

Caribbean Memorandum of Understanding
on
Port State Control
Annual Report
2008



our mission...

To eliminate the operation of sub-standard ships in the region through a harmonized system of port state control.



Contents

Welcome



It is with pleasure that I present the Caribbean Memorandum of Understanding on Port State Control's Annual Report for 2008.

MOUs are important regional agreements that should be adhered to by countries serious about eliminating sub-standard shipping in their waters, the region in general and ultimately globally. The Islands of the Caribbean rely greatly on the sea for commerce and recreation, which makes participation in regional efforts to protect our waters even more critical.

We need to always bear our vulnerabilities in mind as we gather at meetings such as the CPSCC, where such vulnerabilities should inform our actions, guide the policies we make and strengthen our resolve to work tirelessly towards achieving those policies.

There are a number of outstanding issues that we should attempt to resolve speedily, while we prepare to confront those in the pipeline. Work of this nature demands dedication, personal commitment and tenacity, as the rewards are sometimes long in coming.

May we continue to strive for the realization of the principles of the MOU, knowing that we are contributing to making the Caribbean Sea and our shores free from the dangers of sub-standard shipping.

Carolyn A. E. Graham (Miss)
Acting Secretary

From the Helm



The oxymoron “change is constant” aptly describes our world of shipping. This critical industry is continuously evolving and churning up challenges that compel us to be vigilant in our work to ensure safe, secure and environmentally friendly operations. Such is the *raison d’être* of port state control (PSC) regimes worldwide and the Caribbean Memorandum of Understanding on Port State Control (CMOU) is no different.

In the region we strive to maintain a watchful eye through our PSC regime, not only because of our obligations under international conventions, but also due to the fact that we recognize the value of protecting our waters that all our countries rely on so heavily for economic growth.

Many issues are upon us as port, coastal and flag states, that require vigilance. Over the past 7 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.

These changes and challenges must be met, and the CMOU remains committed to the task. We continue to seek opportunities for training to ensure that our PSC officers meet the latest

PSC requirements; we continue to participate in international deliberations to ensure that our interests are highlighted and to contribute to global efforts aimed at eliminating sub-standard shipping; and we continue to work with and encourage our members in their efforts to meet their PSC obligations.

I would like to thank our members, observers and affiliated bodies, such as the Paris MOU, the Tokyo MOU, the International Maritime Organization, the United States Coast Guard, Lloyd’s Register Fairplay and Lloyds Register (North America), among others, who have helped us to progress in our work.

A special thanks to our past Chairman, Mr. Ivor English, who has set the stage for us to build on, and the staff of the Secretariat who continue to work assiduously carrying out planning and administrative tasks.

PSC is a necessary activity which rests on cooperation for success. It encourages us to continue working together as a region and as part of a wider international community as we all strive towards the main objective of eliminating substandard shipping.

Dwight C. Gardiner
Chairman

From the Secretary



I consider it an honour to have served the Caribbean Memorandum of Understanding on Port State Control (CMOU) as Secretary for two years. In 2008 we saw the addition of one more Member State which brought our compliment to 13. I would like to take this opportunity to welcome Belize as the newest Member State of the CMOU and thank them for their commitment to and support of the CMOU in the past years. It gives me great pleasure to see this type of evolution in our region knowing that this will only strengthen our capability to perform effective Port State Control.

One of the critical aspects of an efficient and sustainable Port State Control regime is a regular training program for Port State Control Officers (PSCOs). This was one of the focal points of the CMOU in 2008 and out of that, PSCOs within the region will have new training opportunities available to them in the year 2009. PSCOs will also have access to, courtesy of the Paris MOU, certain modules of the Distant Learning Tools as well as participate in the PMOU's annual training seminars for PSCOs. This can only serve to enhance our capable team.

In 2008, 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 16th Session of the Sub-Committee on Flag State Implementation presented a paper in conjunction with the United States Coast Guard on the Caribbean Cargo Ship Safety (CCSS) Code and also presented a paper on the Small Commercial Vessel (SCV) Code.

The CMOU is poised not only to continue the excellent work it has been doing but to move to the next level and improve on current best practices. With its emphasis on areas such as training, exchange of information, communication and active port state control, the CMOU will continue to play its part in contributing to the eradication of substandard shipping on an international level.

Katarina McGhie (Ms.)
Past Secretary CMOU

Introduction

The CMOU on Port State Control (PSC) has been in existence now for 12 years. Member countries have evolved and matured as Port States with increased activities as main and hub-ports, while others are putting the necessary infrastructure in place to come onboard.

