

Caribbean Memorandum of Understanding on Port State Control



2017
Annual Report



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of Understanding
on Port State
Control



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TABLE OF CONTENTS

SUBJECT/TITLE ETC.	PAGE NO.	
	FROM	TO
Our Mission	3	3
Main Objectives	3	3
Welcome:		
• Chairman's Log;	4	4
• The Secretary's Notes.	5	5
1. INTRODUCTION:		
• General;	6	6
• The CMOU;	7	7
• The Secretariat.	8	9
2. MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS		
• Members and Working Groups and Related Activities;	10	10
• Observer States;	11	11
• Observer Organisations.	11	11
3. CARIBBEAN MARITIME INFORMATION CENTRE		
• Overview;	12	12
• New Database;	12	12
4. PORT STATE CONTROL ACTIVITIES		
• General Overview;	13	13
• Inspections by CMOU Member States;	13	15
• Deficiencies;	15	15
• Deficiencies by Category;	16	17
• Pictures of some typical Deficiencies identified in 2016;	17	19
• Detentions;	19	19
• Inspections, Deficiencies and Detentions per Recognised Organizations;	20	21
• Inspections Deficiencies and Detentions per Flag State;	21	23
• Inspections Deficiencies and Detentions per Ship Type;	23	24
• Inspection of vessels under 500GT;	25	25
• Concentrated Inspection Campaign Fire Safety Systems.	25	30
5. ACTIVITIES AND ACHIEVEMENTS FOR 2016		
• Secretariat;	31	33
• Collaboration with other Organisations & Training;	33	33
• On the Horizon 2017	34	34
6. CMOU FOCAL POINTS	36	39



Our Mission

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

Main Objective

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

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

CHAIRMAN'S LOG



Amb. Dwight C. Gardiner

It is with great pleasure that I present the Annual Report for 2017 of the Caribbean Memorandum of Understanding on Port State Control (CMOU). This year was, however, a very difficult one for many Caribbean States, especially those of the Eastern Caribbean that were ravaged by two catastrophic hurricanes namely, Irma and Maria. These disastrous hurricanes only heightened the need to emphasize the phenomenal and devastating effects of Climate Change, especially on the Caribbean Region. It is interesting to note, however, that although States within the Caribbean Region are only responsible for less than 1% of global carbon emissions, our Region continues to be highly susceptible to the impacts of climate change, which range from increases in frequency and intensity of weather systems, coral bleaching, reduced fish stocks, increased incidents of drought and flooding.

Unfortunately, Irma and Maria drastically decreased the capacity in the affected States to carry out their mandates with respect the PSC Inspections. In addition, although the CMOU

Secretariat once again reached out to our Observer States to encourage them to join the CMOU, and thus, access the benefits associated with becoming Member States, the extensive damage to the States of Sint Maarten, the British Virgin Islands and the Commonwealth of Dominica has severely affected the ability of these States to complete PSC inspections and finalise their preparations to become Member States of the CMOU. Notwithstanding, we will forge on to work with them and assist where necessary to enable capacity reinvigoration to carry out their PSC responsibilities in the near future.

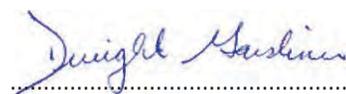
The CMOU remains steadfastly focused on our mandate to eliminate sub-standard shipping from our environmentally sensitive seas. We must remain determined in our resilience to focus on our mandate because we rely upon our sensitive seas for ongoing and sustainable economic viability. Moreover, many issues are upon us as port, coastal and flag States that require vigilance. Over the past years, security requirements have been greatly enhanced, environmental concerns have deepened, and ship navigation technology has seen changes requiring additional training requirements for seafarers, among other things. I remain confident that we can overcome these challenges by having a cadre of professionally trained port State control officers. In this regard, the CMOU has hosted nine PSC Seminars since 2009 and our officers have also attended training through the IMO, and other Regional MOUs.

The year 2017 also saw greater inter-sessional work and communication that assisted in the completion of many outstanding tasks before the CPSCC. Therefore, the progression of the

CMOU over the year must be emphasized to our Member States as we strive to improve upon the existing standards in our Region to ensure that shipping is conducted in the safest, secure and most environmentally friendly manner. It is upon these foundations that we must recognize the need to improve on the "good practices" that yielded many positive results in the past. By proceeding in this manner, we will not reinvent the wheel, but rather, we will grow as a Region utilizing and sharing our collective experiences and knowledge base among Member States. In addition, we must also ensure that we continue the collaboration with our sister MOU regimes to ensure the global harmonization of our PSC practices.

As we close the year 2017, I would like to thank our Member States, Observers 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), amongst others, that have continued relentlessly to provide assistance and guidance when needed.

Undoubtedly, our success in the Caribbean Region is predicated on the need for co-operation and collaboration in the implementation of internationally approved maritime standards. I therefore urge all stakeholders to be ever vigilant as we collectively strive to have a more effective Port State Control regime.



Dwight C. Gardiner
Chairman

SECRETARY'S NOTES

I consider it an honour to have served the Caribbean Memorandum of Understanding on Port State Control (CMOU) as Secretary General for 9 years. As the Chairman indicated, 2017 was a difficult year for us in the Caribbean. During this heightened hurricane season, for many days, we at the Secretariat simply tried to ascertain whether our colleagues were safe. Hurricanes Irma and Maria have devastated many islands and their rebuilding effort will probably take years. We at the CMOU will continue to work with all of our Member and Observer States as we tackle the continued onslaught brought on by global warming but however still being mindful of our responsibility to protect those who travel through our environmentally sensitive seas.



Jodi Munn-Barrow

In 2017, as one of nine PSC regimes in the world, we continued our policy of collaboration and cooperation with other PSC regimes ensuring that consistent communication and exchange of information was a priority. We also reported regularly to the International Maritime Organization and at the 4th Session of the Sub-Committee on Implementation of IMO Instruments (III) and submitted our annual report and results from our recent CIC. Our participation in the 7th IMO Workshop for Secretaries and Database Manager was integral in the continued global harmonisation of our PSC practices.

“Connecting Ships, Ports and People” was selected as the World Maritime Day theme for 2017 which only emphasised the Flag, Port and Coastal State responsibilities of our States. This collaboration is also essential for the growth of the maritime sector in our region through job creation, expanded trade and the protection of our seafarers. The CMOU views this as a necessary collaboration to continue the excellent work it has been doing but to move to the next level and improve on current

best practices. With its emphasis on areas such as training, exchange of information, communication and active port state control, the CMOU will continue to play its part in contributing to the eradication of substandard shipping on an international level.

This Annual Report will cover the port State control activities for 2017 and will include a break-down of the inspections done by the Member States for the period. We continue to analyse the inspection data to examine which areas need to be strengthened and other areas of improvements needed as well. The report will also highlight the main activities of the Secretariat and the achievements of the CMOU.

I would like to thank the IMO and its Regional Maritime Adviser, the regional MOUs, the USCG, the ILO, RAC-REMPITC Caribe, among other international maritime bodies who continue to provide training opportunities and support in the growth and development of the CMOU and port State control within our region.

We at the CMOU Secretariat look forward in continuing to work with the CMOU's Member States, Observers, the governing bodies, colleague MOUs and all other organisations as we strive to achieve our mandate of eliminating the operation of sub-standard ships in our region.


.....
Jodi Munn-Barrow (Mrs.)
Secretary General

INTRODUCTION

The CMOU on port State control is in its 21st year of existence. The CMOU has evolved primarily through the maturity of its Member States as port States with increased activities as main and hub-ports, while others are putting the necessary infrastructure in place to come on board.

