

Caribbean Memorandum of Understanding on Port State Control

**Annual Report
2012**



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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 Objective

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.

Chairman's Log

It is with great pleasure that I present the Caribbean Memorandum of Understanding on Port State Control's (CMOU) Annual Report for 2012. After going through some difficult years between 2009 and 2010 we have seen an increase in trade into and among the Caribbean islands. In addition, the region has also seen a resumption of cruise ship traffic to higher levels than in 2010 thus resulting in an increase in ship arrivals on a whole. The CMOU itself has also seen some progress in its development through the dedication and hard work of our Member States. This is vital for us to achieve our goals as well as to recommit to the mission and vision of the CMOU.



Within the CMOU, we are always focused on our mandate of eliminating sub-standard shipping from our environmentally sensitive seas because we rely upon our seas for our ongoing and sustainable economic viability. This however is only possible with a cadet of professionally trained port State control officers. In this regard and in an effort to familiarize our PSCOs on the various IMO and ILO Conventions and the regulations and guidelines that accompany them, the CMOU has been able to host four PSC Seminars since 2009. In addition, through the generosity of the IMO and other regional MOUs, we have also been able to send participants to other global seminars and workshops.

The CMOU has recognized the need to focus on increasing the membership of the CMOU and thus ensuring the harmonisation of practices and procedures with respect to port State control in the region. As such, we have reached out to our Observer States to encourage them to join the CMOU and thus access the benefits associated with becoming a Member State. This increase in membership will provide the continuous promotion of the values and objectives of the CMOU and will auger well for the further growth and development of the CMOU.

In previous years, I have spoken on the need to improve the communication inter-sessionally by Member and Observer States as this has been a major challenge for our organization through the years. Although there has been some improvement for 2012, there is still an inherent need to increase our communication and maintain participation at CMOU meetings, processes, inter-sessional work and training opportunities to draw from each other in order to successfully fulfill the objectives of the CMOU. In addition, I continue to encourage our Member States to ratify the relevant instruments of the CMOU and to ensure that these necessary instruments are enshrined in the national legislation of our States.

I would like to thank our Member States, Observers States and Observer Organizations, such as the many other Memorandum of Understandings/Agreements (MOUs), the International Maritime Organisation (IMO) and the United States Coast Guard (USCG), amongst others that have continued to provide assistance and guidance when needed.

As we move forward into 2013, I implore our Member States to participate in all major IMO meetings to continue making the Caribbean Region an influential and cohesive force at the IMO. In addition, I would like us to continue ensuring that effective and efficient communication take 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.

A handwritten signature in blue ink that reads "Dwight C. Gardiner". The signature is fluid and cursive, written on a light-colored background.

Dwight C. Gardiner
Chairman

The Secretary's Notes

On behalf of the Committee of the Caribbean Memorandum of Understanding on Port State Control (CMOU), it is an honour, once again, to present the Annual Report of Caribbean Memorandum of Understanding on Port State Control for the year ending December 31, 2012.

The CMOU continued its path of development and harmonization during 2012 in collaboration with the IMO and the other eight regional PSC Regimes. This theme was even more evident at the meetings of the IMO whereby revised PSC inspection guidelines have been developed, refined and approved for use in the field. Through the 20th meeting of the sub-committee on Flag State Inspection (FSI) draft guidelines have prepared and submitted for further discussion by the relevant Committee and Sub-Committees. 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.

The CMOU successfully staged its fourth Annual PSC Seminar, in Port of Spain, Trinidad and Tobago in February of 2012. This seminar allowed our inspectors to review thoroughly the small vessels codes of the Caribbean region as well as ISM Code issues. We are committed to the training of our PSCOs and as such we continue to work with other MOUs, the International Maritime Organisation (IMO), the International Labour Organisation (ILO), the USCG and many other maritime organisations to ensure that training opportunities are provided and utilised.

This Annual Report will cover the port State control activities for 2012 and will include a break-down of the inspections done by the Members States for the period. We continue to analyse the inspection data to examine which areas need to be strengthened and other areas of improvements needed as well. The report will also highlight the main activities of the Secretariat and the achievements of the CMOU.