Throughout that time the region has strived to be an active player in the shipping industry. This year a number of our members were elected to International Maritime Organization (IMO) committees: Rear Admiral (ret'd) Peter Brady of Jamaica was re-elected to chair the STW sub-committee; Mr. Dwight Gardiner of Antigua and Barbuda, was elected as Vice-Chairman of Committee One of the General Assembly; and Mr. Dwain Hutchinson of the Bahamas was

elected as Vice-Chairman to the 16th meeting of the FSI.

The Secretariat wishes to also congratulate the Netherlands Antilles for having done the Voluntary IMO Member State Audit Scheme and encourages the other members to submit their names for audit.

We also congratulate the Bahamas on joining the ranks of those to have signed the International Labour Organization's (ILO) Maritime Labour Convention (MLC) 2006. We anticipate that other members will do likewise in the not too distant future, as these instruments have implications for Port State control.



We also continue our work at the regional and State levels. This report is a presentation of the activities of the CMOU for 2008. It outlines PSC activities of our members as well as the activities of the Secretariat.

In 2008, a number of initiatives were discussed that are to be finalized and/or enacted in 2009. Work continues on the amendment of the MOU; Data Exchange Agreement with the IMO is being discussed; and a number of policy initiatives were introduced and are to be developed to ensure a more efficient operation. Of particular importance are training opportunities that were discussed and a number of initiatives are in the pipeline to be pursued such as Distance Learning opportunities with the Paris MOU.

Our Chairman, Mr. Ivor English, demitted office and Mr. Dwight Gardiner, who was Vice-Chairman assumed the chair. Elections are to be held in 2009.

Additionally, Ms. Katarina McGhie, Secretary, gave notice of her resignation. She would serve the Secretariat to the end of 2008.

The CMOU would like to thank both Mr. English and Ms. McGhie for their service and wish them all the best.

The CMOU

The Mission of the CMOU is to eliminate the operation of sub-standard ships in the region through a harmonized system of port state control.

The CMOU was signed initially by nine member countries in Christ Church Barbados on February 9, 1996. The membership has since grown to 13 with Belize being our newest member who had a successful Fact Finding Mission in 2008





and was admitted to the MOU at the 13th meeting. A number of other Observer States have shown interest in becoming full members and are putting the necessary infrastructure in place.

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

- Safety of life at sea
- Security
- Marine pollution prevention and
- Working and living conditions onboard ships

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

The CMOU is lead by an executive body, the Committee, consisting of representatives from the Administrations of the 13 Member States. The Committee is headed by a Chairman, Mr. Dwight Gardiner of Antigua and Barbuda.

The Committee meets once a year in one of the Member States. Meetings are attended by members as well as Observer States, and affiliated organizations, namely the IMO, ILO, Lloyd's Register Fairplay, Lloyd's Register (North America), the United States Coast Guard and the Paris MOU. This however does not preclude others from attending as invitations are extended to all MOU.

The Secretariat

The Secretariat is the planning and administrative arm of the CMOU. Although it is located in a member state, it acts independently of any individual administration. The Secretariat was initially located in Barbados until 2002 when it was re-located to Kingston, Jamaica.

The Secretariat is staffed by a Secretary, an Administrative Assistant, a Database Manager, located in Suriname and a part-time Accountant. The Secretariat reports to the

Committee via the Chairman.

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 and other PSC regimes and affiliated organizations.

The activities of the Secretariat are funded by contributions from the Member Countries.

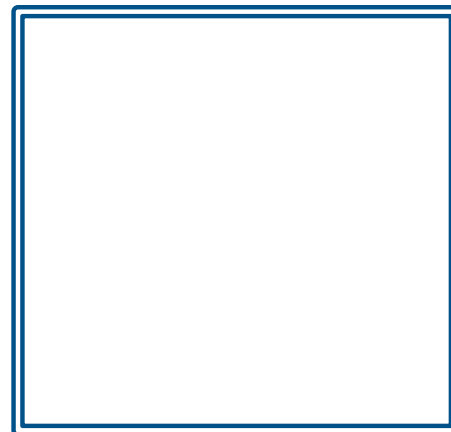
Members of Staff



Dionne Thaxter
Administrative Assistant



Majere Ajambia
Database Manager



Stacy Spaulding
Accountant

CMOU ORGANIZATIONAL CHART



Members Observers & Observer Organizations

MEMBER STATES

Antigua and Barbuda
Aruba
Barbados
Belize
Bahamas
Cayman Islands
Cuba
Grenada
Guyana
Jamaica
Netherlands Antilles
Suriname
Trinidad and Tobago

The members of the CMOU, are mainly responsible for technical and policy formulation matters. The CMOU's work is carried out mainly through two standing committees, 1) The Technical Standing Work Group (TSWG) and 2) The Finance and Administration Standing Work Group (FASWG). Other ad hoc groups are formed as the need arise, as sub-groups within these major groups to ensure the timely completion of tasks.

