



Caribbean Memorandum of Understanding on Port State Control



ANNUAL REPORT 2024





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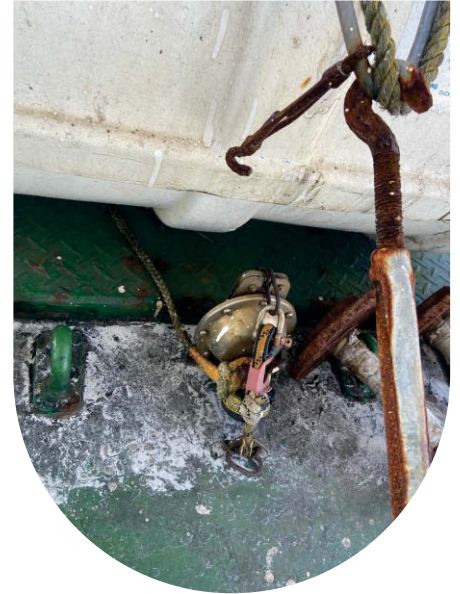
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Our MISSION

*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;*
- *Prevention of Marine Pollution;*
- *Working and Living conditions on board ships; and*
- *Seafarer Certification and Qualifications.*





CHAIRMAN'S *Leg*



Mr. Michel Amafo

It is with great pride and responsibility that I present the 2024 Annual Report of the Caribbean Memorandum of Understanding (CMOU) on Port State Control. This year marks another step forward in our commitment to ensuring maritime safety, protecting the marine environment, and maintaining fair labour standards within the Caribbean region.

The achievements outlined in this report are a testament to the unwavering support and dedication of our Member States. Each administration has played a critical role in upholding international conventions and working collaboratively to strengthen the framework of port State control across the region. The unity and commitment demonstrated by our Member States underscore the shared vision of a safe, sustainable, and efficient maritime sector in the Caribbean.

In addition, the collaboration with other regional MOUs on port State control has been instrumental in achieving our objectives. The shared exchange of expertise, data, and best practices has allowed us to align with global standards while addressing region-specific challenges. This cooperation not only enhances the efficiency of inspections but also ensures a consistent and unified approach to maritime oversight worldwide.

Over the past year, the CMOU has continued to adapt to the dynamic challenges of the maritime industry. With advancements in technology, increased global trade, and the imperative to address climate change, we have implemented innovative strategies to ensure the safety and sustainability of our waters. A significant focus in 2024 has been the integration of digital tools to streamline inspections, improve data-sharing mechanisms, and foster greater transparency in our processes.

Our progress would not have been possible without the tireless efforts of our maritime administrations, inspectors, and industry partners. Your dedication has been the cornerstone of our success and reflects the collective commitment to fostering a culture of responsibility and excellence in the Caribbean maritime sector.

As we look to the future, the CMOU remains steadfast in its mission to uphold the highest standards of port State control. By leveraging the strength of our Member States and collaborating closely with regional and international partners, we will continue

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CHAIRMAN'S LOG (Cont'd.)

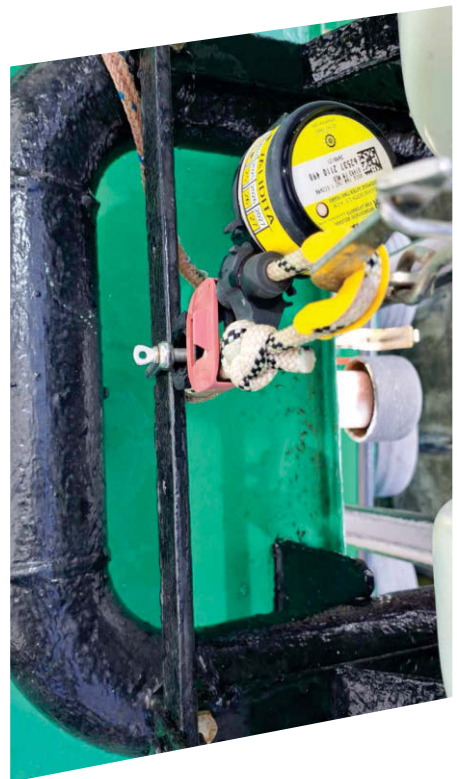
to navigate the challenges ahead and seize opportunities to build a safer, greener, and more sustainable maritime industry.

On behalf of the CMOU, I extend my deepest gratitude to our Member States, regional MOUs, and all stakeholders for their invaluable contributions in 2024. Together, let us continue to lead with resilience, innovation, and unity as we chart the course toward a brighter future for the Caribbean maritime community.

Sincerely,



Michel Amafo
Chairman





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THE SECRETARY GENERAL'S *Notes*



Mrs. Jodi Munn-Barrow

It is my privilege to present the 2024 Annual Report of the Caribbean Memorandum of Understanding (MOU) on Port State Control. This report reflects the collective efforts of our member States, maritime professionals, and all stakeholders committed to ensuring the safety, security, and environmental sustainability of maritime operations in the Caribbean region.

The year 2024 has been marked by notable advancements in our mission to maintain and enhance port State control standards. With increasing global maritime activity, we have faced growing challenges that underscore the importance of effective inspections, compliance, and collaboration.

Our focus this year has been twofold: reinforcing the robustness of our inspection regimes and embracing digital innovation to streamline PSC processes. By leveraging technology, we aim to enhance efficiency, transparency, and data-driven decision-making to safeguard our waters and ensure fair treatment of compliant vessels.

In 2024, the Caribbean MOU conducted over 300 inspections resulting in 500 deficiencies identified and 6 detentions. These results not only highlight areas for improvement but also underscore the commitment of our member States to uphold the highest standards of maritime safety and environmental protection.

Recognizing the importance of capacity building, we have prioritized training programs for PSC officers and expanded our partnerships with regional and international organizations. Through these initiatives, we are fostering a culture of continuous learning and collaboration across the region.

As we look ahead, the Caribbean MOU remains dedicated to addressing emerging challenges, including climate change impacts on maritime activities and the need for stronger regional cooperation. Together, we can build a resilient and sustainable maritime sector that benefits all who depend on it.

I extend my gratitude to all Member States, Observers, industry stakeholders, and the Secretariat team for their unwavering commitment and contributions to our shared vision. Let us continue to work together to ensure the safety, security, and sustainability of maritime operations in the Caribbean region.

Thank you.

Jodi Munn-Barrow (Mrs.)
Secretary General

INTRODUCTION

The CMOU on Port State Control is entering its 30th year and has evolved significantly, mainly due to the growing maturity of its Member States as port States. This development is reflected in their increasing role as main and hub ports, as well as the increase of Membership, with nearly all Caribbean States now onboard. The CMOU also expresses hope that the remaining States will establish the necessary infrastructure to join the initiative.

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:

- Mrs. Claudia Grant, Deputy Director General was re-elected to chair the III10 meeting;
- Amb. Dwight Gardiner, Director General of Antigua and Barbuda Department of Marine Services was elected as one of Governors of the Board of the World Maritime University (WMU) and as the Chairman of the Technical Cooperation Committee of the IMO;
- Capt. Dwain Hutchinson Managing Director and CEO of the Bahamas Maritime Administration was appointed to the Executive Board of the World Maritime University.

