



Caribbean Memorandum of Understanding on Port State Control



ANNUAL
REPORT
2022



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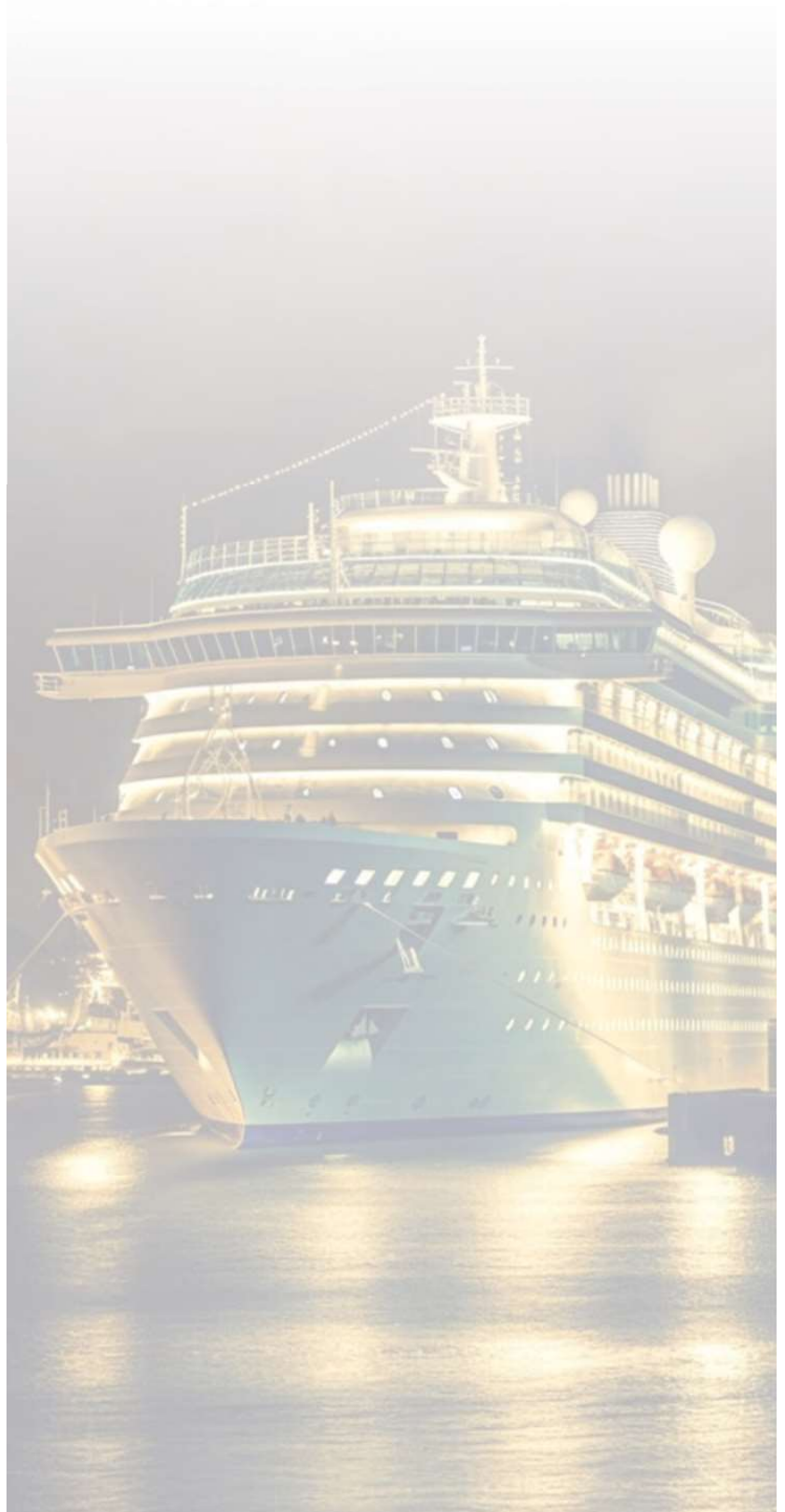


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Our MISSION

*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



Mr. Michel Amafo

shipping was on the forefront of their activities for the 2022 period.

It is also a great pleasure to present the Annual Report for 2022 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.

In the region, we work to maintain vigilance through our PSC regime, not only because we are required to do so by international treaties, but also because we value protecting the environmentally sensitive seas that all of our nations so heavily rely on for economic development. IT is therefore important to bring all States of the Caribbean under the CMOU's umbrella. Despite the fact that no new Member States have been accepted, we are still trying to persuade the remaining Observer States to join the CMOU so they can take advantage of its benefits.

that our interests are represented; and we continue to support and collaborate with our members as they make an effort to fulfil their PSC commitments.

Because our region's economic survival depends on our seas, we at the CMOU keep our mandate of eliminating substandard shipping from our environmentally sensitive seas at the forefront of our minds. Through intersessional work and communication, the CMOU's work must be able to continue, as this time has shown. I want to express my gratitude to the Chairpersons of the Technical and Finance and Administrative Standing Working Groups for ensuring that the CMOU's work continued in spite of the difficult and constrained conditions.

I want to express my gratitude to all of our members, observers, and associated organizations, including the Regional MOUs, the International Maritime Organization, and the United States Coast Guard, who have assisted us in moving our work forward. PSC is a crucial activity that depends on collaboration for success; it motivates us to keep cooperating as a region and as a member of a larger worldwide community as we all work toward the common goal of ending substandard shipping.

Michel Amafo
Chairman

The period in review was a very active one when compared to the slow recovery period of 2021. The majority of our Member States have restarted their port State control activities and have been very active intersessionally with the work of the MOU. We were also able to transition from our Virtual Annual Meeting to having our first face-to-face CPSCC 27 meeting in Miami, Florida. It was heartening to see our colleagues again to not just discuss the main programmes and activities of the MOU but to enjoy fellowship. We look forward to this continuing for 2023. I must reiterate what was said in 2021 of how proud I am of the continued dedication of our Member States to ensure that the safety of its officers and for

The oxymoron "change is constant" perfectly sums up our shipping industry. In order to ensure safe, secure, and environmentally friendly operations, we must be diligent in our work as this crucial industry is constantly changing and producing obstacles. The Caribbean Memorandum of Understanding on Port State Control (CMOU) shares this rationale with other port state control (PSC) regimes across the world. The CMOU is still committed to tackling these adjustments and problems. We continue to look for training opportunities to make sure that our PSC officers are trained in accordance with the most recent PSC requirements; we continue to take part in international discussions to make sure

THE SECRETARY GENERAL'S NOTES



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Mrs. Jodi Munn-Barrow

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 vessels 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 2022 and will include a break-down of the inspections done by the Member States, will also

highlight the main activities of the Secretariat and the achievements of the CMOU.

I look forward to continue to work with the 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.