I would like to thank the IMO and its Regional Maritime Advisor, the regional MOUs, RAC-REMPITC Caribe, among other international maritime bodies who continue to provide training opportunities and support in the growth and development of the CMOU and port State control within 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

INTRODUCTION

The CMOU on Port State Control (PSC) has now reached its 17th 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 onboard.

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 (ret'd) Peter Brady of Jamaica was re-elected to chair the STW sub-committee and as Governor to the World Maritime University (WMU), Capt. Dwain Hutchinson of the Bahamas was elected as Chairman to the 20th meeting of the FSI and Mr. Michel Amafo was elected as Chairman of the MESO American & Caribbean Sea HC (MACHC).

In 2012, a number of initiatives which were discussed previously have been finalized and/or enacted over the year. The revision of the CMOU Manual was completed and is being tested in the field. Other technical areas such as a detention review, targeting and Concentrated Inspection Campaigns (CICs) were also finalised.

Also in 2012, the Data Exchange Agreement with the IMO was signed at FSI 20 and discussions have started with the IMO to finalise the technical requirements. In addition, approval was granted to pursue data sharing with Equasis and Lloyd's Maritime Intelligence on a non-commercial basis and discussions have begun to also finalise these agreements.

The Secretariat has been asked to continue to examine the areas in which training can be provided for the PSCOs within the region and we continue to pursue ways in which to implement an on-the-job training programme.

There were no new Members for the period in review, however France and the British Virgin Islands indicated their interest in becoming Associate 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 countries in Christ Church, Barbados on February 9, 1996. The membership has since grown to fifteen Members and we have had discussions with other States who have informally advised the Secretariat of their interest in becoming Members. This includes the British Virgin Islands, Bermuda, St. Lucia, as well as Sint Maarten. It is to be noted that France has formally advised the CMOU of their interest in joining the regime due to their continued port state control mandate in their overseas territories.

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;
- Security;
- Marine pollution prevention and; and
- Working and living conditions onboard ships

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. Dwight Gardiner of Antigua and Barbuda and a Vice Chairman, Capt. Dwain Hutchinson of the Bahamas who were both re-elected to these positions in 2012. The Committee meets once a year in one of the Member States.

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 Section 8.4 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 Paris MOU, the USCG, IHS Fairplay and Lloyd's Register (North America). This however does not preclude others from attending as invitations are extended to all MOUs and other bodies.

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. The Secretariat has been located to 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. Majere Ajambia who located in Paramaibo, Suriname and a part-time Accountant – Mrs. Cutie Buckley. The Secretariat reports to the Committee via the Chairman.



Ms. Dionne Thaxter
Administrative Assistant



Mrs. Cutie Buckley
Accountant



Mr. Majere Ajambia
Database Manager

CMOU ORGANIZATIONAL 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. 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:

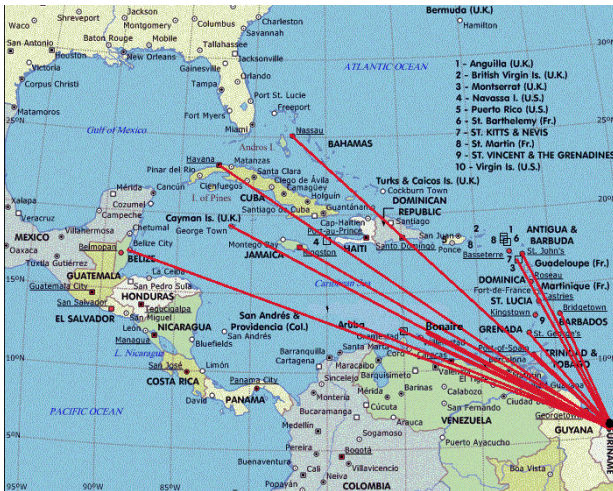
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Computerized Information System

For the reporting and storing of port State control inspection results and facilitating the exchange of inspection information in the region, a computerized Information System was established in 2005. The Caribbean Maritime Information Centre (CMIC) is responsible for the reporting of port State control inspection results and providing information to member States and other cooperative organizations.



Transport Canada is the host and provider of the database. This means that Transport Canada is responsible for the technical aspects of the system, such as data back-up and keeping the system online daily.

The center is administered by a Database Manager and is located in Suriname at the Maritime Authority Suriname, MAS. The database is the central system for adding PSC records through the internet by the PSC officers.

