

Caribbean Memorandum of Understanding on Port State Control

Annual Report 2010



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Our Mission

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

Main Objectives

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

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

WELCOME:

Chairman's Log



It is with great pleasure that I present the Caribbean Memorandum of Understanding (CMOU) Annual Report for 2010. In 2010, members of the CMOU recommitted to fulfilling the goals of the MOU. Our recommitment means giving effect to the provisions of the Memorandum and taking the necessary steps to ratify the relevant instruments.

At our 15th Committee Meeting of the CMOU, the revised Memorandum of Understanding and Rules of procedure were approved by the Committee thus indicating the continued progression of our regime. The Committee also focused on increasing the membership of the CMOU which will provide continuous promotion of the values and objectives of the CMOU to Member States thereby encouraging them to get involved in our activities. In this respect, I am very happy to welcome our newest Member, St. Kitts and Nevis to the CMOU

now bringing our membership to 14.

During the past year as Chairman, we have achieved some successes in the CMOU amidst ongoing challenges in our regional attempts to rebound from the global economic crisis. Notwithstanding the challenges in the industry, we have made some improvements in ship traffic and an increase in our inspections as well.

As our mandate is **Port State Control** and the eradication of sub-standard shipping, we have and will continue to work hard at eliminating substandard shipping from our region. Our focus has also been on the ongoing learning, development, and training of our Port State Control officers. The continued enhancement of regional learning, development, and training is a must with the annual CMOU seminars/workshops being held according to schedule. The CMOU was able to host the 2nd CMOU Port State Control Officer training

seminar for the region as well as to co-host, with the International Labour Organization, a workshop on the Maritime Labour Convention 2006. These training activities are some of the major objectives of the CMOU and we are indeed grateful for the assistance rendered by many of our Observer Organizations in making the 2nd CMOU Port State Control Officer training seminar a success.

I would like to thank our Member States, Observers, and Observer Organizations, such as the many other MOUs, the IMO, the USCG, Lloyd's Register Fairplay, and Lloyds Register (North America) amongst others that have continued to provide assistance and guidance when needed.

As we move forward into 2011, I urge our Member States to participate in all major IMO meetings to continue making the Caribbean Region an influential and cohesive force at the IMO. I would like us to continue ensuring that effective and efficient communication **takes** place among Members States, the Secretariat, our Observers, and Observer Organizations as we progressively strive to implement the best policies and practices required to guarantee the elimination of substandard shipping from our region.

Dwight C. Gardiner

Chairman

The Secretary's Notes

On behalf of the Committee of the Caribbean Memorandum of Understanding (CMOU), it is once again an honour to present the Annual Report of **the** Caribbean Memorandum of Understanding on Port State **Control** for the year ending December 31, 2010.

The IMO continues to encourage the harmonization of **Port State Control** among the nine (9) regional **Port State Control** organizations and agreements on **Port State Control** (Memoranda of Understanding or MoUs). This theme continues to be played out in the meetings of the Flag State Implementation Sub-Committee of the IMO whereby inspection guidelines are constantly being developed, refined and approved for use in the field. These guidelines are essential to the elimination of sub-standard shipping globally and especially in the environmentally sensitive seas areas such as our Caribbean waters.



2010 was designated by the IMO as the Year of the Seafarer. It is within this theme that the CMOU was happy to co-sponsor the ILO's Workshop for PSC Inspectors on the Maritime Labour Convention, 2006 held in Jamaica in November 2010. This workshop provided the platform for our inspectors to be prepared to inspect vessels on the MLC once it comes into effect in the very near future. Our thanks are extended to the ILO for providing this training for our inspectors.

The CMOU continues to be committed to the training of our Port State Control Officers and as such we have worked with other MOUs, the IMO (through the Regional Maritime Advisor), the ILO, the USCG and many other Shipping Organisations to ensure that training opportunities are provided. In this regard, the CMOU successfully staged its second Annual Port State Control Seminar, in Grand Cayman in July of 2010.

This Annual Report will cover the **Port State Control** activities for 2010 and will include a break-down of the inspections done by the Members States for the period. The **Report** will also highlight the main activities of the Secretariat and the achievements of the CMOU.

I look forward to continue to work with the Members 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 Barrow (Mrs.)

Secretary

1. INTRODUCTION

General

1.1 The CMOU on Port State Control (PSC) has been in existence now for 14 years. Member countries have evolved and matured as Port States with increased activities as main and hub-ports, while others are putting the necessary infrastructure in place to come onboard.

1.2 Throughout that time the region has strived to be an active player in the shipping industry. This year a number of our members were elected to International Maritime Organization (IMO) committees: Rear Admiral **Peter Brady** (ret'd) of Jamaica was re-elected to chair the STW sub-committee and Governor to the World Maritime University (WMU) and Capt. Dwain Hutchinson of the Bahamas was elected as Chairman to the 18th meeting of the **IMO Flag State Implementation (FSI) sub-committee**.

1.3 In 2010, a number of initiatives **that** were discussed previously have been finalized and/or **implemented** over the year. The revised MOU and Rules of Procedures (ROP) were approved by the CMOU PSC Committee at its 16th Meeting held in July 2010. In addition, Host State Agreements with Jamaica and Suriname for the hosting of the Secretariat and the Caribbean Maritime Information Centre (CMIC) respectively, were approved and submitted to the relevant State for their approval and signature.

1.4 Unfortunately, the Data Exchange Agreement with the IMO continues to be discussed along with the continued revision of the Port State Control Manual. The Secretariat has been asked to continue to examine the areas in which training can be provided for the PSCOs within the region.

1.5 The CMOU also wishes to welcome its 14th Member, St. Christopher and Nevis (popularly known as St. Kitts and Nevis) whose membership was approved at the annual meeting following a successful fact finding mission. We look forward to working with them as they develop their inspection capabilities within their administration.