For 2008, the TSWG submitted the Port State Control Manual to the 13th meeting of the CMOU. The manual is now being used by our port state control officers, while amendments are ongoing. The development of the manual was guided by the Paris MOU's port state control manual which promotes the thrust towards harmonization of PSC practices.

The two major tasks of the TSWG is the revision of the MOU and the Rules of Procedures (ROP). The work is being done intersessionally and it is anticipated that it will be completed in 2009.

OBSERVER STATES

Anguilla
British Virgin Islands
Dominica
St. Kitts and Nevis
St. Vincent and the Grenadines
Turks and Caicos Islands

A valuable part of the MOUs network are the Observer States, who attend meetings and contribute their insights and knowledge to our discussions. A number of our Observer States have indicated their intention to become members and are endeavouring to put the requisite infrastructure in place towards becoming full members.

OBSERVER ORGANIZATIONS

The International Maritime Organization (IMO)

The International Labour Organization (ILO)

Lloyd's Register Fairplay

Lloyd's Register (North America)

The United States Coast Guard (USCG)

The Paris MOU

The CMOU is proud of the collaborative relationship it has built with its observer organizations. We have benefited greatly from their wealth of knowledge and experience and extend our thanks for their contribution to the growth of the CMOU. These Observer organizations continue to attend our annual meetings and actively participate offering suggestions and making presentations thus imparting valuable information to us.

A major focus of the CMOU is training for our PSC officers and several discussions took place in 2008 regarding opportunities for training. One such opportunity was offered by the Paris MOU in the form of the Paris MOU making their distance learning programmes available to us. Also Paris MOU has partnered with us to deliver our first PSC regional training which was postponed to 2009 and will be held in Cayman Brac. The US Coast Guard's offer of assistance in training remains open.

The IMO's contribution to the CMOU continues in the provision of a Regional Maritime Adviser who attends the meetings and ensures members are kept abreast of developments in the IMO. Valuable training and networking opportunities for the exchange of information among the members continue to be made available by the IMO through regional workshops and seminars.

The CMOU looks forward to the continuation of such valuable collaborations that are critical to our future growth and expansion.

Caribbean Maritime Information Centre

The Caribbean Maritime Information Centre (CMIC) is located in Paramaribo Suriname. Mr. Majere Ajambia, the database manager, reports to the Secretariat and also works closely with port state control officers of Members States who are responsible for inputting data on the system. He liaises with Transport Canada from whom the database is leased, for troubleshooting and other technical matters to ensure the system is fully functional.

2008 saw the renewal of the contract with Transport Canada to provide the service for another 5 years.

There were some difficulties with usage of the system in the initial stage as members were not familiar with the system. Experience with the system, and a training session in 2007 has made the system much easier to use. Some Members however continue to have minor difficulties. The Secretariat is encouraging those Member States to liaise with the database manager and the secretariat for assistance in using the system.

Some errors were experienced in 2008, and request for additional codes were made by one Member State. Some of these issues were addressed and the outstanding concerns will be rectified in the coming year. Errors are mainly of two types, technical errors, having to do with programming and user errors, having to do with handling of the system.

The database manager has instituted a management plan to minimize the occurrence of system errors and data inaccuracies. As such, system updates are communicated on a regular basis to Transport Canada, and a vetting system to ensure administrators of CMIC vet the inspections for accuracy.

The data exchange agreement with Lloyds' Register is in place. The database manager sends information from CMIC and receives data from Lloyd's Register.

It is the expectation that 2009 will see a strengthening of the relationship between the members and the database manager towards more vigorous use of the system.



Port State Control Activities

General Overview

Under the CMOU member states are committed to inspect 15% of vessels calling at their ports. Table 1 is a general overview of port state control activities for four years 2005 to 2008 comparing inspections, deficiencies and detentions. The information centre was established in 2005 and

as the statistics show, port state control activities have increased by a wide margin since then, from a total of 17 inspections in 2005 to 602 in 2008 recording over a 3000 % increase. As would be expected, deficiencies and detentions also increased albeit there were fluctuations over the 4 year period with 2007 showing the year with most activity.

Table 1: Inspections, deficiencies and detentions for the years 2005-2008 Conducted by CMOU members

Member States	Inspections				Deficiencies				Detentions			
	2005	2006	2007	2008	2005	2006	2007	2008	2005	2006	2007	2008
Antigua and Barbuda		22	4	8	0	1	5	1	0	0	0	0
Bahamas	0	81	77	80	0	34	42	19	0	2	1	1
Barbados	2	2	4	0	0	0	0	0	0	0	0	0
Cayman Islands	24	14	9	27	0	85	19	- ¹	0	1	0	2
Cuba	14	17	220	153	0	11	377	186	0	0	11	4
Guyana		4	19	16	0	0	38	40	0	0	0	1
Jamaica	0	40	38	36	0	1	19	0	0	0	0	0
Netherlands Antilles	1	12	58	50	0	4	64	10	0	0	1	0
Suriname	0	21	16	7	0	8	22	12	0	0	0	0
Trinidad and Tobago	0	80	210	226	0	85	208	40	0	3	13	0
TOTAL	41	293	655	603	0	299	794	308	0	6	26	8

The focus of this report is the port state control activities for the period January to December 2008. Where the data is available a comparison is made with activities in 2007. In reading this aspect of the report it must be born in mind that all the data has not been verified by all memeber states.