Training

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. Training is also organized at the request of new Member States or those in need of further training.



System Usage

Throughout 2012 the system has been used well by the member States. It is to be noted that St. Kitts & Nevis have not been able to enter inspections into the system as they have been experiencing problems with the usage of the system in addition to the low inspections on vessels without IMO number. The system currently accepts data only from vessels with IMO numbers.

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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

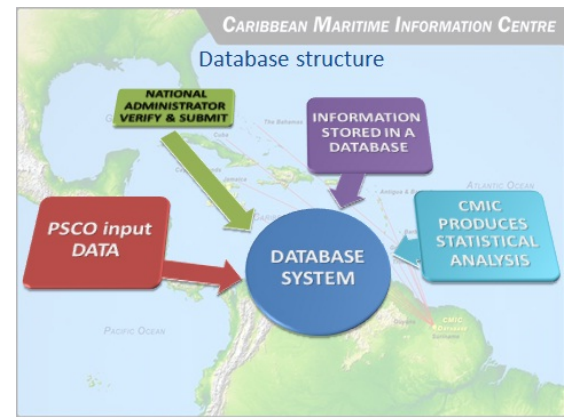
Latest News	
Welcome 2005 10 17	Welcoming all CMOU Members to the New Caribbean MOU Information Centre (CMIC).

System Structure

This structure shows the simplicity of the system as follows;

- PSCOs enters port State control information in the database:

- The National Administrator verifies and vetted an inspection, entered by an PSCO;
- From the stored information in the database, the CMIC DBM produces the statistics for the CMOU Secretariat.



Visits

The center was been visited in October 2012 by Mr. Vijayan Nadarajah, Information Technology specialist at the IMO. The visit was in preparation for the data exchange on port State control inspections with the IMO GISIS system. It was agreed that the data export to IMO GISIS will be done in Extensible Markup Language (XML.) which is a tool for defining and presenting data.



During the visit, the DBM made a presentation to Mr. Nadarajah on the CMIC database system. Further discussions are taking place to have the data exchange completed in the very near future.

The next visit to the CMIC in November 2012, was by the Secretary General of the CMOU, Mrs. Jodi Barrow. This was her 1st visit to the Centre. The Secretary General and the Database Manager discussed the further developments required of the database to improve its user friendliness and efficiency. These developments include the technical upgrades for the system, the clearing of bottlenecks in the system and also training for the Database Manager.



Members

The fifteen (15) Member States of the CMOU are:

Antigua and Barbuda
Aruba
The Bahamas
Barbados
Belize
The Cayman Islands
Cuba
Curaçao
Grenada
Guyana
Jamaica
The Netherlands
St. Christopher and Nevis¹
Suriname
Trinidad and Tobago

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 committees 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), Suriname, the Bahamas, Antigua & Barbuda, the Cayman Islands, St. Kitts & Nevis and the Netherlands. For 2012, the TSWG continued 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 recently amended Procedures for PSC Guidelines 2011 which were approved at the IMO Assembly in November of 2011 and promotes the IMO's thrust towards the harmonization of PSC practices.

The Members of the FASWG are Trinidad & Tobago² (Chairman), Barbados, Antigua & Barbuda, Guyana and Suriname. The major tasks of the FASWG were the revision of the amendments to the MOU with respect to the relevant instruments. With respect to Data Exchange, the FASWG recommended and received approval on a policy with regard to the sharing of information with other organisations. This activity was carried out with the assistance of the PMOU.

¹ St. Kitts & Nevis

² Demitted position of Chairman at the CPSCC 17 meeting with Suriname taking over the Chairmanship

Observer States

Anguilla
Bermuda
The British Virgin Islands
Dominica
France
St. Lucia
St. Vincent and the Grenadines
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)
IHS Fairplay
Lloyd's Register (North America)

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.

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 presents the activities from January to December 2012. In summary, Member States in 2012 conducted 645 inspections with 1516 deficiencies found and 19 detentions.

Inspections

Table 1 below shows an overview of inspections carried out by Member States from 2005 to 2012. During this period, the CMOU Member States carried out a total of 645 inspections, which is an increase of 30 inspections or 6.61% over 2011. As can be seen, the Netherlands carried out the most inspections with a total of 202, followed by Cuba with 155 and Jamaica with 108. It is to be noted that 2012 saw vast improvements in inspections for Antigua & Barbuda, Barbados and Belize over previous years. There was a great fall off for Trinidad & Tobago, Curaçao, the Cayman Islands and the Bahamas.