Throughout that time the region has strived to be an active player in the shipping industry. This year several 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).

In 2017, a number of initiatives which were discussed previously have been finalized and/or enacted over the year. The CPSCC 22 Meeting approved of the addition of the Ballast Water Management Convention as a relevant Instrument of the CMOU, guidelines for the CCSS Code, the revision of the CCSS Code, 2015, among others.

There were no new Member States added in 2017 however, discussions continue with Sint Maarten, Bermuda and the British Virgin Islands who have indicated their interest in becoming Members in the very near future. We look forward to working with them as they develop their inspection capabilities within their administration.



Aegean Bunkering – Kingston Harbour



The Marina at Port Antonio, Jamaica



The CMOU

The CMOU was concluded by the Maritime Administrations of an initial nine (9) countries in Christ Church, Barbados on February 9, 1996. The Membership has since grown to seventeen Member States and one Associate Member State and we have had discussions with other States who have informally advised the Secretariat of their interest in becoming Members.

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

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

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

Vide Article 6.1 of the Memorandum, a Committee composed of representatives of each of the Members defined in Annex 5 of the

Memorandum, is established as an executive body. The current Committee is headed by a Chairman, Amb. Dwight Gardiner of Antigua and Barbuda and a Vice Chairman, Capt. Dwain Hutchinson of the Bahamas who were both re-elected to these positions in 2015. The Committee meets once a year in one of the Member States. Elections take place every three (3) years.

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



Suriname Pilot Vessel



Georgetown Guyana



Bopec Oil Terminal, Bonaire

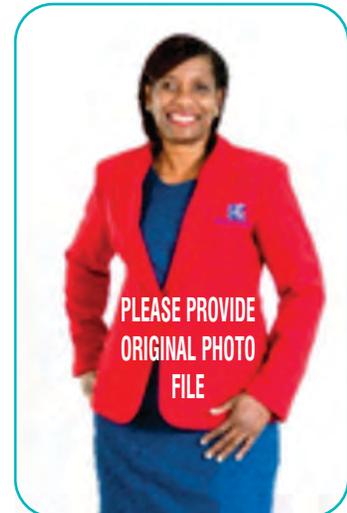
The SECRETARIAT

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.

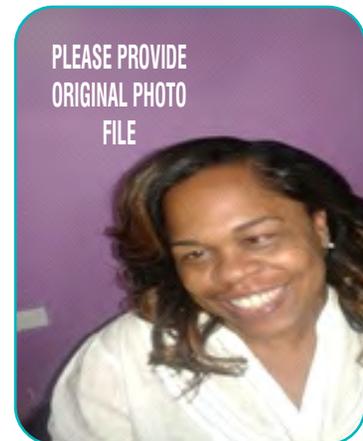
The main objective of the Secretariat is to conduct the day-to-day administrative activities of the CMOU. It provides a liaison point and so facilitates the exchange of information among the Members, Observers,

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 in Paramaribo, Suriname and a part-time Accountant – Mrs. Cutie Buckley. The Secretariat reports to the Committee via the Chairman.



Ms. Dionne Thaxter
Administrator



Mrs. Cutie Buckley
Accountant



Mr. Majere Ajambia
Database Manager



Kingston Harbour, Jamaica



CMOU ORGANISATION CHART

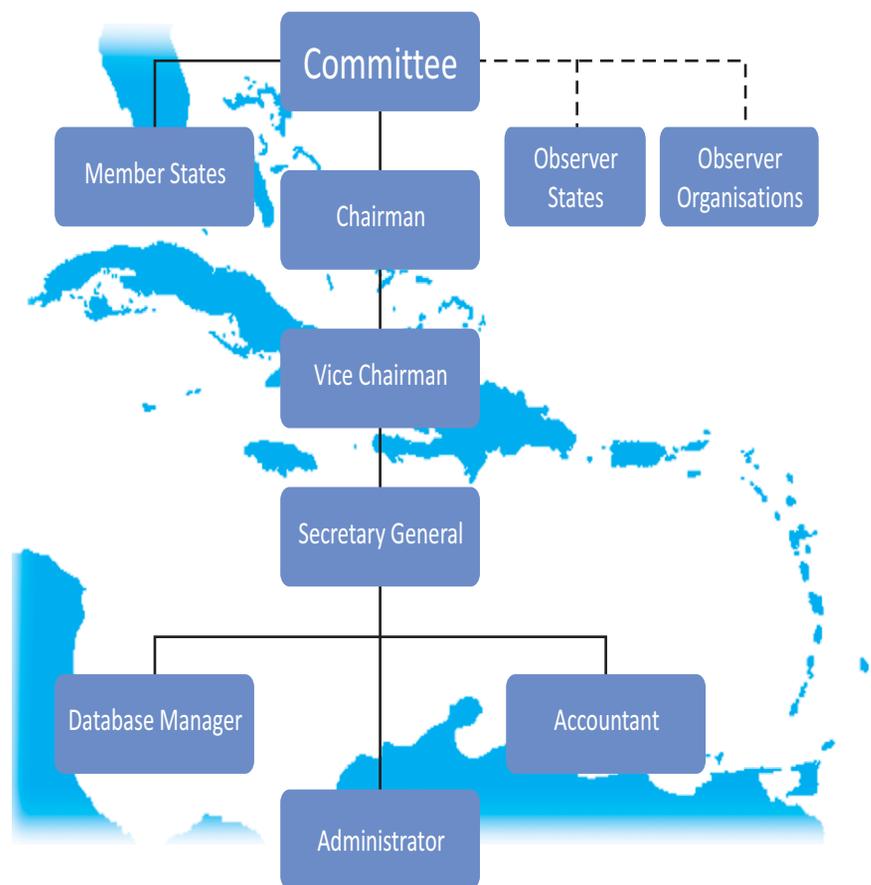
The activities of the Secretariat are approved and fully funded by contributions from the Member States. The annual budget and work programme for the Secretariat is submitted for approval at every annual meeting of the CMOU Committee after being reviewed by the Finance and Administration Standing Working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

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Carnival Caribbean Port, St. Lucia

MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

MEMBERS AND ASSOCIATE MEMBERS

The seventeen (17) Member States and one (1) Associate Member State of the CMOU are:

Antigua and Barbuda
Aruba
The Bahamas
Barbados
Belize
The Cayman Islands
Cuba
Curaçao
France
Grenada
Guyana
Jamaica
The Netherlands
St. Christopher and Nevis¹
St. Lucia
St. Vincent and the Grenadines²
Suriname
Trinidad and Tobago

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

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

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

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

and Trinidad & Tobago. For 2016, the TSWG continued to spearhead the Update of CMOU Technical Manual; the modification of CMIS to calculate performance lists based on approved formula; the Qualifications of PSCOs in the region; the development of guidelines for ISM guidelines and guidelines for the SCV and CCSS Codes.

The Members of the FASWG are Antigua & Barbuda (Chairman), the Bahamas, Barbados, Grenada, Guyana, the Netherlands, Suriname and Trinidad & Tobago. The major tasks of the FASWG were the Continued Professional Development (Training of Secretariat); the Policy for the Attendance at Meetings; the Participation of Member States at Intersessional; The collection of the outstanding balances; and the proposed Website Upgrade.

¹ St. Kitts & Nevis

² Associate Member State since 2015



St. Lucia Harbour

MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

OBSERVER STATES

Anguilla
Bermuda
The British Virgin Islands
Dominica
Haiti
Sint Maarten
Turks and Caicos Islands

The Observer States of the MOU continue to play an invaluable part of our network as they attend meetings and contribute their insights and knowledge to our discussions. Some of these States have also indicated their interest in becoming full Members in the very near future.