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

The period ended 2022, concluded my fifteenth year at the Caribbean Memorandum of Understanding on Port State Control (CMOU) as Secretary General which has been an honour. Now two years after the pandemic most if not all have started to allow for PSC Inspections therefore showing an increase in the number of inspections and deficiencies over 2021. 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



INTRODUCTION

The CMOU on port State control moves into its 28th year of existence and has evolved primarily through the maturity of its Member States as port States with increased activities as main and hub-ports and the increase in Membership with almost all Caribbean States coming on board as Members. The CMOU also hopes that the remaining States will put together 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 re-elected to chair the III8 meeting for 2022 and the III9 Meeting for 2023. 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 2022, as the region started to slowly recover from the COVID-19 pandemic, several initiatives which were discussed previously have been finalized and/or enacted over the year. The 2022 CPSCC Meeting was held in Miami Florida and it was well attended by our Member States, Observer and Observer Organisations and although positive discussions were held with our Member States, the CMOU did not welcome any new Members in the period of review. Discussions will continue with Haiti, the Commonwealth of Dominica and the Turks and Caicos Islands 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 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 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.

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 re-elected to these positions in 2021. 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.

The Member States are committed to inspecting 15% of international ships calling at their ports. Additionally, the



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 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. Raul Ousley 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. Raul Ousley
Database Manager



CMOU

ORGANISATION CHART

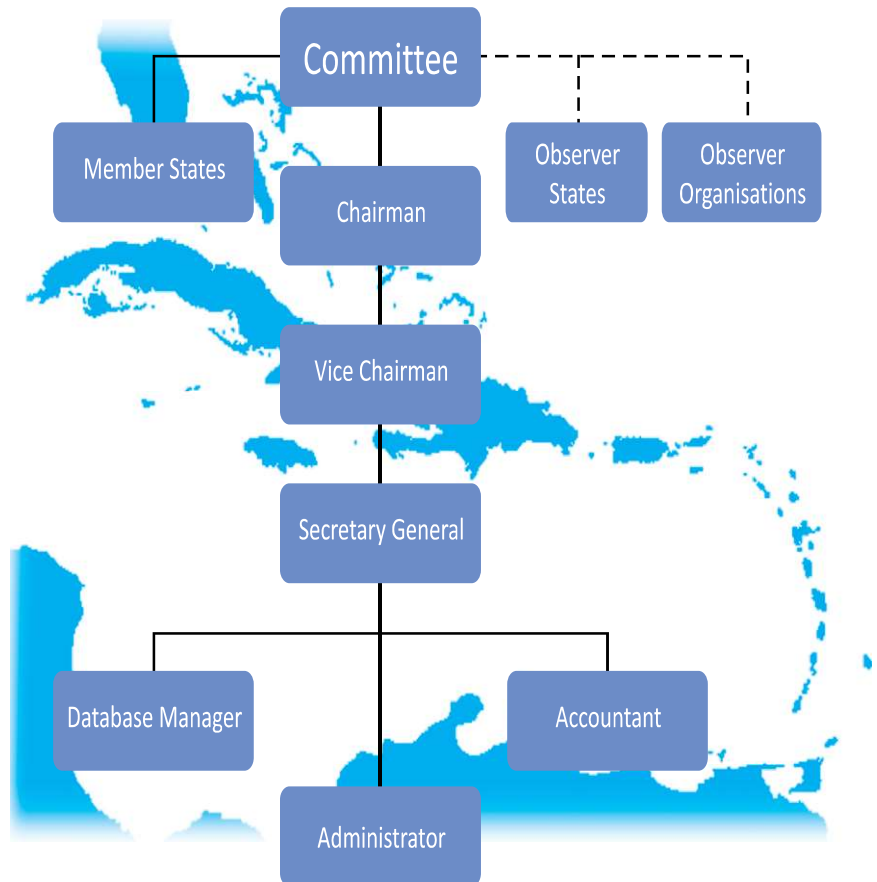
The activities of the Secretariat are approved and fully funded by contributions from the Member States. The annual budget and work programme for the Secretariat is submitted for approval at every annual meeting of the CMOU Committee after being reviewed by the Finance and Administration Standing Working 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.

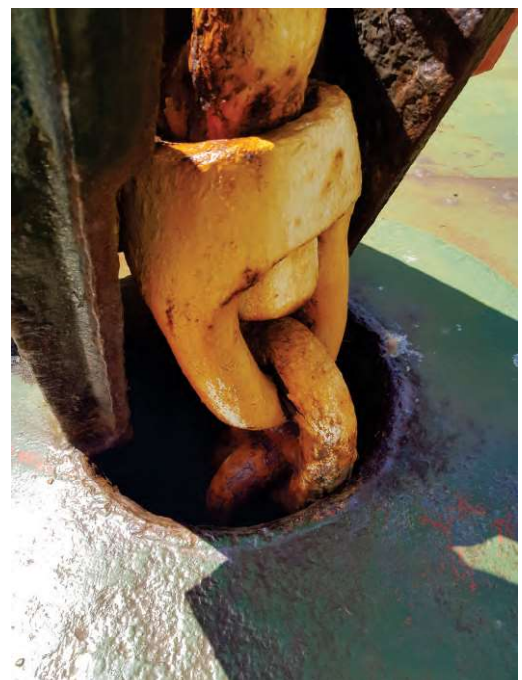
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MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS

MEMBERS AND ASSOCIATE MEMBERS

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

Antigua and Barbuda
Aruba
Anguilla¹
The Bahamas
Barbados
Bermuda
Belize
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 2022, the TSWG continued to focus on the Status of CMIS, PMOU RO Withdrawn Circular, PMOU Operational Control Circular, TMOU Guidance re Deficiency Writing, TMOU Guidance on Fixed Carbon Dioxide Extinguishers, revised Gap Analysis, among others; the Harmonisation of Inspections and the updating of the CMOU Technical Manual.

The Members of the FASWG are The Bahamas (Chairman), Antigua & Barbuda, Barbados, 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 funding of training programmes and the CMOU Technical Team.



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),
Tokyo MOU (TMOU),
Indian Ocean MOU (IOMOU),
Abuja MOU (AMOU),
Vina del Mar Agreement,
Mediterranean MOU (Med MOU)
The United States Coast Guard
(USCG)
The Caribbean Community
(CARICOM)

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.



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 2022. Furthermore, the report also includes the results of deficiencies and detentions carried out by Member Authorities during 2022.

