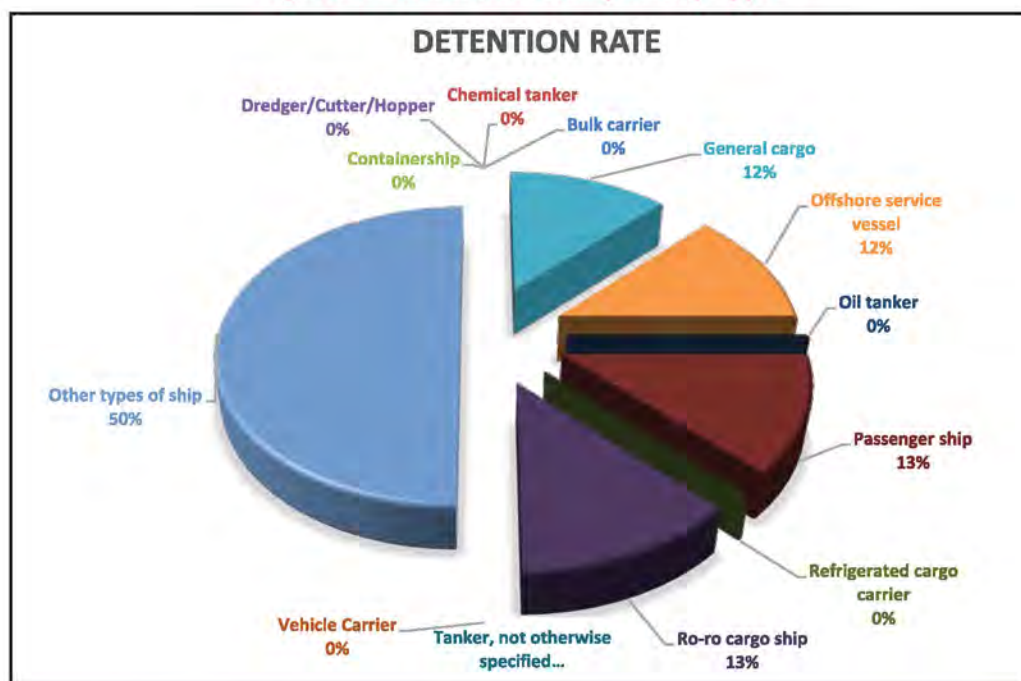


Figure 6 shows the Percentage of Detentions per Ship Type.

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







## PORT STATE CONTROL INSPECTIONS (Cont'd)

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

In the 316 total inspections, 21 are inspections recorded for vessels without IMO numbers showing a decrease of 19.23% over 2020. The Netherlands had the most inspections recorded with a number 11 of 21 or 52.38% of all inspections. This was followed by Antigua and Barbuda with 3 or 14.29%. Regarding the deficiencies recorded, The Netherlands recorded the highest number of deficiencies with 31 of the 82 deficiencies recorded. In addition, 2021 saw 4 detentions.

Country	Inspections							Inspection with deficiencies						
	2015	2016	2017	2018	2019	2020	2021	2015	2016	2017	2018	2019	2020	2021
Anguilla	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	5	0	7	1	2	3	0	3	0	7	1	2	3
Bahamas	0	0	0	1	0	1	0	0	0	0	1	0	1	0
Belize	2	0	0	0	0	0	0	1	0	0	0	0	0	0
British Virgin Islands	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Cuba	0	0	0	0	2	0	0	0	0	0	0	0	0	0
France	2	7	2	5	6	2	1	2	7	4	5	5	2	1
Guyana	0	0	0	6	2	0	0	0	0	0	1	2	0	0
Jamaica	1	0				0	0	1	0	0	0	0	0	0
St. Kitts & Nevis	0	0	0	1	1	1	0	0	0	0	0	1	1	0
St. Vincent and the Grenadines	0	0	0	4	0	0	1	0	1	6	4	0	0	1
St. Lucia	0	0	0	1	5	1	0	0	0	0	1	1	1	0
Suriname	0	1	2	0	1	0	0	0	1	2	0	0	0	0
St. Maarten	0	0	0	0	0	0	1	0	0	0	0	0	0	1
St. Lucia	0	0	0	0	0	0	2	0	0		0	0	0	0
The Netherlands	34	27	27	16	9	7	11	34	25	27	16	7	7	9
Trinidad and Tobago	51	45	57	86	80	12	0	1	0	2	0	8	0	0
<b>Total</b>	<b>90</b>	<b>86</b>	<b>96</b>	<b>127</b>	<b>107</b>	<b>26</b>	<b>21</b>	<b>39</b>	<b>38</b>	<b>41</b>	<b>35</b>	<b>25</b>	<b>14</b>	<b>17</b>







