



**REPORT ON THE CONCENTRATED INSPECTION CAMPAIGN ON MARPOL ANNEX V
September 1, 2024 – November 30, 2024
CMOU**

**Section 1
Introduction**

1.1 Executive Summary

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

This report documents the results of the campaign and was prepared by the CMOU Secretariat in conjunction with the Technical Standing Working Group of the CMOU.

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

1.2 Purpose of the Report

The report documents the results of the CIC on MARPOL Annex V and outlines an analysis of the results of this CIC.

1.3 Objective of the CIC

The objective of the CIC on MARPOL Annex V was to verify that the Garbage Management systems are installed on board ships in accordance with MARPOL Annex V.

1.4 Scope of the CIC

The campaign targeted compliance with the vital points of the requirements of Annex V (Regulations for the Prevention of Pollution by Garbage from Ships) of the International Convention for the Prevention of Pollution from Ships (MARPOL) 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.

1.5 Applicability of CIC

The CIC applied to ALL ships.

1.6 General remarks

For the purpose of this report:

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

Section 2

Summary Analysis, Conclusions and Recommendations

2.1 Summary Analysis

During this period from September 1, 2024 to November 30, 2024, a total of 83 Inspections were carried out within the CMOU. Of this 45 underwent the CIC on MARPOL Annex V. It was positive to see that there were no major deficiencies identified and no detentions took place.

2.2 Conclusions

Reflecting on the objective of the CIC, that is to verify that the Garbage Management on board the ships was in conformity with the regulations under MARPOL Annex V, it can be reasonably concluded from the results that the level of compliance was very high as most vessels complied with the requirements and there was a limited amount of deficiencies identified and no detentions recorded.

2.3 Recommendations

Member States are encouraged to have the IMO Mandatory Instruments enacted in their domestic legislation. This will only further assist the port State control officers in executing their duties and also will further strengthen the ability of the maritime administration to fulfil its obligations.

Section 3 CIC Questionnaire Results

3.1 Summary of Results

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	83	48	35
Total number of detentions	1	0	1
Detentions with CIC-topic deficiencies	0	0	

* Number of individual IMO numbers

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

0%

The responses to the CIC questionnaire are summarized in Table 2

Table 2

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	45	0	0	3	48	6.25%
Q2	45	0	0	3	48	6.25%
Q3	45	0	0	3	48	6.25%
Q4	45	0	0	3	48	6.25%
Q5	45	0	0	3	48	6.25%
Q6	45	0	0	3	48	6.25%
Q7	0	44	1	3	48	97.92%
Q8	45	0	0	3	48	6.25%
Q9	32	0	13	3	48	6.25%
Q10	32	2	11	3	48	10.42%
Q11	43	1	1	3	48	8.33%
Q12	2	43	0	3	48	95.83%
					Average	21.88%

From the results above, it can be seen that the responses for all questions did not report a high unfavourable percentage which augers good for the management of garbage onboard ships training with the CMOU region.

3.2 CIC Questions

Table 2 below outlines the questions that were posed in the CIC Questionnaire and the associated results.

Table 2

No.	Item	Yes	No	N/A	Detention
Q.1*	Is there a Garbage Management Plan on board? (14503 - MARPOL V Reg. 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2	Does the Garbage Management Plan comply with the guidance? (14503 - MARPOL V Reg. 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.3*	Is there a Garbage Record Book on board? (01320 - MARPOL V Reg. 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4	Is the Garbage Record Book completed correctly? (01320 - MARPOL V Reg. 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.5*	Are garbage receipts being retained on board? (01320 - MARPOL V Reg 10.3.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6	Are Garbage containers carried in accordance with Garbage Management Plan and Regulations? (14503 - MARPOL V Reg. 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.7*	Is evidence present of illegal discharge of garbage? (14501 - MARPOL V Reg. 3,4,6 &7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.8	Are Garbage Placards appropriately displayed (14502 - MARPOL V Reg. 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.9*	Are cargo residues discharged in accordance with regulation? (14501 - MARPOL V Reg. 4 & 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10*	Is the incinerator (if fitted) appropriately certified and used? (14501 - MARPOL V Reg. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.11	Are appropriate safety measures, including appropriate training, in place for the operation of equipment associated with garbage disposal such as but not limited to commutators, incinerators, crushers and compactors? (09217, 09218, 09233,01213, 14504 - MLC Title 4, regulation 4.3, MARPOLV Reg 10.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.12	Information only; Has the ship reported any lack of garbage reception facilities in the Wider Caribbean Region. (MARPOL V Reg. 8)	<input type="checkbox"/>	<input type="checkbox"/>		