Inspections

The tables below show an overview of inspections carried out by Member States from 2005 to 2022. Over 2022, the CMOU Member States carried out a total of 461 inspections on ships registered under 53 flags, which is an increase of 145 or 45.89% over the previous year. As can be seen, The Netherlands carried out the most inspections with a total of 176, followed by Jamaica with 76. Of those Member States reporting inspections, Antigua and Barbuda 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 1a: Port State Control Inspections 2005 – 2015 (By Member State)

Member States	Inspections										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Anguilla	0	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	22	4	8	4	4	5	19	42	40	40
Aruba	0	0	0	0	0	0	0	0	0	0	0
Bahamas	0	81	77	80	87	96	88	35	44	27	35
Barbados	2	2	4	0	3	8	11	22	10	0	0
Bermuda	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Belize	n/a	n/a	n/a	n/a	15	29	15	38	32	22	40
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
Cayman Islands, UK	24	14	9	27	28	20	24	9	10	6	14
Cuba	14	17	220	153	150	191	68	155	140	42	0
Curaçao	1	12	58	50	124	108	72	10	5	0	9
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	14	43	43
Grenada	0	0	0	0	0	0	0	0	0	0	0
Guyana	0	4	19	16	9	2	1	0	0	0	0
Jamaica	0	40	38	36	102	166	102	108	171	150	200
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	126	202	231	300	310
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	12	5	10
St. Lucia	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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
Sint Maarten	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Suriname	0	21	16	7	7	17	16	13	29	20	26
Trinidad and Tobago	0	80	210	226	100	174	87	34	254	181	140
Total	41	293	655	603	479	815	615	645	994	836	867

PORT STATE CONTROL INSPECTIONS (Cont'd)

Table 1b: Port State Control Inspections 2016 – 2022 (By Member State)

Member States	Inspections						
	2016	2017	2018	2019	2020	2021	2022
Anguilla	0	0	0	0	0	0	0
Antigua and Barbuda	37	14	26	15	4	9	1
Aruba	1	0	1	0	0	0	0
Bahamas	34	34	30	38	12	9	21
Barbados	43	50	8	8	0	0	0
Bermuda	n/a	n/a	15	16	4	9	18
Belize	26	30	32	27	9	12	35
British Virgin Islands	n/a	n/a	n/a	12	1	9	5
Cayman Islands, UK	30	30	12	31	5	7	18
Cuba	35	53	0	41	15	0	0
Curaçao	69	79	25	6	4	0	2
France	47	34	35	40	7	3	19
Grenada	0	0	0	0	0	0	0
Guyana	0	1	9	2	0	0	0
Jamaica	102	97	100	126	88	64	76
Netherlands (BES Islands)	266	203	158	215	98	159	176
St. Kitts and Nevis	8	10	7	1	1	0	0
St. Lucia	0	0	3	12	2	2	5
St. Vincent & the Grenadines	0	7	5	10	11	21	32
Sint Maarten	n/a	n/a	n/a	3	0	2	0
Suriname	29	23	26	36	11	10	23
Trinidad and Tobago	129	104	143	143	21	0	30
Total	859	769	635	782	293	316	461

Unfortunately, the Member States of Anguilla, Aruba, Barbados, Cuba, Grenada, Guyana, St. Kitts & Nevis 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)

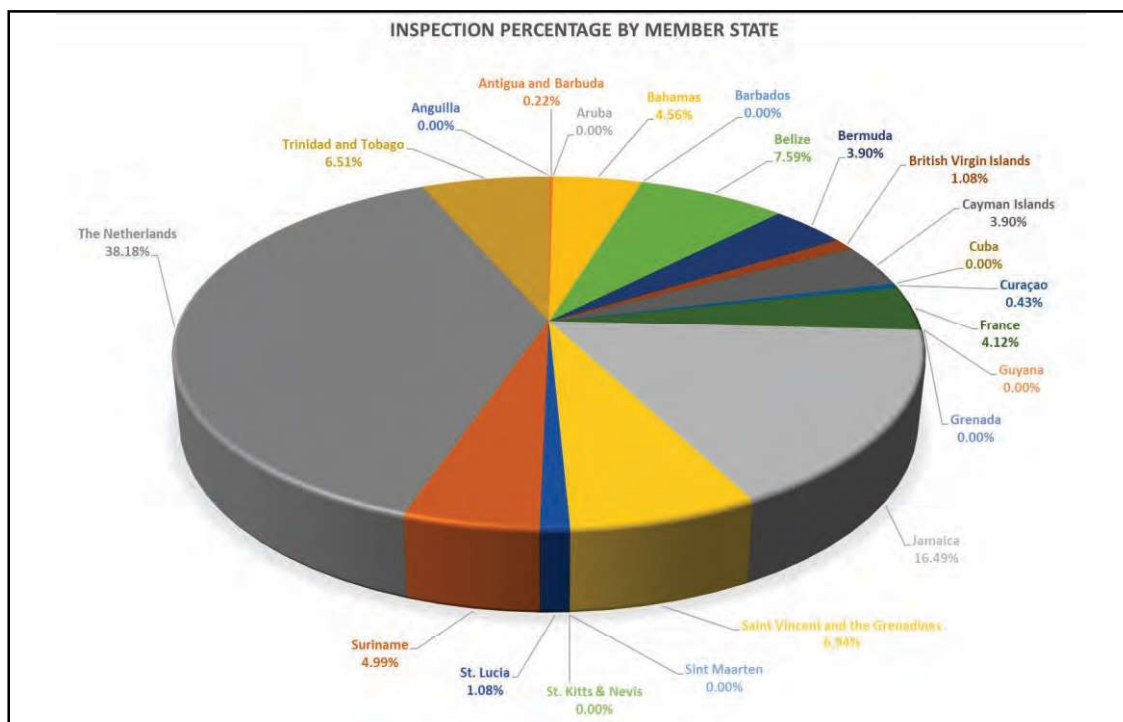
Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2022.

