

Caribbean Memorandum of Understanding on Port State Control



ANNUAL REPORT 2014



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Our Mission

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

Main Objective

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

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



Message CHAIRMAN'S LOG

It is with great pleasure that I present the Caribbean Memorandum of Understanding on Port State Control's (CMOU) Annual Report for 2014. Through the dedication and hard work of our Member States, the CMOU continues to see some progress in its development. This progress is always vital for us to achieve our goals as well as to recommit to the mission and vision of the CMOU.

The CMOU continues in its efforts to promote the IMO's tenet of harmonization of the MOUs. The CMOU Secretariat was once again tasked by the CPSCC to reach out to our Observer States to encourage them to join the CMOU and thus access the benefits associated with becoming a Member State. So far, the responses have been positive and we expect to welcome new members in 2015 review period. The increase in membership will therefore continue to ensure the harmonisation of practices and procedures with respect to port State control in the region.

In addition, harmonisation is also progressed through the many invitations that the CMOU receives for the training of our PSCOs in conjunction with the IMO and other regional MOUs. These invitations are essential to the CMOU to ensure that the

cadre of officers in the region are performing at the highest levels in their duties as we all focus on our mandate of eliminating sub-standard shipping from our environmentally sensitive seas which we rely upon for our ongoing and sustainable economic viability. The CMOU is also focused on training and has continued to expand its Annual Seminar which started in 2009 and in 2014 we were able to include a two-day on-the-job training programme for our PSCOs which was well received. This programme will continue for 2015.


The CMOU was also able to host its second CIC in 2014 with positive results. We continue in our efforts to examine how to join the CICs of other MOUs to create more harmonization globally with CICs.

The 2014 period also saw a great increase in our inter-sessional work and communication. This increase has assisted in the completion of many outstanding tasks that were before the CPSCC. The CMOU also had a greater presence at the IMO's various committee and sub-committee meetings with more papers being submitted by our Member States. Although we have moved forward in some areas, the issues of ratification of the relevant instruments of the IMO, the

enactment of these instruments into national legislation as well as the participation in the IMO's Audit Scheme are still some areas of concern for our Member States. I therefore encourage our members to place priority on these areas to have them acted on during our next review period.

I would like to thank our Member States, Observer States and Observer Organizations, such as the many other Memorandum of Understandings/Agreements (MOUs), the International Maritime Organisation (IMO) and the United States Coast Guard (USCG), amongst others that have continued to provide assistance and guidance when needed.

As we move forward into 2015, I implore our Member States to strive to implement the best policies and practices required to guarantee the elimination of substandard shipping from our region.



Dwight C. Gardiner
Chairman



Message

SECRETARY'S NOTES

I consider it an honour to have served the Caribbean Memorandum of Understanding on Port State Control (CMOU) as Secretary for eight years. Unfortunately, we did not increase our membership in 2014 but we have received positive feedback from many of our observer States who have shown interest in becoming members in 2015/2016.

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 2014 and out of that, PSCOs within the region had new training opportunities available to them in the year including our two-day OJT programme. This can only serve to enhance our capable team.

In 2014, 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 1st Session of the Sub-Committee on the

Implementation of IMO Instruments and presented papers with respect to our development over the past period and on the CMOU's first Concentrated Inspection Campaign.

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.

This Annual Report will cover the port State control activities for 2014 and will include a break-down of the inspections done by the Member States for the period. We continue to analyse the inspection data to examine which areas need to be strengthened and other areas of improvements needed as well. The report will also highlight the main activities of the Secretariat and the achievements of the CMOU.

I would like to thank the IMO and its Regional Maritime Adviser, the regional

MOUs, the USCG, RAC-REMPITC Caribe, among other international maritime bodies who continue to provide training opportunities and support in the growth and development of the CMOU and port State control within our region.

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



Jodi Munn-Barrow (Mrs.)
Secretary General

INTRODUCTION

The CMOU on port State control has now reached its 19th year of existence in 2014. The CMOU has evolved primarily through the maturity of its Member States as port States with increased activities as main and hub-ports, while others are putting the necessary infrastructure in place to come onboard.

Throughout that time the region has strived to be an active player in the shipping industry. This year a number of our members were elected to International Maritime Organization (IMO) committees: Rear Admiral (ret'd) Peter Brady of Jamaica was re-elected as a Governor to the World Maritime University (WMU) and Capt. Dwain Hutchinson of the Bahamas was

elected as Chairman to the 1st meeting of the Implementation of IMO Instruments (III) Sub-Committee. Mr. Michel Amafo also continued as Chairman of the MESO American & Caribbean Sea Hydrographic Commission (MACHC) in 2014.

In 2014, a number of initiatives which were discussed previously have been finalized and/or enacted over the year. The CPSCC 19 Committee approved of the SCV Code, amendments to the MOU, the CMOU training needs assessment, future CICs, the treatment of Sub-Standards ships policy among others.

Also in 2014, the CMOU signed an agreement with the Med MOU to provide a new database for the CMOU. The new

database named the Caribbean Maritime Information System (CMIS) was fully implemented in June of 2014 and preparations are being made to start to automatically share data with the IMO GISIS, Equasis and Lloyd's List Intelligence on a non-commercial basis.

Discussions continue with Sint Maarten, St. Vincent and the Grenadines, the British Virgin Islands and St. Lucia who have indicated their interest in becoming members in the very near future. We look forward to working with them as they develop their inspection capabilities within their administration.



The 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 fifteen Member States and one Associate Member State and we have had discussions with other States who have informally advised the Secretariat of their interest in becoming Members.

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

- Safety of life at sea;
- Security;
- Marine pollution prevention and;
- Working and living conditions onboard 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 2012. The Committee meets once a year in one of the Member States. Elections take place every three (3) years.

Subject to Section 6.2 of the Memorandum, an observer from the IMO, the ILO and the Caribbean Community (CARICOM) Secretariat is invited to participate without vote in the work of the Committee. Subject to the provisions of Section 8.4 of the Memorandum, any other organization or authority, which the Committee may deem appropriate, is also accorded the status of observer without a vote. Meetings are therefore attended by Members as well as Observer States and affiliated organizations, namely the IMO, the ILO, the other regional MOUs, the USCG and other non-governmental bodies. This however does not preclude others from attending as invitations are extended to other bodies.



Suriname Pilot Vessel



Ms. Dionne Thaxter
Administrative Assistant



Mrs. Cutie Buckley
Accountant



Mr. Majere Ajambia
Database Manager

THE SECRETARIAT

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

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

information among the Members, Observers, the IMO, other PSC regimes and affiliated organizations. It is responsible for the organization of all meetings and workshops/seminars of the CMOU and the Secretary General is mandated to represent the CMOU at various meetings throughout the year.

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



The Marina at Port Antonio, 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. 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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MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

MEMBERS

The fifteen (15) 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
France¹
Grenada
Guyana
Jamaica
The Netherlands
St. Christopher and Nevis²
Suriname
Trinidad and Tobago

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

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

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

The Members of the TSWG include St. Kitts & Nevis (Chairman), Jamaica, Suriname, the Bahamas, Antigua & Barbuda, the Cayman Islands, the Netherlands, Trinidad & Tobago and France. For 2014, the TSWG continued to spearhead the Review of the Relevant

Instrument; Performance of Company in CMOU Statistics; Development of the CMIC Database; Concentrated Inspection Campaigns; Review of Banning Procedure; CMOU Training Needs; Development of the CMOU Rating System; Review of the CCSS Code and the Development of Guidelines for the SCV and CCSS Code.