Areas being reported on are:

- Inspections by Member States;
- Inspections by Flag States
- Inspections by ship type;
- Deficiencies and detentions;
 - Deficiencies by main categories
 - Detentions by Flag State

¹ Due to an error no figures were generated for Cayman Islands



Exposed panel in engine room



Rescue boat used for storage unable to launch

Inspections by CMOU Member States

Table 2 and Figure 1 show the total number of ships that were inspected for the period by each Member State for 2007 and 2008. Six hundred and three (603) vessels were inspected in 2008, as compared with 652 in 2007 reflecting a 7.5% decrease in inspections.

Trinidad and Tobago had the highest number of inspections in 2008, with 226 vessels being inspected, followed by Cuba with 153 vessels and the Bahamas, with 80 vessels. All except 4 countries registered a decline in the number of

vessels inspected when compared with the 2007 figures.

Members have indicated a shortage in inspectors which may account for the decline in inspections. However, the harmonized system also impacts the number of vessels that are inspected in the region, for example Guyana in particular has indicated that vessels are inspected in Trinidad and Tobago before calling at their ports resulting in fewer inspections. This is also true for the other States as vessels that are not targeted are inspected at a 6 month interval.

Table 2: Inspections by CMOU Member States

Member States	2007	2008	Increase/decrease in Inspections	Percentage (%) increase/decrease in Inspections
Antigua and Barbuda	4	8	4	100
Bahamas	77	80	3	1.3
Barbados	4	0	-4	-100
Belize ²	0	19	19	100
Cayman Islands	9	27	21	350
Cuba	220	153	-67	-30.5
Guyana	19	16	-3	-15.8
Jamaica	38	36	-2	-2.6
Netherlands Antilles	58	50	-8	-13.8
Suriname	16	7	-9	-56.3
Trinidad and Tobago	210	226	16	7.6
TOTAL	655	603	-30	-7.5

² Belize joined the CMOU as a full member in 2008 and therefore only statistics for the current period are reported.

Figure 1: Bar graph comparing inspections for 2007 and 2008.

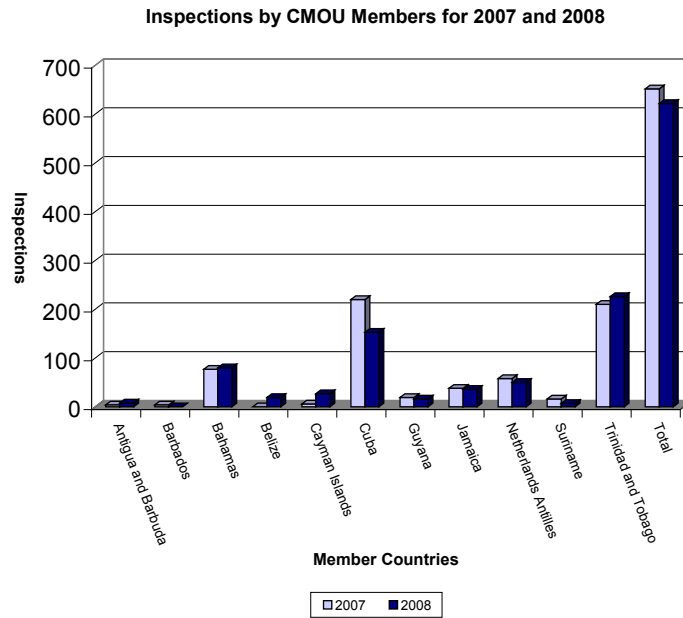
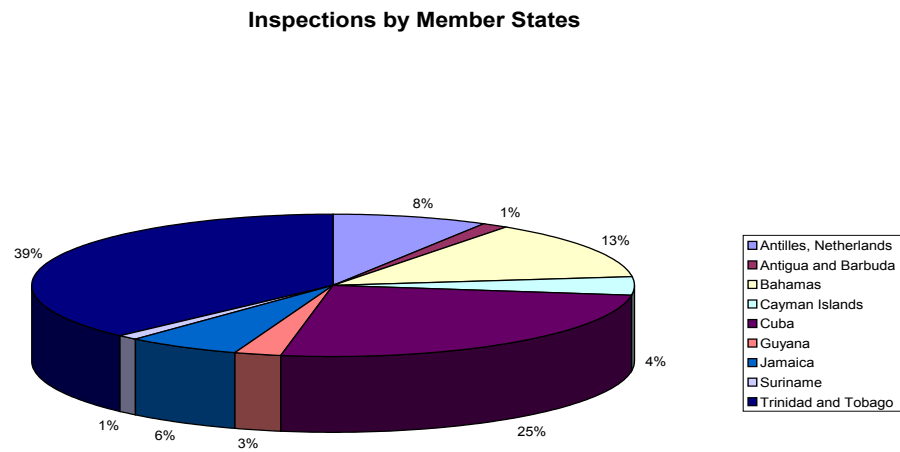