Figure 1: Total Inspections 2005 – 2022



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

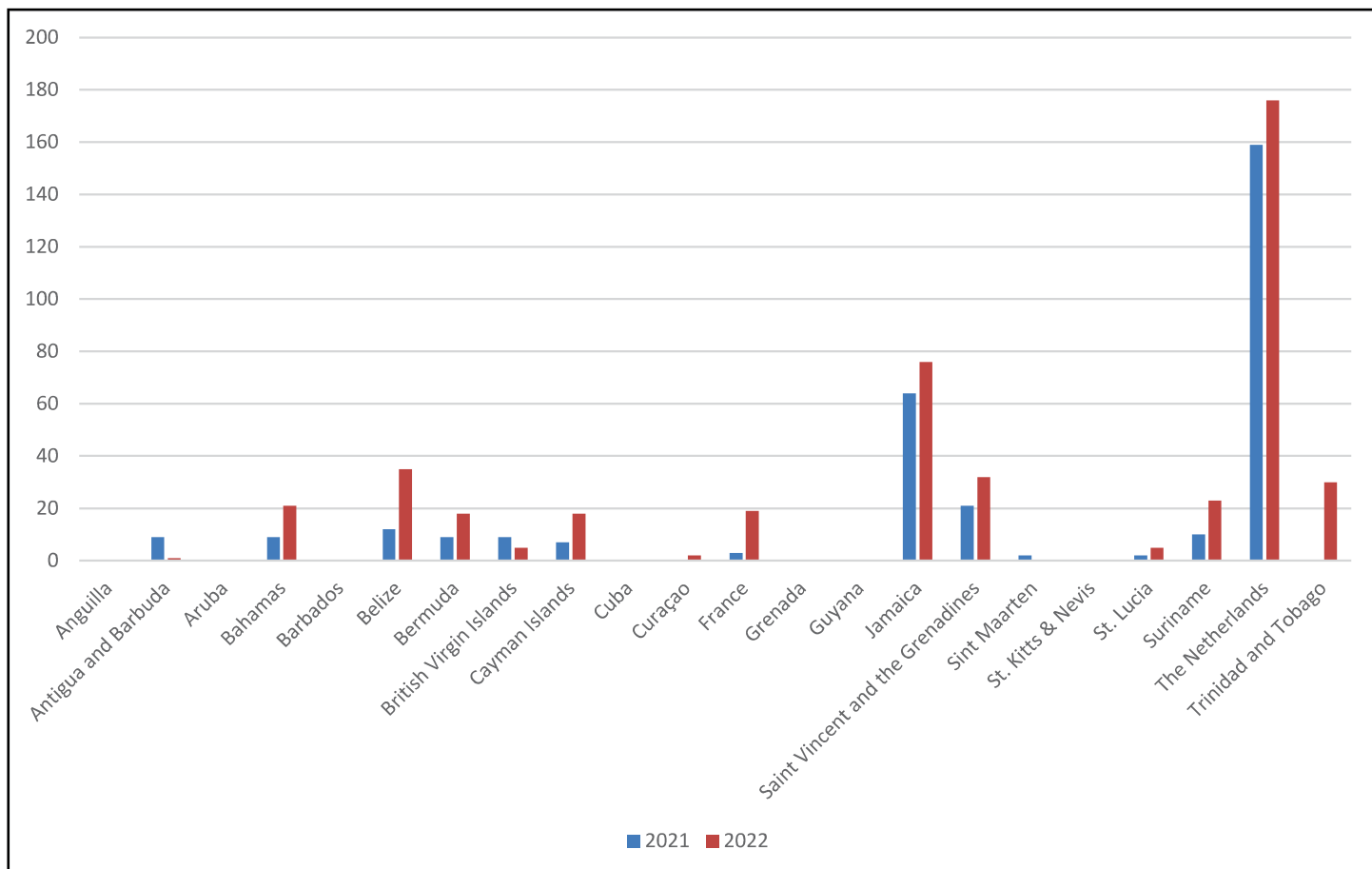
Figure 2: Port State Control Inspections (%) 2022 (By Member State)



PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 3 below shows the comparison of total inspections by Member States for 2021 and 2022.

Figure 3 – Inspections by Member State (2021 vs 2022)



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 2022, the number of deficiencies identified totalled 652 deficiencies whereas in 2021, a total of 571 deficiencies were recorded showing an increase of 14.19%.

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

Table 2a – Deficiencies Recorded by Member State 2005-2015

Member States	Deficiencies										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aruba	0	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	1	5	1	7	10	13	15	86	109	125
Bahamas	0	34	42	19	21	25	30	5	2	10	6
Barbados	0	0	0	0	0	2	0	8	0	0	0
Belize	n/a	n/a	n/a	n/a	0	1	2	1	1	5	14
Bermuda	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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
Cayman Islands, UK	0	85	19	0	83	15	28	11	15	3	10
Cuba	0	11	377	186	132	193	52	143	72	25	0
Curaçao	0	4	64	10	249	76	82	9	33	0	6
France	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	47	64	133
Grenada	0	0	0	0	0	0	0	0	0	0	0
Guyana	0	0	38	40	19	0	0	0	0	0	0
Jamaica	0	1	19	0	21	86	105	157	203	226	267
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	859	1152	1251	1123	1425
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0	2	0	8
St. Lucia	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
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
Sint Maarten	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Suriname	0	8	22	12	12	9	0	1	32	19	48
Trinidad and Tobago	0	85	208	40	29	19	22	14	2	3	5
Total	0	229	794	308	573	436	1193	1516	1746	1587	2047



PORT STATE CONTROL INSPECTIONS (Cont'd)

Table 2b – Deficiencies Recorded by Member State 2016-2022

Member States	Deficiencies					2021	2022
	2016	2017	2018	2019	2020		
Anguilla	0	0	0	0	0	0	0
Aruba	7	0	2	0	0	0	0
Antigua and Barbuda	109	22	126	75	41	11	12
Bahamas	10	9	24	23	17	1	11
Barbados	5	17	0	0	0	0	0
Belize	6	7	11	13	2	6	20
Bermuda	n/a	n/a	29	18	2	4	21
British Virgin Island	n/a	n/a	n/a	9	2	37	39
Cayman Islands, UK	6	36	40	91	10	30	76
Cuba	8	27	0	7	1	0	0
Curaçao	113	105	81	26	5	0	9
France	149	68	99	173	58	6	34
Grenada	0	0	0	0	0	0	0
Guyana	0	0	18	10	0	0	0
Jamaica	141	107	106	54	65	60	73
Netherlands (BES Islands)	860	803	494	415	250	312	250
St. Kitts and Nevis	9	59	85	2	6	0	0
St. Lucia	0	0	10	8	8	0	7
St. Vincent & the Grenadines	0	7	0	1	18	81	62
Sint Maarten	n/a	n/a	n/a	42	0	7	0
Suriname	30	50	61	44	7	16	36
Trinidad and Tobago	0	4	0	16	0	0	2
Total	1453	1321	1186	1027	492	571	652

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 250 deficiencies, followed by Cayman Islands UK with 76.

