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Caribbean Memorandum of Understanding on Port State Control

ANNUAL **20**
REPORT **20**





Caribbean Memorandum of Understanding on Port State Control

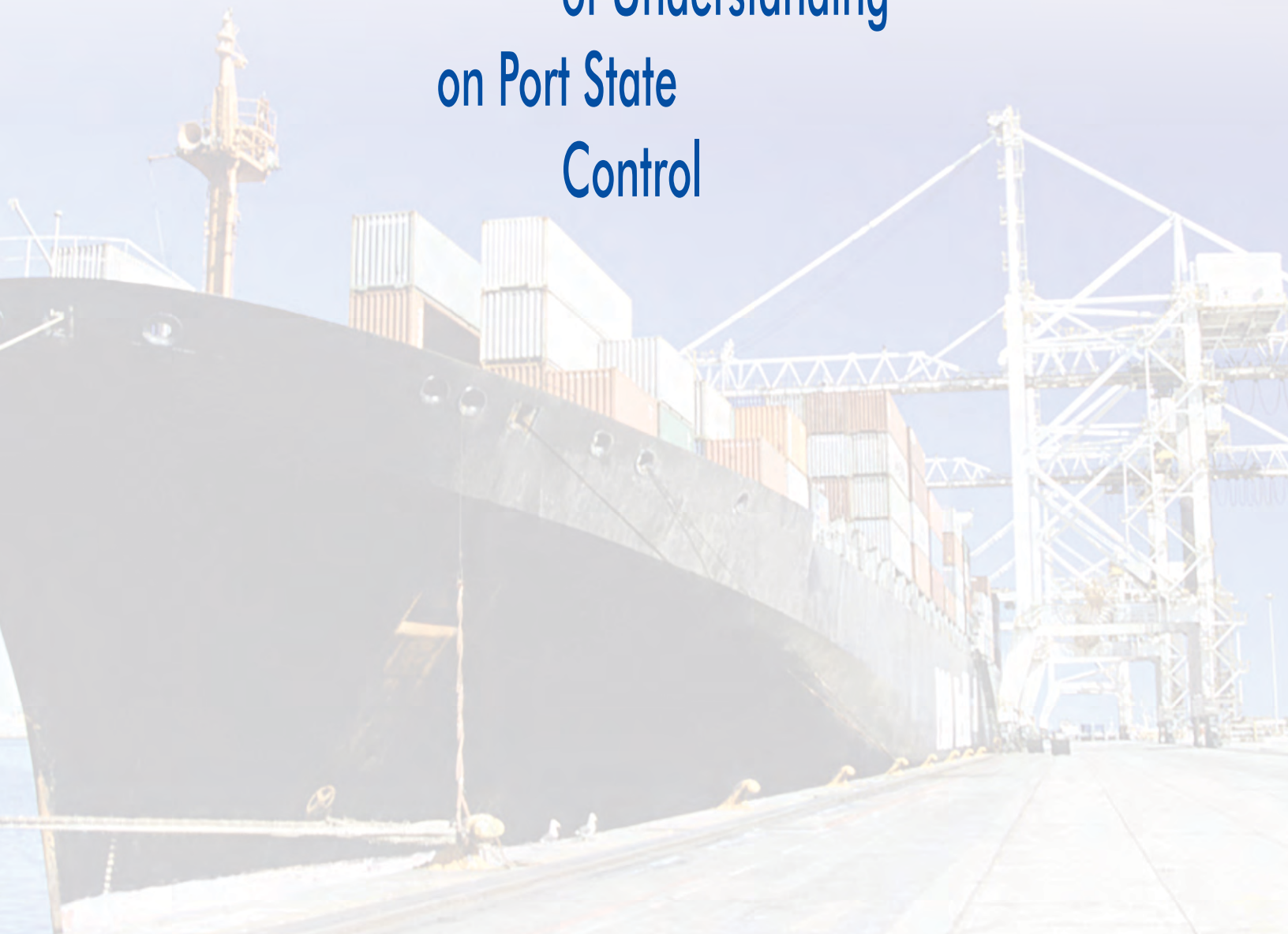


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Our MISSION

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

Main OBJECTIVE

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

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

CHAIRMAN'S *Log*



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Mr. Michel Amafo

As I move into my third year as Chairman of the CMOU, I must state that it has been a profound honour to continue to lead this Organisation that is comprised of some of the most hard-working individuals in the Caribbean Maritime Sector. This was even more evident for 2020 when we all experienced the hardships associated with the COVID-19 pandemic. I must first thank all of the Caribbean Maritime Administrations for their dedication and strident work to ensure that the safety of its officers and for shipping was on the forefront of their activities for the year.

It is also a great pleasure to present the Annual Report for 2020 on the Caribbean Memorandum of Understanding on Port State Control (CMOU). I would like to thank the Member States, Associate Member State and Observers who continue to support the CMOU and me personally during my second year as Chairman of the CMOU.

During 2020, the Caribbean States along with the rest of the world had to be battling

through the challenges associated with the COVID-19 pandemic. Our overall inspections were reduced significantly as was experienced by the other Regional MOUs. The safety of our PSCOs was of utmost importance and therefore in many States, inspections were halted and even now have not been restarted due to restrictions imposed by the Health Authorities in those States. The CMOU however was able to hold its annual meeting virtually and with a reduced Agenda. During this meeting we approved Anguilla as our second Associate Member State. For those remaining Observer States, the CMOU Secretariat continues to reach out and encourage them to join the CMOU, and thus, access the benefits associated with becoming Member States. We look forward to welcoming more States in 2021.

At the CMOU, we always have our mandate of eliminating sub-standard shipping from our environmentally sensitive seas on the front burner as the livelihood of our region is dependent upon our seas for ongoing and sustainable economic viability. This period has shown the need to be able to continue the work of the CMOU via inter-sessional work and communication. This focus which had started many years ago was the foundation that assisted us in ensuring that the necessary guidance during the pandemic was formulated with the assistance of the IMO and other regional MOUs. My thanks are expressed to the Chairpersons of the two Standing Working Groups (Technical and Finance) who continued to progress the work of the CMOU through this very difficult and restrictive period.

As we close the year 2020, I would like to thank our Member States, Observers States and Observer Organisations, such

as the other Memorandum of Understandings/Agreements (MOUs) on Port State Control, the International Maritime Organisation (IMO) and the United States Coast Guard (USCG), amongst others, that have continued relentlessly to provide assistance and guidance when needed. As we move forward into 2021, I must note that 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 meetings and sub-committee meetings 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 also implore our Member States to strive to implement the best policies and practices required to guarantee the elimination of substandard shipping from our region.


Michel Amafo
Chairman

THE SECRETARY GENERAL'S



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Notes



Mrs. Jodi Munn-Barrow

The period ended 2020, concluded my thirteenth year at the Caribbean Memorandum of Understanding on Port State Control (CMOU) as Secretary General which has been an honour. The developments at the MOU over these 13 years has been immense. To say that 2020 was a difficult year is an extreme understatement, but with all of the difficulties experienced by our Member States we were still able to approach our mandate with utmost importance. Some accomplishments are also to be highlighted as 2020 took us to 2 Associate Member States, whereby we almost cover all of the Caribbean States and we are hopeful that over the next few years we will reach full Membership. The CMOU continues to work with all of our Member and Observer States as we tackle the continued onslaught brought on by global warming but however still being mindful of our responsibility to protect those who travel through our environmentally sensitive seas.

This pandemic also highlighted the importance of harmonisation among the regional MOUs. The level of cooperation that has been established over the years bore fruit this year with all of the MOUs working together in an effort to continue to inspect

veses but to create a safe platform for our officers. This of course was also in collaboration with the IMO whereby virtual meetings were held in an effort to revise PSC inspection guidelines for use in the field under strict COVID-19 protocols. This constant collaboration only helps to emphasize the IMO's theme of harmonization among the MOUs in our constant effort of fulfilling our mandates and missions.