The Members of the FASWG are Suriname (Chairman), the Bahamas, Barbados, Antigua & Barbuda, Guyana, Grenada and Trinidad & Tobago. The major tasks of the FASWG were the Development of a Policy for the Hosting of SWGs; the Evaluation of Secretariat; review of the Budget 2014/2015, the Audited Accounts, the Status of Contributions, the Attendance at Other MOU Meetings, the Training of Secretariat Staff and the MLC, 2006 as a Relevant Instrument.

¹ Associate Member as of July 2013

² St. Kitts & Nevis



Port Antonio Marina

MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

OBSERVER STATES

Anguilla
Bermuda
The British Virgin Islands
Dominica
Haiti
St. Lucia
St. Vincent and the Grenadines
Sint Maarten
Turks and Caicos Islands

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



Bonaire Cruise Pier

OBSERVER ORGANIZATIONS

The International Maritime
Organization (IMO)

The International Labour
Organization (ILO)

The Paris MOU (PMOU)

The United States Coast Guard
(USCG)

IHS Fairplay

Lloyd's Register (North America)

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



Belize Cruise Ship Terminal

Caribbean Maritime Inspection Centre (CMIC)

Computerized Information System

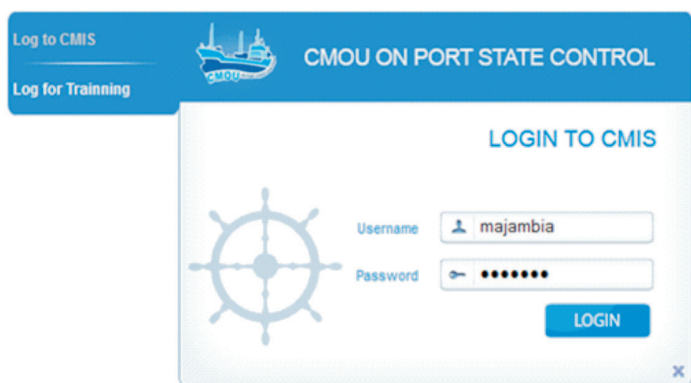
For the reporting and storing of port State control inspection results and facilitating the exchange of information in the region, a computerized information system, was established in 2005. The Centre is responsible for the reporting of port State control inspection results and providing information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



Training

The Database Manager was trained in Morocco by Shared System to manage the system. During the training the Database Manager presented a list with remarks and proposals to the provider for making the system more efficient and user friendly. Many of these suggestions were based off of feedback received from the PSCOs of the region.

With this new system, the Database Manager will be able to:

- Prepare and print additional reports;
- Prepare reports for external organizations;
- Managing the users of the database;
- Make queries;
- Produce detention reports;
- Have codes updated to be in line with other regional MOUs;
- Enter inspections of small vessels under the SCV and CCSS codes;
- Provide GISIS/IMO with information;
- Data exchange with other organizations (Equasis, LLI)

Training for Member States

The first training on the new system was held in Suriname in May 2014. The Database Manager has trained the PSCOs of the Member States on how to use the system and manage their inspection information. The PSCOs also made recommendations on how to make the system more efficient and user friendly. One of the proposals was that the PSCO must have the ability to view inspected vessels from other member States, even if the report is not finalised.



The following members attended the training:

- | | |
|---------------------|---------------------|
| - Antigua & Barbuda | - Jamaica |
| - The Bahamas | - St. Kitts & Nevis |
| - Barbados | - Suriname |
| - Belize | - The Netherlands |
| - Cuba | - Trinidad & Tobago |
| - Curaçao | |

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 2014. Furthermore, the report also includes the results of deficiencies and detentions carried out by member Authorities during 2014. The Concentrated Inspection Campaign (CIC) on Fire Safety Systems has also been included in this report.

Inspections

Table 1 below shows an overview of inspections carried out by Member States from 2005 to 2014. During this period, the CMOU Member States carried out a total of 836 inspections on ships registered under 56 flags, which is a decrease of 158 or 15.9% over the previous year. As can be seen, The Netherlands carried out the most inspections with a total of 300, followed by Trinidad & Tobago with 181. Of those Member States reporting inspections, St. Kitts and Nevis had the lowest recorded inspections with 5.

Table 1: Port State Control Inspections 2005 - 2014 (By Member State)

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

Unfortunately the Member States of Aruba, Grenada and Guyana have no inspections recorded at this time. The CMOU continues to work with them in an effort to strengthen their PSC capabilities. In addition, Barbados and Curaçao did not record any inspections this period due to resource constraints. It is hoped that for the 2015 period this will improve.

PORT STATE CONTROL INSPECTIONS (Cont'd)

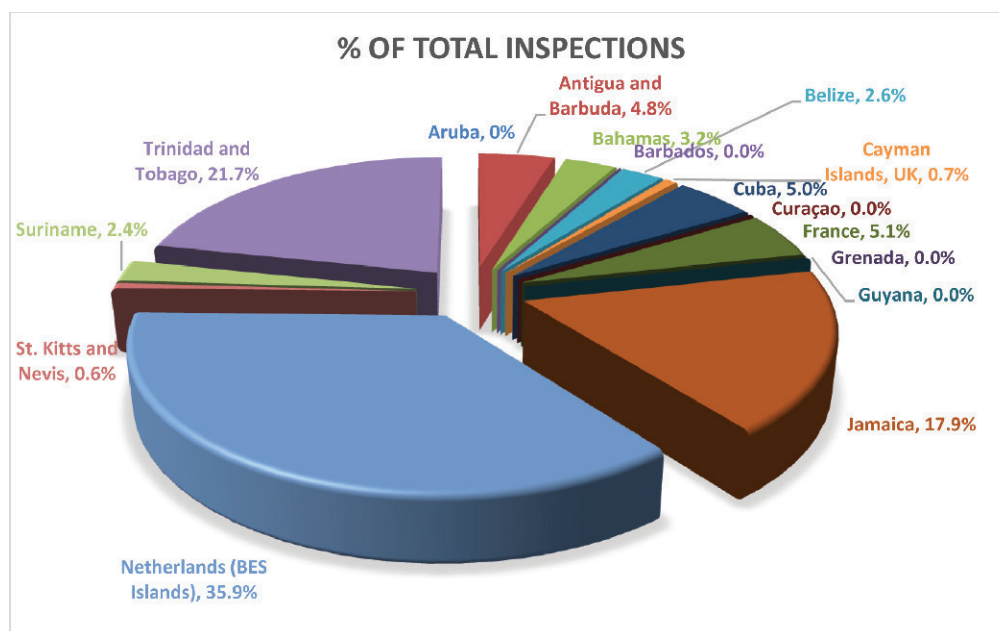
Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2014.