In 2024, the region continued to increase its inspection efforts, conducted its CICs, and addressed various areas of concern. The 2024 CPSCC Meeting, held in the Bahamas, saw strong participation from our Member States, Observers, and Observer Organizations. While positive discussions took place with our Member States, the CMOU did not admit any new Members during the review period. Ongoing discussions are in progress with Haiti, the Commonwealth of Dominica, and the Turks and Caicos Islands, all of which have expressed interest in joining as Members in the near future. We look forward to collaborating with them as they strengthen their inspection capabilities within their administrations.





The CMOU

The Caribbean Memorandum of Understanding on Port State Control (CMOU) was established by the Maritime Administrations of nine (9) initial countries in Christ Church, Barbados, on February 9, 1996. Since its inception, the membership has expanded to include twenty (20) Member States and two (2) Associate Member States, with ongoing discussions with other interested States seeking membership.

The activities of the CMOU are guided by principles outlined in the Memorandum, focusing primarily on ensuring compliance of ships with international conventions and standards related to:

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

Member States commit to inspecting 15% of international ships calling at their ports. Given the prevalence of non-convention sized vessels in the region, the Caribbean Cargo Ship Safety (CCSS) Code and the Code for Safety of Small Commercial Vessels (SCV) have been developed.

Vide Article 6.1 of the Memorandum, a Committee comprising representatives of each Member, as defined in Annex 5, serves as the executive body. The current Committee is chaired by Mr. Michel Amafo of Suriname, with Mr. A. Joel Walton of the Cayman Islands as Vice Chairman, both re-elected in 2021. The Committee

convenes annually in one of the Member States, with elections held every three (3) years.

Subject to Section 6.2 of the Memorandum, observers from the IMO, the ILO, and the Caribbean Community (CARICOM) Secretariat can participate in the Committee's work without voting rights. Additionally, other organizations or authorities may be granted observer status without voting rights as deemed appropriate by the Committee, as outlined in Annex 6, Sections 4 and 5. Meetings are attended by Members, Observer States, and affiliated organizations, including the IMO, the ILO, other regional MOUs, the USCG, and various non-governmental bodies. This however does not preclude others from attending as invitations are extended to other bodies.





The SECRETARIAT

The Secretariat functions as the central planning and administrative body of the CMOU. In accordance with the provisions of the Memorandum of Understanding, it operates within a Member State while remaining independent of any individual national administration. To formalize this arrangement, a Host State Agreement was established with the Government of Jamaica in 2013. Since relocating from its original location in Barbados, the Secretariat has been based in Kingston, Jamaica, where it has operated since 2002.

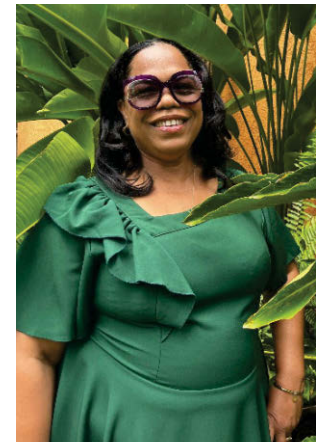
The primary role of the Secretariat is to manage the day-to-day administrative operations of the CMOU. It serves as a central liaison, promoting the exchange of

information among Member States, Observers, the IMO, other port State control regimes, and affiliated organizations. The Secretariat is also responsible for coordinating all CMOU meetings, workshops, and seminars. Additionally, the Secretary General is tasked with representing the CMOU at various events and 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.



Ms. Dionne Thaxter
Administrator



Mrs. Cutie Buckley
Accountant



Mr. Raul Ousley
Database Manager



CMOU

ORGANISATION CHART

The activities of the Secretariat are approved and fully funded through contributions from Member States. Each year, the Secretariat's annual budget and work programme are reviewed by the Finance and Administration Standing Working Group (FASWG) and subsequently submitted to the CMOU Committee for approval at its annual meeting. Additionally, the Committee reviews and approves the Secretariat's annual report, which outlines the previous year's activities and inspection data.

Contact Details:

The Secretary General
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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
Anguilla¹
The Bahamas
Barbados
Bermuda
Belize
The British Virgin Islands²
The Cayman Islands
Cuba
Curaçao
France
Grenada
Guyana
Jamaica
The Netherlands
St. Christopher and Nevis³
St. Lucia
St. Vincent and the Grenadines
Sint Maarten
Suriname
Trinidad and Tobago

¹Associate Member State since 2020

²Associate Member State since 2019

³St. Kitts & Nevis

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 Antigua & Barbuda (Chairman), Jamaica, St. Kitts & Nevis, Suriname, the Bahamas,

Cuba, the Cayman Islands, the Netherlands, Trinidad & Tobago, and France. For 2024, the TSWG continued to focus on the CMOU Technical Manual, Inspection of Fishing Vessels, CIC on Fire Safety Systems, CIC on Pilot Ladder Transfer Systems, CIC on SEA and Crew Wages, CMOU Competence Card, CMIS Updates, the Revision of CCSS Code among others; 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 funding of training programmes and the CMOU Technical Team.



MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

OBSERVER STATES

Dominica

Haiti

Turks and Caicos Islands

The Observer States of the Memorandum of Understanding continue to make a significant contribution to the work of the CMOU, through their active participation in meetings and the provision of valuable insights and expertise. Moreover, a number of these States have formally expressed their intention to pursue full membership in the foreseeable 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)

Black Sea MOU (BS 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.





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.





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 2024. Furthermore, the report also includes the results of deficiencies and detentions carried out by Member Authorities during 2023.

Inspections

The tables below show an overview of inspections carried out by Member States from 2005 to 2024. Over 2024, the CMOU Member States carried out a total of 392 inspections on ships registered under 47 flags, which is a decrease of 148 or 27.41% over the previous year. As can be seen, Trinidad and Tobago carried out the most inspections with a total of 79, followed by the Netherlands (BES Islands) with 71. Of those Member States reporting inspections, St. Lucia and British Virgin Islands had the lowest recorded inspections with 1. In addition, the zero inspections noted in the table are Members that did not report any inspections in the system.