This Annual Report will cover the port State control activities for 2020 and will include a break-down of the inspections done by the

Members States for the period inclusive of RO performance. The report will also highlight the main activities of the Secretariat and the achievements of the CMOU.

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

Jodi Munn-Barrow (Mrs.)

Secretary General





INTRODUCTION

The CMOU on port State control is in its 25th year of existence. The CMOU has evolved primarily through the maturity of its Member States as port States with increased activities as main and hub-ports, while others are putting the necessary infrastructure in place to come on board.

Throughout that time the region has strived to be an active player in the shipping industry. This year a number of our Members were elected to International Maritime Organization (IMO) committees: the Director General of the Maritime Authority of Jamaica, Rear Admiral Peter Brady, was re-elected as one of Governors of the Board of the World Maritime University (WMU) and appointed as Vice Chancellor of the WMU as well as to the Mrs. Claudia Grant, Deputy Director General who was elected as chair of the III6 sub-committee meeting of the IMO held in July of 2019 was re-elected to chair the III7 meeting for 2020. Congratulations is also extended to Antigua and Barbuda whose Director General, Amb. Dwight Gardiner was elected as one of Governors of the Board of the World Maritime University (WMU) and to the Bahamas whose acting Managing Director and CEO, Capt. Dwain Hutchinson, was appointed to the Executive Board of the World Maritime University.

In 2020, several initiatives which were discussed previously have been finalized and/or enacted over the year. The 2020 CPSCC Meeting was held virtually and welcomed one new Associate Member State, with the acceptance of Anguilla. Discussions continue with Haiti and the Commonwealth of Dominica 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 Virtual Committee Meeting also approved the revised CCSS Code, Guidelines for the BWM Convention, Guidelines on MARPOL Annex VI, a Gap Analysis Form for technical assistance, Technical Team Policy for training assistance, the Policy for Donations/Grants among others.



The Marina at Port Antonio, Jamaica



The CMOU



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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 twenty (20) Member States and two Associate Member States and are in discussions with other States who have informally advised the Secretariat of their interest in becoming Members.

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

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

The Member States are committed to inspecting 15% of international ships calling at their ports. Additionally, the nature of the region is such that there are many non-

convention sized vessels in operation for which was developed the Caribbean Cargo Ship Safety (CCSS) Code and the Code for Safety of Small Commercial Vessels (SCV).

Vide Article 6.1 of the Memorandum, a Committee composed of representatives of each of the Members defined in Annex 5 of the Memorandum, is established as an executive body. The current Committee is headed by a Chairman, Mr Michel Amafo of Suriname and a Vice Chairman, Mr. A. Joel Walton of the Cayman Islands who were both elected to these positions in 2018. The Committee meets once a year in one of the Member States. Elections take place every three (3) years.

Subject to Section 6.2 of the Memorandum, an observer from the IMO, the ILO and the Caribbean Community (CARICOM) Secretariat is invited to participate without vote in the work of the Committee. Subject to the provisions of Annex 6 Sections 4 and 5

of the Memorandum, any other organization or authority, which the Committee may deem appropriate, is also accorded the status of observer without a vote. Subject to the provisions of Annex 6, Sections 4 and 5 of the Memorandum, any other organization or authority, which the Committee may deem appropriate, is also accorded the status of observer without a vote. Meetings are therefore attended by Members as well as Observer States and affiliated organizations, namely the IMO, the ILO, the other regional MOUs, the USCG and other non-governmental bodies. This however does not preclude others from attending as invitations are extended to other bodies.



Bopec Oil Terminal, Bonaire

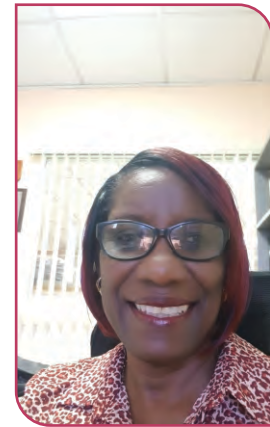
The **SECRETARIAT**

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

The main objective of the Secretariat is to conduct the day-to-day administrative activities of the CMOU. It provides a liaison point and so facilitates the exchange of information among the Members, Observers, the IMO, other PSC regimes and affiliated organizations. It is responsible for

the organization of all meetings and workshops/seminars of the CMOU. The Secretary General is mandated to represent the CMOU at various meetings throughout the year.

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



Ms. Dionne Thaxter
Administrator



Mrs. Cutie Buckley
Accountant



Mr. Majere Ajambia
Database Manager



Kingston Harbour, Jamaica



CMOU ORGANISATION CHART

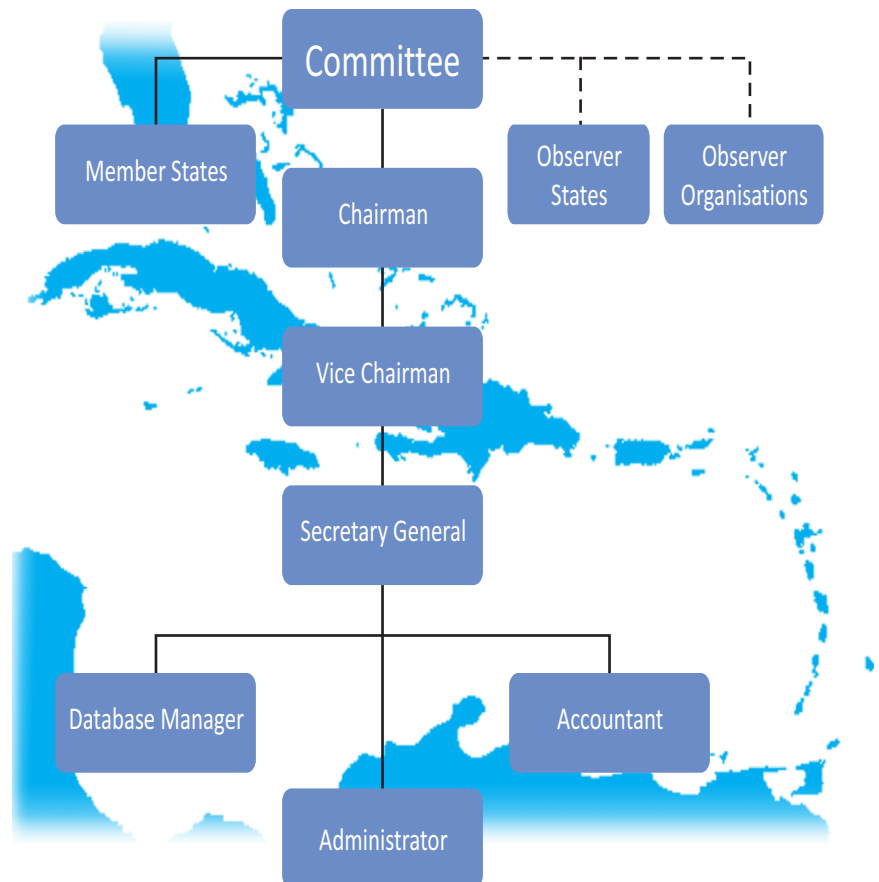
The activities of the Secretariat are approved and fully funded by contributions from the Member States. The annual budget and work programme for the Secretariat is submitted for approval at every annual meeting of the CMOU Committee after being reviewed by the Finance and Administration Standing Working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

Contact Details:

The Secretary General
CMOU Secretariat
12 Ocean Boulevard, 2nd Floor
The Office Centre Building
Kingston
Jamaica W.I.