Bauxite port in Discovery Bay, Jamaica

OBSERVER ORGANIZATIONS

**The International Maritime
Organization (IMO)**

**The International Labour
Organization (ILO)**

The Paris MOU (PMOU)

~

**The United States Coast Guard
(USCG)**

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



Bunkering in Kingston Harbour, Jamaica

CARIBBEAN MARITIME INSPECTION CENTRE (CMIC)

Caribbean Maritime Information Centre

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

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

New Database System

A new version of the database system was implemented in 2014, provided by MEDSYS and Shared System. This company is a partner of the Mediterranean MOU.

This new system provides different options which are very useful in carrying out the duties of the PSCOs. In addition, a module for the reporting of CICs has been included in this system along with the ability to input data on vessels under 500GT and without IMO numbers. With these major changes, the CMOU has started to put the necessary steps in place to be an independent system.



Users

The port State control inspectors are the ones who make the most use of the system. The changes that have been made so far into the system are advised by the port State control inspectors. Therefore, we can conclude that the system is not indispensable in the processing of the information.

In addition to the customer-friendliness of the system, the changes have led to qualitative information in the system.



St. Martin Port

View Inspections
Admin Ships
Admin Inspections
Add Inspection
Current Inspections overview
Current Inspections (10)
Under modification (5)
Closed Inspection
Codifications
Admin Users
Statistics
Documents
Message
Other

PORT STATE CONTROL INSPECTIONS

General

In accordance with the provisions of the applicable conventions and as per Section 1.2 of the MOU, Member States conduct inspections of foreign ships in their ports. This report summarizes the port State control developments and activities of the CMOU in 2017. Furthermore, the report also includes the results of deficiencies and detentions carried out by Member Authorities during 2017. The results of the Concentrated Inspection Campaign (CIC) on Life Saving Appliances has also been included in this report.

Inspections

The table below shows an overview of inspections carried out by Member States from 2005 to 2017. In 2017, the CMOU Member States carried out a total of 769 inspections on ships registered under 57 flags, which is a decrease of 90 or 12% over the previous year. As can be seen, The Netherlands carried out the most inspections with a total of 203, followed by Trinidad and Tobago with 104. Of those Member States reporting inspections, Guyana had the lowest recorded inspections with 1. In addition, the zero inspections noted in the table are Members that did not report any inspections in the system.

Table 1: Port State Control Inspections 2005 – 2017 (By Member State)

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

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

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2017.

Figure 1: Total Inspections 2005 - 2017

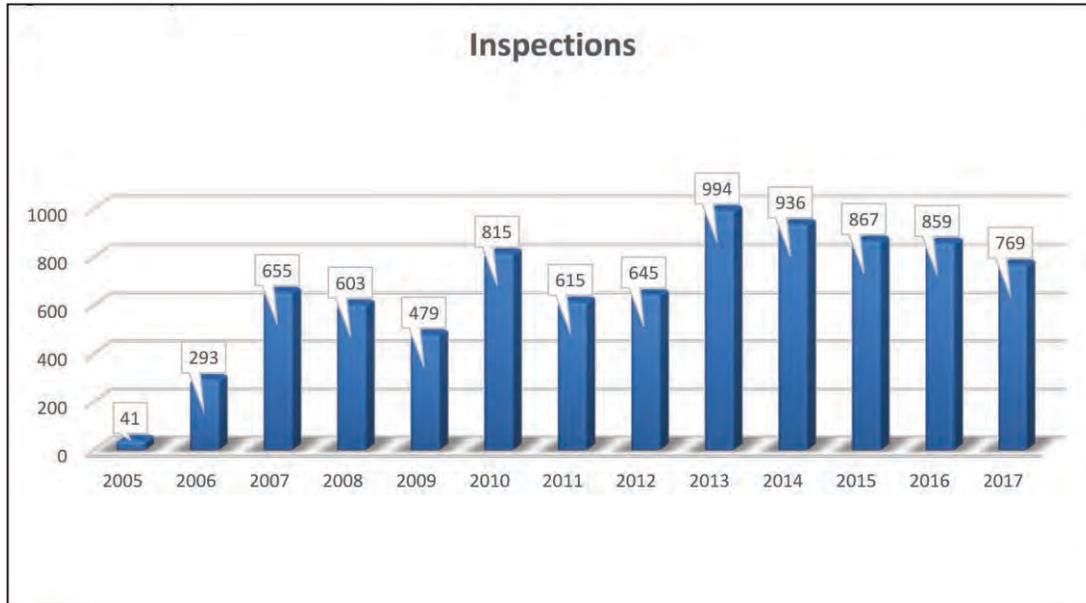
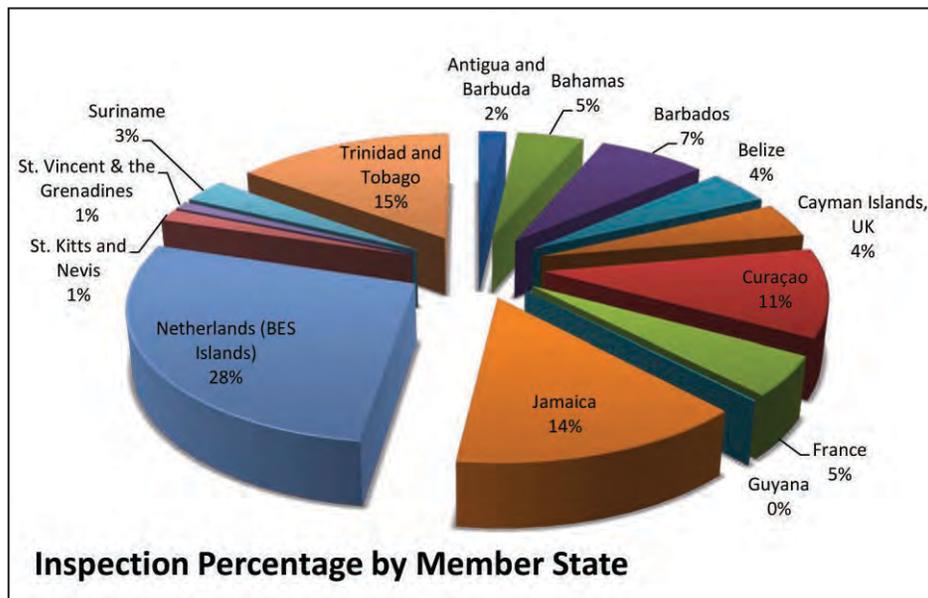


Figure 2 outlines the inspections carried out by Member States as a percentage of the total.

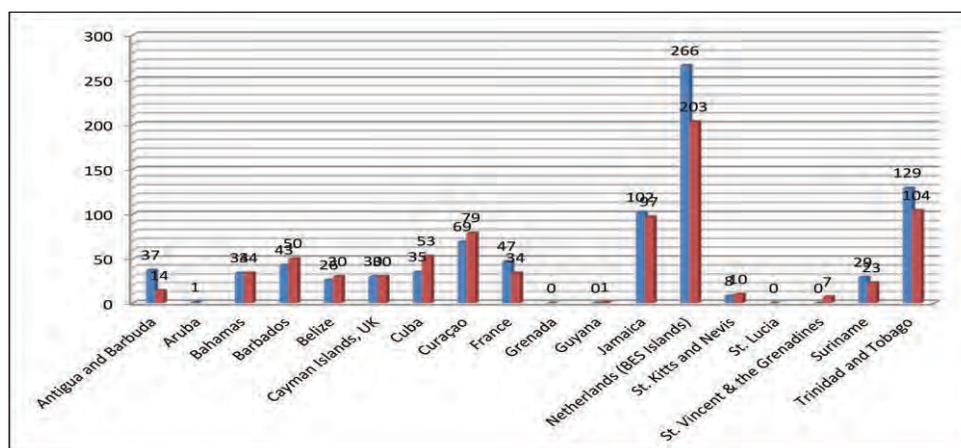
Figure 2: Port State Control Inspections (%) 2017 (By Member State)



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 3 below shows the comparison of total inspections by Member States for 2016 and 2017.