*Table 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
Total	41	293	655	603	479	815	615	645	994	836	867

PORT STATE CONTROL INSPECTIONS (Cont'd)

Table 1b: Port State Control Inspections 2016 – 2024 (By Member State)

Member States	Inspections								
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Anguilla	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	37	14	26	15	4	9	1	18	0
Aruba	1	0	1	0	0	0	0	0	0
Bahamas	34	34	30	38	12	9	21	48	49
Barbados	43	50	8	8	0	0	0	0	0
Bermuda	n/a	n/a	15	16	4	9	18	11	18
Belize	26	30	32	27	9	12	35	20	13
British Virgin Islands	n/a	n/a	n/a	12	1	9	5	2	1
Cayman Islands, UK	30	30	12	31	5	7	18	24	25
Cuba	35	53	0	41	15	0	0	0	10
Curaçao	69	79	25	6	4	0	2	0	0
France	47	34	35	40	7	3	19	72	48
Grenada	0	0	0	0	0	0	0	0	0
Guyana	0	1	9	2	0	0	0	3	3
Jamaica	102	97	100	126	88	64	76	83	58
Netherlands (BES Islands)	266	203	158	215	98	159	176	105	71
St. Kitts and Nevis	8	10	7	1	1	0	0	1	0
St. Lucia	0	0	3	12	2	2	5	5	1
St. Vincent & the Grenadines	0	7	5	10	11	21	32	44	11
Sint Maarten	n/a	n/a	n/a	3	0	2	0	0	0
Suriname	29	23	26	36	11	10	23	34	5
Trinidad and Tobago	129	104	143	143	21	0	30	70	79
Total	859	769	635	782	293	316	461	540	392

Regrettably, there are currently no recorded inspections for the Member States of Anguilla, Antigua and Barbuda, Aruba, Barbados, Curaçao, Grenada, Sint Maarten, and St. Kitts and Nevis. The CMOU remains committed to working collaboratively with these States to enhance and strengthen their port State control (PSC) capabilities.



PORT STATE CONTROL INSPECTIONS (Cont'd)

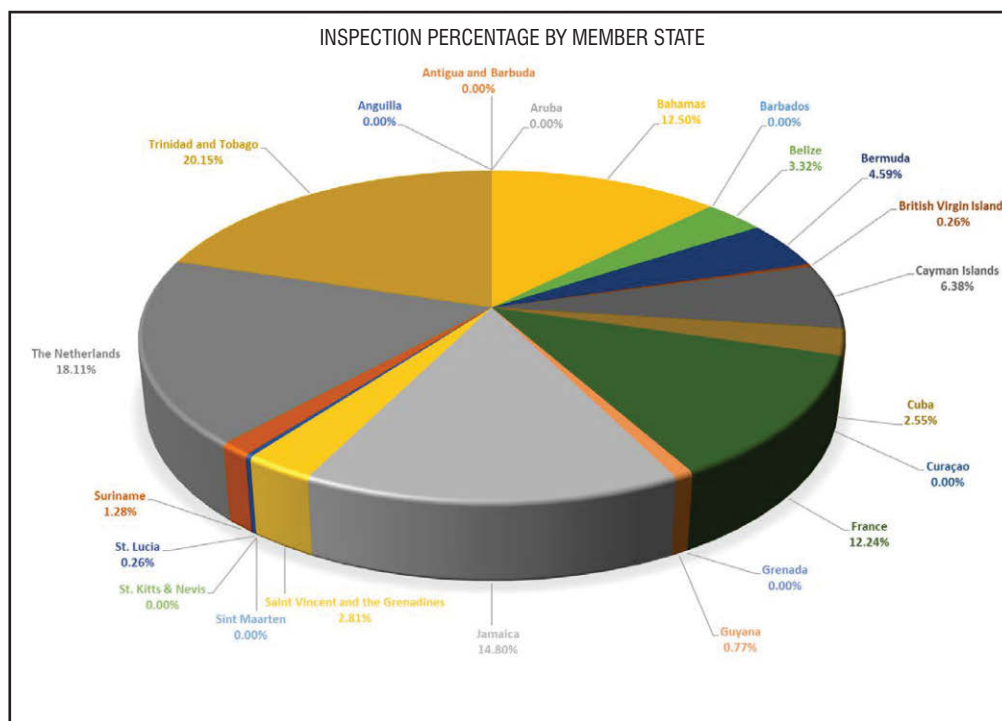
Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2024.

Figure 1: Total Inspections 2005 – 2024



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

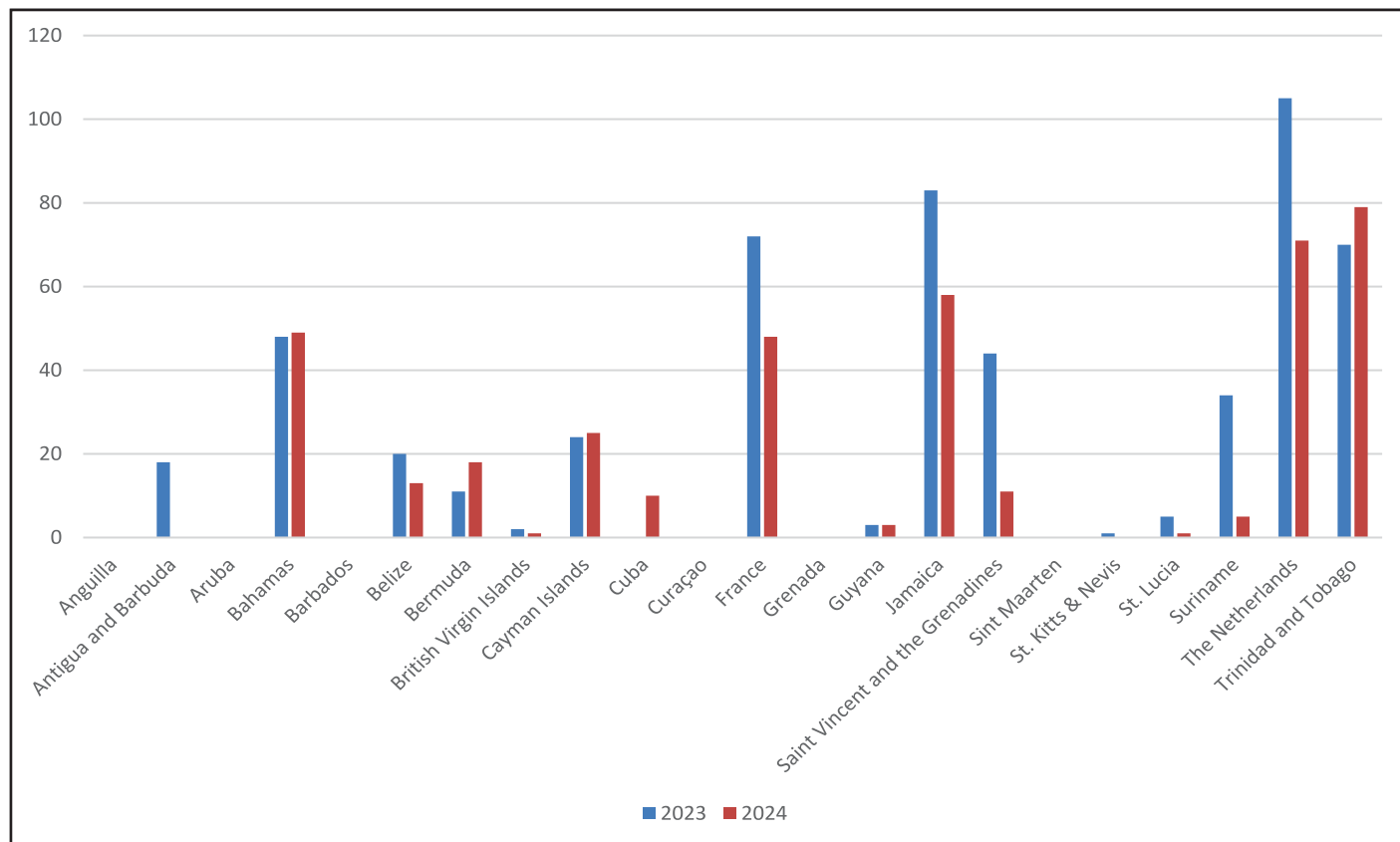
Figure 2: Port State Control Inspections (%) 2024 (By Member State)



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 3 below shows the comparison of total inspections by Member States for 2023 and 2024.