1.6 With the transformation within the Kingdom of the Netherlands Antilles, the country Netherlands Antilles was dissolved on midnight, Sunday, October 10, 2010. At the same time, the countries of Curaçao and Sint Maarten came into existence and obtained country status. The country of Curaçao has assumed all existing port and flag state responsibilities for the former Netherlands Antilles ship registry through the Maritime Authority of Curaçao. The CMOU continues to work with former States of the Netherlands Antilles as they proceed through the process of applying for membership to the CMOU.

The CMOU

1.7 The Mission of the CMOU is to eliminate the operation of sub-standard ships in the region through a harmonized system of **Port State Control**.

1.8 The CMOU was signed by an initial nine member countries in Christ Church Barbados on February 9, 1996. The membership has since grown to 14 with the approval of the application of St. Christopher and Nevis at the CPSCC 15 Meeting. Other States have also notified of their interest in becoming full Members and this includes the British Virgin Islands, the newly formed country of Curacao as well as France and the Netherlands due to their continued **Port State Control** mandate in their respective overseas territories.

1.9 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).

1.10 The CMOU is lead by an executive body, the Committee, consisting of representatives from the Administrations of the 14 Member States. The Committee is headed by a Chairman, Mr. Dwight Gardiner of Antigua and Barbuda and a Vice Chairman, Capt. Dwain Hutchinson of the Bahamas.

1.11 The Committee meets once a year in one of the Member States. Meetings are attended by Members as well as Observer States, and affiliated organizations, namely the IMO, the ILO, the Paris MOU, the United States Coast Guard, IHS Fairplay and Lloyd's Register (North America). This however does not preclude others from attending as invitations are extended to all MOUs.

The Secretariat

1.12 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 Secretariat has been located to Kingston, Jamaica from 2002 after being originally located in Barbados.

1.13 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 and other PSC regimes and affiliated organizations. It is responsible for the organization of all meetings and workshops/seminars of the CMOU and the Secretary is mandated to represents the CMOU at various meetings throughout the year.

1.14 The Secretariat is staffed by a Secretary - Mrs. Jodi Barrow, an Administrative Assistant – Ms. Dionne Thaxter, a Database Manager – Mr. Majere Ajambia who located in Paramaibo, Suriname and a part-time Accountant – Ms. Stacey Spaulding. The Secretariat reports to the Committee via the Chairman.



Ms. Dionne Thaxter
Administrative Assistant



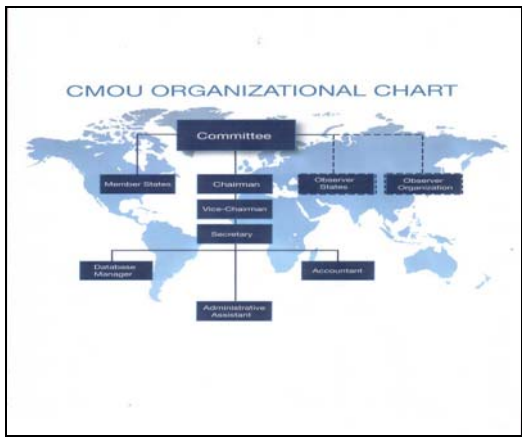
Ms. Stacey-Ann Spaulding
Accountant



Mr. Majere Ajambia
Database Manager

1.15 Ms. Spaulding, the Accountant, migrated from Jamaica in December of 2010. On behalf of the CPSCC, we wish to make note of her contributions to the CMOU and wish her the very best success in her future ventures.

1.16 The Organizational Chart for the CMOU is as given below-



1.17 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. In addition, the **Annual Report** which outlines the activities and inspection data for the previous year is also presented to the Committee for approval.

1.18 Contact Details for the Secretariat are as follows-

The Secretary
CMOU Secretariat
4th Floor
40 Knutsford Boulevard
Kingston 5
Jamaica W. I.

Tel: 1 876 926 2946; 1 876 929 2201 Ext. 139	Email: caribmou@caribbeanmou.org Website: www.caribbeanmou.org
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2. CARIBBEAN MARITIME INFORMATION CENTRE:



2.1 The Caribbean Maritime Information Centre (CMIC) was established in 2005 and is located in Paramaribo Suriname. This **Centre** is responsible for the reporting of **Port State Control** results and providing information to member states and other cooperative organizations. CMIC is also responsible for

administering the **Port State Control** records which are added by the PSCOs of the Member States.

2.2 Mr. Majere Ajambia, the **Database Manager (DBM)**, reports to the Secretariat and also works closely with **Port State Control** officers of Members States who are responsible for inputting data on the system. He liaises with Transport Canada from whom the database is leased, for troubleshooting and other technical matters to ensure the system is fully functional.

Training:

2.3 The first training on the system was held in Suriname in December 2005 in conjunction with Transport Canada. The second training on this system was in Jamaica 2007. Further training will be planned for the Users of the system due to numerous issues being encountered as well as the approval of new Members to the CMOU.

System Provider, Usage and management of System Errors

2.4 Transport Canada is the host and provider of the system which allows for system errors to be solved by Transport Canada.


2.5 In reviewing the usage of the system, it is concluded that the usage is **average**, but could be better.

2.6 The bottlenecks are limited to a minimum for some members. Notwithstanding, there are

	Contact Us	Help		
Menu	Vetting	Reporting		
Vessel Search	References	Print View	Admin	Log-Off

Latest News

System Information	
Total number of Users currently logged on.	1
Total number of Vessels currently registered in CMIC.	67354
Number of Vessels which need to be vetted.	60
Number of Inspections which need to be vetted.	63

Latest News	
Welcome  2005 10 17	<i>Welcoming all CMOU Members to the New Caribbean MOU Information Centre (CMIC).</i>

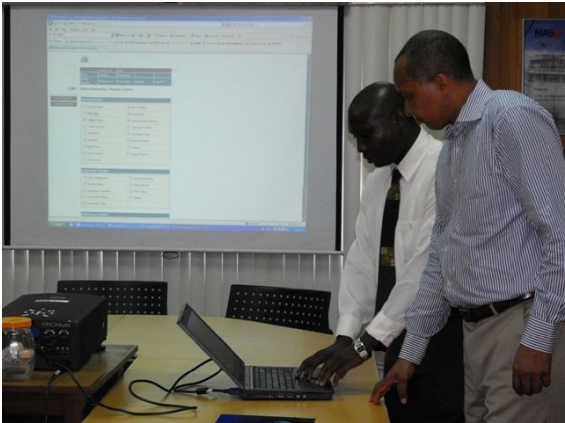
still inspectors and administrators who are really **in need of specific training in the use of the Information System**. In addition, some officers have not been inputting the data in a timely manner which requires a manual override by the Database Manager. **Occurrences when not** all records are entered appear in the list and the **appearance of an "invalid sign" message** are also the problems users are facing.