Figure 3: Inspections by Member State (2016 vs 2017)



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 2017, the number of deficiencies identified totalled 1321 deficiencies whereas in 2016, a total of 1453 deficiencies were recorded showing a decrease of 9%.

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

Table 2 - Deficiencies Recorded by Member State

Member States	Deficiencies												
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aruba	0	0	0	0	0	0	0	0	0	0	0	7	0
Antigua and Barbuda	0	1	5	1	7	10	13	15	86	109	125	109	22
Bahamas	0	34	42	19	21	25	30	5	2	10	6	10	9
Barbados	0	0	0	0	0	2	0	8	0	0	0	5	17
Belize	n/a	n/a	n/a	n/a	0	1	2	1	1	5	14	6	7
Cayman Islands, UK	0	85	19	0	83	15	28	11	15	3	10	6	36
Cuba	0	11	377	186	132	193	52	143	72	25	0	8	27
Curaçao	0	4	64	10	249	76	82	9	33	0	6	113	105
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	47	64	133	149	68
Grenada	0	0	0	0	0	0	0	0	0	0	0	0	0
Guyana	0	0	38	40	19	0	0	0	0	0	0	0	0
Jamaica	0	1	19	0	21	86	105	157	203	226	267	141	107
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	859	1152	1251	1123	1425	860	803
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	2	0	8	9	59
St. Lucia	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0
St. Vincent & the Grenadines	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0	7
Suriname	0	8	22	12	12	9	0	1	32	19	48	30	50
Trinidad and Tobago	0	85	208	40	29	19	22	14	2	3	5	0	4
Total	0	229	794	308	573	436	1193	1516	1746	1587	2047	1453	1321

PORT STATE CONTROL INSPECTIONS (Cont'd)

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 803 deficiencies, followed by Jamaica with 107 and Curacao with 105.

Deficiencies by Category

The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 1294 deficiencies* recorded, Fire Safety Systems was the highest deficiency recorded with a total of 238 or 18.39 % followed by Life Saving Appliances with 224 deficiencies recorded or 17.31%. Fire Safety Measures also was the category with the highest percent of total deficiencies for the period 2010 to present.

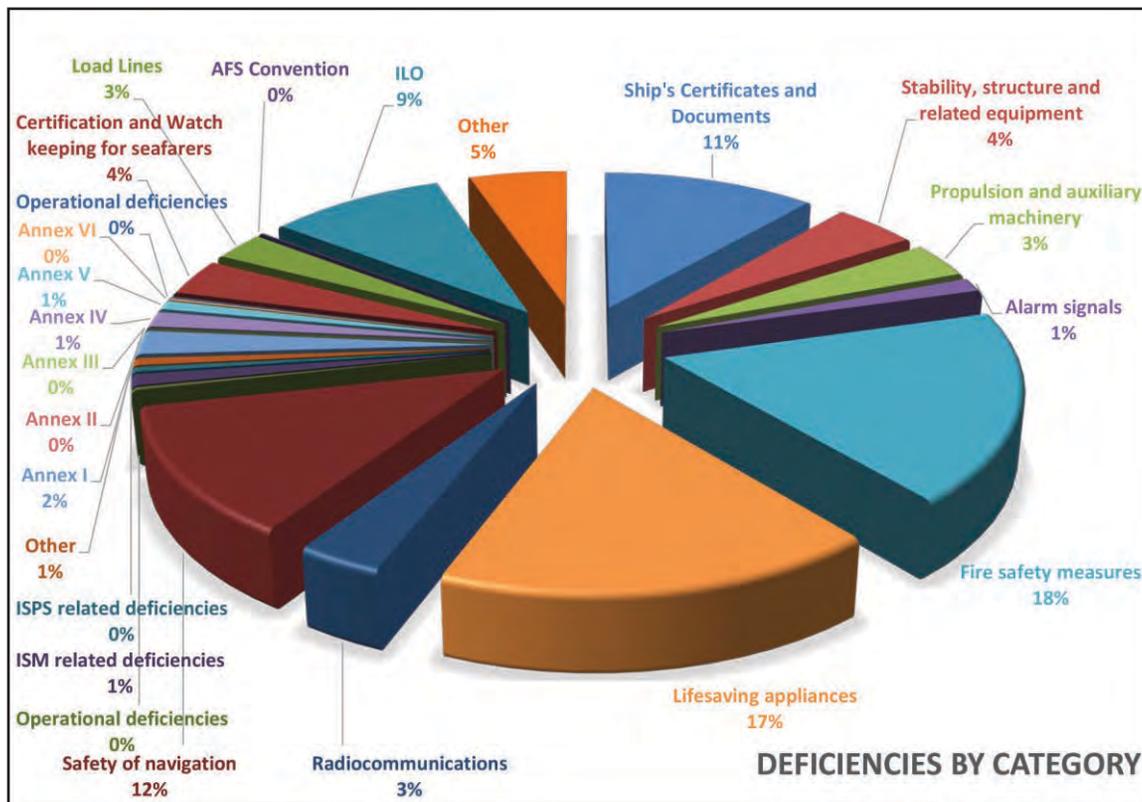
Table 3 - Deficiency by Categories*

Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		147	11.36%
SOLAS	Stability, structure and related equipment	58	4.48%
	Propulsion and auxiliary machinery	44	3.40%
	Alarm signals	17	1.31%
	Fire safety measures	238	18.39%
	Lifesaving Appliances	224	17.31%
	Radiocommunications	43	3.32%
	Safety of Navigation	157	12.13%
	Operational deficiencies	3	0.23%
	ISM related deficiencies	14	1.08%
	ISPS related deficiencies	6	0.46%
	Other	9	0.70%
MARPOL	Annex I	29	2.24%
	Annex II		
	Annex III		
	Annex IV	19	1.47%
	Annex V	11	0.85%
	Annex VI	2	0.15%
	Operational deficiencies	2	0.15%
STCW	Certification and Watch keeping for seafarers	46	3.55%
Load Lines		35	2.70%
AFS Convention		1	0.08%
ILO /MLC		122	9.43%
Other		67	5.18%
TOTAL		1294	

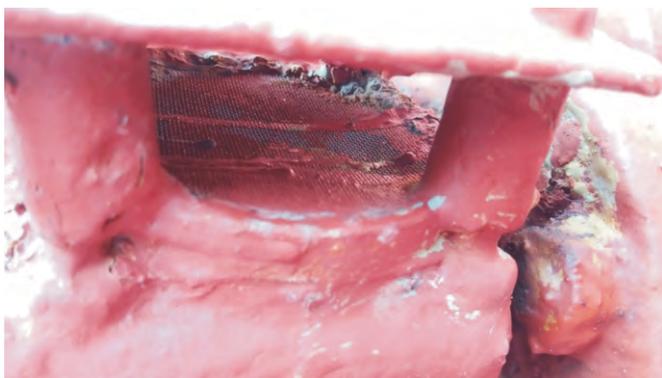
* The above does not include the results from Cuba who had issues with entering information in the database.