Tel: 1 876-967-1077
1 876-967-1060 Ext. 139
Fax: 1 876-922-5765

Email: secretariat@caribbeanmou.org
Website: www.caribbeanmou.org



Carnival Caribbean Port, St. Lucia



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Martinique



Gouyave in Grenada



Kingston Wharves



Belize Port



MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

MEMBERS AND ASSOCIATE MEMBERS

The twenty (20) Member States and two (2) Associate Member States of the CMOU are:

Anguilla¹
 Antigua and Barbuda
 Aruba
 The Bahamas
 Barbados
 Belize
 Bermuda
 The British Virgin Islands²
 The Cayman Islands
 Cuba
 Curaçao
 France
 Grenada
 Guyana
 Jamaica
 The Netherlands
 St. Christopher and Nevis³
 St. Lucia
 St. Vincent and the Grenadines
 Sint Maarten
 Suriname
 Trinidad and Tobago

¹Associate Member State since 2020

²Associate Member State since 2019

³St. Kitts & Nevis

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

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

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

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

Cayman Islands, the Netherlands, Trinidad & Tobago, France and Aruba. For 2020, the TSWG continued to spearhead the revision of CCSS Code, investigating the issue of Non-CMOU/ Vina del Mar flag certifying vessels under the CCSS Code; development of Guidelines for MARPOL Annex VI Convention; revision of Guidelines for the BWM Convention; the Harmonisation of Inspections and the updating of the CMOU Technical Manual.

The Members of the FASWG are Barbados (Chairman), Antigua & Barbuda, the Bahamas, Grenada, Guyana, the Netherlands, Suriname and Trinidad & Tobago. The major tasks of the FASWG were the Revision of the MOU, the collection of the outstanding balances, the development of a Policy for Contributions and Grants among others.



St. Lucia Harbour

MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

OBSERVER STATES

Dominica
Haiti
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.



OBSERVER ORGANIZATIONS

The International Maritime Organization (IMO)

The International Labour Organization (ILO)

The Paris MOU (PMOU)

The United States Coast Guard (USCG)

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



CARIBBEAN MARITIME INFORMATION CENTRE (CMIC)

Caribbean Maritime Information Centre

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

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



Grand Cayman Port

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 2020. Furthermore, the report also includes the results of deficiencies and detentions carried out by Member Authorities during 2020.

Inspections

The table below shows an overview of inspections carried out by Member States from 2005 to 2020. Over 2020, the CMOU Member States carried out a total of 293 inspections on ships registered under 44 flags, which is a decrease of 489 or 63% over the previous year. As can be seen, The Netherlands carried out the most inspections with a total of 98, followed by Jamaica with 88. Of those Member States reporting inspections, St. Kitts & Nevis and British Virgin Islands had the lowest recorded inspections with 1. In addition, the zero inspections noted in the table are Members that did not report any inspections in the system.

Table 1: Port State Control Inspections 2005 – 2020 (By Member State)

Member States	Inspections															
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Antigua and Barbuda	0	22	4	8	4	4	5	19	42	40	40	37	14	26	15	4
Aruba	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Bahamas	0	81	77	80	87	96	88	35	44	27	35	34	34	30	38	12
Barbados	2	2	4	0	3	8	11	22	10	0	0	43	50	8	8	0
Bermuda	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	15	16	4
Belize	n/a	n/a	n/a	n/a	15	29	15	38	32	22	40	26	30	32	27	9
British Virgin Islands	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	12	1
Cayman Islands, UK	24	14	9	27	28	20	24	9	10	6	14	30	30	12	31	5
Cuba	14	17	220	153	150	191	68	155	140	42	0	35	53	0	41	15
Curaçao	1	12	58	50	124	108	72	10	5	0	9	69	79	25	6	4
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	14	43	43	47	34	35	40	7
Grenada	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Guyana	0	4	19	16	9	2	1	0	0	0	0	0	1	9	2	0
Jamaica	0	40	38	36	102	166	102	108	171	150	200	102	97	100	126	88
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	126	202	231	300	310	266	203	158	215	98
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	12	5	10	8	10	7	1	1
St. Lucia	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0	3	12	2
St. Vincent & the Grenadines	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0	7	5	10	11
Sint Maarten	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	3	0
Suriname	0	21	16	7	7	17	16	13	29	20	26	29	23	26	36	11
Trinidad and Tobago	0	80	210	226	100	174	87	34	254	181	140	129	104	143	143	21
Total	41	293	655	603	479	815	615	645	994	836	867	859	769	635	782	293

Unfortunately, the Member States of Aruba, Barbados Grenada, Guyana and Sint Maarten have no inspections recorded at this time. The CMOU continues to work with them to strengthen their PSC capabilities.

PORT STATE CONTROL INSPECTIONS (Cont'd)

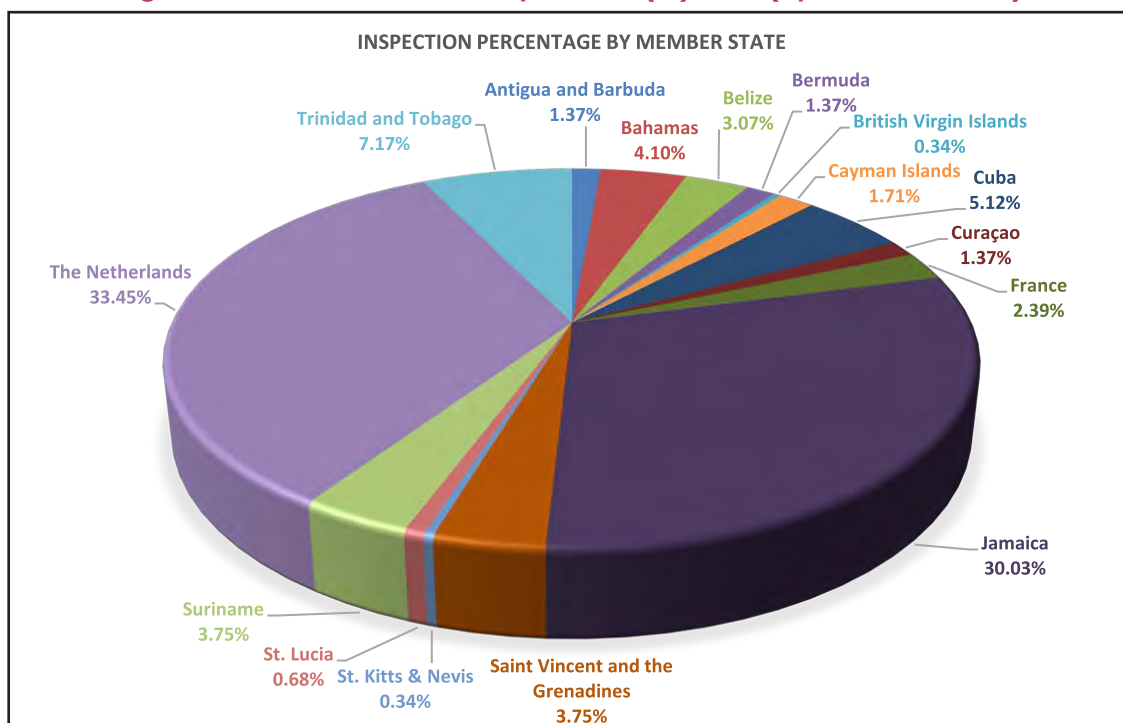
Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2020.