2.7 The Secretariat continues to encourage those Member States to liaise with the Database Manager and the Secretariat for assistance in using the system.

2.8 The Database Manager continues to utilize the management plan which was instituted last year in an effort to minimize the occurrence of system errors and data inaccuracies. As such, system updates are communicated on a regular basis to Transport Canada, and a vetting system **is used** to ensure administrators of CMIC vet the inspections for accuracy.

Visit to Suriname

2.9 The Chairman of CMOU, Mr. Dwight Gardiner visited Suriname on January 20th, 2010. After a meeting with the Director of the Maritime Administration of Suriname, Mr. Michel Amafo, the Chairman paid a visit to CMIC.



The Database Manager, Mr. M. Ajambia gives an interpretation of the database system

Cooperation

2.10 Other MOU's have been granted read only rights to our system. The reports only can be viewed within these rights with respect to inspection, deficiencies etc. In addition, the DBM has also rights to view the database of the Med MOU. This is in an effort for CMIC to investigate how other systems have developed and how data inspections are gathered from those systems. A quick look in the Med MOU system showed that graphics can be printed directly from the system.

3. MEMBERSHIP, OBSERVERS AND OBSERVER ORGANISATIONS:

Members and Working Groups and related Activities

3.1 The fourteen (14) Member States of the CMOU are:

Antigua and Barbuda	Grenada
Aruba	Guyana
Barbados	Jamaica
Belize	The Netherlands Antilles ¹
The Bahamas	St. Christopher and Nevis ²
The Cayman Islands	Suriname
Cuba	Trinidad and Tobago

¹ Dissolved 10/10/10

² St. Kitts & Nevis

3.2 The Members of the CMOU are mainly responsible for technical and policy formulation matters. The CMOU's work is carried out mainly through two standing committees **namely:**

- 1) the Technical Standing Work Group (TSWG); and
- 2) the Finance and Administration Standing Work Group (FASWG).

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

3.4 The Members of the TSWG include the Bahamas (Chairman), Suriname, Jamaica, Antigua & Barbuda, the Cayman Islands and St. Kitts & Nevis. For 2010, the TSWG continues to spearhead the review of the Port State Control Manual which is currently being used in the field. The development of the **Manual** was guided by the Paris MOU's **Port State Control** manual which promotes the IMO's thrust towards the harmonization of PSC practices. The TSWG also submitted to the CPSCC 15 Meeting the Criteria for the Selection of Candidates for sponsored training, the revised Forms to be used for Inspections and the Criteria for Port State Control Officers Rating. These were all approved at this meeting.

3.5 The Members of the FASWG are Trinidad & Tobago (Chairman), Barbados, Antigua & Barbuda, Guyana and Suriname. The major tasks of the FASWG were the revision of the MOU and the Rules of Procedures (ROP), as well as the examination of the procedures with respect to the conducting of Fact Finding Missions to States who have applied to become Members of the CMOU. The CPSCC 16 approved the revised MOU and ROP. These amendments cover areas such as a new definition of the Caribbean Region in an effort to dictate which maritime administrations may become Members of the CMOU, as well **as a** clear explanation of the MOU's tax status; the formalization of the financial mechanism for the running of the Secretariat including the Caribbean Maritime Information Centre (CMIC) through:

- (i) financial contributions, the amount and procedures of which are determined by the Committee; and
- (ii) gifts and contributions, if any, from donor countries or organizations; and the categories of Membership which now include Member, Associate Member, Observer and Observer Organisation and their respective criteria.

3.6 The proposed changes to the ROP covered areas such as the timeframe for the submission of documents and the formats for these documents; procedures for the election of the Chairman and Vice Chairman of the Committee; provisions with respect to casting votes; the handling of Members in arrears and the inclusion of the Small Commercial Vessel Code.

3.7 Changes in the ROP will have an immediate effect on the Members that are not meeting their financial obligations as it will essentially bar Members who have not met their financial obligations, from voting, seeking election or participating in any of the activities funded by the

CMOU. Sanctions will not apply to Members which have committed to a schedule of payments, one month prior to the meeting of CPSCC. However, this payment plan must be completed within twelve months.

3.8 Training continues to be of priority to the Member Administrations and as such the Secretariat was tasked to develop an ‘On-The-Job’ training programme for the PSCOs of the region. The Cuban delegation advised of their willingness to assist with this matter due to the large cadre of trained inspectors. Further discussions on this exchange programme will continue with the Cuban Authorities.

Observer States

3.9 The Observer States are as follows:

Anguilla Bermuda The British Virgin Islands Dominica France	St. Lucia St. Vincent and the Grenadines The Netherlands Turks and Caicos Islands
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3.10 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 Organisations

3.11 The Observer Organizations are as follows:

The International Maritime Organization The International Labour Organization The Paris MOU	The United States Coast Guard (USCG) IHS Fairplay Lloyd’s Register (North America)
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3.12 The CMOU is proud of the collaborative relationship it has built with its **Observer Organizations**. We have benefited greatly from their wealth of knowledge and experience and extend our thanks for their contribution to the growth of the CMOU. These Observer organizations continue to attend our annual meetings and actively participate offering suggestions and making presentations thus imparting valuable information to us. The CMOU looks forward to the continuation of such valuable collaborations that are critical to our future growth and expansion.