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 4: Deficiencies by Category



Pictures of Deficiencies Identified in 2017

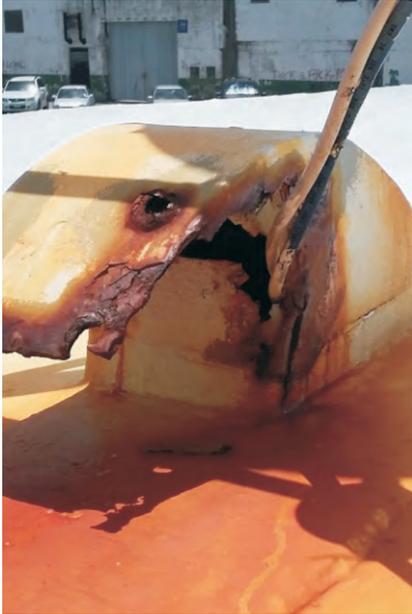


Flame arrestor screen partially painted



Cargo Hatch Cover Joint Gasket Damage

PORT STATE CONTROL INSPECTIONS (Cont'd)



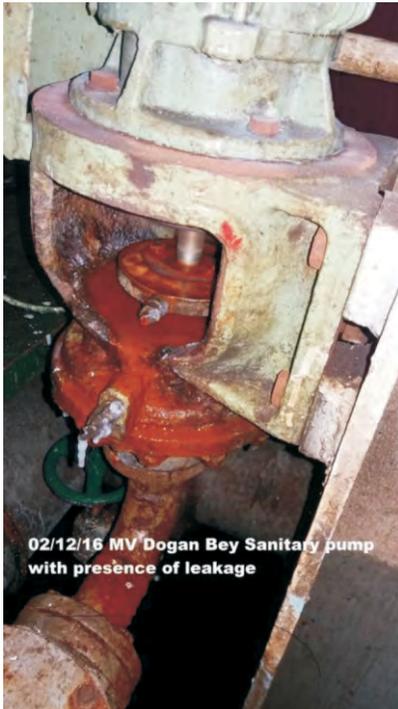
Corroded vent casing



Lose electrical cables in machinery space



Hatch cover flexible rubber seal damaged



MV Dogan Bey



Holed deck plating



Non serviced fire extinguisher (last service date 6 years prior to date of inspection (2016))

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 2017, 10 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected decreased as compared with 2016 which had 15 detentions, reflecting a decrease of 50%. Curacao and The Netherlands recorded the largest number of detentions with 4 and 2 respectively. The table below provides a breakdown of detentions by Member State for the period 2005 – 2017.

Table 4 - Detentions per Member State (2005 - 2017)

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

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections, Deficiencies and Detentions per Recognised Organisations

As per the recommendations of previous Flag State Implementation Sub-Committee meetings as well as the CPSC 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. The table below provides a breakdown of the Inspections, Deficiencies and Detentions per Recognised Organisation.

Table 5 – Performance of Recognized Organizations (2017)

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	% OF DETAINED
American Bureau of Shipping	ABS	90	30	80	1	10.00
Bureau Veritas	BV	106	45	198	1	10.00
China Classification Society	CCS	6	2	2	0	-
Columbus American Register	COLAMREG	1	1	12	0	-
Det Norske Veritas / Germanischer Lloyd	DNV GL	230	62	143	0	-
International Naval Surveys Bureau	INSB	2	1	13	0	-
International Register of Shipping		4	3	26	0	-
Korean Register of Shipping	KRS	8	3	12	0	-
Lloyd's Register	LRS	134	49	185	0	-
MACOSNAR Corporation	MC	4	4	40	2	20.00
National Shipping Adjusters Inc	NSA	1	1	2	0	-
Nippon Kaiji Kyokai	NKK	73	22	88	1	10.00
No class ¹		53	49	390	4	40.00
Other ²		4	4	22	0	
Overseas Marine Certification Service, Inc.	OMCS	1	1	2	0	-
Panama Maritime Documentation Services		3	3	13	0	-
Phoenix Register of Shipping S.A.	PHRS	1	1	7	1	10.00
Register of Shipping (Singapore)		1	0	0	0	-
RINA Services S.p.A	RINA	41	19	69	0	-
Rinave - Registro Internacional Naval, S.A.	REGINAV	3	0	0	0	-
Russian Maritime Register of Shipping	RMRS	3	1	17	0	-
Total		769	301	1321	10	

From the table, it is observed that when examining vessels with a Class recorded, it can be seen that DNV GL recorded the highest number of inspections with 230 out of 769. Lloyd's Register noted the second highest record with 134. With respect to deficiencies identified, BV had the highest number of deficiencies recorded with 198 followed by Lloyd's Register with 185. Out of the 10 detentions, for class related detentions, vessels listed under Marcosnar Corporation had the highest number of detentions with 2 detentions.

¹'No Class' means no class affected to ship (code 170)

²'Other' means that the ship has class but not one of those listed in the system (code 173)

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections, Deficiencies and Detentions per Flag State

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

Table 6 - Inspections, Deficiencies and Detentions per Flag State

Flag	Inspections	Number detention	Number Inspections with deficiencies	Detention %	Inspection % with deficiencies
Afghanistan	1	0	1	0%	100%
Antigua and Barbuda	32	0	15	0%	43%
Bahamas	66	0	23	0%	35%
Barbados	2	0	1	0%	50%
Belgium	7	0	1	0%	14%
Bermuda	13	0	2	0%	15%
Bulgaria	1	0	1	0%	100%
Canada	1	0	0	0%	0%
China, People's Rep. Of	1	0	0	0%	0%
Colombia	3	0	2	0%	67%
Cook Islands	2	1	1	50%	50%
Curaçao	6	1	6	17%	100%
Cyprus	31	0	8	0%	26%
Denmark	4	0	1	0%	25%
Dominica	8	1	7	13%	88%
Ecuador	1	0	1	0%	100%
France	6	0	1	0%	17%
Germany	5	0	0	0%	0%
Gibraltar (UK)	1	0	0	0%	0%
Greece	13	0	6	0%	46%
Guyana	7	1	7	14%	100%
Hong Kong (China)	30	0	10	0%	30%
India	1	0	0	0%	0%
Italy	11	0	3	0%	27%
Jamaica	3	0	0	0%	0%
Japan	2	0	1	0%	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 %	Inspection % with deficiencies
Korea, Republic of	1	0	0	0%	0%
Liberia	81	1	25	1%	31%
Libya	1	0	0	0%	0%
Luxembourg	8	0	3	0%	38%
Malta	70	0	31	0%	44%
Man, Isle of (UK)	11	0	5	0%	45%
Marshall Islands	57	1	20	2%	32%
Mexico	1	0	1	0%	100%
Monaco	1	0	1	0%	100%
Netherlands	15	0	3	0%	20%
Norway	9	0	2	0%	11%
Palau	1	0	0	0%	0%
Panama	117	1	42	1%	35%
Philippines	1	0	0	0%	0%
Portugal	9	0	4	0%	44%
Qatar	1	0	1	0%	100%
Saint Vincent and the Grenadines	21	0	11	0%	52%
Singapore	35	0	8	0%	23%
Spain	1	0	0	0%	0%
Sri Lanka	1	0	0	0%	0%
St. Kitts & Nevis	4	0	2	0%	50%
Switzerland	1	0	1	0%	100%
Togo	2	0	2	0%	100%
Trinidad and Tobago	2	0	1	0%	50%
Turkey	1	0	0	0%	0%
United Kingdom	8	0	2	0%	25%
United Republic of Tanzania	4	3	4	75%	75%
United States of America	13	0	6	0%	46%
Vanuatu	10	0	5	0%	50%
Venezuela	23	0	22	0%	96%
Virgin Islands, British (UK)	1	0	1	0%	100%
Total	769	10	301		

PORT STATE CONTROL INSPECTIONS (Cont'd)

Panama had the highest number of vessels inspected with 117 vessels out of a total of 769. The United Republic of Tanzania had the highest number of detentions with 3 out of 10 or 75% of the detentions.