Figure 1: Total Inspections 2005 - 2014



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

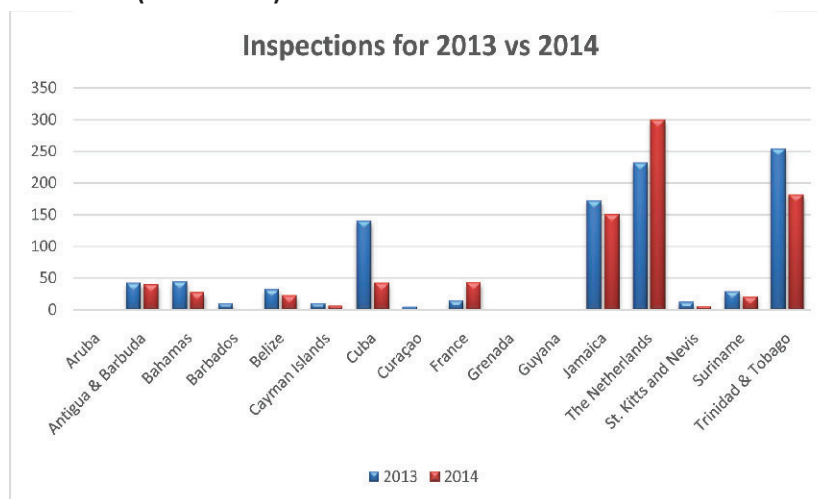
Figure2: Port State Control Inspections (%) 2005 - 2014 (By Member State)



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 3 below shows the comparison of total inspections by Member States for 2013 and 2014.

Figure 3: Inspections by Member State (2013 - 2014)



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 2014, the number of deficiencies identified total 1587 deficiencies whereas in 2013 a total of 1746 deficiencies were recorded showing a decrease of 8.99%.

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 |
| Aruba | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Antigua and Barbuda | 0 | 1 | 5 | 1 | 7 | 10 | 13 | 15 | 86 | 109 |
| Bahamas | 0 | 34 | 42 | 19 | 21 | 25 | 30 | 5 | 2 | 10 |
| Barbados | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 |
| Belize | n/a | n/a | n/a | n/a | 0 | 1 | 2 | 1 | 1 | 5 |
| Cayman Islands UK | 0 | 85 | 19 | 0 | 83 | 15 | 28 | 11 | 15 | 3 |
| Cuba | 0 | 11 | 377 | 186 | 132 | 193 | 52 | 143 | 72 | 25 |
| Curaçao | 0 | 4 | 64 | 10 | 249 | 76 | 82 | 9 | 33 | 0 |
| France | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 47 | 64 |
| Grenada | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Guyana | 0 | 0 | 38 | 40 | 19 | 0 | 0 | 0 | 0 | 0 |
| Jamaica | 0 | 1 | 19 | 0 | 21 | 86 | 105 | 157 | 203 | 226 |
| Netherlands (BES Islands) | n/a | n/a | n/a | n/a | n/a | n/a | 859 | 1152 | 1251 | 112 |
| St. Kitts and Nevis | n/a | n/a | n/a | n/a | n/a | 0 | 0 | 0 | 2 | 0 |
| Suriname | 0 | 8 | 22 | 12 | 12 | 9 | 0 | 1 | 32 | 19 |
| Trinidad and Tobago | 0 | 85 | 08 | 40 | 29 | 19 | 22 | 14 | 2 | 3 |
| Total | 0 | 229 | 794 | 308 | 573 | 436 | 1193 | 1516 | 1746 | 158 |

PORT STATE CONTROL INSPECTIONS (Cont'd)

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 1123 deficiencies, followed by Jamaica 226 and Antigua and Barbuda with 109. Cayman Islands and Trinidad and Tobago recorded the lowest with a total of 3 deficiencies each.

Deficiencies by Category

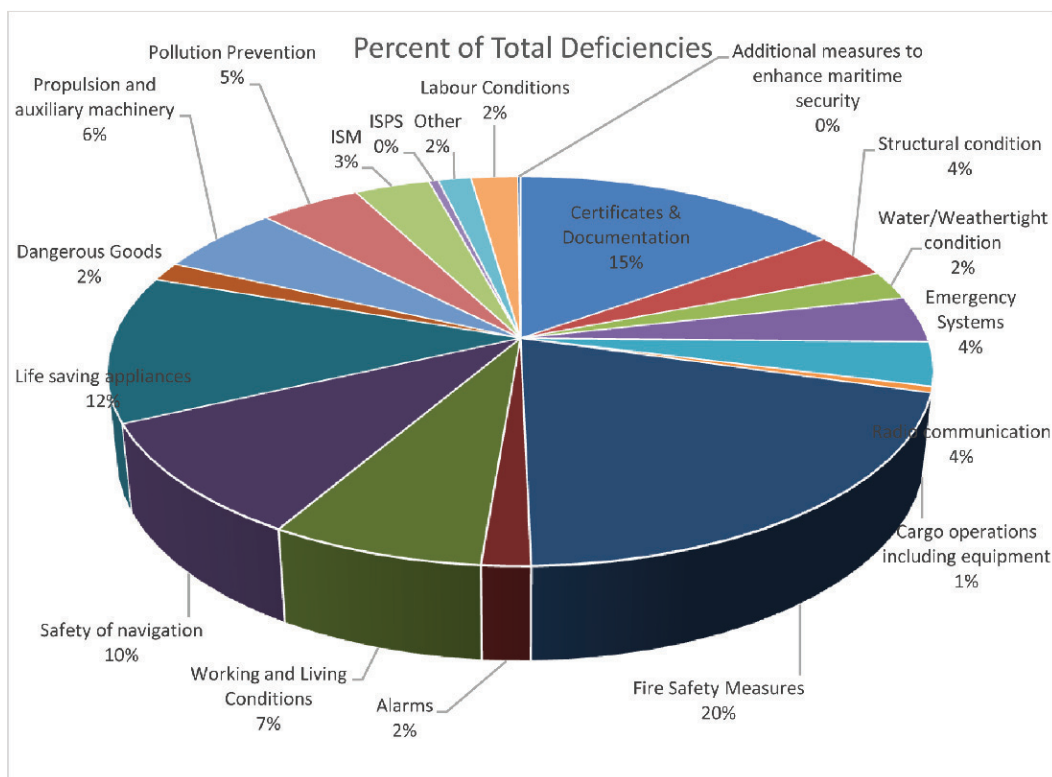
The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 1587 deficiencies recorded, fire safety measures is the highest deficiency recorded with a total of 321 or 20% followed by certificates and documentation with 242 deficiencies recorded or 15%. Fire safety measures also was the category with the highest percent of total deficiencies from 2010 to 2013.