Figure 1: Total Inspections 2005 – 2020



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

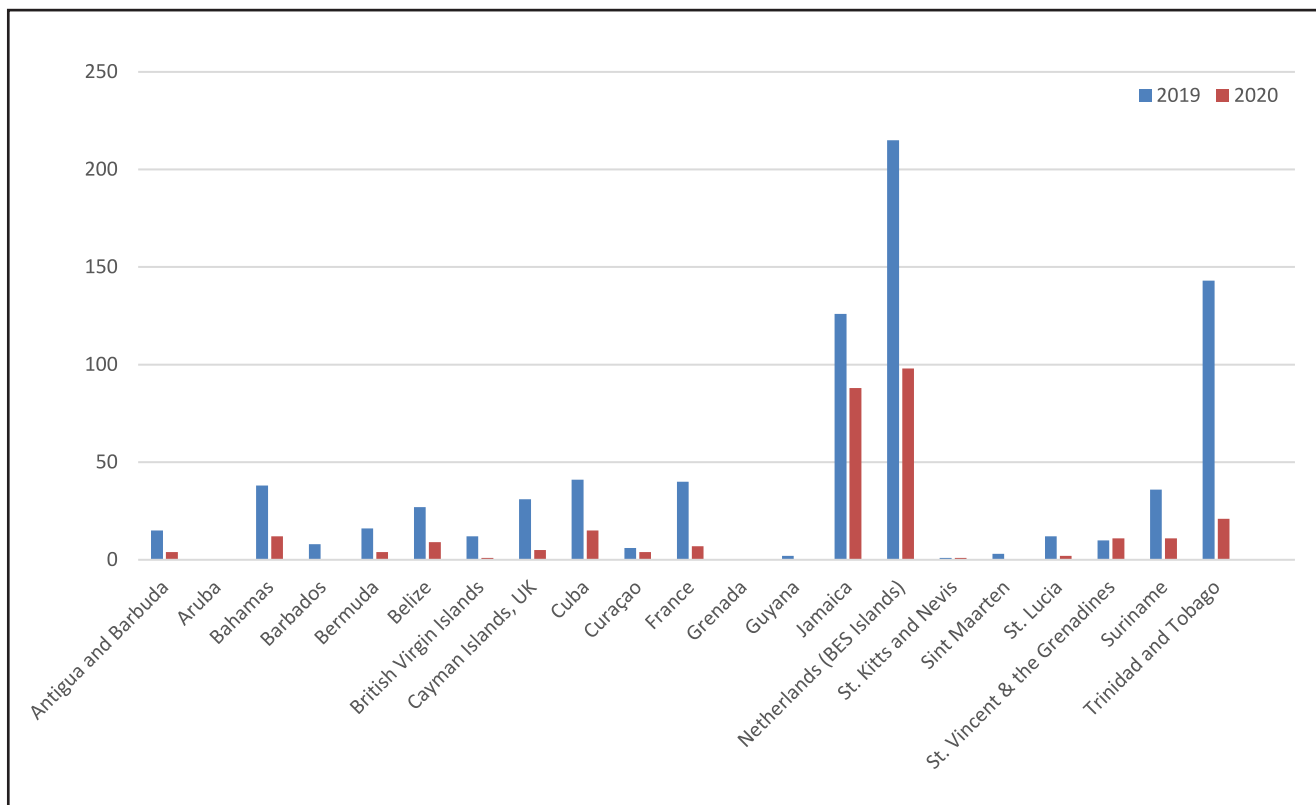
Figure 2: Port State Control Inspections (%) 2020 (By Member State)



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 3 below shows the comparison of total inspections by Member States for 2019 and 2020.

Figure 3 – Inspections by Member State (2019 vs 2020)



PORT STATE CONTROL INSPECTIONS (Cont'd)

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 2020, the number of deficiencies identified totalled 492 deficiencies whereas in 2019, a total of 1027 deficiencies were recorded showing a decrease of 52.09%.

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

Table 2 – Deficiencies Recorded by Member State

Member States	Deficiencies															
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Aruba	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0
Antigua and Barbuda	0	1	5	1	7	10	13	15	86	109	125	109	22	126	75	41
Bahamas	0	34	42	19	21	25	30	5	2	10	6	10	9	24	23	17
Barbados	0	0	0	0	0	2	0	8	0	0	0	5	17	0	0	0
Belize	n/a	n/a	n/a	n/a	0	1	2	1	1	5	14	6	7	11	13	2
Bermuda	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	29	18	2
British Virgin Island	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	9	2
Cayman Islands, UK	0	85	19	0	83	15	28	11	15	3	10	6	36	40	91	10
Cuba	0	11	377	186	132	193	52	143	72	25	0	8	27	0	7	1
Curaçao	0	4	64	10	249	76	82	9	33	0	6	113	105	81	26	5
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	47	64	133	149	68	99	173	58
Grenada	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Guyana	0	0	38	40	19	0	0	0	0	0	0	0	0	18	10	0
Jamaica	0	1	19	0	21	86	105	157	203	226	267	141	107	106	54	65
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	859	1152	1251	1123	1425	860	803	494	415	250
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	2	0	8	9	59	85	2	6
St. Lucia	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0	10	8	8
St. Vincent & the Grenadines	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	0	7	0	1	1
Sint Maarten	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	42	0
Suriname	0	8	22	12	12	9	0	1	32	19	48	30	50	61	44	7
Trinidad and Tobago	0	85	208	40	29	19	22	14	2	3	5	0	4	0	16	0
Total	0	229	794	308	573	436	1193	1516	1746	1587	2047	1453	1321	1186	1027	492

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 250 deficiencies, followed by Jamaica with 65 and France with 58.

PORT STATE CONTROL INSPECTIONS (Cont'd)

Deficiencies by Category

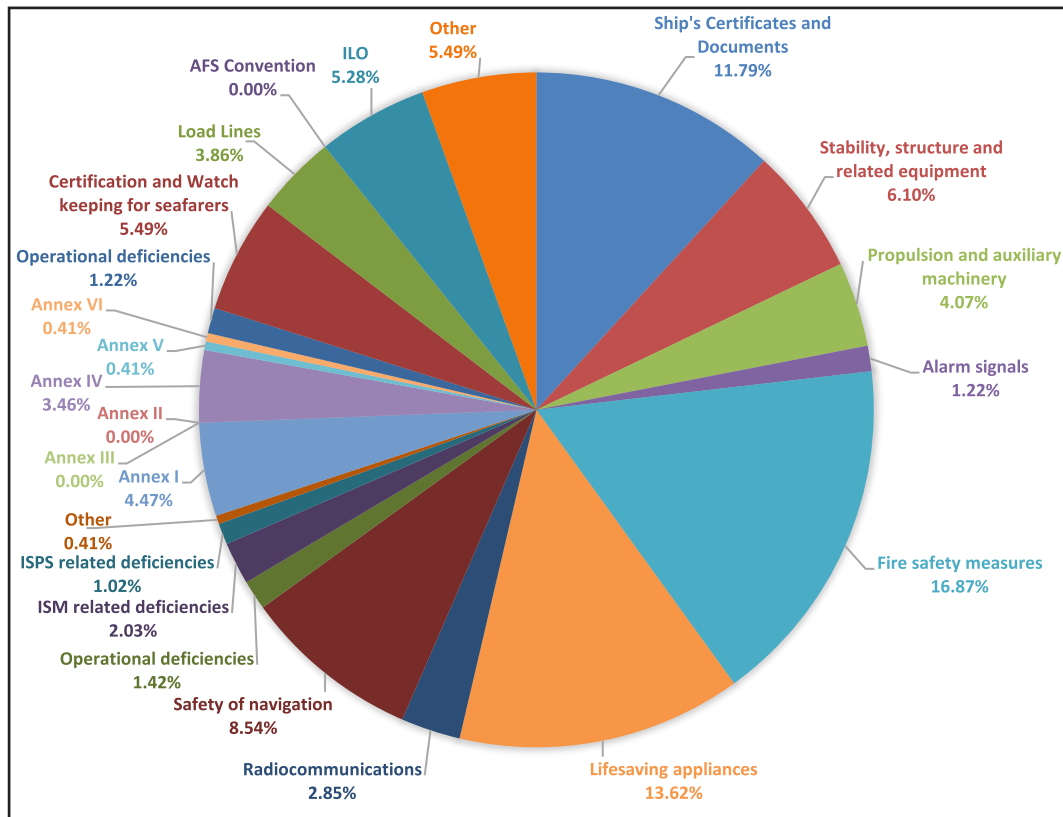
The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 492 deficiencies recorded, Fire safety measures was the highest deficiency recorded with a total of 83 or 16.87% followed by Life Saving Appliances with 67 deficiencies recorded or 13.62% and Ship's Certificates and Documents with a total of 58 or 11.79%. Fire Safety Measures also was the category with the highest percent of total deficiencies.

