



Secretariat
Caribbean Memorandum of Understanding on
Port State Control

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REVISED GUIDANCE FOR DEALING WITH IMPACT OF THE OUTBREAK OF THE COVID-19 RELATING TO RELEVANT IMO CONVENTIONS

Introduction

Noting the global impact of COVID-19 and considering the relevant IMO Circular Letters, the member Administrations of the Caribbean MOU, as recommended by the Technical Standing Working Group (TSWG), have agreed to consider the issue of delaying periods for the surveys, inspections and audits, and accept there may be a need to apply flexibility under the special circumstances. As a general principle the following guidelines would be applied on a case by case basis by the relevant port State Administration.

Guidelines for port States

Interval of surveys and audits required by conventions

In the event that a ship has not complied with the requirements of the surveys, inspections and audits contained in relevant convention requirements (SOLAS Chapter I Regulation 10 etc.), the ship must provide evidence to the port State that the flag State has agreed to an exceptional delay specific to COVID-19. There should also be evidence that the ship has a plan that covers how the ship will be brought back into the regular survey or audit cycle.

In some cases, rather than physical attendance on the vessel, remote surveys and audits may be accepted by flag States as a means of fulfilling requirements. Evidence of compliance with agreed procedures, including certificate endorsement, should be provided.

Where there is no evidence from the flag State, the ship should be treated in the normal manner as per the Caribbean MOU PSC procedures.

This pragmatic relaxation of requirements should be applied by port States on ships which have been confirmed by the flag State and/or RO that an appropriate grace period had been given. Any vessel beyond the grace period given by the flag State and/or RO should be treated in the normal manner.

Duration of certificates

Giving consideration that an exceptional extension of validity of certificates specific to COVID-19 would be inevitable for certain ships the flag State and/or RO may extend the validity of certificates to an appropriate grace period specific to COVID-19. Where there is no appropriate

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Mr. Michel Amafo – Chairman * Mr. Joel Walton – Vice Chairman * Mrs. Jodi Barrow – Secretary General

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Associate Member States: St. Vincent & the Grenadines

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extension issued by the flag State and/or RO, the ship should be treated in the normal manner as per the Caribbean MOU PSC procedures.

This pragmatic relaxation of requirements should be applied by port States on ships which have been given appropriate extension for its certificates by the flag State and/or RO. Any vessel beyond the grace period given by the flag State and/or RO should be treated in the normal manner.

Installation of Ballast Water Management System

In the event that a ship cannot meet the requirements of Regulation B-3 of the Ballast Water Management convention due to delay of dry-docking caused by disruption from COVID-19, the port State should seek confirmation that the flag State has agreed to an exceptional delay specific to COVID-19. There should also be evidence that the ship has a plan that covers how the ship will comply with the requirements of Regulation B-3 of BWM.

This pragmatic relaxation of requirements should be applied by port States on ships which have been confirmed by the flag State and/or RO that an appropriate grace period had been given. Any vessel beyond the grace period given by the flag State or RO should be treated in the normal manner.

MARPOL Annex VI aspects

Fitting of exhaust gas cleaning systems (scrubbers) may be delayed due to supply and installation issues related to COVID-19, which could in turn lead to vessels having non-compliant fuel retained on board in anticipation of the installation and testing of the new system. The isolation of the non-compliant fuel from the in-service tanks should be confirmed as being in accordance with flag permissions. Appropriate entries in the engine room logbook and oil record book can be verified.

This pragmatic relaxation of requirements should be applied by port States on ships which have been confirmed by the flag State that an appropriate grace period had been given. Any vessel beyond the grace period given by the flag State should be treated in the normal manner.

Review of the guidance

This guidance may be further reviewed as appropriate to keep aligned with developments of the COVID-19 virus and future initiatives by IMO.

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