4. PORT STATE CONTROL ACTIVITIES:

General Overview

4.1 In accordance with the provisions of the applicable conventions, Member States conduct inspections of foreign ships in their ports. This **Report** presents the activities from January to December 2010. In summary, 2010 saw 815 inspections with 436 deficiencies found and 12 detentions.

Inspections by CMOU Member States

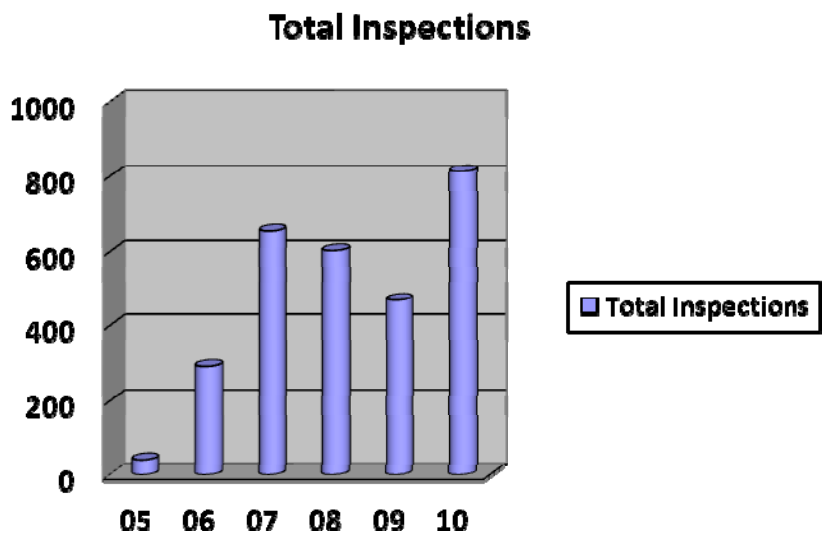
4.2 Table 1 below shows an overview from 2005 to 2010 of inspections carried out by Member States. As can be seen, Cuba carried out the most inspections with a total of 191, followed by Trinidad and Tobago with 174. The lowest records noted were for Guyana with 2 inspections (<1%) and Antigua and Barbuda with 4 or 1% of the total.

Table 1. Port State Control Inspections 2005 – 2010 (By Member State)

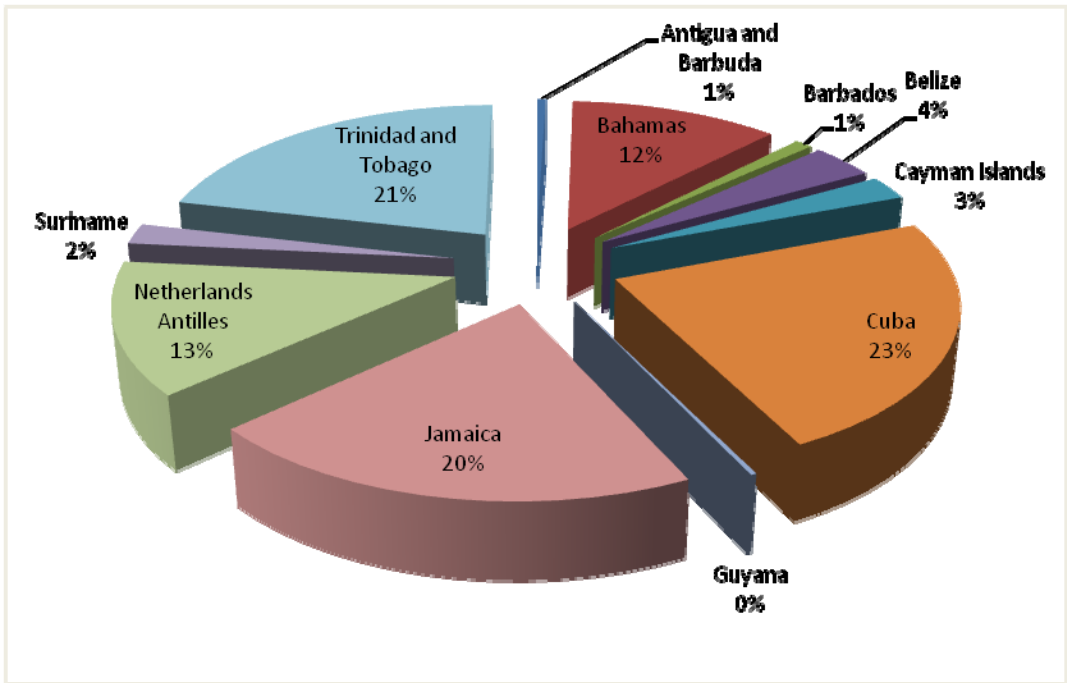
Member States	Inspections					
	2005	2006	2007	2008	2009	2010
Antigua and Barbuda		22	4	8	4	4
Bahamas		81	77	80	87	96
Barbados	2	2	4		3	8
Belize					15	29
Cayman Islands	24	14	9	27	28	20
Cuba	14	17	220	153	150	191
Guyana		4	19	16	9	2
Jamaica		40	38	36	92	166
Netherlands Antilles	1	12	58	50	124	108
Suriname		21	16	7	7	17
Trinidad and Tobago		80	210	226	100	174
Total	41	293	655	603	469	815

4.3 The inspections for 2010 increased by 196 or about 24% compared with the records of 2009. It should be noted that the data for our newest Member, St. Christopher and Nevis will not be shown until 2011.

4.4 Figure 1 below provides graphical representation of the total inspections for the CMOU from 2005 - 2010.



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



Deficiencies

4.6 All conditions on board which were found not in compliance with the requirements of the relevant instruments by the **Port State Control** officers were recorded as deficiencies and requested to be rectified. In

2009, the number of deficiencies identified totaled 573 deficiencies where as in 2010 a total of 436 deficiencies were recorded showing a decrease of 23.9%.