Table 3 – Deficiency by Categories*

Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		58	11,79%
SOLAS	Stability, structure and related equipment	30	6,10%
	Propulsion and auxiliary machinery	20	4,07%
	Alarm signals	6	1,22%
	Fire safety measures	83	16,87%
	Lifesaving appliances	67	13,62%
	Radiocommunications	14	2,85%
	Safety of navigation	42	8,54%
	Operational deficiencies	7	1,42%
	ISM related deficiencies	10	2,03%
	ISPS related deficiencies	5	1,02%
	Other	2	0.41%
MARPOL	Annex I	22	4.47%
	Annex II	0	0,00%
	Annex III	0	0.00%
	Annex IV	17	3.46%
	Annex V	2	0,41%
	Annex VI	2	0.41%
	Operational deficiencies	6	1.22%
STCW	Certification and Watch keeping for seafarers	27	5.49%
Load Lines		19	3,86%
AFS Convention		0	0,00%
ILO		26	5,28%
Other		27	5,49%
TOTAL		492	

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 4 – Deficiencies by Category



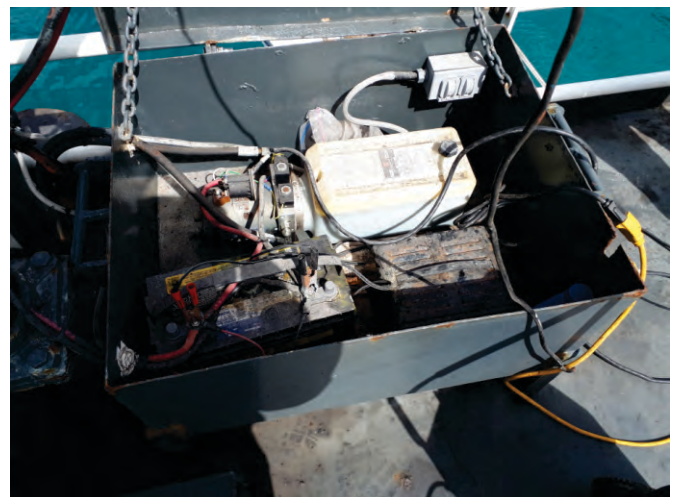
Pictures of Deficiencies Identified in 2020



Corroded hull draft marks unreadable



Bulkhead not weathertight



Unsafe electrical arrangement rescue boat davit

CONTINUED ON NEXT PAGE

PORT STATE CONTROL INSPECTIONS (Cont'd)

Pictures of Deficiencies Identified in 2020



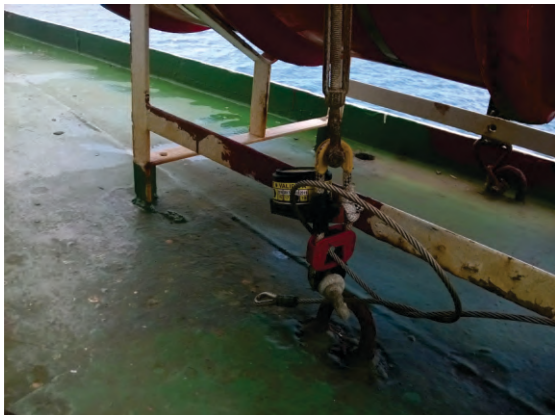
Excessive oil in bilge



No Gangway watchman



Corroded rescue boat hook



Liferaft paniter not securely connected to weak link



Isolation valve inoperable



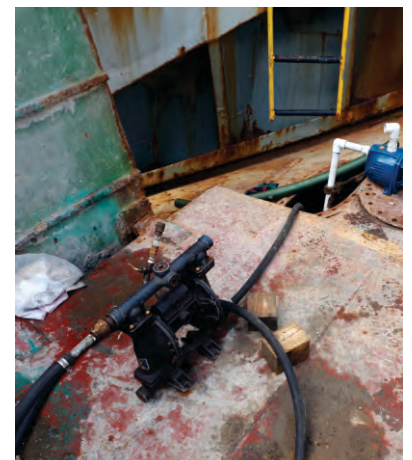
Flame screen deteriorated



Non approved means of navigation



Oil leaking onto battery fire hazard



Unapproved pumping arrangements

PORT STATE CONTROL INSPECTIONS (Cont'd)

Detentions

Ships are detained when the condition of the ship or its crew does not correspond substantially with the applicable conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment.

In 2020, 7 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected decreased as compared with 2019, which had 11 detentions, reflecting a decrease of 36%. Antigua and Barbuda recorded the largest number of detentions with 4, followed by France, Jamaica & St. Lucia with 1.

The table below provides a breakdown of detentions by Member State for the period 2005 – 2020.

Table 4 – Detentions per Member State (2005 – 2020)

Member States	Detentions															
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Antigua and Barbuda											1	1		4	2	4
Aruba																
Bahamas		2	1	1		2	2							1	1	
Barbados					1											
Belize																
Cayman Islands		1		2	1	1										
Cuba			11	4		1	4		3	1		1	1			
Curaçao			1		9	3	2	1				1	4		1	
France									1		3	3	1	2	3	1
Grenada				1	4											
Guyana					4	5	4	9	5	7						
Jamaica									1	1	7	4	1	2	2	1
Netherlands (BES Islands)							8	9	8	6	7	5	2	1	1	
St. Kitts & Nevis														1		
St. Lucia																1
St. Vincent & the Grenadines													1			
Sint Maarten															1	
Suriname																
Trinidad and Tobago		3	13													
Total	0	6	26	8	19	12	20	19	18	15	18	15	10	11	11	7

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections, Deficiencies and Detentions per Recognised Organisations

Table 5 provides a breakdown of the Inspections, Deficiencies and Detentions per Recognised Organisation.

Table 5 – Performance of Recognized Organizations (2020)

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS
American Bureau of Shipping	ABS	40	26	80	0
Bulgarian Register of Shipping	BRS	1	1	4	0
Bureau Veritas	BV	42	26	92	1
China Classification Society	CCS	3	0	0	0
Columbus American Register	COLAMREG	1	1	6	0
CONARINA LLC	CLLC	4	4	11	2
Det Norske Veritas	DNV	5	5	5	0
DNV GL AS	DNVGL	77	26	42	0
Germanischer Lloyd	GL	4	2	2	0
International Naval Surveys Bureau	INSB	3	2	17	0
International Register of Shipping	IS	3	2	28	1
Korean Register of Shipping	KRS	5	1	1	0
Lloyd's Register	LR	40	16	40	0
Macosnar Corporation	MC	1	1	4	0
National Shipping Adjusters Inc	NSA	1	1	4	0
Nippon Kaiji Kyokai	NKK	34	12	20	0
No class	NOCL	6	5	70	1
Other	OTHER	1	1	6	0
Panama Maritime Documentation Services	PMDS	1	1	3	0
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	1	1	5	0
Register of Shipping (Singapore)	RSS	1	1	17	0
Registro Internacional Naval, S.A.	REGINAV	1	0	0	0
RINA Services S.p.A.	RINA	13	3	11	0
Unknown		5	4	24	2
Total		293	142	492	7

PORT STATE CONTROL INSPECTIONS (Cont'd)

From the table, it is observed that when examining vessels with a Class recorded, DNV GL recorded the highest number of inspections with 77 out of 293. Bureau Veritas noted the second highest record with 42.

With respect to deficiencies identified, Bureau Veritas had the most deficiencies recorded with 92 deficiencies followed by American Bureau of Shipping with 80.

Out of the 7 detentions, for class related detentions, vessels listed under CONARINA LLC and Unknown had the highest number of detentions with 2 detentions. For vessels with class, Bureau Veritas and International Register of Shipping had 1 detention. Vessels listed under No Class had the number of 1 detention.