Table 3: Deficiency by Categories

| Deficiency | Count | %def. |
|--|-------------|-------|
| Certificates & Documentation | 242 | 15.23 |
| Structural condition | 61 | 3.84 |
| Water/Weathertight condition | 38 | 2.39 |
| Emergency Systems | 61 | 3.84 |
| Radio communication | 58 | 3.65 |
| Cargo operations including equipment | 8 | 0.50 |
| Fire Safety Measures | 321 | 20.20 |
| Alarms | 26 | 1.64 |
| Working and Living Conditions | 114 | 7.17 |
| Safety of navigation | 153 | 9.63 |
| Life saving appliances | 194 | 12.21 |
| Dangerous Goods | 25 | 1.57 |
| Propulsion and auxiliary machinery | 92 | 5.79 |
| Pollution Prevention | 74 | 4.66 |
| ISM | 55 | 3.46 |
| ISPS | 7 | 0.44 |
| Other | 22 | 1.51 |
| Labour Conditions | 34 | 2.14 |
| Additional measures to enhance maritime security | 2 | 0.13 |
| Total | 1587 | |

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 4: Deficiencies by Category



Pictures of Deficiencies Identified in 2014



Broken Toilet Facilities



Empty Food Stores

PORT STATE CONTROL INSPECTIONS (Cont'd)



Missing Fire Extinguisher



Garbage incorrectly stored



Plimsoll Mark under water

PORT STATE CONTROL INSPECTIONS (Cont'd)



Life Boat Pulley Corroded



Main Fire Line Leaking

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 2014, 15 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected decreased as compared with 2013, which had 18 detentions, reflecting a decrease of 16.67%. Jamaica recorded the largest number of detentions with 7 followed by the Netherlands with 6. Table 4 below provides a breakdown of detentions by Member State for the period 2005 - 2014.

Table 4: Detentions per Member State (2005 - 2014)

| Member States | Detentions | | | | | | | | | |
|---------------------------|------------|----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
| Antigua and Barbuda | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aruba | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bahamas | 0 | 2 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 |
| Barbados | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Belize | n/a | n/a | n/a | n/a | n/a | 0 | 0 | 0 | 0 | 0 |
| Cayman Islands, UK | 0 | 1 | 0 | 2 | 1 | 1 | | 0 | 0 | 0 |
| Cuba | 0 | 0 | 11 | 4 | 0 | 1 | 4 | 0 | 3 | 1 |
| Curaçao | 0 | 0 | 1 | 0 | 9 | 3 | 2 | 1 | 0 | 0 |
| France | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 2 | 1 |
| Grenada | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Guyana | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 |
| Jamaica | 0 | 0 | 0 | 0 | 4 | 5 | 4 | 9 | 5 | 7 |
| Netherlands (BES Islands) | n/a | n/a | n/a | n/a | n/a | n/a | 8 | 9 | 8 | 6 |
| St. Kitts and Nevis | n/a | n/a | n/a | n/a | n/a | 0 | 0 | 0 | 0 | 0 |
| Suriname | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trinidad and Tobago | 0 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 6 | 26 | 8 | 19 | 12 | 20 | 19 | 18 | 15 |

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 CPSCC 15 meeting held in 2010, the Secretariat continues to collate statistical information on the performance of the Recognised Organisations which have ships operating on the routes within the remit of the CMOU. Table 5 provides a breakdown of the Inspections, Deficiencies and Detentions per Recognised Organisation.

Table 5: Performance of Recognized Organizations (2014)

| RECOGNISED ORGANISATION | ABBR. | NUMBER OF INSPECTIONS | NUMBER OF INSPECTIONS WITH DEFICIENCIES | NUMBER OF DEFICIENCIES | NUMBER OF DETENTIONS | % OF DETAINED | DETENTION RATE |
|---|--------|-----------------------|---|------------------------|----------------------|---------------|----------------|
| American Bureau of Shipping | ABS | 113 | 52 | 184 | | | |
| Bureau Veritas | BV | 97 | 52 | 228 | 2 | 13.33 | 2.06 |
| China Classification Society | CCS | 7 | 1 | 5 | | - | - |
| Compañía Nacional de Registro e Inspección de Naves | | 1 | 1 | 3 | | - | |
| Croatian Register of Shipping | CRS | 1 | 1 | 6 | | | |
| Det Norske Veritas | DNV | 119 | 40 | 137 | 1 | 6.67 | 0.84 |
| Germanischer Lloyd | GL | 153 | 47 | 142 | 1 | 6.67 | 0.65 |
| International Register of Shipping | | 5 | 5 | 29 | | - | - |
| Isthmus Bureau of Shipping | IBS | 2 | 1 | 8 | | - | - |
| Korean Register of Shipping | KRS | 136 | 3 | 16 | | - | - |
| Lloyd's Register | LR | 157 | 83 | 280 | | | |
| National Shipping Adjusters | NSA | 1 | 1 | 23 | 1 | 6.67 | 100 |
| Nippon Kaiji Kyokai | NKK | 89 | 28 | 91 | | | |
| PanamaShipping Register | | 1 | 1 | 11 | | - | - |
| Panama Maritime Documentation Services (Panama) | PMDS | 6 | 6 | 94 | 1 | 6.67 | 16.67 |
| Polski Rejestr Statkow | PRS | 1 | 0 | 0 | | - | - |
| Register of Shipping (Singapore) | | 12 | 2 | 8 | | | |
| Registro Italiano Navale | RINA | 19 | 11 | 46 | | - | |
| Registro Internacional Nava, SA | RINAVE | 1 | 0 | 0 | | | |
| RINAVE Portuguesa | RP | 2 | 0 | 0 | | | |
| Russian Maritime Register of Shipping | RMRS | 5 | 4 | 29 | | | |
| Unknown | | 14 | 13 | 81 | 3 | 20 | 21.42 |
| No Class Recorded | | 19 | 16 | 128 | 3 | 20 | 15.79 |
| Other | | 6 | 5 | 47 | 3 | 20 | 50 |
| TOTAL | | 836 | 373 | 1589 | 15 | | 1.79 |

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 157 out of 836. Germanischer Lloyd noted the second highest record with 153.

Out of the 15 detentions, vessels listed under "No Class" and "Unknown" had the highest number of detentions with 3 detentions each. For vessels registered with Class, National Shipping Adjusters had the highest percent of inspections detained at 100% with its only vessel inspected in the region being detained.

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: Performance of Flag States (2014)

| Flag States | Inspections | Deficiencies | Number of Inspections with Deficiencies | Percentage of Inspection with Deficiencies | Detention | Detention Rate | Percentage of Total Detentions |
|-------------------------|-------------|--------------|---|--|-----------|----------------|--------------------------------|
| Afghanistan | 1 | 0 | - | - | - | - | - |
| Antigua and Barbuda | 43 | 53 | 16 | 37.21 | 1 | 2.32 | 6.67 |
| Bahamas | 61 | 129 | 32 | 52.46 | - | - | - |
| Barbados | 3 | 2 | 1 | 33.33 | - | - | - |
| Belgium | 3 | 1 | 1 | 33.33 | - | - | - |
| Bermuda | 11 | 21 | 8 | 72.73 | - | - | - |
| China, People's Rep. Of | 5 | 4 | 1 | 20.00 | - | - | - |
| Curaçao | 13 | 46 | 4 | 30.77 | - | - | - |
| Cyprus | 43 | 20 | 9 | 20.93 | - | - | - |
| Denmark | 5 | 10 | 3 | 60.00 | - | - | - |
| Dominica | 1 | 6 | 1 | 100.00 | - | - | - |
| France | 10 | 0 | 3 | 30.00 | - | - | - |
| Finland | 1 | 8 | 0 | 0.00 | - | - | - |
| Germany | 3 | 3 | 1 | 33.33 | - | - | - |
| Gibraltar | 1 | 6 | 1 | 100.00 | - | - | - |
| Greece | 21 | 26 | 10 | 47.62 | - | - | - |
| Guyana | 3 | 18 | 3 | 100.00 | 2 | 66.67 | 13.33 |
| Honduras | 1 | 0 | - | - | - | - | - |
| Hong Kong, China | 23 | 15 | 5 | 21.74 | - | - | - |
| India | 1 | 5 | 1 | 100.00 | - | - | - |
| Ireland | 1 | 0 | - | - | - | - | - |
| Israel | 1 | 0 | - | - | - | - | - |
| Italy | 10 | 38 | 7 | 70.00 | - | - | - |
| Jamaica | 2 | 0 | - | - | - | - | - |
| Japan | 1 | 2 | 1 | 100.00 | - | - | - |
| Liberia | 110 | 135 | 39 | 35.45 | - | - | - |
| Luxembourg | 3 | 8 | 2 | 66.67 | - | - | - |
| Malta | 49 | 77 | 27 | 55.10 | - | - | - |