4.7 The breakdown of deficiencies recorded by Member State is shown in Table 2 below. Cuba had the highest number of deficiencies recorded with a total of 193 deficiencies, followed by Jamaica with 86 and the Netherlands Antilles with 76.

Table 2 – Deficiencies by Member State

Member States	Deficiencies					
	2005	2006	2007	2008	2009	2010
Antigua and Barbuda		1	5	1	7	10
Bahamas		34	42	19	21	25
Barbados						2
Belize						1
Cayman Islands		85	19		83	15
Cuba		11	377	186	132	193
Guyana			38	40	19	
Jamaica		1	19		21	86
Netherlands Antilles		4	64	10	249	76
Suriname		8	22	12	12	9
Trinidad and Tobago		85	208	40	29	19
Total	0	229	794	308	573	436

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.

4.10 In 2010, 12 ships were detained because of detainable deficiencies found on board. The detention rate of the ships inspected decreased as compared with 2009 which had 19 detentions, reflecting a decrease of 36.8%.

4.11 Jamaica recorded the largest number **of 5 detentions** followed by the Netherlands Antilles with 3 **detentions**. Table 4 below provides a breakdown of detentions by Member State for the period 2005 – 2010.

Table 4 – Detentions per Member State (2005 – 2010)

Member States	Detentions					
	2005	2006	2007	2008	2009	2010
Antigua and Barbuda						
Bahamas		2	1	1		2
Barbados					1	
Belize						
Cayman Islands		1		2	1	1
Cuba			11	4		1
Guyana				1	4	
Jamaica					4	5
Netherlands Antilles			1		9	3
Suriname						
Trinidad and Tobago		3	13			
Total	0	6	26	8	19	12

4.12 **Pictures of some typical deficiencies identified in 2010:**



Picture 1 -

Lifeboat not readily available for launching in the event of an emergency due to improper stowage of cargo

Picture 2 –

Obstructions are blocking what is supposed to be a fire station area and obstructing the use of the fire hose



fire



Picture 3 -

Fire Hydrant inoperable and not ready for use in the event of a

Pictures 4 – 6 - Visibility of the loadline marks are not clear



Inspections, Deficiencies and Detentions per Recognised Organisations

4.13 As per the discussions at the **IMO** FSI 18 Meeting as well as **at the** CPSCC 15 meeting held in 2010, the Secretariat has started to collate statistical information on the performance of the

Recognised Organisations which have ships operating on the routes within the remit of the CMOU. Table 5 below provides a breakdown of the Inspections, Deficiencies and Detentions per Recognised Organisation.

Table 5 – Performance of Recognised **Organisations**

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF DEFICIENCIES	DEFICIENCY % of INSPECTIONS	NUMBER OF DETENTIONS
American Bureau of Shipping	ABS	71	20	28.17	1
Bureau Veritas	BV	97	43	44.33	1
China Classification Society	CCS	9	4	44.44	
China Corporation Register of Shipping	CCRS	2			
Compania Nacional de Registro e Inspeccion de Naves		1	5	500.00	1
Det Norske Veritas	DNV	81	28	34.57	1
Germanischer Lloyd	GL	227	47	20.70	3
International Register of Shipping	IS	6	14	233.33	
Isthmus Bureau of Shipping	IBS	5	11	200.00	
Korea Classification Society (former Joson CS)	KCS	3			
Korean Register of Shipping	KRS	7	3	42.86	
Lloyd's Register	LR	147	100	68.03	
National Shipping Adjusters		4	11	275.00	1
Nippon Kaiji Kyokai	NKK	70	27	38.57	1
No Class Recorded		14	9	64.29	1
Other		29	84	289.66	3
Panama Shipping Registrar Inc.	PRC	3	7		
Polski Rejestr Statkow	PRS	1			
Registro Internacional Navale	RINAVE	2			
Registro Cubano de Buques		1	1	100.00	
Registro Italiano Navale	RINA	19	7	36.84	
Russian Maritime Register of Shipping	RMRS	14	12	85.71	
Shipping Register of Ukraine (Ukraine)		1	1	100.00	
Vietnam Register of Shipping	DKVN	1	2	200.00	
TOTAL		815	436		12

4.14 From the **Table** above it can be seen that Germanischer Lloyd had the highest number of detentions for 2010 with 3 out of 12 or 25%. However, Compania Nacional de Registro e Inspeccion de Naves showed poor performance with respect to the percentage of deficiencies identified per vessel along with one detention.

Inspections, Deficiencies and Detentions per Flag State

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

Table 6 – Performance of Flag States

Flag States	Inspections	Inspections with deficiencies	Detention	% Insp. With deficiencies	Detention Rate (%)
Algeria	1	4		400.00	
Antigua and Barbuda	70	15	1	21.43	1.4
Antilles, Netherlands	1			-	
Bahamas	37	5		13.51	
Barbados	4			-	
Belgium	4			-	
Belize	6	10		166.67	
Bermuda	2			-	
Bolivia	1	5		500.00	
Cayman Islands	2			-	
China, People's Rep. of	9	4		44.44	
Colombia	1			-	
Cook Islands	2	10	1	500.00	50
Cyprus	38	55		144.74	
Denmark	5	1		20.00	
Dominica	1			-	
Faroe Islands	1			-	
France	3	3		100.00	
Germany	15	2		13.33	
Gibraltar	4			-	
Greece	13	5		38.46	
Honduras	2	6		300.00	
Hong Kong, China	26	4		15.38	
India	2			-	
Isle of Man	1			-	
Italy	9			-	
Jamaica	8	7		87.50	
Korea, Democratic People's Rep.	2			-	
Lebanon	1	9		900.00	