Inspections, Deficiencies and Detentions per Flag State

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

Table 6 - Inspections, Deficiencies and Detentions per Flag State

Flag	Inspections	Number detention	Number Inspections with deficiencies	Detention Percentage	Inspection % with deficiencies
Anguilla	1	0	1		100%
Antigua and Barbuda	13	0	4		31%
Bahamas	20	0	8		40%
Bermuda	2	0	0		
Brazil	2	0	2		100%
British Indian Ocean Territory (UK)	1	0	0		
Cayman Islands	1	0	0		
China, People's Rep. Of	2	0	0		
Curaçao	2	0	2		100%
Cyprus	14	0	2		14%
Dominica	6	0	4		67%
Dominican Republic	1	1	1	100%	100%
Ecuador	1	0	1		100%
France	3	0	2		67%
Germany	2	0	1		50%
Gibraltar	3	0	1		33%
Greece	5	0	3		60%
Guyana	3	0	2		67%
Hong Kong (China)	6	0	3		50%
Italy	3	0	0		
Jamaica	1	0	0		
Liberia	35	1	17	3%	49%

PORT STATE CONTROL INSPECTIONS (Cont'd)

Table 6 - Inspections, Deficiencies and Detentions per Flag State (Cont'd)

Flag	Inspections	Number detention	Number Inspections with deficiencies	Detention Percentage	Inspection % with deficiencies
Malta	15	0	5		33%
Man, Isle of	5	0	3		60%
Marshall Islands	26	0	16		62%
Mongolia	1	0	1		100%
Netherlands	5	0	3		60%
Norway	6	0	1		17%
Panama	34	0	21		62%
Philippines	1	0	0		
Portugal	11	0	2		18%
Saint Vincent and the Grenadines	7	1	5	14%	71%
Singapore	20	0	4		20%
Sint Maarten (Dutch part)	1	0	1		100%
St. Kitts & Nevis	3	2	3	67%	100%
Togo	5	2	5	40%	100%
Trinidad and Tobago	2	0	1		50%
Turkey	1	0	0		
United Kingdom	4	0	1		25%
United States of America	7	0	5		71%
UNKNOWN	1	0	0		
Vanuatu	3	0	3		100%
Venezuela	1	0	1		100%
Virgin Islands, British	7	0	7		100%
Total	293	7	142		

Liberia had the highest number of vessels inspected with 35 vessels out of a total of 293. St. Kitts & Nevis and Togo had the highest number of detentions with 2 out of 7 or 29% of the detentions each.

PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections, Deficiencies and Detentions per Vessel Type

The table below illustrates the deficiencies recorded as per ship type. In 2020, the CMOU saw 48.46% of all vessels inspected having deficiencies. As can be seen Combination carrier have the highest percentage of inspections with a deficiency percentage of 100% of all inspections were found with deficiencies. This was followed by the category of vessels Other with 83.33%.

Other Vessels accounted for the most detentions for the period with 3 (43%) out of the total of 7 this was followed by General Cargo with 2 detentions.

Table 7 – Inspection Results per Ship Type

Ship type	Number of Inspections	Number of Inspections with deficiencies	Number of Deficiencies	Percent of Inspections with Deficiencies	Number of Detentions	Detention Rate	Percentage of Total Detentions
Bulk carrier	29	8	18	27.59%	0	-	-
Chemical tanker	35	23	61	65.71%	0	-	-
Combination carrier	1	1	4	100%	0	-	-
Containership	63	18	22	28.57%	0	-	-
Dredger/Cutter/Hopper	3	1	3	33.33%	0	-	-
Gas carrier	2	0	0	-	0	-	-
General cargo	38	20	111	52.63%	2	5.26%	28.57%
Heavy load carrier	1	0	0	-	0	-	-
Offshore service vessel	5	0	0	-	0	-	-
Oil tanker	35	23	75	65.71%	1	2.86%	14.29%
Passenger ship	23	10	34	43.48%	0	-	-
Refrigerated cargo carrier	4	0	0	-	0	-	-
Ro-ro cargo ship	17	11	74	64.71%	1	5.88%	14.29%
Ro-ro passenger ship	1	0	0	-	0	-	-
Special purpose ship	2	0	0	-	0	-	-
Tanker, not otherwise specified	3	2	4	66.67%	0	-	-
Vehicle Carrier	1	0	0	-	0	-	-
Other	30	25	86	83.33%	3	10%	42.86%
Total	293	142	492		7		

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 5 shows the Inspections per Ship Type.

Figure 5 – Inspections per ship type

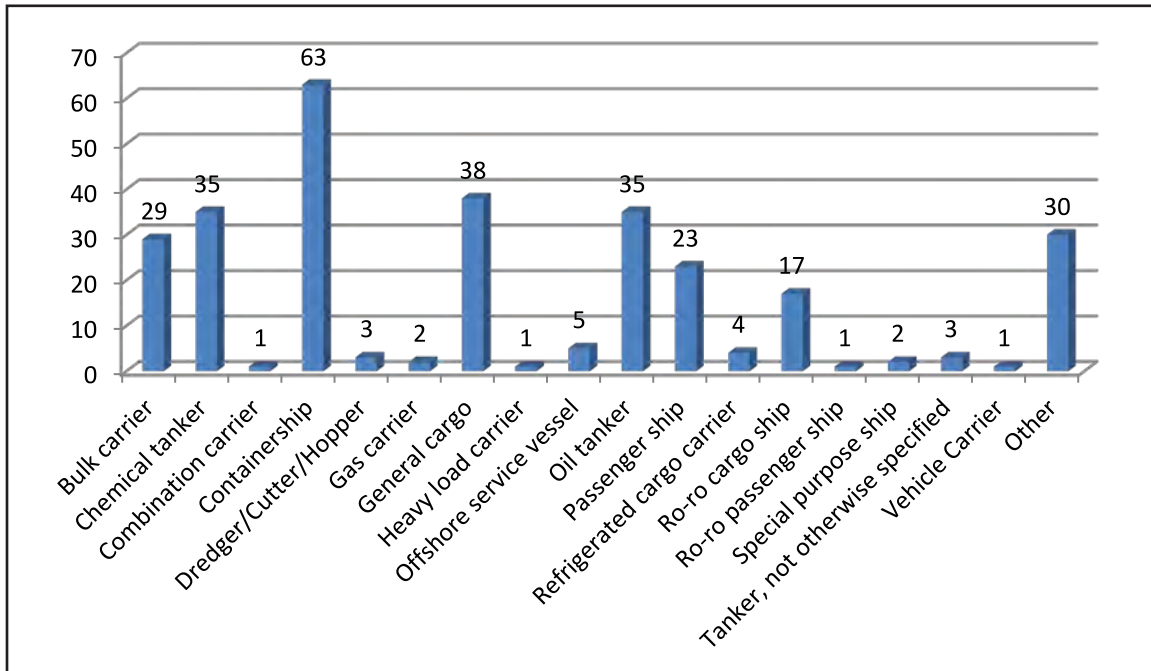
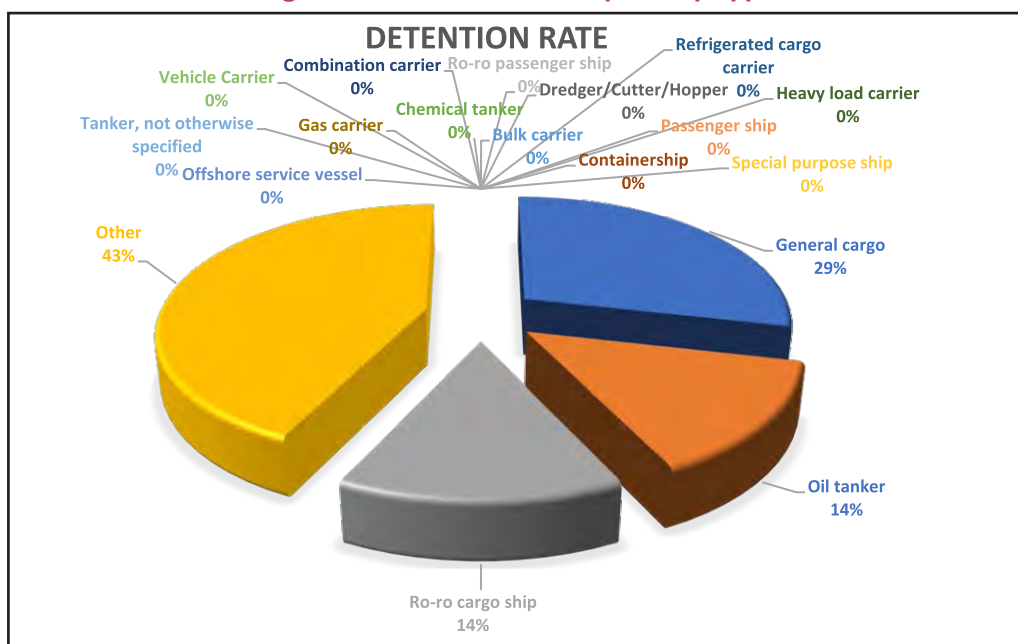