PORT STATE CONTROL INSPECTIONS (Cont'd)

| Flag States | Inspections | Deficiencies | Number of Inspections with Deficiencies | Percentage of Inspection with Deficiencies | Detention | Detention Rate | Percentage of Total Detentions |
|----------------------------------|-------------|--------------|---|--|-----------|----------------|--------------------------------|
| Man, Isle of | 21 | 22 | 11 | 52.38 | - | | - |
| Marshall Islands | 77 | 143 | 38 | 49.38 | 1 | 1.30 | 6.67 |
| Netherlands | 15 | 3 | 2 | 13.33 | - | | - |
| Norway | 15 | 12 | 3 | 20.00 | - | | - |
| Panama | 128 | 355 | 63 | 49.22 | 4 | 3.13 | 26.67 |
| Portugal | 3 | 0 | - | - | - | | - |
| Saint Lucia | 1 | 10 | 1 | 100.00 | - | | - |
| Saint Vincent and the Grenadines | 29 | 137 | 21 | 72.41 | 4 | 13.79 | 26.67 |
| Seychelles | 1 | 0 | - | - | - | | - |
| Sierra Leone | 3 | 29 | 3 | 100.00 | 1 | 33.33 | 6.67 |
| Singapore | 34 | 16 | 9 | 26.47 | 1 | 2.94 | 6.67 |
| Spain | 1 | 3 | 1 | 100.00 | - | | - |
| Sri Lanka | | | | | | | |
| Saint Kitts & Nevis | 4 | 29 | 4 | 100.00 | - | | - |
| Switzerland | 1 | 0 | - | - | - | | - |
| Thailand | 3 | 2 | 1 | 33.33 | - | | - |
| Togo | 2 | 19 | 2 | 100.00 | - | | - |
| Trinidad and Tobago | 2 | 10 | 2 | 100.00 | - | | - |
| Turkey | 1 | 0 | - | - | - | | - |
| Tuvalu | 1 | 10 | 1 | 100.00 | 1 | 100 | 6.67 |
| United Kingdom | 14 | 9 | 6 | 42.86 | - | | - |
| United States of America | 16 | 27 | 7 | 43.75 | - | | - |
| UNKNOWN | 1 | 0 | - | - | - | | - |
| Vanuatu | 16 | 3 | 3 | 18.75 | - | | - |
| Venezuela | 16 | 112 | 16 | 100.00 | - | | - |
| Total | 836 | 1589 | 371 | | 15 | | 44.38 |

Panama and St. Vincent and the Grenadines had the highest number of detentions with 4 out of 15 or 26.67% of the detentions. It is to be noted however that Panama also had the highest number of vessels trading within the CMOU region with 128 vessels. However, based off of detention rates, Tuvalu had the worst performance with having its only vessel that has been inspected within the region being detained. This was followed by Guyana at 66.67% or 2 vessels detained out of the 3 vessels inspected.

Inspections, Deficiencies and Detentions per Vessel Type

Table 7 illustrates the deficiencies recorded as per ship type. In 2014, the CMOU saw 44.37% of all vessels inspected having deficiencies.

General Dry Cargo Vessels accounted for the most detentions for the period with 8 out of the total of 15 or 53.33%. This category of vessel also had the highest number of detentions in 2012 and 2013. With respect to detention rates, General Dry Cargo Ships also had the highest rate with 6.84% of vessels inspected being detained.

PORT STATE CONTROL INSPECTIONS (Cont'd)

Table 7: Inspections, Deficiencies and Detentions by Ship Type

| Ship Type | Number of Inspections | Number of Inspections with Deficiencies | Number of Deficiencies | Number of Detentions | Detention Rate | Percentage of Total Detentions |
|--------------------|-----------------------|---|------------------------|----------------------|----------------|--------------------------------|
| Bulk Carriers | 106 | 27 | 122 | 1 | 0.94 | 6.67 |
| Chemical Tanker | 70 | 37 | 137 | 2 | 2.86 | 13.33 |
| Container Ships | 147 | 28 | 63 | 0 | - | - |
| Gas Carriers | 24 | 8 | 20 | 0 | - | - |
| General Dry Cargo | 117 | 59 | 359 | 8 | 6.84 | 53.33 |
| Oil Tanker | 156 | 98 | 392 | 2 | 1.28 | 13.33 |
| Passenger Ships | 66 | 42 | 115 | 0 | - | - |
| Refrigerated Cargo | 9 | 5 | 29 | 0 | - | - |
| Other ³ | 141 | 67 | 352 | 2 | 1.42 | 13.33 |
| Total | 836 | 371 | 1589 | 15 | 1.79 | - |