Flag States	Inspections	Inspections with deficiencies	Detention	% Insp. With deficiencies	Detention Rate (%)
Liberia	101	12		11.88	
Lithuania	3	1		33.33	
Malaysia	2			-	
Malta	43	24		55.81	
Man, Isle of	10			-	
Marshall Islands, Rep. of	48	11		22.92	
Mexico	2	1		50.00	
Netherlands, the	38	10	1	26.32	2.6
Norway	11			-	
Panama	155	121	6	78.06	3.9
Philippines	2			-	
Portugal	1			-	
Russia Federation	1	4		400.00	
St. Vincent & the Grenadines	34	69	2	202.94	5.9
Singapore	17			-	
Spain	1	4		400.00	
St. Kitts & Nevis	12	15		125.00	
Switzerland	1			-	
Syrian Arab Republic	1			-	
Taiwan	2			-	
Thailand	1			-	
Turkey	2			-	
Ukraine	2	4		200.00	
United Kingdom	22	6	1	27.27	4.5
United States of America	18			-	
Vanuatu	7			-	
Venezuela	4	7		175.00	
Viet Nam	3	2		66.67	
Total	815	436	12	53.50	1.5

4.16 Panama had 50% of the detentions within the region with 6 out of the total of 12. One reason for this could be due to the fact that they had the highest number of vessels trading within the CMOU region. Based off of Detention Rates, the Cook Island had the worst performance with one vessel being detained out of two that have traded within the region.

Inspections, Deficiencies and Detentions per Vessel Type

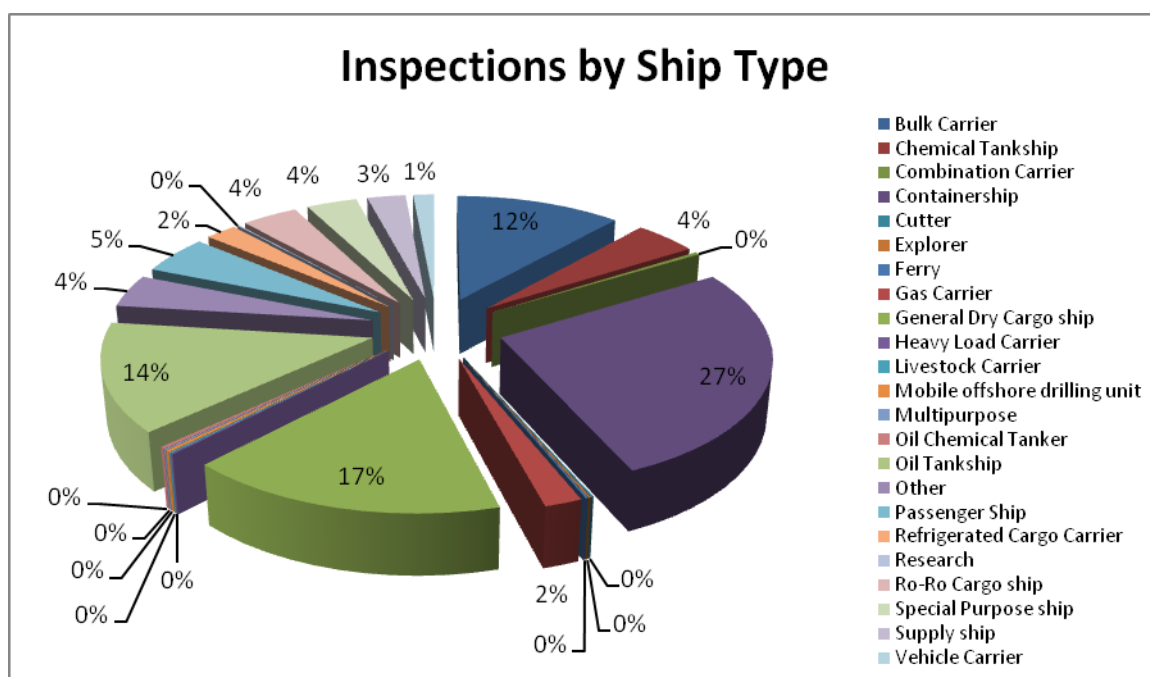
4.17 As illustrated in Table 7 below, twenty-three (23) categories of ships have been inspected throughout the region. Containerships recorded the highest number of inspections with 220, followed by General Dry Cargo Ship at 135 and Oil Tankers at 112. This is mostly attributable to the fact that these ships are the majority of ship types that traverse the region due to trade into and among Member States. It should also be noted that General Dry Cargo Ships had the most detentions for the period with 5 out of the total of 12 or 41.2%.

Table 7 – Ship Type Performance

Vessel Types	Inspections	Inspections with deficiencies	Detentions	Deficiency % of Inspection
Bulk Carrier	95	29		30.53
Chemical Tankship	36	10		27.78
Combination Carrier	3			-
Containership	220	28	3	12.73
Cutter	1	7		700.00
Explorer	1	4		400.00
Ferry	1	4		400.00
Gas Carrier	16	20		125.00
General Dry Cargo ship	135	168	5	124.44
Heavy Load Carrier	1			-
Livestock Carrier	1	9		900.00
Mobile offshore drilling unit	2			-
Multipurpose	1			-
Oil Chemical Tanker	2			-
Oil Tankship	112	60	1	53.57
Other	34	37		108.82
Passenger Ship	40	16		40.00
Refrigerated Cargo Carrier	18	6		33.33
Research	1			-

Vessel Types	Inspections	Inspections with deficiencies	Detentions	Deficiency % of Inspection
Ro-Ro Cargo ship	32	27	2	84.10
Special Purpose ship	29	9	1	31.03
Supply ship	22	2		9.09
Vehicle Carrier	12			-
Total	815	436	12	53.50

4.18 Figure 3 below provides a graphical breakdown of the Inspections by Ship Type.



5. ACTIVITIES AND ACHIEVEMENTS FOR 2010

Secretariat

5.1 The Secretary attended the 43rd Meeting of the PMOU held in Dublin, Ireland from **May 10 – 14, 2010**. The annual statistics and activities of the CMOU for 2009 **were** presented at this **Meeting**.