Inspections, Deficiencies and Detentions per Vessel Type

The table below illustrates the deficiencies recorded as per ship type. In 2017, the CMOU saw 39.14% of all vessels inspected having deficiencies. As can be seen, out of the 1321 deficiencies recorded General Cargo vessels had the highest deficiency percentage as 56.88% of all inspections were found with deficiencies. This was followed by Oil Tankers with 50.88%.

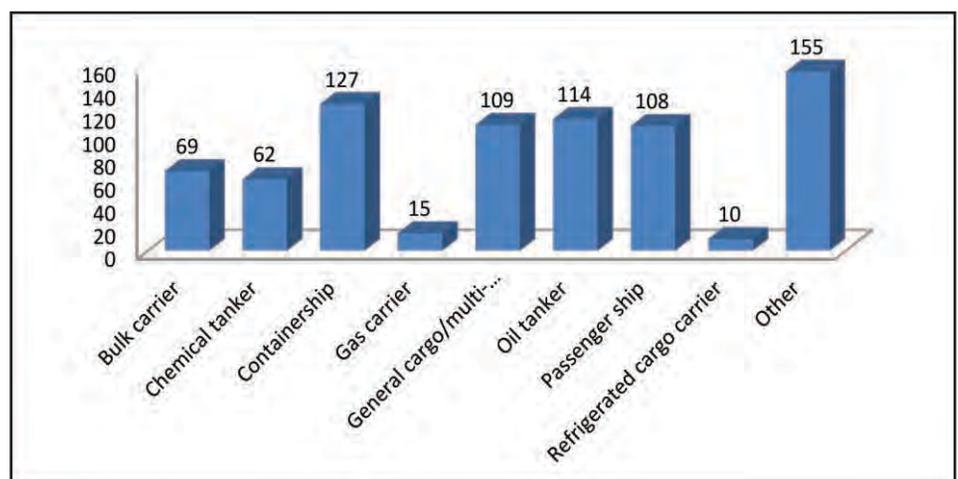
General Cargo Vessels accounted for the most detentions for the period with 7 (70%) out of the total of 10. General Cargo vessels continue to have the most detentions recorded annually.

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	69	19	63	27.53		-	-
Chemical Tanker	62	28	104	45.16		-	-
Containership	127	33	89	25.98	1	0.79	10.00
Gas Carrier	15	3	15	20.00		-	-
General Cargo	109	62	427	56.88	7	6.42	70.00
Oil Tanker	114	58	194	50.88		-	-
Passenger Ship	108	25	49	23.15		-	-
Refrigerated Cargo Carrier	10	4	7	40.00		-	-
Other	155	69	373	44.52	2	1.29	20.00
Total	769	301	1321	39.14	10	1.30	

Figure 5:
Shows the Inspections per Ship Type.

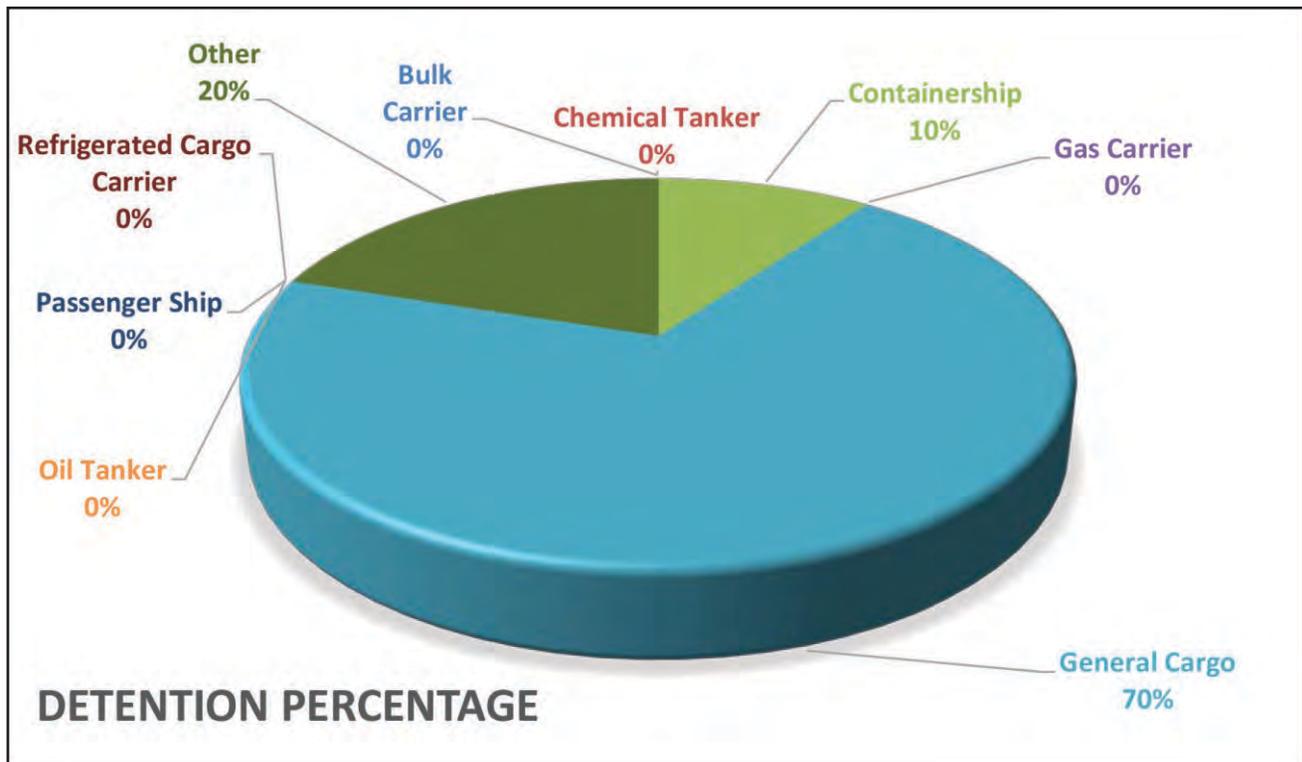
Figure 5 – Inspections per ship type



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 6: shows the Percentage of Detentions per Ship Type.

Figure 6 - Detention Rate per ship type



Port of Cienfuegos



Suriname PSCOs at work

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections of Vessels without IMO Numbers

In addition to the 769 total inspections, 91 inspections were recorded for vessels without IMO numbers showing an increase of 6.6% over 2016. Trinidad and Tobago had the most inspections recorded with a number 57 of 91 or 62.6% of all inspections. This was followed by The Netherlands with 27 or 29.7%. Regarding the deficiencies recorded, the Netherlands recorded the highest number of deficiencies with 206 of the 248 deficiencies recorded. In addition, 2017 saw 1 detention which was the same as the 2016 period.

Country	Inspections			Inspection with deficiencies			Number of Deficiencies			Detentions		
	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017
Antigua and Barbuda	0	5		0	3		0	41		0	1	
Belize	2	0		1	0		10	0		0	0	
France	2	7	2	2	7	36	32	60	11	1	0	
Jamaica	1	0		1	0		10	0		1	0	
St. Kitts & Nevis			4			4			21			
Suriname	0	1	1	0	1	1	0	5	7	0	0	
The Netherlands	34	26	27	34	25	27	203	140	206	3	0	1
Trinidad and Tobago	52	46	57	1	0	2	5	0	3	0	0	
Total	91	85	91	39	36	70	260	246	248	5	1	1

Concentrated Inspection Campaign on Life Saving Appliances (LSA)

From September 1, 2017 to November 30, 2017, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on Life Saving Appliances throughout the region. This campaign involved 13 Member States and one Associate Member State of the Caribbean MOU.