## PORT STATE CONTROL INSPECTIONS (Cont'd)

Country	Deficiencies							Detentions						
	2015	2016	2017	2018	2019	2020	2021	2015	2016	2017	2018	2019	2020	2021
Anguilla	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	41	0	45	6	9	9	0	1	0	2	0	2	2
Bahamas	0	0	0	3	0	5	0	0	0	0	0	0	0	0
Belize	10	0	0	0	0	0	0	0	0	0	0	0	0	0
British Virgin Islands	0	0	0	0	0	0	12	0	0	0	0	0	0	0
Cuba	0	0	0	0	0	0	0	0	0	0	0	0	0	0
France	32	60	28	47	33	31	1	1	0	1	2	1	0	0
Guyana	0	0	0	9	10	0	0	0	0	0	0	0	0	0
Jamaica	10	0	0	0	0	0	0	1	0	0	0	0	0	
St. Kitts & Nevis	0	4	35	79	0	6	0	0	0	0	1	0	0	0
St. Vincent and the Grenadines	0	0	0	0	1	0	24	0	0	0	0	0	0	0
St. Lucia	0	0	0	4	2	8	0	0	0	0	0	0	1	0
Suriname	0	5	19	0	0	0	0	0	0	0	0	0	0	0
St. Maarten	0	0	0	0	0	0	5	0	0	0	0	0	0	1
St. Lucia	0	0	0	0	0	0	0	0	0	0	0	0	0	0
The Netherlands	203	157	206	80	40	17	31	3	0	1	0	1	0	1
Trinidad and Tobago	5	0	3	0	9	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>260</b>	<b>246</b>	<b>291</b>	<b>267</b>	<b>101</b>	<b>76</b>	<b>82</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>4</b>



Suriname PSCOs at work



Port of Cienfuegos





## ACTIVITIES AND ACHIEVEMENTS FOR 2021

The Technical Standing Work Group met virtually on three occasions, namely **March 4, 2021, May 6, 2021 and September 7, 2021**, to review the assignments referred to them from the 25<sup>th</sup> Meeting of the Caribbean Port State Control Committee (CPSCC). This included the Harmonising Inspections, Future CICs & Virtual training for future Training Seminars; New IMO Requirements, PSC Checklist Booklet, Revision of CCSS Code and Guidelines, Revision of the SCV Code and Guidelines, CMIS Database, CMOU Technical Manual Updates, Targeting Matrix, FIC Ship Lifting Appliances, Cybersecurity, Flag State Responsibility, among others.



The 12<sup>th</sup> Annual PSC Seminar was held virtually from **May 10 – 12, 2021**. The Seminar was attended by 31 PSCOs from 17 Member and Associate Member States. The areas that were included in the Training programme included the Guidance on the CIC on Ballast Water Management as well as case studies on MARPOL, Nairobi Convention, BWM and Pilot Ladders.

The Secretary General attended the 54<sup>th</sup> PMOU Committee meeting held from **May 17 – 21, 2021** by virtual means. Issues included the Average Deficiency and Detention Ratios; Deficiency Categories; The PMOU White/Grey/Blacklist; Banned Ships of the PMOU; Performance of the Recognised Organisations; Future CICs; Coding Steering Board; Detention Review Panel; Guidelines/Circulars; Training; Exchange of Data; Future Requirements. The annual statistics and activities of the CMOU for 2020 were presented at this meeting. The meeting was also attended by the Tokyo MOU, the Med MOU, the Indian Ocean MOU, the Abuja MOU, the Riyadh MOU, the Black Sea MOU, the Vina del Mar Agreement and the USCG.