Figure 3 – Inspections by Member State (2023 vs 2024)



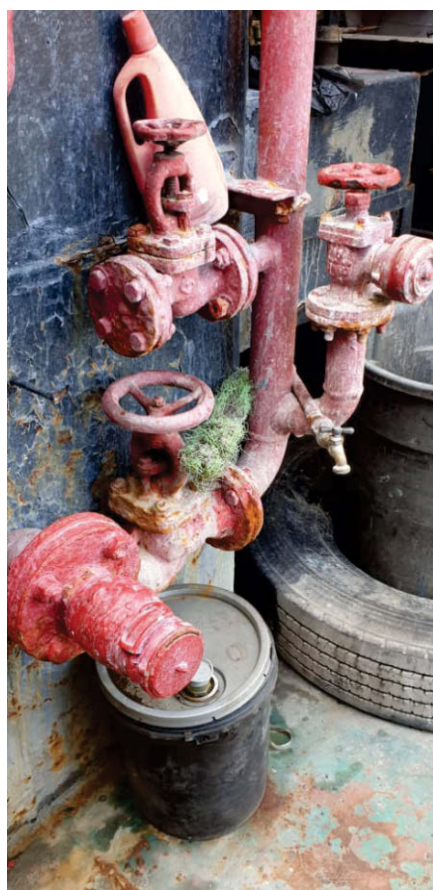
PORT STATE CONTROL INSPECTIONS (Cont'd)

Deficiencies

All conditions on board vessels that were found by Port State Control Officers (PSCOs) to be non-compliant with the requirements of the relevant instruments were recorded as deficiencies and required to be rectified. In 2024, a total of 500 deficiencies were identified, compared to 836 deficiencies in 2023 - reflecting a notable decrease of 40.19%.

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
Total	0	229	794	308	573	436	1193	1516	1746	1587	2047

PORT STATE CONTROL INSPECTIONS (Cont'd)

Table 2b – Deficiencies Recorded by Member State 2016-2024

Member States	Deficiencies								
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Anguilla	0	0	0	0	0	0	0	0	0
Aruba	7	0	2	0	0	0	0	0	0
Antigua and Barbuda	109	22	126	75	41	11	12	16	0
Bahamas	10	9	24	23	17	1	11	37	25
Barbados	5	17	0	0	0	0	0	0	0
Belize	6	7	11	13	2	6	20	2	4
Bermuda	n/a	n/a	29	18	2	4	21	5	58
British Virgin Island	n/a	n/a	n/a	9	2	37	39	16	10
Cayman Islands, UK	6	36	40	91	10	30	76	111	82
Cuba	8	27	0	7	1	0	0	0	2
Curaçao	113	105	81	26	5	0	9	0	0
France	149	68	99	173	58	6	34	269	148
Grenada	0	0	0	0	0	0	0	0	0
Guyana	0	0	18	10	0	0	0	1	7
Jamaica	141	107	106	54	65	60	73	81	26
Netherlands (BES Islands)	860	803	494	415	250	312	250	124	128
St. Kitts and Nevis	9	59	85	2	6	0	0	3	0
St. Lucia	0	0	10	8	8	0	7	29	0
St. Vincent & the Grenadines	0	7	0	1	18	81	62	77	4
Sint Maarten	n/a	n/a	n/a	42	0	7	0	0	0
Suriname	30	50	61	44	7	16	36	64	6
Trinidad and Tobago	0	4	0	16	0	0	2	1	0
Total	1453	1321	1186	1027	492	571	652	836	500

France had the highest number of deficiencies recorded with a total of 148 deficiencies, followed by the Netherlands (BES Islands) with 128.



PORT STATE CONTROL INSPECTIONS (Cont'd)

Deficiencies by Category

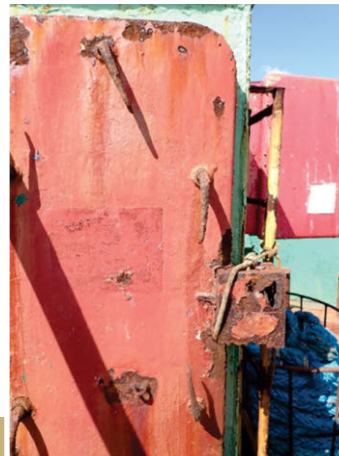
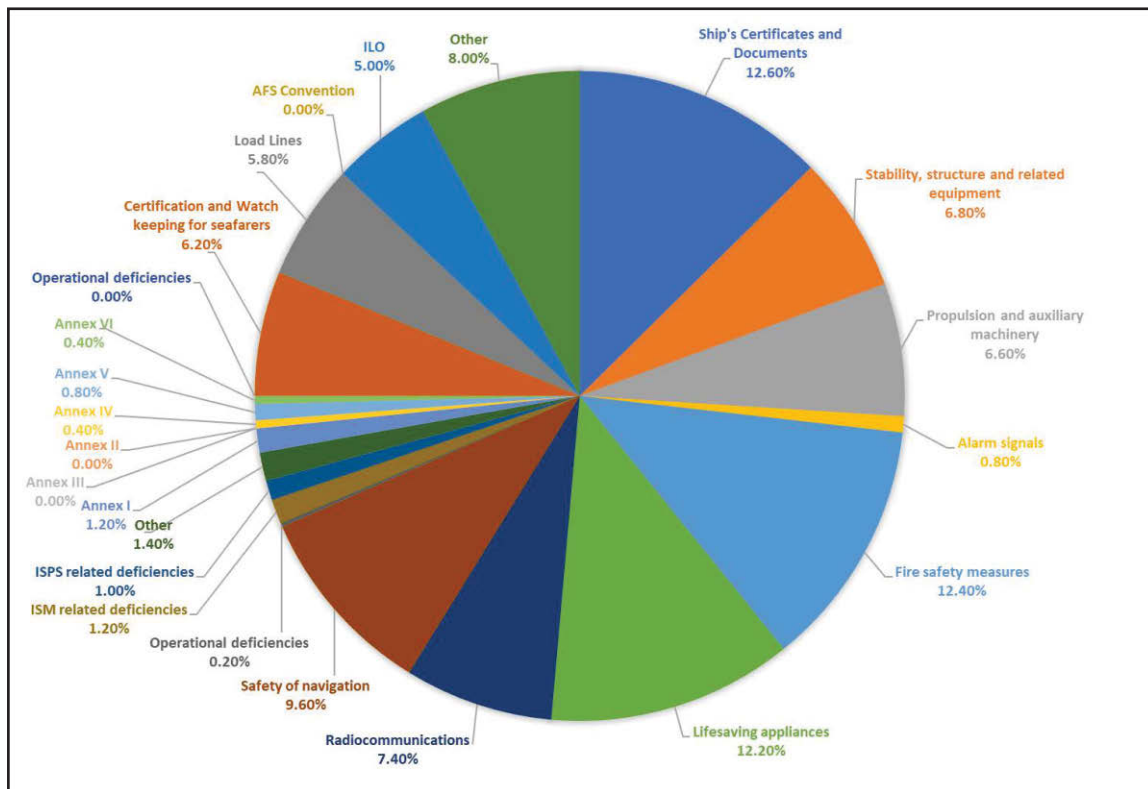
The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 500 deficiencies recorded, Ship's Certificates and Documents were the highest deficiencies recorded with a total of 63 or 12.60% followed by Fire safety measures with 62 deficiencies recorded or 12.40% and Lifesaving appliances with a total of 61 or 12.20%. SOLAS was the category with the highest percentage of total deficiencies.