The CIC was designed to ensure that there is compliance with the requirements of the SOLAS Convention, the Caribbean Cargo Ship Safety (CCSS) Code, the Small Commercial Vessel (SCV) Code and the Life Saving Appliances (LSA) Code as applicable; Ensure that the Master, Officers and Crew are familiar with relevant equipment and have received training in carrying out their duties and Raise safety awareness among the crew serving on board.

The campaign ensured that effective procedures and measures were in place to safeguard the seafarers who serve on board ships by checking all aspects of compliance with respect to Life Saving Appliances during a PSC Inspection. 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.

The 2017 CIC applied to:

- All ships to which Chapter I of SOLAS applies (> 500 GT)
- All CCSS code vessels
- All SCV code vessels
- All non-convention, certified, commercial vessels trading internationally (vessels < 500 GT)

PORT STATE CONTROL INSPECTIONS (Cont'd)

It should be noted that:

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

During the period from September 1, 2017 to November 30, 2017, a total of 163 Inspections were carried out within the CMOU. Of this, 132 underwent the CIC on Life Saving Appliances. It was positive to see that there were no major deficiencies identified and only one detention with a CIC-topic deficiency was recorded.

Reflecting on the objective of the CIC, that is to verify compliance with the requirements of the SOLAS Convention, the Caribbean Cargo Ship Safety (CCSS) Code, the Small Commercial Vessel (SCV) Code and the Life Saving Appliances (LSA) Code as applicable, it can be reasonably concluded from the results that the level of compliance was very high as most vessels complied with the requirements and there was a limited amount of deficiencies identified and only one detention recorded.

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

The total number of ships inspected, and the total number of inspections performed during the CIC are presented in Table 1 below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC.

Table 1

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	159	132	30
Total number of detentions	3	1	3
Detentions with CIC-topic deficiencies	1	1	

* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (**Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

0.76%

PORT STATE CONTROL INSPECTIONS (Cont'd)

The responses to the CIC questionnaire are summarized in Table 2

Table 2

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	127	0	0	5	132	3.79
Q2	128	0	0	4	132	3.03
Q3	114	4	10	4	132	13.64
Q4	118	7	3	4	132	10.64
Q5	126	2	0	4	132	4.55
Q6	123	5	0	4	132	6.82
Q7	117	9	0	4	132	11.36
Q8	110	1	16	5	132	16.67
Q9	123	2	3	4	132	6.82
Q10	108	5	15	4	132	18.18
Q11	61	11	54	6	132	53.79
Q12	4	124		4	132	-
					Average	13.57%

From the results above, it can be seen that the question which resulted in the most unfavourable results was Question 11 which asked whether during the CIC, the PSCO observed an abandon ship drill and if so, whether the drill complied with the requirements of the Convention / Code. The results indicated that 53.79% of vessels inspected under the CIC answered had an unsatisfactory answer for this question.



Aufmacher - St. Lucia

PORT STATE CONTROL INSPECTIONS (Cont'd)

CIC Questionnaire

The following questions comprised in the CIC Questionnaire:

No.	Item	Yes	No	N/A
1*	Does the vessel provide sufficient Lifesaving appliances for the total number of persons on board? (SOLAS I/12(vi)) (CCSS 1.12.2)(SCV I/14). <i>Def code: 01101, 01103, 01105, 01134, or 11133</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2*	Do records indicate that the survival crafts are regularly inspected and maintained according to SOLAS, the relevant MSC's guidelines or as per manufacturers' requirements? (Solas III/20 and 36) (CCSS 4.7 and 4.8) (SCV VI/ 1.2 and 9.4) <i>Def Code: 11132</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Is the SOLAS Training Manual ship's specific and is it understood by all crew? (SOLAS III/35) (NOT APPLICABLE FOR CCSS AND SCV) <i>Def Code: 11131</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4*	Do records indicate compliance with Emergency training and Drills with regard to lifesaving appliances and arrangements? (SOLAS III/19) (CCSS 4.17.6) (SCV VIII/3.1.5) <i>Def Code: 11131</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5*	Do the Personal Lifesaving appliances comply with the requirements of the Convention/ Code? (SOLAS III/7, 22 and 32)(CCSS 4.3.1)(SCV VI/1) <i>Def Codes: 11117, 11118, 11119, or 11120</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6*	Are survival craft in a state of operational readiness with muster and embarkation arrangements in place and maintained? (SOLAS III/11, 23 or 33)(CCSS 4.9.2.3) (SCV VIII/16) <i>Def Codes: 11112, 11124, or 11129</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7*	Are procedures in place for the Recovery of persons from the water and is the required equipment maintained and in a state of operational readiness? (SOLAS III/17 and 17-1) (CCSS 4.9.8 and 4.10.2) (SCV VI/12) <i>Def Code: 01333, 11134</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8*	Are the Lifeboats properly equipped? (LSA 4.4.3, 4.4.6, 4.4.7 and 4.4.8) (CCSS 4.3.1) (SCV VI/1.1) <i>Def Code: 11102</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9*	Does the Muster List reflect the actual crew on board and is the crew familiar with their duties? (SOLAS III 8 and 37) (CCSS 4.16.4) (SCV VIII/10 and 11) <i>Def Code: 04108</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10*	Can the ship's crew explain the launching appliances of the (freefall) lifeboat and if applicable, the rescue boat release mechanism? (LSA Ch IV, V & VI) (CCSS 4.17.5) (SCV – N/A) <i>Def Code: 11131</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11*	During the CIC, the PSCO is to observe an abandon ship drill. Did the drill comply with the requirements of the Convention / Code? (SOLAS III/19.3.4) (CCSS 4.17) (SCV VIII – 12.2) <i>Def Code: 04110</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Was the ship detained as a result of the CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

PORT STATE CONTROL INSPECTIONS (Cont'd)

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

Member States	Numbers of CIC
Antigua and Barbuda	2
Bahamas	10
Barbados	18
Belize	10
Cayman Islands	9
Curaçao	13
France	4
Guyana	1
Jamaica	18
Saint Vincent and the Grenadines	2
Suriname	3
The Netherlands	38
Trinidad and Tobago	4
Total	132

Of the 132 CIC inspections that took place, Passenger ships had the highest number of inspections which was followed by Container Ships. These two vessels types usually are the most prevalent vessel type trading within in the CMOU region.

Ship type	Numbers of CIC
Bulk carrier	6
Chemical tanker	11
Containership	22
General cargo/multi-purpose ship	18
Oil tanker	11
Other types of ship	10
Passenger ship	44
Ro-ro cargo ship	3
Special purpose ship	1
Tanker, not otherwise specified	5
Vehicle Carrier	1
Total	132

PORT STATE CONTROL INSPECTIONS (Cont'd)

DNV GL recorded the greater number of CIC inspections, closely followed by Lloyd's Register and American Bureau of Shipping.