PORT STATE CONTROL INSPECTIONS (Cont'd)

Deficiencies by Category

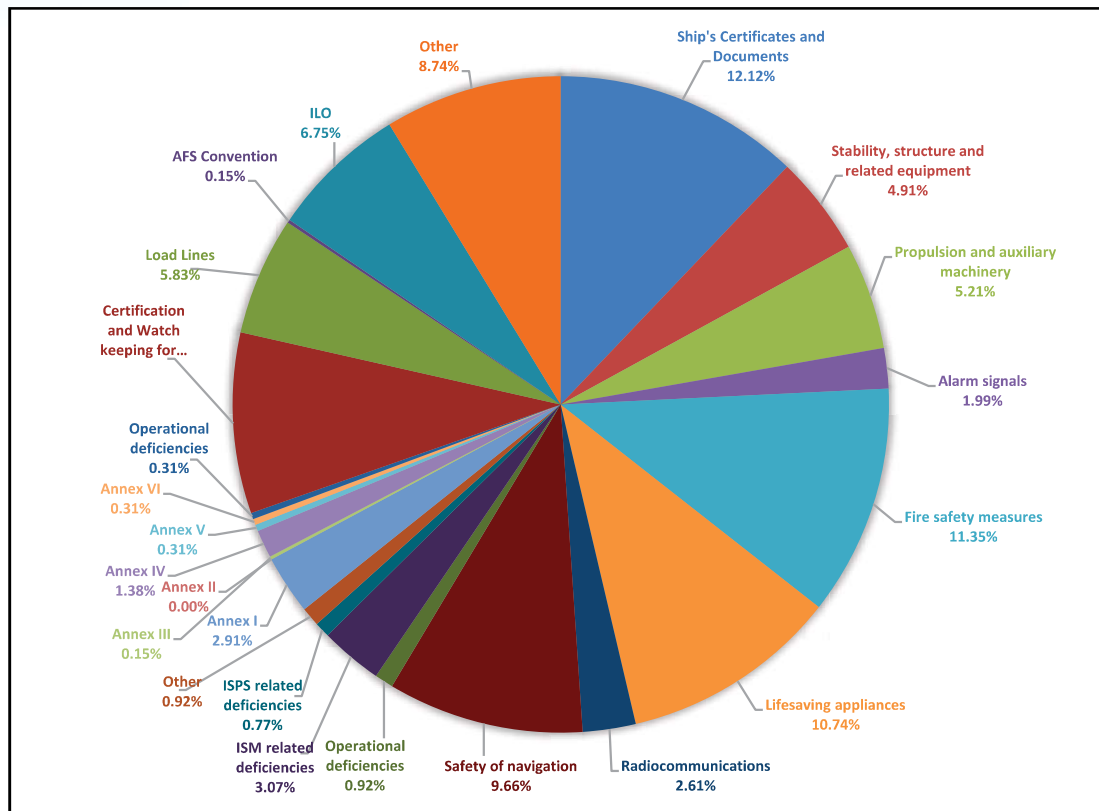
The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 652 deficiencies recorded, Ship's Certificates and Documents was the highest deficiency recorded with a total of 79 or 12.12% followed by Fire safety measures with 74 deficiencies recorded or 11.35% and Lifesaving appliances with a total of 70 or 10.74%. Ship's Certificates and Documents 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		79	12,12%
SOLAS	Stability, structure and related equipment	32	4,91%
	Propulsion and auxiliary machinery	34	5,21%
	Alarm signals	13	1,99%
	Fire safety measures	74	11,35%
	Lifesaving appliances	70	10,74%
	Radiocommunications	17	2,61%
	Safety of navigation	63	9,66%
	Operational deficiencies	6	0,92%
	ISM related deficiencies	20	3,07%
	ISPS related deficiencies	5	0,77%
	Other	6	0,92%
MARPOL	Annex I	19	2,91%
	Annex II	0	0,00%
	Annex III	1	0,15%
	Annex IV	9	1,38%
	Annex V	2	0,31%
	Annex VI	2	0,31%
	Operational deficiencies	2	0,31%
STCW	Certification and Watch keeping for seafarers	58	8,90%
Load Lines		38	5,83%
AFS Convention		1	0,15%
ILO		44	6,75%
Other		57	8,74%
TOTAL		652	

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 4 – Deficiencies by Category



PORT STATE CONTROL INSPECTIONS (Cont'd)



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 2022, 10 ships were detained because of detainable deficiencies found on board. The total number of detentions of the ships inspected increased as compared with 2021, which had 8 detentions, reflecting an increase of 25%. Netherlands (BES Islands) recorded the largest number of detentions with 3, followed by British Virgin Island with 2.

The table below provides a breakdown of detentions by Member State for the period 2005 – 2022.

Table 4 – Detentions per Member State (2005 – 2022)

Member States	Detentions																	2022
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
Anguilla																		
Antigua and Barbuda											1	1		4	2	4	2	1
Aruba																		
Bahamas		2	1	1		2	2							1	1			
Barbados					1													
Belize																		
British Virgin Island																	1	2
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		1
Grenada				1	4													
Guyana					4	5	4	9	5	7								
Jamaica									1	1	7	4	1	2	2	1	1	1
Netherlands (BES Islands)							8	9	8	6	7	5	2	1	1		1	3
St. Kitts & Nevis														1				
St. Lucia																1		1
St. Vincent & the Grenadines													1				2	1
Sint Maarten															1		1	
Suriname																		
Trinidad and Tobago		3	13															
Total	0	6	26	8	19	12	20	19	18	15	18	15	10	11	11	7	8	10



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 (2022)

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS
American Bureau of Shipping	ABS	66	34	78	1
Bulgarian Register of Shipping	BRS	4	3	13	0
Bureau Veritas	BV	62	30	87	2
China Classification Society	CCS	1	0	0	0
Columbus American Register	COLAMREG	2	2	6	0
CONARINA LLC	CLLC	4	4	13	0
Det Norske Veritas	DNV	73	21	38	0
DNV GL AS	DNVGL	38	12	16	0
Germanischer Lloyd	GL	4	1	1	0
Honduras Bureau of Shipping (HBS)		1	1	15	0
International Naval Surveys Bureau	INSB	2	1	13	0
International Register of Shipping	IS	5	5	31	0
Isthmus Bureau of Shipping, S.A.	IBS	4	1	8	0
Korean Register of Shipping	KRS	6	1	1	0
Lloyd's Register	LR	102	50	103	1
Nippon Kaiji Kyokai	NKK	39	9	22	0
No class	NOCL	8	7	30	1
Other	OTHER	5	4	27	0
Overseas Marine Certification Service, Inc.	OMCS	1	1	3	0
Panama Maritime Documentation Services	PMDS	1	0	0	0
RINA Services S.p.A.	RINA	20	9	29	0
Unknown		13	13	118	5
Total		461	209	652	10



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 102 out of 461. Det Norske Veritas noted the second highest record with 73.

With respect to deficiencies identified, vessels listed under Unknown had the most deficiencies recorded with 118 deficiencies followed by Lloyd's Register with 103.