Table 3 – Deficiency by Categories*

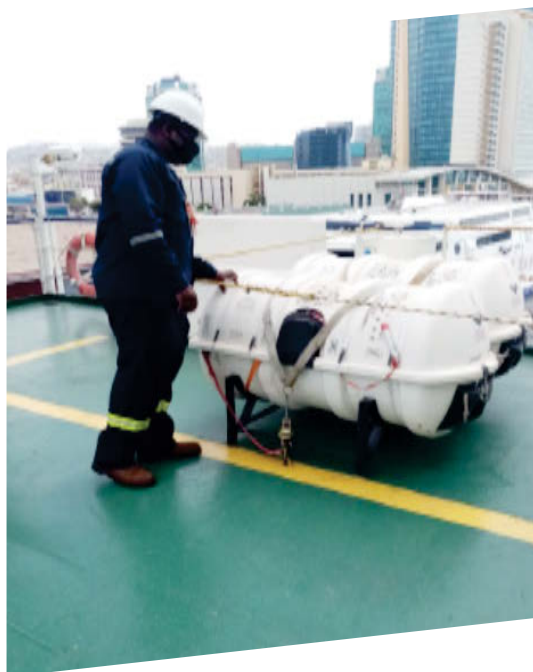
Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		63	12,60%
SOLAS	Stability, structure and related equipment	34	6,80%
	Propulsion and auxiliary machinery	33	6,60%
	Alarm signals	4	0,80%
	Fire safety measures	62	12,40%
	Lifesaving appliances	61	12,20%
	Radio communications	37	7,40%
	Safety of navigation	48	9,60%
	Operational deficiencies	1	0,20%
	ISM related deficiencies	6	1,20%
	ISPS related deficiencies	5	1,00%
	Other	7	1,40%
MARPOL	Annex I	6	1,20%
	Annex II	0	0,00%
	Annex III	0	0,00%
	Annex IV	2	0,40%
	Annex V	4	0,80%
	Annex VI	2	0,40%
	Operational deficiencies	0	0,00%
STCW	Certification and Watch keeping for seafarers	31	6,20%
Load Lines		29	5,80%
AFS Convention		0	0,00%
ILO		25	5,00%
Other		40	8,00%
TOTAL		500	

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 4 – Deficiencies by Category



PORT STATE CONTROL INSPECTIONS (Cont'd)



PORT STATE CONTROL INSPECTIONS (Cont'd)

Detentions

A ship is subject to detention when its condition, or that of its crew, is found to be substantially non-compliant with the applicable conventions. Detention ensures that the vessel does not proceed to sea until it can do so without posing a danger to the ship itself, the safety of those on board, or presenting an undue risk to the marine environment.

In 2024, 6 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected decreased as compared with 2023, which had 9 detentions, reflecting a decrease of 33.33%. France recorded the largest number of detentions with 4, followed by the Netherlands (BES Islands) and Bahamas with 1.

The tables below provide a breakdown of detentions by Member State for the period 2005 – 2015.

Table 4a – Detentions per Member State (2005 – 2015)

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



PORT STATE CONTROL INSPECTIONS (Cont'd)

Table 4b – Detentions per Member State (2016 – 2024)

Member States	Detentions								
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Anguilla									
Antigua and Barbuda	1		4	2	4	2	1		
Aruba									
Bahamas			1	1					1
Barbados									
Belize									
British Virgin Island						1	2		
Cayman Islands								1	
Cuba	1	1							
Curaçao	1	4		1					
France	3	1	2	3	1		1	5	4
Grenada									
Guyana									
Jamaica	4	1	2	2	1	1	1	2	
Netherlands (BES Islands)	5	2	1	1		1	3		1
St. Kitts & Nevis			1						
St. Lucia					1		1	1	
St. Vincent & the Grenadines		1				2	1		
Sint Maarten				1		1			
Suriname									
Trinidad and Tobago									
Total	15	10	11	11	7	8	10	9	6



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 (2024)

RECOGNISED ORGANISATION	ABBR	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS
American Bureau of Shipping	ABS	46	19	37	0
Bureau Veritas	BV	58	14	60	1
China Classification Society	CCS	5	2	5	0
Columbus American Register	COLAMREG	2	2	6	0
CR Classification Society	CCRS	1	0	0	0
Det Norske Veritas	DNV	50	13	20	0
DNV AS	DNV	60	13	29	0
Germanischer Lloyd	GL	1	1	3	0
Horizon International Surveying and Inspection Bureau	HINSIB	1	1	16	0
Intermaritime Certification Services, ICS Class	ICS	1	0	0	0
International Naval Surveys Bureau	INSB	1	1	10	0
International Register of Shipping	IS	1	1	3	0
KOREAN REGISTER	KRS	7	4	9	0
Lloyd's Register	LR	67	19	33	0
Nippon Kaiji Kyokai	NKK	32	8	9	0
No class	NOCL	22	19	92	4
Other	OTHER	4	3	49	0
Overseas Marine Certification Service, Inc.	OMCS	4	4	10	0
RINA Services S.p.A.	RINA	21	5	18	0
Unknown		8	8	91	1
Total		392	137	500	6





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 67 out of 392. DNV has noted the second highest record with 60.

With respect to deficiencies identified, vessels listed under No class had the most deficiencies recorded with 92 deficiencies followed by vessels listed under Unknown with 91.

Out of the 6 detentions, for class related detentions, vessels listed under No class had the highest number of detentions with 4 detentions. For vessels with class, Bureau Veritas had 1 detention. Vessels listed under Unknown had the number of 1 detention.