Figure 2 compares by percentage the total inspections conducted by each Member State for 2008 only.



Inspections by Flag States

Table 3 gives a breakdown according to the Flag States under which the vessels inspected were registered. Panama was the Flag State with the highest number of vessels (133) accounting for 22% of total vessels inspected by reporting authorities. Antigua and Barbuda follows with 11.3% of the total (68 vessels) and Liberia 9.6% (58 vessels).

Table 3: Inspections by Flag State

Flag States	Number of Inspections
Antigua and Barbuda	68
Bahamas	35
Barbados	1
Belgium	3
Belize	3
Bermuda	2
Bolivia	1
Brazil	2
Bulgaria	2
Cayman Islands	1
China, Peoples Republic of	7
Cook Islands	1
Croatia	1
Cyprus	30
France	2
Germany	13
Gibraltar	3
Greece	11
Guyana	1
Honduras	1
Hong Kong	13
India	1
Ireland	1
Isle of Man	1
Israel	1
Italy	2
Jamaica	1

Flag States	Number of Inspections
Korea, Democratic People's Rep.	1
Liberia	58
Lithuania	2
Luxemburg	1
Malta	22
Marshall Islands, Republic of	28
Mexico	2
Netherlands Antilles	4
Netherlands	18
Norway	8
Panama	133
Philippines	1
Saint Vincent and the Grenadines	25
Singapore	5
Thailand	2
Togo	1
Turkey	2
Ukraine	2
United Kingdom	18
United States of America	34
Vanuatu	4
Venezuela	3
Viet Nam	10
St. Kitts and Nevis	5
Dominica	4
Other	2
TOTAL	603

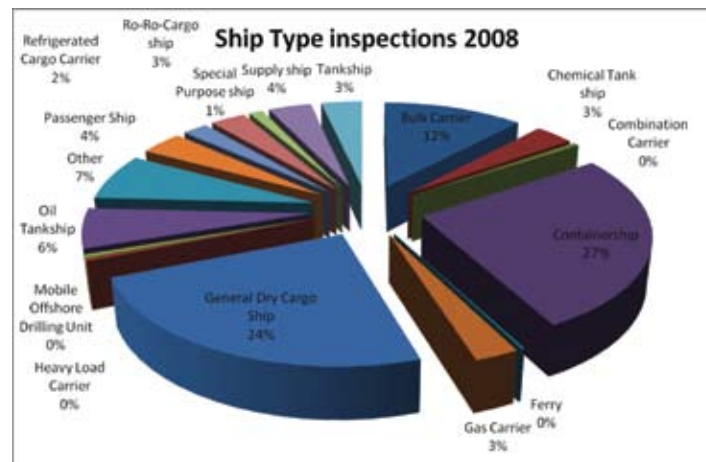
Inspections by Ship Type

Table 4 and Figure 3 present the ship types that were inspected during 2008. There were 160 containerships calling at the ports of the Member States, accounting for 26.5% of total vessels inspected by reporting authorities. General Dry Cargo vessels were second in number at 144 (24%) and Ferries being the least showing only 1 being inspected for the period.

Table 4: Inspections by ship type

Vessel Types	2008
Bulk Carrier	72
Chemical Tank ship	20
Combination Carrier	3
Containership	160
Ferry	1
Gas Carrier	16
General Dry Cargo Ship	144
Heavy Load Carrier	2
Mobile Offshore Drilling Unit	3
Oil Tankship	36
Passenger Ship	22
Refrigerated Cargo Carrier	13
Ro-Ro-Cargo ship	18
Special Purpose ship	8
Supply ship	22
Tankship	19
Vehicle Carrier	0
Other	44
Total	602

Figure 3: Inspections by ship type



Deficiencies and Detentions

Table 5 and figures 4 and 5 show the deficiencies and detentions arising from inspections by CMOU members who reported. These are shown in Table 5 alongside the number of inspections carried out. Of the total of 603 inspections, approximately 15% or 90 vessels were found with deficiencies. Of this number with deficiencies 8% were detained.