Out of the 10 detentions, for class related detentions, vessels listed under Unknown had the highest number of detentions with 5 detentions, followed by Bureau Veritas with 2. For vessels with class, American Bureau of Shipping and Lloyd's Register 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	3	0	3		100%
Antigua and Barbuda	19	0	10		52.63%
Antilles, Netherlands	2	0	1		50%
Bahamas	45	0	24		53.33%
Barbados	1	0	0		
Belize	3	0	2		66.67%
Bermuda	7	0	0		
Brazil	1	0	1		100%
Curaçao	3	1	3	33.33%	100%
Cyprus	18	0	4		22.22%
Denmark	4	0	2		50%
Dominican Republic	2	1	2	50%	100%
France	3	0	0		
Gabon	1	0	1		100%
Germany	2	0	1		50%
Gibraltar	1	0	1		100%
Greece	7	0	2		28.57%
Guyana	8	1	8	12.5%	100%
Honduras	1	0	1		100%
Hong Kong (China)	5	0	1		20%
India	1	0	0		
Italy	4	0	0		

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
Japan	2	0	1		50%
Korea, Republic of	1	0	0		
Liberia	46	0	19		41.30%
Libya	1	0	1		100%
Luxembourg	2	0	1		50%
Malaysia	2	0	1		50%
Malta	29	1	11	3.45%	37.93%
Man, Isle of	6	0	0		
Marshall Islands	54	0	26		48.15%
Mexico	1	0	0		
Moldova, Rep. of	1	0	1		100%
Netherlands	8	0	1		12.50%
Norway	10	0	2		20%
Palau	2	1	2	50%	100%
Panama	52	1	16	1.92%	30.77%
Portugal	9	0	1		11.11%
Saint Vincent and the Grenadines	12	1	7	8.33%	58.33%
Singapore	20	0	7		35%
Spain	1	0	0		
St. Kitts & Nevis	5	0	5		100%
Taiwan, China	1	0	0		
Thailand	1	0	0		
Togo	11	1	10	9.09%	90.91%
Trinidad and Tobago	6	0	5		83.33%
Turkey	2	0	1		50%
United Kingdom	6	0	0		
United States of America	13	1	10	7.69%	76.92%
UNKNOWN	1	1	1	100%	100%
Vanuatu	4	0	3		75%
Venezuela	1	0	1		100%
Virgin Islands, British	10	0	9		90%
Total	461	10	209		

Marshall Islands had the highest number of vessels inspected with 54 vessels out of a total of 461.



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 2022, the CMOU saw 45.34% of all vessels inspected having deficiencies. As can be seen Fishing Vessel 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 listed under Oil tanker with 52.38%.

Vessels listed under Other types of ship accounted for the most detentions for the period with 6 (60%) out of the total of 10 this was followed by General cargo/multi-purpose vessels 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	22	3	7	13.64%	0	-	-
Chemical tanker	51	25	56	49.02%	1	1.96%	10%
Containership	76	23	58	30.26%	0	-	-
Dredger/Cutter/Hopper	1	0	0		0	-	-
Fishing Vessel	1	1	7	100%	0		
Gas carrier	9	3	8	33.33%	0		
General cargo/multi-purpose ship	65	31	169	47.69%	2	3.08%	20%
High speed passenger craft	1	0	0		0		
Offshore service vessel	11	2	3	18.18%	0		
Oil tanker	65	36	78	55.38%	1	1.54%	10%
Passenger ship	66	26	44	39.39%	0		
Refrigerated cargo carrier	7	3	3	42.86%	0	-	
Ro-ro cargo ship	21	11	52	52.38%	0		
Tanker, not otherwise specified	10	3	10	30%	0	-	-
Vehicle Carrier	5	1	1	20%	0	-	-
Other types of ship	50	41	156	82%	6	12%	60%
Total	461	209	652		10		

PORT STATE CONTROL INSPECTIONS (Cont'd)

Figure 5 shows the Inspections per Ship Type.

Figure 5 – Inspections per ship type

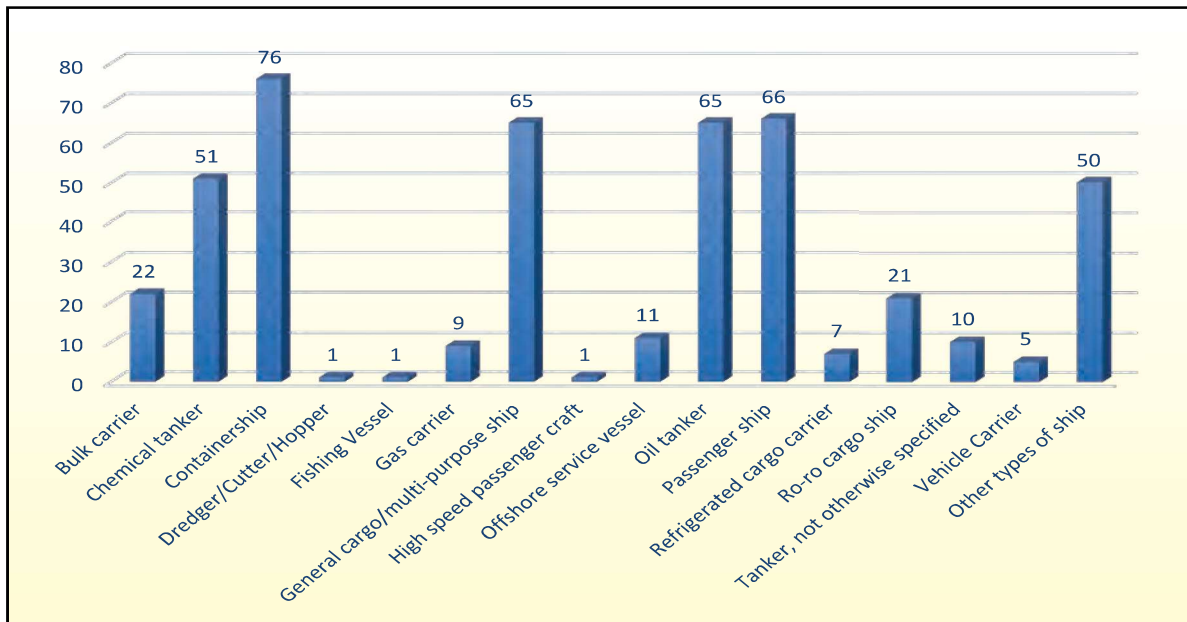
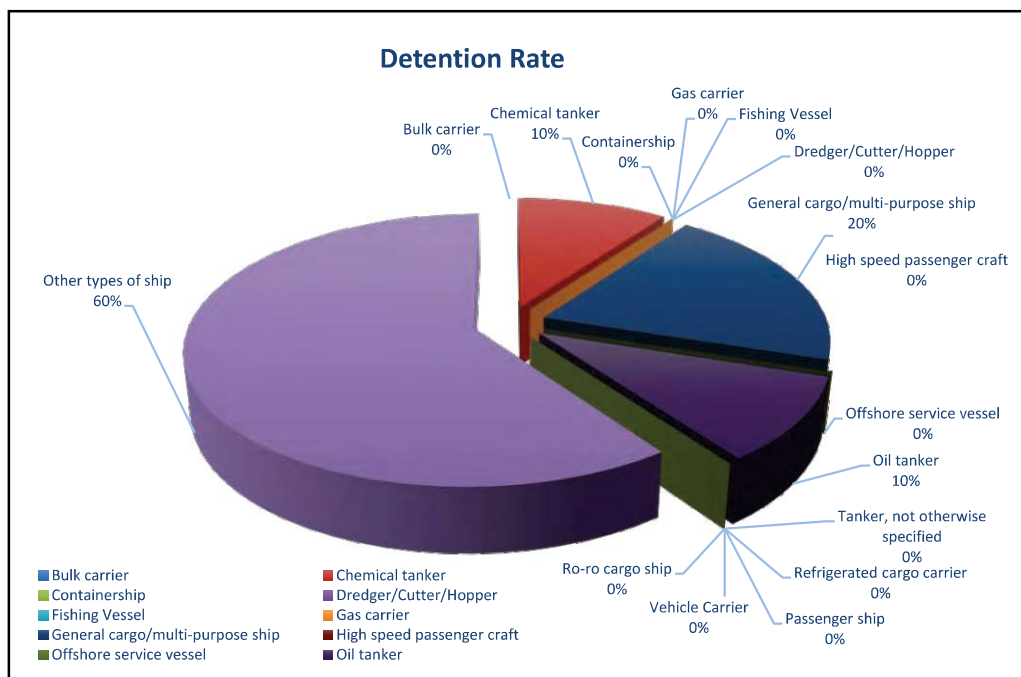