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 State	Inspections	Detentions	Number Inspections with deficiencies	Detention Percentage	Inspection % with deficiencies
Anguilla	4	0	2		50%
Antigua and Barbuda	12	1	6	8.33%	50%
Bahamas	34	0	13		38.24%
Barbados	1	0	1		100%
Belize	1	0	0		
Bermuda	3	0	0		
Cayman Islands	2	0	1		50%
China, People's Rep. Of	1	0	1		100%
Curaçao	1	0	1		100%
Cyprus	16	0	1		6.25%
Denmark	4	0	1		25%
Dominica	4	1	4	25%	100%
France	3	0	0		
Gibraltar	1	0	0		
Greece	2	0	1		50%
Honduras	1	0	1		100%
Hong Kong (China)	10	0	1		10%
Isle of Man	1	0	0		
Italy	4	0	0		
Japan	3	0	2		66.67%



PORT STATE CONTROL INSPECTIONS (Cont'd)

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

Flag State	Inspections	Detentions	Number Inspections with deficiencies	Detention Percentage	Inspection % with deficiencies
Korea, Democratic People's Rep.	1	0	0		
Liberia	47	0	6		12.77%
Maldives	1	0	0		
Malta	32	0	5		15.63%
Man, Isle of	1	0	1		100%
Marshall Islands	38	0	18		47.37%
Martinique (France)	1	0	0		
Mexico	1	0	0		
Netherlands	8	0	3		37.50%
Norway	10	0	1		10%
Palau	2	0	0		
Panama	49	0	16		32.65%
Poland	2	0	2		100%
Portugal	17	0	2		11.76%
Saint Vincent and the Grenadines	14	1	9	7.14%	64.29%
Sierra Leone	1	0	1		100%
Singapore	16	0	4		25%
Sint Maarten (Dutch part)	6	0	6		100%
St. kitts & Nevis	3	0	3		100%
Tanzania (United Republic of)	1	0	0		
Togo	4	1	4	25%	100%
Trinidad and Tobago	3	0	2		66.67%
United Kingdom	4	0	0		
United States of America	10	0	7		70%
Vanuatu	1	0	0		
Venezuela	4	2	4	50%	100%
Virgin Islands, British	7	0	7		100%
Total	392	6	137		

Panama had the highest number of vessels inspected with 49 vessels out of a total of 392.



PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections, Deficiencies and Detentions per Vessel Type

The table below presents the distribution of recorded deficiencies by ship type. In 2024, 34.95% of all vessels inspected by the CMOU were found to have deficiencies. Notably, fishing vessels recorded the highest rate of deficiencies, with 100% of inspected vessels found to be non-compliant. This was followed by vessels categorized as "Other types of ship," which recorded a deficiency rate of 86.21%.

Vessels listed under General cargo/multi-purpose ship accounted for the most detentions for the period with 3 (50%) out of the total of 6. This was followed by vessels listed under Fishing Vessel with 2 detentions.

Table 7 – Inspection Results per Ship Type

Ship type	Number of Inspections	Number of Inspections with deficiencies	Number of Deficiencies	Percent of Inspections with Deficiencies	Number of Detentions	Detention Rate	Percentage of Total Detentions
Bulk carrier	25	5	12	20%			
Chemical tanker	40	14	21	35%			
Combination carrier	2	0	0				
Containership	103	13	42	12.62%			
Dredger/Cutter/Hopper	1	0	0				
Fishing Vessel	3	3	11	100%	2	66.67%	33.33%
Gas carrier	8	1	5	12.50%			
General cargo/multi-purpose ship	44	19	206	43.18%	3	6.82%	50%
Heavy load carrier	1	0	0				
Offshore service vessel	9	0	0				
Oil tanker	22	17	35	77.27%			
Other types of ship	29	25	78	86.21%			
Passenger ship	67	26	58	38.81%	1	1.49%	16.67%
Refrigerated cargo carrier	2	0	0				
Ro-ro cargo ship	20	11	24	55%			
Special purpose ship	2	0	0				
Tanker, not otherwise specified	7	3	8	42.86%			
Vehicle Carrier	7	0	0				
Total	392	137	500		6		

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 5 shows the Inspections per Ship Type.

Figure 5 – Inspections per ship type

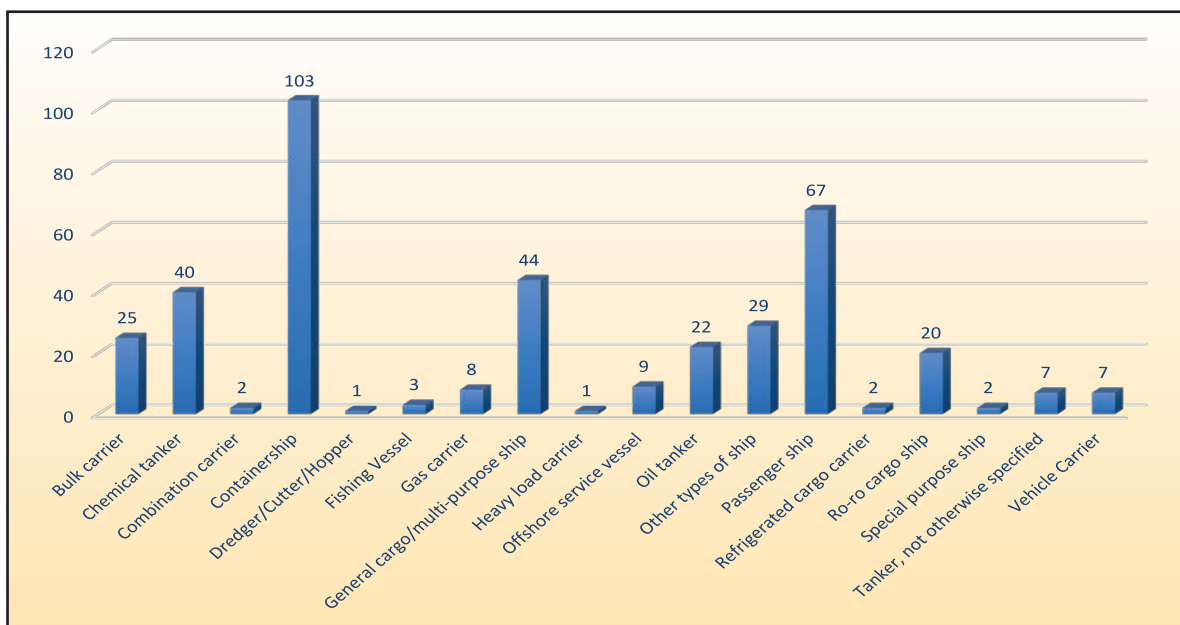
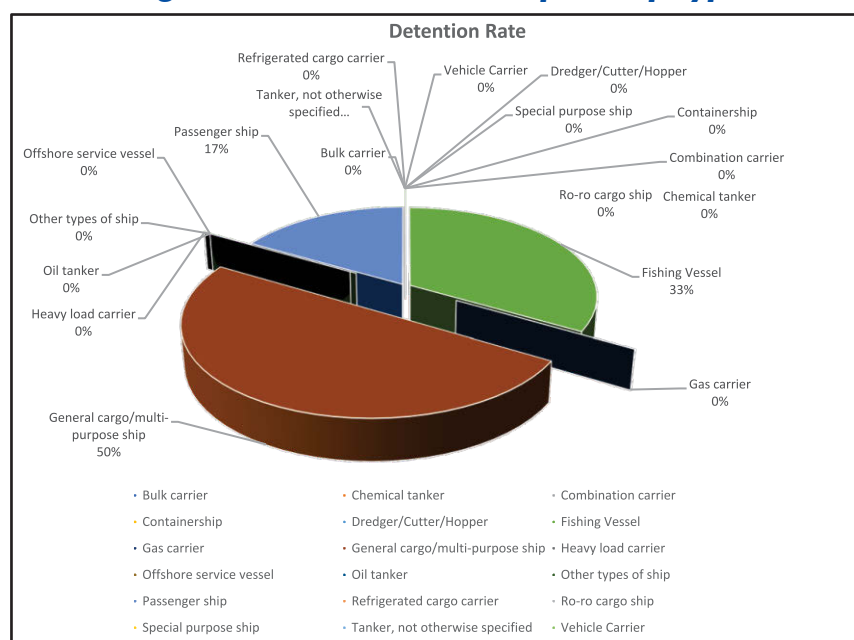