Figure 6 shows the Percentage of Detentions per Ship Type.

Figure 6 – Detention Rate per ship type



PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections of Vessels without IMO Numbers/ Below 500GT

In the 293 total inspections are 26 inspections recorded for vessels without IMO numbers showing a decrease of 75.70% over 2019. Trinidad and Tobago had the most inspections recorded with a number 12 of 26 or 46.15% of all inspections. This was followed by The Netherlands with 7 or 26.92%. Regarding the deficiencies recorded, France recorded the highest number of deficiencies with 31 of the 76 deficiencies recorded. In addition, 2020 saw 3 detentions.

Country	Inspections						Inspection with deficiencies						Deficiencies						Detentions					
	2015	2016	2017	2018	2019	2020	2015	2016	2017	2018	2019	2020	2015	2016	2017	2018	2019	2020	2015	2016	2017	2018	2019	2020
Antigua and Barbuda	0	5	0	7	1	2	0	3	0	7	1	2	0	41	0	45	6	9	0	1	0	2	0	2
Bahamas	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	3	0	5	0	0	0	0	0	0
Belize	2	0	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
Bermuda																	0	0						
British Virgin Islands																	0	0					0	
Cuba	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
France	2	7	2	5	6	2	2	7	4	5	5	2	32	60	28	47	33	31	1	0	1	2	1	0
Guyana	0	0	0	6	2	0	0	0	0	1	2	0	0	0	0	9	10	0	0	0	0	0	0	0
Jamaica	1	0					1	0	0	0	0	0	10	0	0	0	0	0	1	0	0	0	0	
St. Kitts & Nevis	0	0	0	1	1	1	0	0	0	0	1	1	0	4	35	79	0	6	0	0	0	1	0	0
St. Vincent and the Grenadines	0	0	0	4	0	0	0	1	6	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0
St. Lucia	0	0	0	1	5	1	0	0	0	1	1	1	0	0	0	4	2	8	0	0	0	0	0	1
Suriname	0	1	2	0	1	0	0	1	2	0	0	0	0	5	19	0	0	0	0	0	0	0	0	0
St. Maarten																								
The Netherlands	34	27	27	16	9	7	34	25	27	16	7	7	203	157	206	80	40	17	3	0	1	0	1	0
Trinidad and Tobago	51	45	57	86	80	12	1	0	2	0	8	0	5	0	3	0	9	0	0	0	0	0	0	0
Total	90	86	96	127	107	26	39	38	41	35	25	14	260	246	291	267	101	76	5	1	2	5	2	3





ANNUAL REPORT 2020



Suriname PSCOs at work



Port of Cienfuegos



The Marina at Port Antonio, Jamaica

ACTIVITIES AND ACHIEVEMENTS FOR 2020

The Technical Standing Work Group met from **March 2-3, 2020** in Castries, St. Lucia to review the assignments referred to them from the 24th Meeting of the Caribbean Port State Control. This included the finalisation of the CCSS Code and Guidelines, Non-CMOU States usage of the Caribbean Codes, Guidelines for MARPOL Annex VI, Revision of the MOU (Technical Areas), Harmonising Inspections, among others.



The CMOU participated in the IMO's Senior Maritime Administrators Workshop from **March 4-5, 2020** in Castries, St. Lucia and presented information on the progress of the CMOU and PSC activities in the Caribbean for 2018 and 2019.

The 12th Annual PSC Seminar and 8th On The Job Training scheduled for March of 2020 in St. Johns, BVI. This however was postponed due to the COVID 19 pandemic and is planned to be held during 2021.

The Secretary General attended the 53rd PMOU Port State Control Committee held virtually from **September 28 to October 2, 2020**. The Meeting discussed the following areas: Guidance with respect to the COVID-19 Pandemic; Issues included the Average Deficiency and Detention Ratios; The PMOU White/Grey/Black List; Banned Ships of the PMOU; Performance of the Recognised Organisations; Future CICs; Coding Steering Board; Detention Review Panel; Guidelines/Circulars; Exchange of Data and Future Requirements among others. The annual statistics and activities of the CMOU for 2019 were presented at this meeting. The meeting was also attended by the Tokyo MOU, the Med MOU, the Indian Ocean MOU, the Abuja MOU, the Riyadh MOU, the Black Sea MOU, the Vina del Mar Agreement and the USCG.

The Secretary General participated in three video meetings with the IMO and other regional MOUs, held on **April 8, 2020, June 17, 2020 and December 18, 2020**, at the request of the Secretary General to discuss the actions, assistance and pragmatic approach that have been taken by the MOUs during the COVID-19 pandemic.

The Technical Standing Working Group met virtually on **September 22, 2020** to discuss outstanding matters in preparation for the Annual Committee meeting. Items discussed included Guidelines for MARPOL Annex VI, Harmonisation of Inspections, Technical Gap Analysis, open loop scrubbers among others.

ACTIVITIES AND ACHIEVEMENTS FOR 2020 (Cont'd)

The Finance and Administration Standing Working Group met virtually on **October 6, 2020** to discuss and recommended for approval a new Policy regarding Grants and Donations, Financial Statements, Audited Report and other matters.

The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its Annual Committee meeting virtually from **October 28 - 29, 2020**. The meeting was attended by fourteen Member Authorities and one Observer State. The authorities of Grenada, St. Lucia and St. Vincent & the Grenadines were unable to attend. Representatives of the PMOU, IOMOU, Riyadh MOU, Abuja MOU, USCG and the IMO were present as Observers.

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

- Anguilla approved as an Associate Member State;
- Guidelines to MARPOL Annex VI,
- Amendments to Guidelines to the BWM Convention,
- Policy for Grants and Donations,
- Policy for Technical Assistance,
- Gap Analysis Form, among other items.