5.2 The Maritime Administration of St. Kitts and Nevis invited the Secretary to make a presentation at the IMO's assisted training programme for Port State Control Officers from **April 26**

– **30, 2010** at Port Zante in St. Kitts. The presentation provided a history of Port State Control and the development of Regional MOUs and/or agreements.

5.3 A successful Fact Finding Mission to the island of St. Kitts was carried out between **June 21 – 23, 2010**. This was in response to their application to become Members of the CMOU. The delegation comprised of the Secretary and the Acting Chairman of the Technical Standing Working Group.

5.4 During the period of **June 5 – 9, 2010**, the Secretary attended the 18th session of the **FSI** Sub-Committee of the IMO at the IMO's Headquarters in London, England. During this meeting, the CMOU Annual Report for 2009 was presented to the Members. In addition, the recommendations for the hosting of the 5th IMO Workshop for Secretaries and Database Managers was tabled and approved.

Training

5.5 The 2nd Annual PSC Seminar was hosted by the Maritime Authority of the Cayman Islands from **July 13 – 15, 2010** in Grand Cayman, Cayman Islands. At this meeting the Secretary presented an overview of the CMOU along with the statistics in respect of inspections, deficiencies and detentions within the CMOU for 2009. The Seminar was attended by **Port State Control** officers from twelve (12) Member States and two (2) Observer States. Presentations were made by representatives from the PMOU/Transport Canada and Lloyd's Register North America. Participants were able to inspect both a **Cruise ship** as well as a Cargo ship, thanks to Lloyd's Register North America and Carnival Cruiselines, and were updated on the development of guidelines for the Bunker Convention, Load Lines Convention and the MLC, 2006.



5.6 The Maritime Authority of Jamaica and the Caribbean MOU hosted a training workshop on the MLC 2006 in Kingston, Jamaica from **November 10 – 12, 2010**. This training was provided by the ILO at the request of the CMOU following the Hemispheric Conference on Rapid and Widespread Ratification and Effective Implementation of the Maritime Labour Convention, 2006 held in Bridgetown, Barbados in 2009. Approximately 18 PSCOs and 16 Labour Inspectors from the region attended this training. The areas covered included the guidelines for inspection under the convention for the Flag State, the Port State and the Labour Inspectorate.

CMOU 15th Committee Meeting

5.7 The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its 15th Committee meeting in Willemstad, Curacao from the **25 – 29 of July, 2010**. During this meeting, the Committee unanimously approved the application of St. Christopher and Nevis as its 14th Member of the MOU, following a successful fact finding mission.

5.8 The meeting also adopted the proposed revisions to the Memorandum of Understanding (MOU) and the Rules of Procedure (ROP). Other areas of importance that were concluded during



this meeting included the financing of Fact Finding Missions which is now on the onus of the applying States, the criteria for Fact Finding Missions, the criteria for the selection of candidates for training as well as the harmonization of forms for the CMOU.

Host State Agreements with Jamaica, for the hosting of the Secretariat, and with Suriname, for the hosting of the CMIC were also approved by the Committee and will be submitted to the respective State for approval and signature by the parties.

Collaboration with other Organisations

5.9 Mr. Russell Lianfiesta of the Belize Port Authority attended the Basic Training Course for Port State Control Officers in Yokohama, Japan from **June 27 – July 19 of 2010**. This course was hosted by the Tokyo MOU in conjunction with the IMO. We wish to express our thanks to the Tokyo MOU for allowing the CMOU to continue to participate in their training courses.

5.10 Transport Canada, through the Paris MOU, provided a lecturer for the CMOU Port State Control Seminar which was held from **July 7 – 9, 2010** in Grand Cayman, Cayman Islands. Mr. Cipriano Gomes provided the workshop integral information on the Bunker Convention, LRIT and the MLC, 2006 to assist the Port State Control Officers in understanding the various articles of the Convention. Our thanks are extended to Transport Canada and the Paris MOU for their assistance in making this event a success.

5.11 The Maritime Authority of the Cayman Islands sent two Officers to attend the United States Coast Guard Advanced Foreign Passenger Vessel Course in Florida in December of 2010. Our thanks

are extended to the USCG for continuing to support the CMOU by providing training opportunities for our PSC officers.

Visits to Member States

5.12 In an effort to foster closer collaboration in the continued development of the CMOU, the Chairman of the CMOU, Mr. Dwight Gardiner of Antigua and Barbuda, had initiated a programme of visiting the Member States of the CMOU within 2010.



Rear Admiral Peter Brady of the MAJ and the Chairman of the CMOU

5.13 In January 2010, the Chairman made his initial stop in Jamaica to meet with the Secretariat as well as the Jamaica Maritime Administration. His discussions with the Secretariat included the 2nd Annual PSC Seminar scheduled for April 20-22, 2010, the Work Programme for 2010, the performance review of the Secretary and the Administrative Assistant and the 15th Meeting of the CPSCC scheduled for July 2010 in Curacao.

5.14 In addition, the Chairman also met with Rear Admiral Peter Brady, Director General of the Maritime Authority of Jamaica (MAJ). He thanked the MAJ and more specifically the Government of Jamaica, for their support of the CMOU and the continued commitment to host the Secretariat in Jamaica.

5.15 The second stop for the Chairman was to Suriname to meet with Mr. Michel Amafo, Director General of the Maritime Authority of Suriname as well as Mr. Majere Ajambia, Database Manager of CMIC. He thanked Mr. Amafo for the hosting of CMIC and discussed various matters of concerns with regard to the operations of CMIC, including the need to have an evaluation of the system completed.



Mr. M. Amafo, Director of the MAS and the Chairman

5.16 The Chairman then took the opportunity to visit Trinidad on January 21, 2010 where he visited with the Chairman of the FASWG, Ms. Beverly Phillip to discuss the areas being considered by the Sub-Committee. In addition, Mr. Gardiner met with Mr. Colin Young, RMA of the IMO and spoke on matters of further cooperation for the CMOU and the IMO.