Figure 6 shows the Percentage of Detentions per Ship Type.

Figure 6 – Detention Rate per ship type



PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections of Vessels without IMO Numbers/ Below 500GT

In the 392 total inspections there are 75 inspections recorded for vessels without IMO numbers showing a decrease of 6.25% over 2023. Trinidad and Tobago had the most inspections recorded with a number 34 of 75 or 45.33% of all inspections. This was followed by France with 20 or 26.67%. Regarding the deficiencies recorded, France recorded the highest number of deficiencies with 107 of the 145 deficiencies recorded. In addition, 2024 saw 5 detentions.

Country	Inspections									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Anguilla	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	5	0	7	1	2	3	0	1	0
Bahamas	0	0	0	1	0	1	0	0	0	0
Belize	2	0	0	0	0	0	0	0	0	0
British Virgin Islands	0	0	0	0	0	0	2	1	0	0
Cayman Islands	0	0	0	0	0	0	0	0	2	1
Cuba	0	0	0	0	2	0	0	0	0	9
France	2	7	2	5	6	2	1	5	37	20
Guyana	0	0	0	6	2	0	0	0	1	1
Jamaica	1	0				0	0	0	0	1
St. Kitts & Nevis	0	0	0	1	1	1	0	0	1	0
St. Vincent and the Grenadines	0	0	0	4	0	0	1	0	0	0
St. Lucia	0	0	0	1	5	1	2	1	2	0
Suriname	0	1	2	0	1	0	0	0	0	0
St. Maarten	0	0	0	0	0	0	1	0	0	0
The Netherlands	34	27	27	16	9	7	11	10	11	9
Trinidad and Tobago	51	45	57	86	80	12	0	14	25	34
Total	90	86	96	127	107	26	21	31	80	75





PORT STATE CONTROL INSPECTIONS (Cont'd)

Country	Inspection with deficiencies									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Anguilla	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	3	0	7	1	2	3	0	1	0
Bahamas	0	0	0	1	0	1	0	0	0	0
Belize	1	0	0	0	0	0	0	0	0	0
British Virgin Islands	0	0	0	0	0	0	2	1	0	0
Cayman Islands	0	0	0	0	0	0	0	0	2	1
Cuba	0	0	0	0	0	0	0	0	0	1
France	2	7	4	5	5	2	1	5	36	18
Guyana	0	0	0	1	2	0	0	0	0	1
Jamaica	1	0	0	0	0	0	0	0	0	0
St. Kitts & Nevis	0	0	0	0	1	1	0	0	1	0
St. Vincent and the Grenadines	0	1	6	4	0	0	1	0	0	0
St. Lucia	0	0	0	1	1	1	0	0	0	0
Suriname	0	1	2	0	0	0	0	0	0	0
St. Maarten	0	0	0	0	0	0	1	0	0	0
The Netherlands	34	25	27	16	7	7	9	10	9	9
Trinidad and Tobago	1	0	2	0	8	0	0	1	0	0
Total	39	38	41	35	25	14	17	17	49	30

Deficiencies Identified

Country	Deficiencies									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Anguilla	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	41	0	45	6	9	9	0	11	0
Bahamas	0	0	0	3	0	5	0	0	0	0
Belize	10	0	0	0	0	0	0	0	0	0
British Virgin Islands	0	0	0	0	0	0	12	15	0	0
Cayman Islands	0	0	0	0	0	0	0	0	24	1
Cuba	0	0	0	0	0	0	0	0	0	2
France	32	60	28	47	33	31	1	15	211	107
Guyana	0	0	0	9	10	0	0	0	0	1
Jamaica	10	0	0	0	0	0	0	0	0	0
St. Kitts & Nevis	0	4	35	79	0	6	0	0	3	0
St. Vincent and the Grenadines	0	0	0	0	1	0	24	0	0	0
St. Lucia	0	0	0	4	2	8	0	0	0	0
Suriname	0	5	19	0	0	0	0	0	0	0
St. Maarten	0	0	0	0	0	0	5	0	0	0
The Netherlands	203	157	206	80	40	17	31	21	20	34
Trinidad and Tobago	5	0	3	0	9	0	0	2	0	0
Total	260	246	291	267	101	76	82	53	269	145



PORT STATE CONTROL INSPECTIONS (Cont'd)

Detentions Recorded

Country	Detentions									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Anguilla	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	1	0	2	0	2	2	0	0	0
Bahamas	0	0	0	0	0	0	0	0	0	0
Belize	0	0	0	0	0	0	0	0	0	0
British Virgin Islands	0	0	0	0	0	0	0	0	0	0
Cayman Islands	0	0	0	0	0	0	0	0	0	0
Cuba	0	0	0	0	0	0	0	0	0	0
France	1	0	1	2	1	0	0	1	2	4
Guyana	0	0	0	0	0	0	0	0	0	0
Jamaica	1	0	0	0	0	0	0	0	0	0
St. Kitts & Nevis	0	0	0	1	0	0	0	0	0	0
St. Vincent and the Grenadines	0	0	0	0	0	0	0	0	0	0
St. Lucia	0	0	0	0	0	1	0	0	0	0
Suriname	0	0	0	0	0	0	0	0	0	0
St. Maarten	0	0	0	0	0	0	1	0	0	0
The Netherlands	3	0	1	0	1	0	1	0	0	1
Trinidad and Tobago	0	0	0	0	0	0	0	0	0	0
Total	5	1	2	5	2	3	4	1	2	5

Concentrated Inspection Campaign – Crew Wages and Seafarer Agreements and MARPOL Annex V

Between September 1, 2024, and November 30, 2024, the Caribbean MOU (CMOU) executed a Concentrated Inspection Campaign (CIC) focusing on MLC Crew Wages and MARPOL Annex V. This campaign aimed to scrutinize specific areas without diminishing the regular coverage of port State control inspections. Consequently, the CIC ran alongside the routine port State control targeting and inspection activities outlined by the Caribbean MOU. Notably, only one CIC inspection was conducted on board an individual vessel during this period.