Table 5: Inspections showing deficiencies and detentions for 2008

Members States	Inspections	Number of Vessels found with Deficiencies	Total number of Deficiencies	Detentions
Antigua and Barbuda	8	1	1	0
Bahamas	80	18	19	1
Belize	19	0	0	0
Cayman Islands	27	6	Missing data	2
Cuba	153	42	186	4
Guyana	16	8	40	1
Jamaica	36	0	0	0
Netherlands Antilles	50	3	10	0
Suriname	7	3	12	0
Trinidad and Tobago	226	9	40	0
TOTAL	603	90	308	8

Figure 4: Percentage of vessels found with deficiencies by each reporting authority.

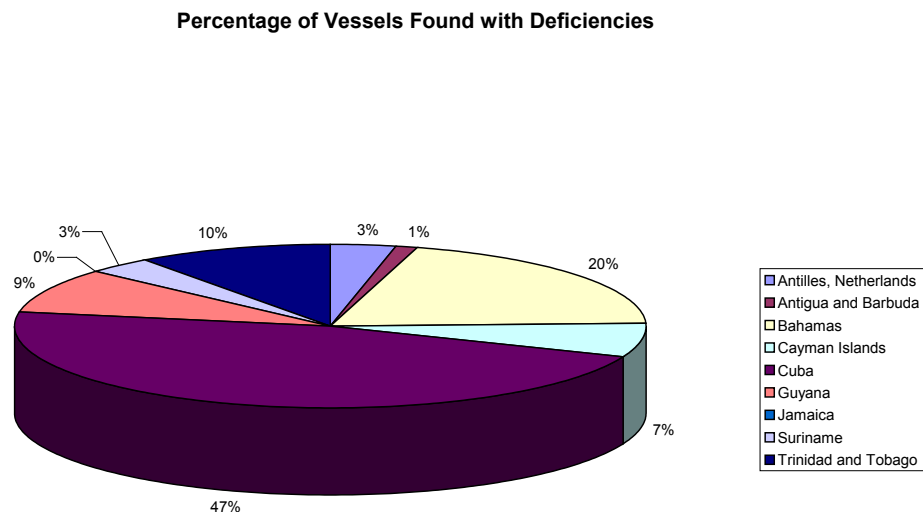


Figure 5: Percentage of vessels that were detained.

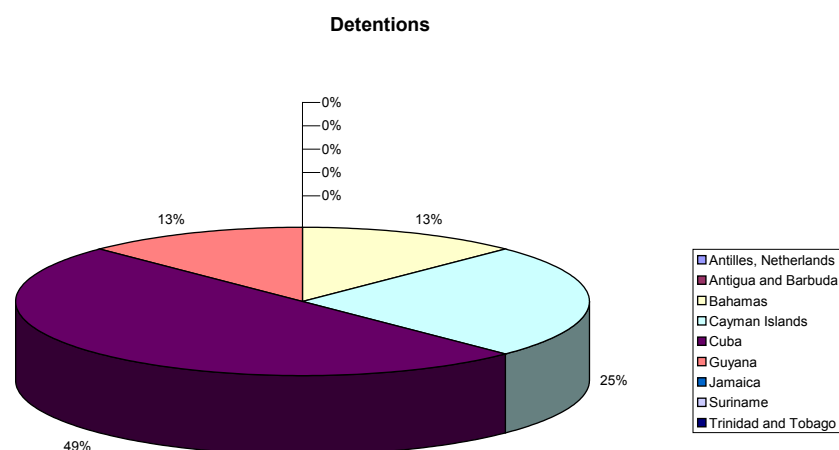


Table 6 compares total number of deficiencies and detentions recorded in 2007 with those of 2008. There was a more than 50% decline in deficiencies (60.5%). Detentions likewise declined by almost 70%. Cuba and Trinidad and Tobago recorded the highest numbers of deficiencies and detentions consistent with reporting the highest numbers of inspections.

Table 6: Total number of deficiencies and detentions for 2007 and 2008

Members States	Deficiencies		Detentions	
	2007	2008	2007	2008
Antigua and Barbuda	5	1	0	0
Bahamas	42	19	1	1
Cayman Islands	5	Missing data	0	2
Cuba	377	186	11	4
Guyana	38	40	0	1
Jamaica	19	0	0	0
Netherlands Antilles	64	10	1	0
Suriname	22	12	0	0
Trinidad and Tobago	208	40	13	0
TOTAL	780	308	26	8

Table 7 is a listing of the categories under which vessels inspected were found to be deficient. Consistent with the decline in inspections and deficiencies from 2007 to 2008, the reporting authorities should have recorded declines in almost all the categories presented. Reporting Authorities however take note of the categories (as highlighted) which have recorded an increase as these are important safety and security related areas.