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

Figure 5: Inspections by ship type

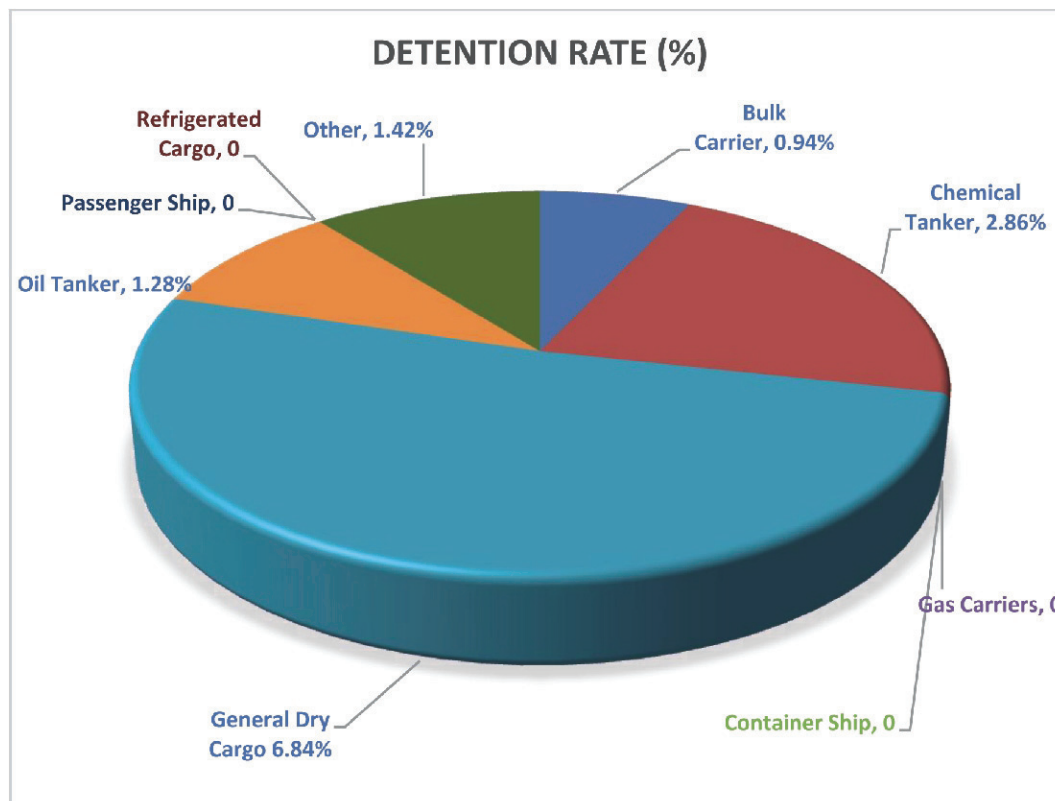


³ Other ship types as used in the region - other, special purpose ship, Mobile offshore drilling unit, Supply ship, Ro-Ro-Cargo ship, Vehicle Carrier, Combination Carrier, Tankship

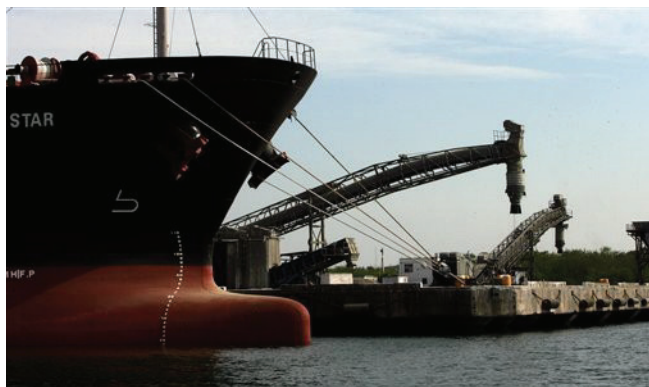
PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 6 shows the Percentage of Detentions per Ship Type.

Figure 6: Detention Rate per ship type



Suriname PSCOs at work



Port of Cienfuegos

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections of Vessels under 500GT

In 2014, there were 60 inspections recorded showing an increase of 35% over 2013. Trinidad and Tobago had the most inspections recorded with a total of 35 or 58% of all inspections. This was followed by The Netherlands with 17. Regarding the deficiencies recorded, The Netherlands had the highest of 85, followed by France with 12. In addition, 2014 saw 2 detentions which was the same for the 2013 period.

| Member State | Number of Inspections | Number of Inspection with Deficiencies | Number of Deficiencies | Number of Detentions |
|---------------------|-----------------------|--|------------------------|----------------------|
| Belize | 1 | 0 | 0 | 0 |
| France | 2 | 2 | 12 | 0 |
| Jamaica | 4 | 2 | 11 | 2 |
| Suriname | 1 | 1 | 7 | 0 |
| The Netherlands | 17 | 17 | 85 | 0 |
| Trinidad and Tobago | 35 | 3 | 3 | 0 |
| Total | 60 | 25 | 118 | 2 |

Concentrated Inspection Campaign Fire Safety Systems

From September 1, 2014 to November 30, 2014, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on Fire Safety System (FSS) throughout the region. This campaign involved nine (9) Member States and one (1) Associate Member State of the Caribbean MOU.

The CIC was designed to ensure that there is compliance with the requirements of the SOLAS Convention Chapter II-2 and the International Code for Fire Safety Systems as applicable; that the firefighting equipment is readily available and maintained at all times; that the master, officers and crew are familiar with the equipment and have received training in carrying out their duties and to raise awareness of fire safety related issues.

The campaign targeted the fire safety plan, fire control measures, drills, crew awareness and other applicable documentation was verified in more detail for compliance with SOLAS Chapter II-2 and the International Code for Fire Safety Systems to an acceptable level. The campaign was designed to examine a specific area and not intended to detract from the normal coverage of port State control inspections. As such, the CIC was conducted in conjunction with the regular port State control targeting and inspection activities as outlined by the Caribbean MOU.

Reflecting on the objective of the CIC, that is to verify compliance with the requirements of the SOLAS Convention Chapter II-2 and the International Code for Fire Safety Systems 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.

PORT STATE CONTROL INSPECTIONS (Cont'd)

During the course of the campaign, nine member States and one associate member State carried out 236 port State control inspections on individual vessels. Of these PSC inspections, 158 vessels were inspected for the CIC. In addition, a total of three (3) detentions were recorded with one (1) as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel. Table 1 below outlines the questions that were posed in the CIC Questionnaire and the associated results.

Table 1

| No. | Question | YES | | NO | | N/A | | BLANK | | Total | % Unsatisfactory of total inspections |
|-----|---|-----|------|-----|-------|-----|------|-------|------|-------|---------------------------------------|
| | | No. | % | No. | % | No. | % | No. | % | | |
| 1 | Is the Fire Control Plan present, permanently exhibited and up to date? <i>SOLAS Ch II-2/ Reg 15.2.</i> | 139 | 88 | 5 | 3.16 | 0 | 0 | 14 | 8.86 | 158 | 3.16% |
| 2 | Do the fire fighters' outfits including personal equipment comply with the requirements? <i>SOLAS Ch II-2/ Reg 10.10</i> | 140 | 88.6 | 4 | 2.53 | 0 | 0 | 14 | 8.86 | 158 | 2.53% |
| 3 | Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements? <i>SOLAS Ch II -2/ Reg 13.3.4 and Reg 13.4.3</i> | 140 | 88.6 | 2 | 1.27 | 2 | 1.27 | 14 | 8.86 | 158 | 1.27% |
| 4 | Are the portable extinguishers ready for use in locations as per the fire control plan? <i>SOLAS Ch II-2/Reg 10.3.2.4</i> | 144 | 91.1 | 0 | 0 | 0 | 0 | 14 | 8.86 | 158 | 0% |
| 5 | Does the automatic audible alarm sound prior to the release of a fixed gas fire extinguishing medium into spaces in which personnel normally work? <i>FSS Ch 5/ Reg 2.1.3.2</i> | 117 | 74.1 | 3 | 1.90 | 24 | 15.2 | 14 | 8.86 | 158 | 1.90% |
| 6 | Are the fire protection systems, firefighting systems and appliances maintained / ready for use? <i>SOLAS/Ch II-2/ Reg 14.2.1</i> | 121 | 76.6 | 23 | 14.56 | 0 | 0 | 14 | 8.86 | 158 | 14.56% |
| 7 | Is there a maintenance plan onboard, to show that fire protection systems and firefighting systems and appliances (as appropriate) have been properly tested and inspected? <i>SOLAS/Ch II-2/ Reg 14.2.2</i> | 144 | 91.1 | 0 | 0 | 0 | 0 | 14 | 8.86 | 158 | 0% |