## ACTIVITIES AND ACHIEVEMENTS FOR 2021 (Cont'd)

The Secretary General attended the Seventh Meeting of the III subcommittee which was held virtually from **July 12 – 16, 2021**. The meeting was chaired by Mrs. Claudia Grant of Jamaica who was re-elected as Chairman of the Sub-Committee. The Sub-Committee also elected Mr. Marek Rauk from Estonia as Vice Chair. The meeting had representation from all MOUs/Agreements and the US Coast Guard. The areas of interest from the III 7 Sub-Committee meeting namely:

- Results of CICs globally;
- Global PSC Statistics;
- IMO Circulars;
- Flags States targeted by the Paris MOU, Tokyo MOU and USCG;
- Data Exchange;
- Development of PSC Guidelines – Review of the PSC Guidelines, 2021, Guidelines for control of operational requirements;
- List of new requirements.

The Secretariat attended the International Maritime Organisation's Senior Maritime Administrators Meeting held virtually from **July 19 - 20, 2021**. 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 2022-2024 biennium. The CMOU's presentation requested the participants to pay specific attention to the following areas:

- Need for Legislation
- Proper documentation of inspections (including recording of all relevant deficiencies)
- Inputting of inspections into the Database in a timely manner to reduce repeat inspections
- Ensuring that training received is passed on to other PSCOs in Administration
- Use the tools provided – DLPs, RuleCheck etc.
- Responding to volunteering for the technical team and completing the Gap Analysis when circulated.



The Finance and Administration Standing Working Group met virtually on **October 6, 2021** to discuss and recommended for approval a new Policy regarding the award of a maritime prize, the donation of testing equipment, Financial Statements, Audited Report and other matters.

The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its Annual Committee meeting virtually from **October 7-8, 2021**. The meeting was attended by sixteen Member Authorities. The authorities of Curacao, Cuba, Grenada, Sint Maarten and St. Vincent & the Grenadines were unable to attend. Representatives of the BS MOU, PMOU, TMOU, IOMO, USCG and the IMO were present as Observers.





## ACTIVITIES AND ACHIEVEMENTS FOR 2021 (Cont'd)

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

- Revised Targeting Matrix
- Policy for Maritime Prize
- Revised Gap Analysis Form, among other items.



## COLLABORATION WITH OTHER ORGANISATIONS

Mr. Kenneth Carey & Cdr. Leighton Miller of the Bahamas & Jamaica respectively, attended the PMOU Virtual Seminar on the CIC Stability held in **June 2021**.

Mrs. Sharon Yarde & Mr. Ian Noel of Barbados & Grenada respectively, participated in the Twenty-eighth Seminar for Port State Control Officers in the Asia-Pacific Region, held in **July of 2021**.

Ms. Bibi Miajan of Suriname participated in the PMOU VM Training - the Human Element, from **October 25 – 29, 2021**.

Mr. Michael Daniel of Trinidad & Tobago attended the PMOU VM training Bulk Carriers/ Cargoes held from **October 4 – 8, 2021**.

We wish to express our appreciation to the IMO and the other Regional MOUs for allowing the CMOU to continue to participate in their training courses and to the IMO for continuing to fund these participants.





**ANNUAL  
REPORT  
2021**

## CMOU FOCAL POINTS

### Member and Associate Member States



#### **Antigua & Barbuda**

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#### **Anguilla**

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#### **Barbados**

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**ANNUAL  
REPORT  
2021**

## CMOU FOCAL POINTS

### Member and Associate Member States



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Fax: (284) 468-2913  
Email:  
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**ANNUAL  
REPORT  
2021**

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**ANNUAL  
REPORT  
2021**

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Grand Turk Pier





ANNUAL  
REPORT  
2021

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Port of Port of Spain



Curaçao Port Call





Nu Star Terminal - St. Eustatius



Container and car shipping to Kingstown St. Vincent



Port of Montego Bay



St. Martin Port





Kingston Wharf



Gouyave in Grenada



The Marina at Port Antonio, Jamaica



Bermuda Cruiseship Port