Kingston Wharf



Gouyave in Grenada



Bermuda Cruiseship Port



CMOU FOCAL POINTS Member and Associate Member States



Antigua & Barbuda

Amb. Dwight C.R. Gardiner
Permanent Representative to the IMO
Antigua & Barbuda Department of Marine
Services and Merchant Shipping
Popeshead and Dickenson Streets
P.O. Box 3511
St. John's, Antigua
Tel: (268) 562-1273
Fax: (268) 562-5925
Email: dgardiner@abregistry.ag
Website: www.antiguamarine.com



Anguilla

Mr. Rawle Hazell
Anguilla Maritime Administration
Anguilla, Leeward Islands
Ministry of Infrastructure, Communications, Utilities and Housing
Coronation Avenue
The Valley Anguilla
Tel: (264) 497-245/ (264) 584-7661
Fax: (264) 497-3651
Email: Rawle.Hazell@gov.ai OR RawleSH@hotmail.com



Aruba

Mr. Rudy Beaujon
Acting Director
Directorate of Shipping Aruba
L.G. Smith Blvd 76
Oranjestad
Aruba
Tel: (297) 582-4900
Fax: (297) 582-7556
Email: r.beaujon@dsa.aw



Bahamas

Capt. Dwain Hutchinson
Director
120 Old Broad Street
London
EC2N 1AR
United Kingdom
Tel: (+44) 20 7562 1300
Fax: (+44) 20 7256 5619
Email: dhutchinson@bahamasmaritime.com
Website: www.bahamasmaritime.com



Barbados

Ms. Jacqueline Blackman
Chief Technical Officer
Ministry of Maritime Affairs and the Blue Economy
Ground Floor
Cube Blue
Prescod Boulevard
St. Michael
Tel: (246) 535-2009
E-mail: Jacqueline.blackman@barbados.gov.bb



Belize

Major H. Gilbert Swaso
Ports Commissioner
Belize Port Authority
Mile 4 G P Highway
P.O. Box 633
Belize City
Belize
Tel: (501) 222-5668
Mobile: (501) 610-0656
Email: bzportauth@btl.net



CMOU FOCAL POINTS Member and Associate Member States



Bermuda

Mr. Francis Richardson
CEO
Bermuda Ship Registry
1/F Magnolia Place,
45 Victoria Street,
Hamilton
Bermuda

Tel: (441) 294-5816 Email: frichardson@gov.bm
Fax: (441) 295-3718 Website: <http://www.bermudashipping.bm/>



British Virgin Islands

Capt. Raman Bala
Director
BVI Shipping Registry
Sebastian's building
Administration Drive
Road Town, Tortola, BVI
Tel: (284) 468-2902
Fax: (284) 468-2913
Email: rBala@gov.vg
Website: www.vishipping.gov.vg



Cayman Islands

Mr. A. Joel Walton, JP
Chief Executive Officer
Maritime Authority of the
Cayman Islands
133 Elgin Avenue
P.O. Box 2256
Grand Cayman KY1-1107
Cayman Islands

Tel: (345) 949 - 8831
Fax: (345) 949 - 8849
Email: Joel.Walton@cishipping.com
Website: www.cishipping.com



Cuba

Mr. Enrique Pozo
Director
Dirección de Seguridad e Inspección Marítima
Ministerio del Transporte
Avenida Boyeros y Tulipán
La Havana, Cuba
Tel: (011-537) 881-6607
Fax: (011-537) 881-1514
Email: director.sm@mitrans.gob.cu



Curaçao

Mr. Jan Sierhuis
Director
Maritime Authority of Curaçao
Seru Mahuma z/n
Willemstad,
Curaçao
Tel: (5-999) 839 - 3700
Fax: (5-999) 868 - 9964

Email: jan.seirhuis@gobiernu.cw
Website: www.dsmz.org



France

Mr. Christophe Sonnefraud
Chef du Centre Affairs Maritime
Centre de Sécurité des Navires
Antilles-Guyane Bld.
Chevalier Sainte Marthe
BP 620 97261
Fort de France, Martinique WI
Tel: (0596) 60-4244
Fax: (0596) 63-6730
Email: christophe.sonnefraud@developpement-durable.gouv.fr



CMOU FOCAL POINTS Member and Associate Member States



Grenada

Mr. Carlyle Felix
Director of Maritime Affairs
Grenada Port Authority
The Carenage
St. Georges
Grenada
Tel: (473) 440-7678
Fax: (473) 440-3418
Email: grenport@spiceisle.com



Guyana

Mr. Stephen Thomas
Director General
Maritime Administration Department
Ministry of Public Works Building
Fort Street
Kingstown,
Georgetown, Guyana
Tel: (011-592) 226-8065
Fax: (011-592) 226-9581
Email: dg@marad.gov.gy



Jamaica

Rear Admiral Peter Brady
Director General
Maritime Authority of Jamaica
12 Ocean Boulevard, 2nd Floor,
Kingston, Jamaica WI
Tel: (876) 967-1087/ 967-1060-65
Fax: (876) 922-5765
Email: pbrady@jamaicaships.com
Website: www.jamaicaships.com



The Netherlands (BES Islands)

Mr. Luc van Osch
Chief Inspector
Netherlands Shipping Inspectorate Caribbean Netherlands
Gallowsbay Lower Town St. Eustatius Caribisch Nederland
Tel: (+599) 318 3370
Mob: (+599) 781 0413
E-mail: nsicn@RijksdienstCN.com
Website: www.ilent.nl



St. Kitts & Nevis

Mr. Wayne Edmeade
Acting Director
Department of Maritime Affairs
Ministry of Public Infrastructure, Posts,
Urban Development & Transport
Water Services Building
Needsmust
Basseterre, St. Kitts
Tel: (869) 466 7032 Ext. 242
Fax: (869) 465 0604
E-mail: mcclean.hobson@govt.kn
Website: www.scaspa.com



St. Lucia

Mr. Christopher Alexander
Director of Maritime Affairs
Division of Maritime Affairs
Saint Lucia Air & Sea Ports Authority
Manoel Street, Castries, St. Lucia
Tel: (758) 453-2855 Fax: (758) 453-0889
Email: christopher.alexander@slaspa.com
Website: www.slaspa.com



CMOU FOCAL POINTS Member and Associate Member States



St. Vincent & the Grenadines

Mr. Hyrone Johnson
Director
Division of Maritime Affairs
Suite 126 & 127
Cruise Ship Terminal
Kingstown
St. Vincent & the Grenadines

Tel: (784) 456-1378
Fax: (784) 451-2445
Email: svgmarad@gmail.com



Sint Maarten

Mr. Louis Halley
Director
Department of Civil Aviation, Shipping & Maritime Affairs
69 Airport Road
Simpson Bay
Sint Maarten
Tel: +1721 545-2024 / +1721 545-4226
Fax: +1721 542-3111
Email Address: Louis.Halley@sintmaartengov.org



Suriname

Mr. Michel Amafo
Managing Director
Maritime Authority of Suriname
Cornelis Jongbawstraat 2
P.O. Box 888
Paramaribo, Suriname
Tel: (011-597) 476-733
Fax: (011-597) 472-940
Email: mamafo@mas.sr
Website: www.mas.sr



Trinidad & Tobago

Mr. Ronald Alfred
Director
Ministry of Works and Transport
Maritime Services Division
2nd Floor, ANSA House
Corner Queen and Henry Street
P.O. Box 493
Port of Spain, Trinidad
Tel: (868) 625-3858
Fax: (868) 624-5884
Email: msddir@tsstt.net.tt



Grand Turk Pier



CMOU FOCAL POINTS Observer States



Dominica

Ms. Lisa Valmond
Permanent Secretary
Ministry of Tourism, International Transport and Maritime Initiatives
Government Headquarters
Kennedy Avenue
Roseau
Commonwealth of Dominica
Tel: (767) 266-3296
Fax: (767) 448-0182
Email: tourism@dominica.gov.dm



Haiti

Mr. Dieudonné Bruno
Director General
Service Maritime et de Navigation d'Haïti (SEMANAH)
2, angle des rues Biassou et Louverture, Delmas 31
Port au Prince
Haïti
Tel.: (509) 2816-1629 / 2816-1630
Email: semanahaiti@gmail.com



Turks & Caicos Islands

Mr. James Mills
Permanent Secretary
Ministry of Communication, Works & Utilities
Hibiscus Square
Grand Turk
Turks & Caicos Islands
Tel: (649) 946-2801
Fax: (649) 946-2740
Email: jmills@gov.tc



Port of Port of Spain



Curaçao Port Call



Nu Star Terminal - St. Eustatius



Container and car shipping to Kingstown St. Vincent



Port of Montego Bay



St. Martin Port