PORT STATE CONTROL INSPECTIONS (Cont'd)

| No. | Question | YES | | NO | | N/A | | BLANK | | Total | % Unsatisfactory of total inspections |
|----------------|--|-----|------|-----|------|-----|------|-------|------|-------|---------------------------------------|
| | | No. | % | No. | % | No. | % | No. | % | | |
| 8 | Does the activation of any detector or manually operated callpoint initiate a visual and audible fire signal at the control panel on the bridge or control station? <i>SOLAS Ch II-2/ Reg 7.4.2</i> | 139 | 88 | 3 | 1.90 | 2 | 1.27 | 14 | 8.86 | 158 | 1.90% |
| 9 | Is the emergency fire pump, capable of producing at least two jets of water? <i>SOLAS/Ch II -2/ Reg 10.2.2.3.1 and Reg 10.2.2.4.2</i> | 144 | 91.1 | 0 | 0 | 0 | 0 | 14 | 8.86 | 158 | 0% |
| 10 | Are the isolating valves of the fire main marked, maintained and easily operable? <i>SOLAS/Ch II-2/ Reg 10.2.1.4</i> | 137 | 86.7 | 7 | 4.43 | 2 | 1.27 | 14 | 8.86 | 158 | 4.43% |
| 11 | Where a fire drill was witnessed was it found to be satisfactory? <i>SOLAS Ch II-2/ Reg 15.2.2.5 and SOLAS Ch-III/ Reg 19.3</i> | 59 | 37.3 | 2 | 1.27 | 78 | 49.4 | 19 | 12.0 | 158 | 1.27% |
| 12 | Has the ship been detained as a result of this CIC? | 4 | 2.53 | 140 | 88.6 | 0 | 0 | 14 | 8.86 | 158 | - |
| Average | | | | | | | | | | | 2.82% |

From the results above, it can be seen that the question which resulted in the most unfavourable results was Question 6 which asked whether the fire protection systems, firefighting-systems and appliances were maintained and/or ready for use? The results indicated that 14.46% of vessels inspected under the CIC answered had an unsatisfactory answer for this question.



*Entering the Port of
Havana, Cuba*

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections by Member States

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

Table 2: Inspections by Member State

| Member States | Number of CIC Inspections |
|---------------------|---------------------------|
| Antigua and Barbuda | 13 |
| Bahamas | 9 |
| Belize | 3 |
| Cayman Islands | 2 |
| France | 8 |
| Jamaica | 42 |
| St. Kitts & Nevis | 1 |
| Suriname | 5 |
| The Netherlands | 59 |
| Trinidad and Tobago | 16 |
| Total | 158 |

Inspections by Ship Type

When examining the breakdown of ships inspected by ship type, the largest groups of ships inspected during the campaign period were container ships with 33 inspections followed by oil tankers with 32 inspections.

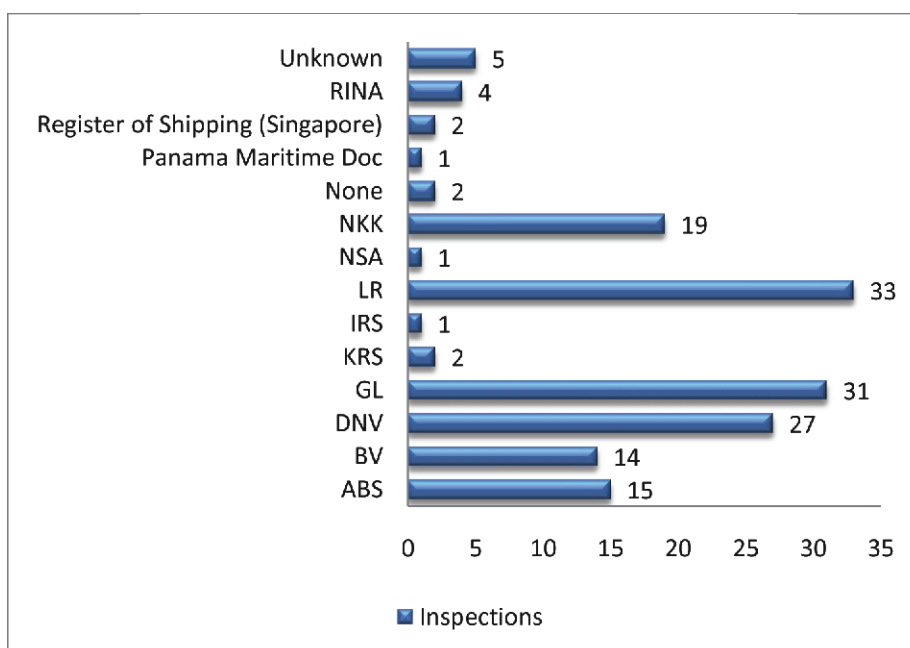
Table 3: Inspections by Ship Type

| Ship Type | Number of CIC Inspections |
|----------------------------------|---------------------------|
| Bulk carrier | 18 |
| Chemical tanker | 14 |
| Containership | 33 |
| Gas carrier | 5 |
| General cargo/multi-purpose ship | 17 |
| Offshore service vessel | 1 |
| Oil tanker | 32 |
| Other types of ship | 4 |
| Passenger ship | 16 |
| Refrigerated cargo carrier | 2 |
| Ro-ro cargo ship | 4 |
| Ro-ro passenger ship | 1 |
| Special purpose ship | 1 |
| Tanker, not otherwise specified | 7 |
| Vehicle Carrier | 3 |
| Total | 158 |

PORT STATE CONTROL INSPECTIONS (Cont'd)

Data with respect to the results of the CIC in accordance with the ship's recognised organisation (RO) was also compiled. The total of 158 vessels inspected during the campaign was from 15 different ROs. The results show that 41 or 23% of the vessels inspected under the CIC had Lloyd's Register as their recognised organisation. This is closely followed by Germanischer Lloyd at 40 or 22% of the vessels inspected. Figure 1 below outlines the results by RO.

Figure1: Results by RO



It was positive to see that there were no major deficiencies identified and only one detention recorded as a result of the CIC. Member States are however encouraged to continue to be vigilant on the inspection of Fire Safety Systems as this category of deficiency continues to be highly ranked in the annual statistics of the CMOU.



**Observing a
Fire Drill**

Activities and Achievements for 2014

The Technical Standing Work Group met from **February 6 - 7, 2015** in St. John's, Antigua & Barbuda to review the assignments referred to them from the 18th Meeting of the Caribbean Port State Control Committee (CPSCC). These tasks included the MLC, 2006 as a relevant instrument; the development of Performance of Company in CMOU Statistics; Further Development of the CMIC Database; Review of the CIC on MARPOL Annex I; Review of the Refusal of Access Policy; Review of the CCSS Code; Review of the revised SCV Code; and the Development of a Targeting Matrix for vessels under 500gt.

Following the two day meeting of the TSWG, a one day meeting was held with representatives of the IMO on **February 8, 2014** to discuss the development of Global Regs by the IMO. The proposed Global Regs were compared with the revised SCV Code. The review of chapters 1, 2, 3, 8 and 9 were completed at this meeting and chapters 4, 5, 6, 7, 10 and 11 were revised by individual Member States and submitted to the consultants from the IMO through the Secretariat.