Table 7: Deficiencies by Main Categories

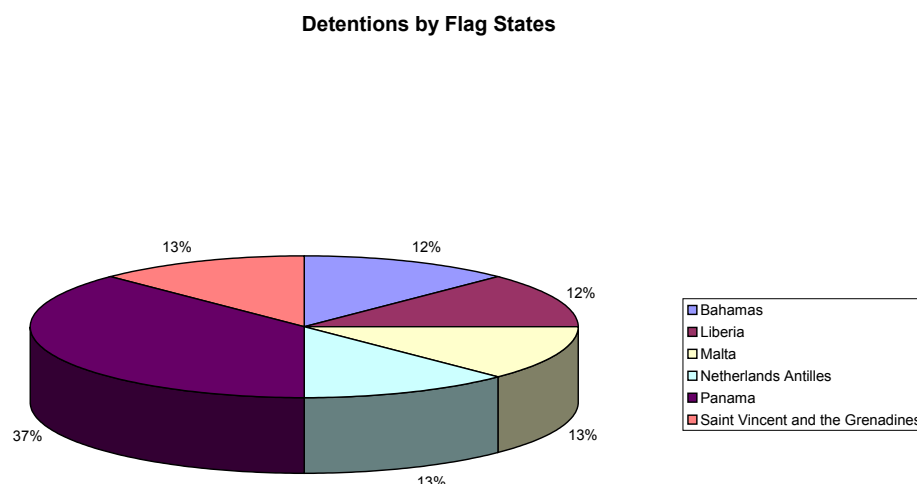
CATEGORIES	YEAR		Increase/decrease	
	2007	2008	Number	Percentag
Accident prevention (ILO 147)	11	3	-8	-72.7
Additional measures to enhance maritime security	3	4	1	33.3
Alarm signals	1	4	3	300
Carriage of cargo and dangerous goods	7	1	-6	-85.7
Certification and watchkeeping for seafarers	35	28	-7	-20
Crew and accommodation (ILO147)	15	6	-9	-60
Fire safety measures	0	16	16	100
Food and catering (ILO 147)	12	0	-12	-100
ISM related deficiencies	9	15	6	66.7
Life saving appliances	75	36	-39	-52
fire safety measures	50	0	-50	-100
Load lines	61	12	-49	-80.3
MARPOL - annex I	30	10	-20	-66.7
MARPOL - annex II	1	0	-1	-100
MARPOL - annex IV	0	1	1	100
MARPOL - annex V	12	2	-10	-83.3
MARPOL related operational deficiencies	7	2	-5	-71.4
Mooring arrangements (ILO147)	23	8	-15	-65.2
Oil, chemical tankers and gas carriers	5	3	-2	-40
Propulsion and auxiliary machinery	80	55	-25	-31.3
Radio communications	16	8	-8	-50
Safety of navigation	72	34	-38	-52.8
SOLAS related operational deficiencies	13	1	-12	-92.3
Ship's certificates and documents	116	29	-87	-75
Stability, structure and related equipment	81	38	-43	-53.1
Working spaces (ILO 147)	21	2	-19	-90.5
Total	756	318		

Table 8 and figure 6 present the Flag States whose vessels were detained within the CMOU. Of the 8 detentions reported for 2008, 3 vessels were from the Panama Flag and one each from the others. Two of those flags were outside of the region, that is, Liberia and Malta while two vessels were from two of the CMOU's Member States, the Bahamas and the Netherlands Antilles.

Table 8: CMOU detentions by Flag State 2008

Flag States	Detentions
Bahamas	1
Liberia	1
Malta	1
Netherlands Antilles	1
Panama	3
Saint Vincent and the Grenadines	1
TOTAL	8

Figure 6: Percentage of detentions by Flag State.



Conclusion

The report has outlined inspections for convention sized vessels calling at ports under the CMOU PSC regime.

The report has indicated that members continue to inspect vessels calling at their ports. Major reductions have been seen in inspections, deficiencies and detentions reported. A few members have reported at CPSCC 13 that they are short staffed in terms of the numbers of PSC officers and are therefore having difficulty meeting the 15% target of inspections of ships calling at their ports. Others have indicated that vessels calling at their ports have been inspected by another member state within the 6 month window afforded by the MOU, again affecting the achievement of the 15%. As such the Committee at CPSCC 13 has decided to review this target rate.

In addition, however, there needs to be more indepth analysis of the data. The decline in deficiencies and detentions may also have resulted from less defective vessels calling at ports in the region and so demonstrates the effectiveness of the CMOU regime as a deterrent to the operation of substandard vessels in the region. However, there are currently a few challenges with the information system which makes it difficult to conduct more indepth analysis for the current report.

It is the commitment of the Secretariat to undertake this need for more indepth analysis as well as to include in the annual report port state control activity for non-convention sized vessels inspected under the Caribbean Cargo Ship Safety Code and the Small Vessel Safety Code.