Mr. Colin Young, RMA – IMO and the Chairman



5.17 The Chairman continued the visits to the Member State Administrations by visiting the Bahamas, Belize and the Cayman Islands in February of 2010. On his initial stop in the Bahamas, the Chairman **attended** the opening day of the Bahamas International Maritime Conference and Trade Show which was held in Freeport from February 9 – 12, 2010. In addition, the Chairman was able to

meet with the new Director & Chief Executive Officer of the Bahamas Maritime Authority (BMA), Commodore Davy Rolle where by Mr. Gardiner expressed congratulations on his appointment on behalf of the CMOU. The Chairman also discussed the possibility of the Bahamas hosting the 2nd Annual PSC Seminar in April of this year and expressed his thanks to the Government of the Bahamas for their continued support of the CMOU and its objectives.



Vice Chairman, Capt. Dwain Hutchinson, Chairman, Mr. Dwight C.R. Gardiner, Director and CEO, BMA, Commodore Davy Rolle



Chairman, Mr. Dwight C.R. Gardiner in discussion with Major (ret'd) RMA Flowers, Ports Commissioner, Belize Port Authority

5.18 The Chairman then proceeded to Belize as the second stop on his trip where he met with the new Ports Commissioner of the Belize Port Authority (BPA), Major (ret'd) JMA Flowers on February 12, 2010. During this meeting, Mr. Gardiner advised Major Flowers of certain procedural issues that were required for Belize to comply with the CMOU and expressed congratulations to Mr. Flowers on his recent appointment as the new Ports Commissioner and that the CMOU continued to look forward to working with Belize as the newest Member of the CMOU.

5.19 The third stop for the Chairman was to the Cayman Islands where he met with Mr. Joel Walton, JP, Chief Executive Officer of the Maritime Administration of the Cayman Islands (MACI). He thanked Mr. Walton for the hosting of the CMOU's 1st **Annual** PSC Seminar as well as the continued support of MACI and the Government of the Cayman Islands to the activities of the CMOU. Mr. Walton then advised that MACI would be most gracious to host the 2nd **Annual** PSC Seminar in the Cayman Islands again during the month of July.



Mr. Joel Walton, **CEO of MACI**, presenting Mr. Gardiner with a Cayman Registry-branded tie with matching cuff links

5.20 Following the successful holding of the 15th CPSCC Meeting, the Chairman continued his visits to the Member State Administrations during the month of August, whereby the Chairman

made his initial stop in Barbados. Here he took the opportunity to meet with the Hon. E. George Hutson, Minister of International Business and International Transport and Ms. Valerie Browne, Chief Technical Director of the Ministry of International Business and International Transport. The Chairman provide an overview of the CMOU on Port State Control and highlighted the key role of Barbados and in particular that of Ms. Browne in the establishment of the CMOU in 1996. Mr. Gardiner reminded the Minister that Barbados hosted one of the preparatory meetings of the CMOU and that the Secretariat was hosted in Barbados until its relocation to Jamaica.



Chairman – CPSCC , Mr. Dwight C.R. Gardiner, Hon. E. George Hutson – Minister of International Business and International Transport, MP, Ms. Valerie Brown – Chief Technical Director, Ministry of International Transport and International Business

5.21 The second stop of this trip was to Grenada to meet with representatives from the Grenada Ports Authority. Mr. Gardiner met with Mr. Ambrose Phillip – Director of Maritime Affairs, Mr. Anthony Belmar – Senior Pilot/Surveyor and Mr. Lazarus Joseph – Pilot/ Marine Surveyor, Grenada Ports Authority and took the opportunity to apprise them of the recent amendments to the MOU and ROP and the increase in membership of the CMOU, among other things.



Chairman - CPSCC, Mr. Dwight C.R. Gardiner, Mr. Anthony Belmar – Senior Pilot/Surveyor, Grenada Ports Authority, Mr. Ambrose Phillip – Director of Maritime Affairs, Grenada Ports Authority

On the Horizon - 2011

5.22 *First Quarter* – The first quarter of the year should include the holding of the 3rd **Annual** Port State Control Seminar in Freeport, Bahamas from January 31 – February 4, 2011, participation in the IMO sponsored workshop for the region's Maritime Administrations to be held in Port of Spain, Trinidad from February 7 – 11, 2010 and attendance at the 1^{9th} session of the FSI subcommittee at IMO headquarters from February 21 – 25, 2011. This will also be the continuation of the Member State visits by the Chairman of the CPSCC.

5.23 *Second Quarter* – The second quarter will involve attendance at the 44th meeting of the Paris MOU in Naples, Italy scheduled for May 2 – 6, 2011 as well as a possible Fact Finding Missions to Bonaire, and Curacao. It is anticipated that the CMOU will be sending a representative to the Tokyo MOU's basic training course during this period. The Chairman will also be starting to visit Observer States in an effort to increase the Membership within the CMOU.

5.24 *Third Quarter* – The activities for the third quarter is expected to include the 16th Meeting of the CPSCC to be held in St. George's, Grenada from July 25 – 28, 2011.

5.25 *Fourth Quarter* – Fact Finding Missions to other States are possible during this time, as well as the collation of information for the preparation of the **Annual** Report.

CMIC – Future Development

5.26 In February 2010 version 3.1a of the CMIC database was launched which included the below mentioned items:

- Mandatory IMO Company number for all inspections;
- Duplicate certificates and vessels have been removed and cannot be added;
- Convention references have been separated so you have to choose the correct reference from a list if required;
- Codes will be updated by Transport Canada upon request from CMOU to correlate with other MOUs.

5.27 Other areas for improvement in the system and usage of it include:



- Database training for administrators and inspectors. The last training was in 2007;
- Users to keep entering inspection data in the database on a timely basis so that the DBM can provide the **Annual Report** on time;
- Users to keep providing DBM with errors from the system;
- Possible Internship at another regional MOU by the DBM to advise CMOU regarding database system and website;
- Link from CMOU website to the CMIC database.

1. 2010 CMOU FOCAL POINTS

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