The 6th Annual PSC Seminar was held in Willemstad, Curaçao from **April 8 - 10, 2014**. The Seminar was hosted by the Netherlands Shipping Inspectorate but held in Curaçao with the cooperation of the Maritime Authority of Curaçao. The Seminar was attended by fifteen (15) port State control officers from twelve (12) member States and one (1) observer State. At this meeting the Secretary General presented an overview of the CMOU's activities along with the statistics in respect of inspections, deficiencies and detentions within the regime for 2013. The areas

that were discussed during the Seminar included training on the Concentrated Inspection Campaign on Fire Safety Systems; and a review of MARPOL Annex V. As a part of the continued development of the PSCOs, the participants were able to inspect a Cruise Ship and an Oil Tanker.



Following the three day Seminar, two days of On-The-Job training was held from **April 11-12, 2014** also in cooperation with the Netherlands Shipping Inspectorate. Twelve (12) PSCOs from nine (9) member States and one (1) observer State attended the OJT. The overall rating of the OJT by the PSCOs that participated was 9.3 out of 10. There was a recommendation that this programme should continue to be offered in the future.



Activities and Achievements for 2014

The Secretary General attended the 47th Port State Control Committee held in Vilnius, Lithuania from the **19th to the 23rd of May 2014**. The annual statistics and activities of the CMOU for 2013 were presented at this meeting. The meeting was also attended by the Tokyo MOU, the Med MOU, the Black Sea MOU, the Viña del Mar Agreement and the USCG.



The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its 19th Committee meeting in Montego Bay, Jamaica from the **June 24 - 26, 2014**. The meeting was attended by fourteen of fifteen Member Authorities, the exception being Guyana, and one Associate Member State. No Observer States were able to attend. Representatives of the Paris MOU, the Viña del Mar Agreement, the USCG, the IMO and Lloyd's Register were present as Observers.

During this meeting, the Committee approved the revised Code for the Safety of Small Commercial Vessels (SCV), as submitted by the IMO's Regional Maritime Advisor, in principle, pending the approval of the recommended amendment to the definition of a 'New Ship'. The CPSCC also granted approval of the following:

- The CIC on Safety of Navigation and Hours of Work and Rest for 2015;
- The "Policy for the Treatment of Sub-Standard Ships";
- The further revision of the CCSS Code;
- The CMOU to record the income on an accrual basis in line with the recommendation of the external auditors to now be in-line with international standards and practices;
- The development of a policy/procedure with respect to the approval of amendments to the relevant instruments of the MOU.

The Secretary General attended the 1st Meeting of the Implementation of IMO Instruments (III) subcommittee which was held at the IMO Headquarters in London from **July 14 -18, 2014**. The meeting was chaired by Capt. Dwain Hutchinson of the Bahamas, with Mrs. Julie Gasçon of Canada serving as Vice-Chair. The meeting had representation from all regional MOUs/Agreements and the US Coast Guard. During this meeting, the CMOU Annual Report for 2012 and 2013 was presented to the Members along with the results of the CIC on MARPOL Annex V. The III 1 meeting included lengthy discussions on matters relevant to port State control with specific emphasis placed on the harmonization of PSC activities. A report of the 6th IMO Workshop for MOU Secretary Generals and Database Managers was also presented. Information was also presented by the IMO Secretariat outlining a list of new requirements which were adopted since the last session.

The Secretary General attended the 16th meeting of the Mediterranean MOU held in Tangier, Morocco from **October 28 - 30, 2014** to make a presentation on the activities of the CMOU for 2013. In addition, the CMOU held further discussions on the new CMIS database with the Members of MEDSYS and Shared Systems who host the new database.



CPSCC 19

The Chairman attended the 15th meeting of the Meso-American Caribbean Sea Hydrographic Commission (MACHC) held in Manzanillo, Mexico from **December 10 13, 2014** where he made a presentation on the synergies existing between the CMOU and the MACHC.

Activities and Achievements for 2014

Collaboration with other Organisations

Mr. Leighton Miller of the Maritime Authority of Jamaica (MAJ) attended the Expert Training Course on Safety and Environment for port State control Officers, held in the Hague, Netherlands from **March 4-7, 2014** and organized by the Paris MoU. Funding for the attendance at this course was provided by the IMO.

Cdr. Francis Weekes of the Department of Maritime Services of Trinidad & Tobago attended the Expert Mission training course on port State control in Buenos Aires, Argentina, from **10 to 21 March 2014** jointly organized by the Viña del Mar Agreement and the Tokyo MOU on port State Control in co-operation with the IMO.

Mr. Ian Noel of the Grenada Port Authority attended Tokyo MoU fourth general training course for port State control officers (PSCOs), in Yokohama, Japan, from **25 August 2014 to 19 September 2014**. This course was hosted by the Tokyo MOU in conjunction with the IMO.

We wish to express our appreciation to the Paris and Tokyo MOUs and the Viña del Mar Agreement for allowing the CMOU to continue to participate in their training courses and to the IMO for continuing to fund these participants.



Falmouth Cruise Ship Pier

On the Horizon - 2015

First Quarter - The inter-sessional meeting of the Technical Standing Working Group will be held in Paramaribo, Suriname from **January 20 - 21, 2015**. 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 IMO's Senior Maritime Administrators' Workshop will be held in Port of Spain, Trinidad & Tobago from **February 5 - 6, 2015**. The Secretary General will also be attending the Eastern Caribbean Shipping Pool's 2nd Annual Meeting in Castries, St. Lucia from **February 26 - 27, 2015**.

Second Quarter - The second quarter will involve holding of the 7th PSC Seminar in Cienfuegos, Cuba from **April 13 - 15, 2015** in conjunction with the Directorate of Security and Maritime Inspection of Cuba and the Netherlands Shipping Inspectorate. The 2nd Annual OJT will take place on **April 16 - 17, 2015** in Cienfuegos following the PSC Seminar. The Chairman of the TSWG and the Secretary General is scheduled to participate in a Fact Finding Mission (FFM) to St. Vincent & the Grenadines from **May 5 - 7, 2015**. The Secretary General is scheduled to attend the 48th meeting of the Paris MOU in the Netherlands from **May 18 - 22, 2015**. In addition, the 20th Meeting of the CPSCC is to be held in Bridgetown, Barbados from **June 16 - 19, 2015**.

Third Quarter - The activities for the third quarter is expected to include the IMO's III sub-committee meeting (III 2) from **July 13 - 17, 2015**. It is anticipated that the CMOU will be sending a representative to the Tokyo MOU's basic training course scheduled for **August/September 2015**.

Fourth Quarter - The Secretary General will be attending the 22nd meeting of the Vina Del Mar Agreement scheduled for **October 2015** in the Dominican Republic. It is possible to have any Fact Finding Missions during the fourth quarter of 2015.



Bonaire Freight Pier

CMOU FOCAL POINTS

Member and Associate Member States



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Martinique



Port of Port of Spain



Port of Aruba



Curaçao Port Call



Nu Star Terminal - St. Eustatius



Notes