Figure 6 shows the Percentage of Detentions per Ship Type.

Figure 6 – Detention Rate per ship type



PORT STATE CONTROL INSPECTIONS (Cont'd)

Inspections of Vessels without IMO Numbers/ Below 500GT

In the 461 total inspections are 31 inspections recorded for vessels without IMO numbers showing an increase of 47.62% over 2021. Trinidad and Tobago had the most inspections recorded with a number 14 of 31 or 45.16% of all inspections. This was followed by The Netherlands with 10 or 32.26%. Regarding the deficiencies recorded, The Netherlands recorded the highest number of deficiencies with 21 of the 53 deficiencies recorded. In addition, 2022 saw 1 detention.

Country	Inspections								Inspection with deficiencies							
	2015	2016	2017	2018	2019	2020	2021	2022	2015	2016	2017	2018	2019	2020	2021	2022
Anguilla	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	5	0	7	1	2	3	0	0	3	0	7	1	2	3	0
Bahamas	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	
Belize	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
British Virgin Islands	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	1
Cuba	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
France	2	7	2	5	6	2	1	5	2	7	4	5	5	2	1	5
Guyana	0	0	0	6	2	0	0	0	0	0	0	1	2	0	0	0
Jamaica	1	0				0	0	0	1	0	0	0	0	0	0	0
St. Kitts & Nevis	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0
St. Vincent and the Grenadines	0	0	0	4	0	0	1	0	0	1	6	4	0	0	1	0
St. Lucia	0	0	0	1	5	1	2	1	0	0	0	1	1	1	0	
Suriname	0	1	2	0	1	0	0	0	0	1	2	0	0	0	0	0
St. Maarten	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
The Netherlands	34	27	27	16	9	7	11	10	34	25	27	16	7	7	9	10
Trinidad and Tobago	51	45	57	86	80	12	0	14	1	0	2	0	8	0	0	1
Total	90	86	96	127	107	26	21	31	39	38	41	35	25	14	17	17



PORT STATE CONTROL INSPECTIONS (Cont'd)

Country	Deficiencies								Detentions							
	2015	2016	2017	2018	2019	2020	2021	2022	2015	2016	2017	2018	2019	2020	2021	2022
Anguilla	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	41	0	45	6	9	9	0	0	1	0	2	0	2	2	0
Bahamas	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0
Belize	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
British Virgin Islands	0	0	0	0	0	0	12	15	0	0	0	0	0	0	0	0
Cuba	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
France	32	60	28	47	33	31	1	15	1	0	1	2	1	0	0	1
Guyana	0	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0
Jamaica	10	0	0	0	0	0	0	0	1	0	0	0	0	0		
St. Kitts & Nevis	0	4	35	79	0	6	0	0	0	0	0	1	0	0	0	0
St. Vincent and the Grenadines	0	0	0	0	1	0	24	0	0	0	0	0	0	0	0	0
St. Lucia	0	0	0	4	2	8	0	0	0	0	0	0	0	1	0	0
Suriname	0	5	19	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Maarten	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0
The Netherlands	203	157	206	80	40	17	31	21	3	0	1	0	1	0	1	0
Trinidad and Tobago	5	0	3	0	9	0	0	2	0	0	0	0	0	0	0	0
Total	260	246	291	267	101	76	82	53	5	1	2	5	2	3	4	1

Concentrated Inspection Campaign – STCW

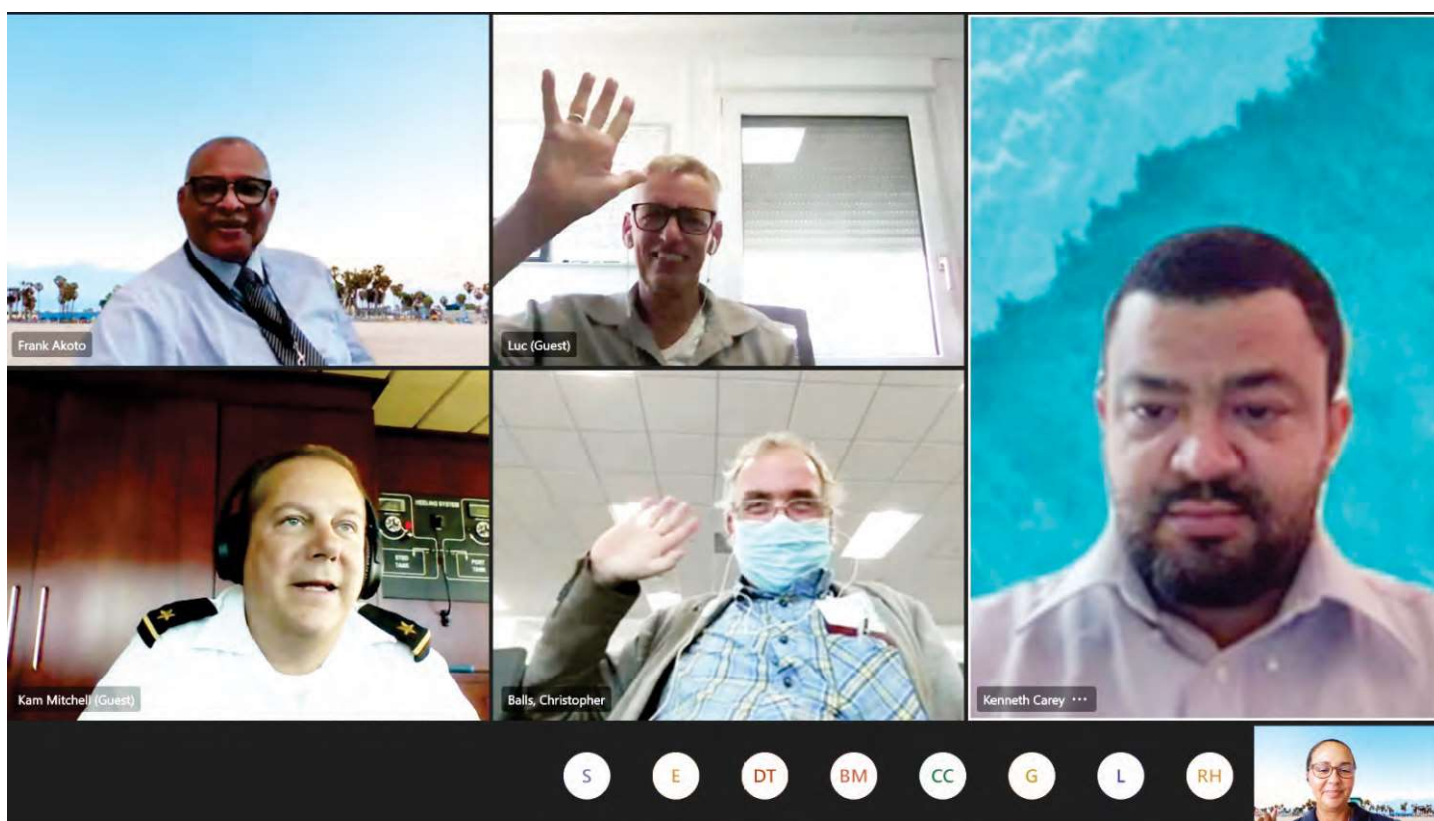
The CMOU also conducted a CIC on STCW from September 1 to November 30, 2022.