Activities Undertaken in 2008



February 19 -20

The Vice-Chairman and Secretary General conducted a Fact Finding Mission in Belize.

March 17-19

The Secretary attended the Port State Control and Ship Registers Conference – Athens, Greece.

May 19 – 23

The Secretary attended the 41st Meeting of Paris MoU in Loutraki – Greece, and presented the CMOU's annual report.

June 2 - 6

The Secretary attended the IMO's FSI meeting and presented CMOU'S annual report.

June 30 – July 18

Basic Training course for Port State Control Officers Yokohama, Japan – Henry Tomlinson of Jamaica represented the region.

July 23 - 25

CPSCC 13th Annual Meeting of the Caribbean Port State Control Committee held in Belize City, Belize. The Chairman Mr. Ivor English of Guyana, demitted office at this meeting, handing over the reigns to Vice-Chairman Mr. Dwight Gardiner of Antigua and Barbuda.

At this meeting, Belize became the 13th member of the CMOU.

November 25 – 27

The 1st Port State Control Workshop/Seminar scheduled for Cayman Brac. Postponed due to the passage of Hurricane Paloma.

December 2008

Miss Katarina McGhie demitted office as the Secretary of the CMOU

In the Pipeline for 2009

The CMOU will continue to attend key meetings geared at furthering its development and strengthening its partnerships in 2009. Internally, there are a number of activities on the agenda that should be completed in the coming year. The key activities for 2009 are:

Meetings

- January 28-30, 2009 the Secretary and Database Manager will participate in the Fourth IMO workshop for PSC MoU/Agreement Secretaries and Directors of Information Centres at the IMO headquarters.
- The CMOU will attend the IMO's annual Flag State Implementation seminar in April at the IMO headquarters.
- The CMOU will also attend the Paris MOU meeting in Iceland on May 18-22.
- The CMOU's 14th Committee meeting will take place in Antigua and Barbuda in July 2009.

Training

- The first PSC training seminar has been rescheduled for July in Cayman Brac, having been postponed from 2008 due to the passage of hurricane Paloma which damaged Cayman Brac.
- CMOU also anticipates the continued participation of a PSC officer in the IMO/Tokyo MOU basic training programme in Japan.
- It is anticipated that discussions between the CMOU and Paris MOU on the use of their distance learning programmes will be concretized and participation will begin in 2009.
- Further discussions with Lloyd's Register (North America) regarding a proposal for the development of training courses.

Business

A number of projects have been ongoing and it is anticipated that these will be concluded for the next annual CPSCC meeting in July 2009.

- Revised MOU and Rules of Procedures
- Host State Agreement for the Secretariat
- Host State Agreement for the CMIC database
- Procedures for the Election of Officers
- Conclusion of the IMO Data Exchange Agreement
- Revamping of the Website
- Procedures for fact finding mission for new members

Current Issues Alert

A number of developments are taking place which members should keep abreast of as they have implications for port and/or flag states. Some of the more imminent ones are as follows:

- Harmonization of port State control activities *vis-à-vis* reports, PSC statistics and coding systems.
- Voluntary IMO Member States Audit Scheme
- For now the scheme is voluntary, but discussion on making it mandatory have surfaced.
- IMO's unique company identifier which is to be inserted on ships' documentation.
- STCW Convention

The STCW Convention is going through its second comprehensive review. It is expected that in June 2010 the Diplomatic Conference bringing the amendments into effect will be held. The comprehensive review has far reaching implications for Caribbean countries as port, and flag states, as well as those who have maritime training institutions. Members are asked to follow keenly the deliberations and take note of changes that may affect their operations.

The revision is looking closely at technological developments in shipping in the past 10 years, maritime security training and specialized training for LNG and LPG ships as well as placing more emphasis on the human element.

The Human Element

Although all matters having to do with training concerns the human element, a more concerted effort is being made to address the non-technical (soft skills) aspects of seafaring.

Issues of fatigue are under discussion which may result in a revision of manning levels and therefore flag and port states must take note. Guidelines on seafarers' working hours are under discussion.

Further training on Bridge Resource Management and Engine Room Resource Management are coming on stream. Issues concerning Communication and leadership, situational and cultural awareness are being deliberated.

- Ballast Water Management (BWM) Convention:
Discussions are progressing with regard to the development of guidelines for port State control under the 2004 BWM Convention.
- Bunker Convention Certificate.
- Maritime Labour Convention (MLC 2006):

The MLC 2006 has taken on a character similar to IMO Conventions with mandatory provisions. As such ships run the risk of being detained under sections of the MLC 2006. Development of guidelines for Flag State and Port State control officers are underway.

Although the Convention is not in full effect, members who have not yet done so, are advised to begin preparations as flag and port states to effectively administer the provisions of this convention.