Recognised Organizations	Numbers of CIC
American Bureau of Shipping	14
Bureau Veritas	13
Det Norske Veritas	7
DNV GL	38
Germanischer Lloyd	4
International Register of Shipping	1
Korean Register of Shipping	2
Lloyd's Register	30
Nippon Kaiji Kyokai	6
No class	4
Phoenix Register of Shipping S.A.	1
RINA Services S.p.A	9
Unknown	3
Total	132



Port of Montego Bay

Activities and Achievements for 2017

The Technical Standing Work Group met from **January 10 - 11, 2017** in Port of Spain, Trinidad and Tobago to review the assignments referred to them from the 21st Meeting of the Caribbean Port State Control. This included the development of guidelines for the CIC on Life Saving Appliances; Guidelines for the CCSS Code among others and the development of competence criteria for PSCOs.

The Secretary General participated in the Passenger Ship Safety Conference in Miami, Florida from **January 17-18, 2017** and provided the participants with an overview of the PSC Inspections of passenger ships within the Caribbean Region. This conference was also attended by representatives of the French Safety Centre and the Maritime Authority of Jamaica.

The IMO hosted the Senior Maritime Administrators meeting in Barbados from **February 7-8, 2017**. The Secretary General provided an update on the activities of the CMOU from 2015 including the main decisions approved by the CPSCC 20 and 21 meetings.

The 9th Annual PSC Seminar was held in St. John's, Antigua and Barbuda from **March 13 - 15, 2017**. The Seminar was hosted by the Antigua and Barbuda Department of Marine Services and had participation from 19 PSCOs from 15 Member States and 2 Observer States. At this meeting the areas that were discussed during the Seminar included Training on the

Concentrated Inspection Campaign on Life Saving Appliances, the Distant Learning Programmes & Expert Training. As a part of the continued development of the PSCOs, the participants were able to inspect two passenger ships and a cargo vessel.

Following the three-day Seminar, the 4th OJT was held from **March 16 - 17, 2017** with participation from 18 PSCOs from 14 Member States and 2 Observer States and included training on the guidelines for ISM and CCSS Code. It is also to be noted that there was an increase in participation in the OJT over the previous period. The overall

rating of the OJT by the PSCOs that participated was 8.76 out of 10. There was a recommendation that this programme should continue to be offered in the future.

The CMOU participated in the Third PMOU/TMOU Ministerial Meeting held in Vancouver, British Columbia, Canada from **May 2-4, 2018**. The Secretary General signed the Ministerial Declaration on behalf of the Caribbean Port State Control Committee.



Activities and Achievements for 2017



The Secretary General attended the 50th Paris MOU Port State Control Committee held in Gdansk, Poland from the **20th to 24th of May 2017**. The annual statistics and activities of the CMOU for 2016 were presented at this meeting. The meeting was also attended by the Tokyo MOU, the Med MOU, the Indian Ocean MOU and the Black Sea MOU.



The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its 22nd Committee meeting in Oranjestad, Aruba from the **June 20 - 23, 2017**. The meeting was attended by fourteen Member Authorities and one Observer State. The authorities of Grenada, St. Lucia and St. Vincent & the Grenadines were unable to attend. Representatives of the Paris MOU, the USCG and the IMO were present as Observers.



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

- No Concentrated Inspection Campaign for 2018;
- Guidelines for ISM, VGM, ECDIS, Maritime Security and the Caribbean Cargo Ship Safety Code (CCSS);
- Development of a Competence Card for PSCOs;
- The revision of the MOU;
- The revision of the Finance and Administration Manual; among others.

The CMOU participated in the IMO FSI/PSC Workshop which was held in St. Kitts and Nevis from **August 21 - 25, 2018**. At this workshop, the Secretary General provided information on the developments at the CMOU inclusive of the inspection results for 2016 and the revision of the CCSS Code.

The Secretary General attended the 4th Meeting of the Implementation of IMO Instruments (III) at the IMO Headquarters in London from **September 25-29,**

2017. During this meeting, the CMOU Annual Report for 2016 was presented to the Members along with the results of the CIC on Crew Familiarisation of Enclosed Spaces. The III 4 meeting included lengthy discussions on matters relevant to port State control with specific emphasis placed on the harmonization of PSC activities. Information was also presented by the IMO Secretariat outlining a list of new requirements which were adopted since the last session.

The Secretary General also participated in the 24th meeting of the Vina del Mar Agreement from **October 1-6, 2017** in Panama City, Panama. This meeting was held in conjunction with the IMO Maritime Day parallel event celebrations.

Activities and Achievements for 2017



The CMOU also participated in the IMO Workshop for MOU Secretaries and Database Managers held in London from **October 24 – 26, 2017**. The meeting was Chaired by Mr. Vitaly Klyuev of the BS MOU. Many issues pertaining to the harmonisation of PSC practices were deliberated and the forum provided a great opportunity for networking and establishing links among the various MOUs.

COLLABORATION WITH OTHER ORGANISATIONS

Mr. Kemron Beache from St. Vincent & the Grenadines was to participate in the Expert Mission Training on Port State Control (PSC), organized by the Riyadh MoU, in Muscat and Sohar, Oman, from **18 February to 2 March 2017**, however due to visa issues, Mr. Beache was not able to attend. Funding was provided through the IMO TCC Division.

Mr. Jason Clarke from Barbados participated in the Expert Training on Safety and Environment for Port State Control Officers (PSCO), organized by the Paris MoU, in The Hague, Netherlands, from **28 February to 3 March 2017**, with funding from the IMO.

Mr. Rauol Reding of the Maritime Authority of Suriname participated in the Tokyo MoU 7th General training course for port State control officers (PSCOs), held in Yokohama, Japan, from **25 August to 17 September 2017**. This course was hosted by the Tokyo MOU in conjunction with the IMO.

We wish to express our appreciation to the IMO, the Paris, Tokyo and Indian Ocean MOUs for allowing the CMOU to continue to participate in their training courses and to the IMO for continuing to fund these participants.



Port of Call Aruba

On the Horizon-2018

First Quarter – The inter-sessional meeting of the Technical Standing Working Group will be held in Kralendijk, Bonaire from **January 16-17, 2018**. It is anticipated that the CMOU will be sending representatives to the Paris MoU, Tokyo MoU and Viña del Mar Agreement's expert and regional training during this period. The Secretary General will be participating in the Passenger Ship Safety Conference to be held in Miami, Florida, USA from **January 30 - 31, 2018**. In addition, the CMOU will be hosting a Passenger Ship Inspection Course in conjunction with the Maritime Authority of Jamaica and the United States Coast Guard from **March 19 - 23, 2018**.

Second Quarter – The second quarter will start off with a Fact-Finding Mission to Bermuda on **April 10, 2018**. This will be followed by the 10th PSC Seminar being held in Paramaribo, Suriname from **April 23-25, 2018** in conjunction with the Maritime Authority of Suriname. The 5th Annual OJT will take place from **April 26 -27, 2018** in Paramaribo, following the PSC Seminar. In addition, the CMOU will be attending the 51st meeting of the Paris MOU on port State control Committee in Portugal from **May 7 - 11, 2018**. In addition, the 23rd Meeting of the CPSCC is to be held in Grand Cayman from **June 26 - 29, 2018**.

Third Quarter – The activities for the third quarter is expected to include the IMO's III sub-committee meeting (III 5) from **September 24 – 28, 2018**. It is anticipated that the CMOU will be sending a representative to the Tokyo MOU's basic training course scheduled for **August/September 2018**.

Fourth Quarter – The Secretary General may be attending the Meeting of the TMOU scheduled for **November 1 - 8, 2018** in China. It is possible to have any Fact-Finding Missions during the fourth quarter of 2017.



Container and car shipping to Kingstown St. Vincent



Martinique



Gouyave in Grenada



SLU Cruise Port



City of Kingston



Nu Star Terminal - St. Eustatius



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2017 Annual Report



Grand Turk Pier



Port of Port of Spain



Curaçao Port Call