During the campaign, 156 port State control inspections on individual vessels were conducted. Of these PSC inspections, 111 vessels were inspected for the CIC. There was 1 detention reported as a direct result of this campaign.

It can be concluded that the level of compliance was high as most CIC inspection reports reported satisfactory answers to the questions and the % unsatisfactory of total inspections was only 6.91%. Only question 3 regarding valid endorsements attesting the recognition of certificates or documentary proof of application had an unsatisfactory result over 10%.

ACTIVITIES AND ACHIEVEMENTS FOR 2022

The Technical Standing Work Group met virtually on three occasions namely **February 22, April 20** and in person on **June 21, 2022**, to review the assignments referred to them from the 26th Meeting of the Caribbean Port State Control Committee (CPSCC). This included Data Exchange Agreements, the IMO SMA T&T Resolution, the Report of the PMOU 54th Meeting, Outstanding Matters from TSWG Meeting, Status of CMIS, PMOU RO Withdrawn Circular, PMOU Operational Control Circular, TMOU Guidance re Deficiency Writing, TMOU Guidance on Fixed Carbon Dioxide Extinguishers, revised Gap Analysis, among others.



The 13th Annual PSC Seminar was held in Grand Cayman from **May 3 - 7, 2022**. The Seminar was attended by 15 PSCOs from 13 Member and Associate Member States. The areas that were included in the Training programme included the Guidance on the CIC on STCW as well as case studies on Fixed Carbon Dioxide Extinguishers, Guidance on Deficiency Writing and STCW.

The Secretary General attended virtually the 55th PMOU Committee meeting held from **May 16 – 20, 2022** in Romania. Issues included the Average Deficiency and Detention Ratios; Deficiency Categories; The PMOU White/Grey/Blacklist; Banned Ships of the PMOU; Performance of the Recognised Organisations; Future CICs; Coding Steering Board; Detention Review Panel; Guidelines/Circulars; Training; Exchange of Data; Future Requirements. The annual statistics and activities of the CMOU for 2021 were presented at this meeting.

The Finance and Administration Standing Working Group met in person on **June 21, 2022** to discuss and recommended for approval the Financial Statements, Audited Report and other matters.

ACTIVITIES AND ACHIEVEMENTS FOR 2022 (Cont'd)

The CMOU held its Annual Meeting for 2022 in Miami, Florida from **June 26 – 28, 2023**. The following are some of the issues that CPSCC 27 Meeting discussed:

- Banning the use of Open Loop Scrubbers while a ship is in port;
- Needing the delivery of regional training for Marine Casualty Investigators;
- Members Submitting the Gap Analysis form to the CMOU Secretariat;
- Proposing candidates for PSC Training that are should be persons working within the Administration and are available to utilize and apply the training on return to their administration;
- Participating in the IMO High-Level Symposium (HLS) for Ministers responsible for maritime transport focused on legislative matters and climate change adaptability;
- Developing a list of qualified bunker suppliers within the Caribbean region;
- Submitting information into the Regional Casualty Database;
- Approval in principle of the EQUASIS proposal with respect to double reporting,
- Approval in principle of the PMOU Overarching Global Database; and
- Moving the CCSS Code under responsibility of the IMO (IMO Regional Coordinator Caribbean has approved).



The Secretary General attended virtually the Eighth Meeting of the III subcommittee which was held virtually from **July 25 - 29, 2022**. The meeting was chaired by Mrs. Claudia Grant of Jamaica who was re-elected as Chairman of the Sub-Committee. The Sub-Committee also elected Mr. Marek Rauk from Estonia as Vice Chair. The meeting had representation from all MOUs/Agreements and the US Coast Guard. The areas of interest from the III 7 Sub-Committee meeting namely:

- Results of CICs globally;
- Global PSC Statistics;
- IMO Circulars;
- Flags States targeted by the Paris MOU, Tokyo MOU and USCG;
- Data Exchange;
- List of new requirements.

ACTIVITIES AND ACHIEVEMENTS FOR 2022 (Cont'd)

The CMOU attended the International Maritime Organisation's DIHMAR Meeting held in Paramaribo, Suriname from **July 28 – 29, 2022**. The workshop was designed to provide Caribbean maritime administrators with the latest information on current and future developments at the IMO and to facilitate the exchange of information between Caribbean administrations. The workshop also facilitated the development of a prioritized list for technical assistance to the region in the 2023-2025 biennium.



COLLABORATION WITH OTHER ORGANISATIONS

Mr. Claudius Carty of Sint Maarten attended the Paris MoU - Specialized Training on the inspection of Tankers, The Hague, The Netherlands, **31 May to 3 June 2022**.

Mr. Carlos Finise of Suriname participated in the TMOU tenth General Training Course for PSC Officers (GTC10), Virtually, from Wednesday 6th June to Wednesday **24th August 2022**.

Mr. Vince Castillo of Belize participated in the Twenty-ninth Seminar for Port State Control Officers in the Asia-Pacific Region, Virtually from **July 12 – 14, 2022**.

We wish to express our appreciation to the IMO and the other Regional MOUs for allowing the CMOU to continue to participate in their training courses and to the IMO for continuing to fund these participants.



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Suriname PSCOs at work