3.3 Inspections by Member States

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

Member State	Number of CIC Inspection
Bahamas	12
Bermuda	3
Cayman Islands	4
Cuba	1
France	1
Guyana	1
Jamaica	13
Saint Vincent and the Grenadines	6
Suriname	1
The Netherlands	3
Trinidad and Tobago	3
Total	48

3.4 Inspections by Ship Type

Of the 48 CIC inspections that took place, Containership had the highest number of inspections which was followed by Passenger ship. These two vessel types usually are the most prevalent vessel type trading within in the CMOU region.

Ship Type	Number of CIC Inspections
Bulk carrier	4
Chemical tanker	4
Combination carrier	2
Containership	15
Gas carrier	1
General cargo/multi-purpose ship	6
Oil tanker	1
Other types of ship	1
Passenger ship	9
Refrigerated cargo carrier	1
Ro-ro cargo ship	1
Tanker, not otherwise specified	2
Vehicle Carrier	1
Total	48

3.5 Inspections by RO

DNV AS recorded the greater number of CIC inspections, closely followed by Bureau Veritas and Lloyd's Register.

Recognised Organizations	Number of CIC Inspections
American Bureau of Shipping	4
Bureau Veritas	9
Det Norske Veritas	2
DNV AS	14
KOREAN REGISTER	2
Lloyd's Register	9
Nippon Kaiji Kyokai	5
Overseas Marine Certification Service, Inc.	1
RINA Services S.p.A.	2
Total	48

3.6 Number of Deficiencies per Category

Stability, structure and related equipment and Fire safety measures recorded the greatest number deficiencies from all the inspections during the CIC period. It is to be noted that the MARPOL CIC did however increase the number of deficiencies normally recorded over the period.

Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		4	9.52%
SOLAS	Stability, structure and related equipment	6	14.29%
	Propulsion and auxiliary machinery	2	4.76%
	Alarm signals	0	0.00%
	Fire safety measures	6	14.29%
	Lifesaving appliances	1	2.38%
	Radio communications	2	4.76%
	Safety of navigation	3	7.14%
	Operational deficiencies	0	0.00%
	ISM related deficiencies	2	4.76%
	ISPS related deficiencies	3	7.14%
	Other	0	0.00%
MARPOL	Annex I	0	0.00%
	Annex II	0	0.00%
	Annex III	0	0.00%
	Annex IV	0	0.00%
	Annex V	4	9.52%
	Annex VI	0	0.00%

	Operational deficiencies	2	4.76%
STCW	Certification and Watch keeping for seafarers	3	7.14%
Load Lines		0	0.00%
AFS Convention		0	0.00%
ILO		1	2.38%
Other		3	7.14%
TOTAL		42	

3.7 Number of Deficiencies per Sub-Category (only deficiencies occurred 2 times or more)

Access control to ship and Garbage shipboard handling recorded the greatest number deficiencies from all the inspections during the CIC period.

Code	Deficiency	Number
16105	Access control to ship	3
14501	Garbage shipboard handling	3
99101	Other safety in general	2
07105	Fire doors/openings in fire-resisting divisions	2
15110	Documentation-ISM	2
10127	Voyage or passage plan	2
13104	Bilge pumping arrangements	2
01220	Seafarer' employment agreement SEA	2
01320	Garbage record book	2
02101	Closing devices / watertight doors	2
16105	Access control to ship	3
14501	Garbage shipboard handling	3
99101	Other safety in general	2
07105	Fire doors/openings in fire-resisting divisions	2