CIC on MLC Crew Wages and SEAs –

From September 1, 2024, to November 30, 2024, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on MLC Crew Wages and Seafarer Agreements throughout the region. This campaign involved nine (9) Member States of the Caribbean MOU.



PORT STATE CONTROL INSPECTIONS (Cont'd)

During the course of the campaign, 83 port State control inspections on individual vessels were carried out. Of these PSC inspections, 45 vessels were inspected for the CIC. There were no detentions reported as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel.

Reflecting on the objective of the CIC, it can be reasonably concluded from the results that the level of compliance was acceptable as most CIC inspection reports reported satisfactory answers to the questions with 88% of answers indicating that the necessary documentation was onboard and compliant with the regulations.

CIC – MARPOL Annex V

From September 1, 2024, to November 30, 2024, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on MARPOL Annex V throughout the region. This campaign involved eleven (11) Member States of the Caribbean MOU.

During the course of the campaign, Member States carried out 83 port State control inspections on individual vessels. Of these PSC inspections, 48 vessels were inspected for the CIC. There were no detentions reported as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel.

Reflecting on the objective of the CIC, that is to verify that the Garbage Management on board the ships was in conformity with the regulations under MARPOL Annex V, 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.



ACTIVITIES AND ACHIEVEMENTS FOR 2024

The Technical Standing Work Group met from **February 22 – 24, 2024** in Trinidad and Tobago and on **July 16, 2024** in the Bahamas to review the assignments referred to them from the 28th Meeting of the Caribbean Port State Control Committee (CPSCC). This included the review of the CMOU Technical Manual, Inspection of Fishing Vessels, CIC on Fire Safety Systems, CIC on Pilot Ladder Transfer Systems, CIC on SEA and Crew Wages, CMOU Competence Card, CMIS Updates, the Revision of CCSS Code among others.

The CMOU attended (virtually) the **3rd International Maritime Organisation's Regional Meeting of Directors and Heads of Maritime Administrations (DIHMAR III)** which was held in Bridgetown, Barbados from **May 2 – 3, 2024**. 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 2024-2026 biennium.

The Secretary General attended the **57th Meeting of the Paris MOU** held in Madrid, Spain during the week of **May 6 – 10, 2024**. Issues included the Average Deficiency and Detention Ratios; Deficiency Categories, The PMOU White/Grey/Black List, Banned Ships of the PMOU, Performance of the Recognised Organisations, Future CICs, Coding Steering Board, Detention Review Panel, Guidelines/Circulars, Training and Future Requirements. The annual statistics and activities of the CMOU for 2023 were presented at this meeting.

The **15th Annual PSC Seminar** was held in Grenada in **June 2024**. The Seminar was attended by 26 PSCOs from 15 Member and Associate Member States and one Observer State. The areas that were included in the Training programme included the Guidance on the CIC on SEA and Crew Wages and MARPOL Annex V, as well as case studies on Deficiency Writing, Electronic Certificates, GMDSS and others.



The Finance and Administration Standing Working Group met in person on **July 17, 2024**, to discuss and recommended for approval the Financial Statements, Audited Report and other matters.

ACTIVITIES AND ACHIEVEMENTS FOR 2024 (Cont'd)



The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its Annual Committee meeting in the Bahamas from **July 18 – 19, 2024**. The meeting was attended by sixteen Member Authorities and two Observer States. The authorities of Cuba, Grenada, Saint Lucia, Saint Kitts and Nevis, Sint Maarten and St. Vincent & the Grenadines were unable to attend. Representatives of the BS MOU (Virtual), PMOU, TMOU (Virtual), Vina del Mar Agreement (Virtual), and the USCG were present as Observers.

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

- Revision of the CMOU Technical Manual;
- Membership of the British Overseas Territories;
- Approval of API connection link for data retrieval;
- PSC Qualification Issues/Concerns;
- Treatment of Autonomous Vessels;
- Amendment to the Rules of Procedures; among other items.

The Secretary General attended Tenth Meeting of the III subcommittee which was held from **July 22 to 26, 2024**. The meeting had representation from all MOUs/Agreements and the US Coast Guard and included discussions on PSC inclusive of Results of the Concentrated Inspection Campaigns, Global PSC Statistics, Flags States targeted by the Paris MOU, Tokyo MOU and USCG, Review of IMO Model Course 3.09 on Port State Control, the Development of PSC Guidelines, among others.

COLLABORATION WITH OTHER ORGANISATIONS

Mr. Jace Spencer of Antigua and Barbuda, participated in the TMOU's 12th General Training Course (GTC 12), **22 April to 11 September 2024** (Virtual and In-Person).

Mr. Xavier Claman of France attended the Paris MoU – The Human Element Workshop, Leiden, The Netherlands, **15 - 18 October 2024**.

The CMOU wishes to express our appreciation to the Regional MOUs for allowing the CMOU to continue to participate in their training courses.

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
2024

CMOU FOCAL POINTS

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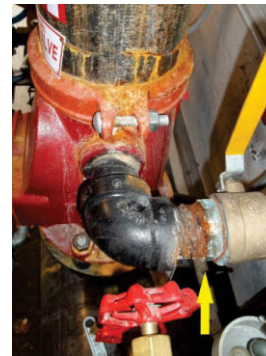


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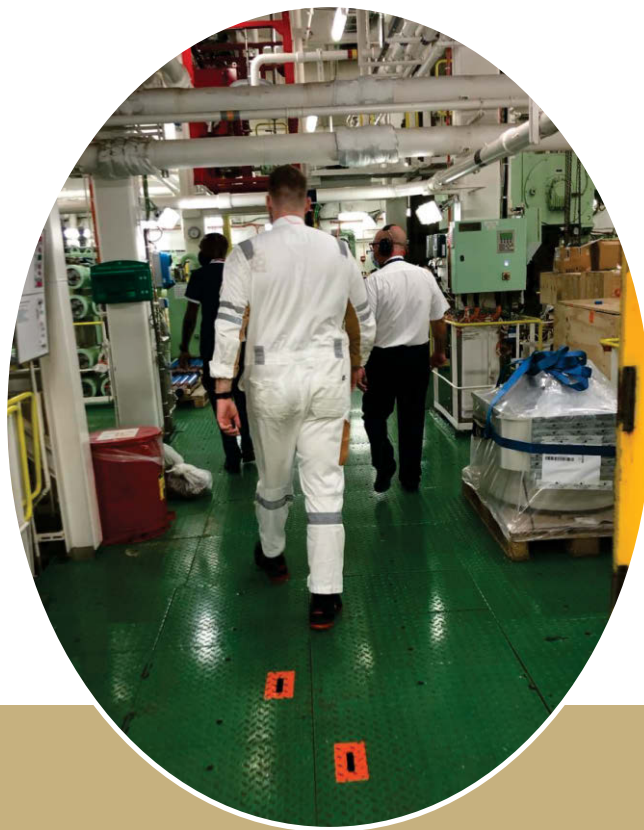


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