Table 1: Port State Control Inspections 2005 – 2012 (By Member State)

Member States	Inspections							
	2005	2006	2007	2008	2009	2010	2011	2012
Aruba	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	22	4	8	4	4	5	19
Bahamas	0	81	77	80	87	96	88	35
Barbados	2	2	4	0	3	8	11	22
Belize	n/a	n/a	n/a	n/a	15	29	15	38
Cayman Islands	24	14	9	27	28	20	24	9
Cuba	14	17	220	153	150	191	68	155
Curaçao	1	12	58	50	124	108	72	10
Grenada	0	0	0	0	0	0	0	0
Guyana	0	4	19	16	9	2	1	0
Jamaica	0	40	38	36	92	166	102	108
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	126	202
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0
Suriname	0	21	16	7	7	17	16	13
Trinidad and Tobago	0	80	210	226	100	174	87	34
Total	41	293	655	603	469	815	615	645

Unfortunately the Member States of Aruba, Grenada, Guyana and St. Kitts and Nevis have no inspections recorded at this time. The CMOU continues to work with them in an effort to strengthen their PSC capabilities.

Figure 1 provides graphical representation of the total inspections for the CMOU from 2005 - 2012.

Figure 1: Total Inspections 2005 – 2012

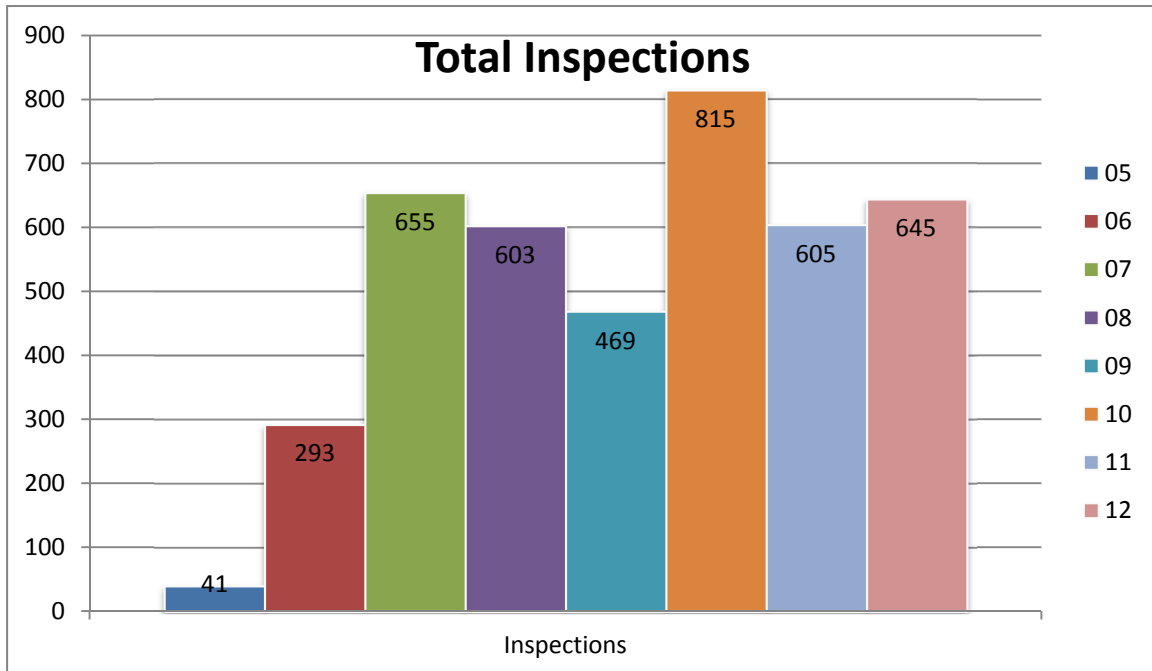


Figure 2 outlines the inspections carried out by Member States as a percentage of the total.

Figure 2: Port State Control Inspections (%) 2005 – 2012 (By Member State)

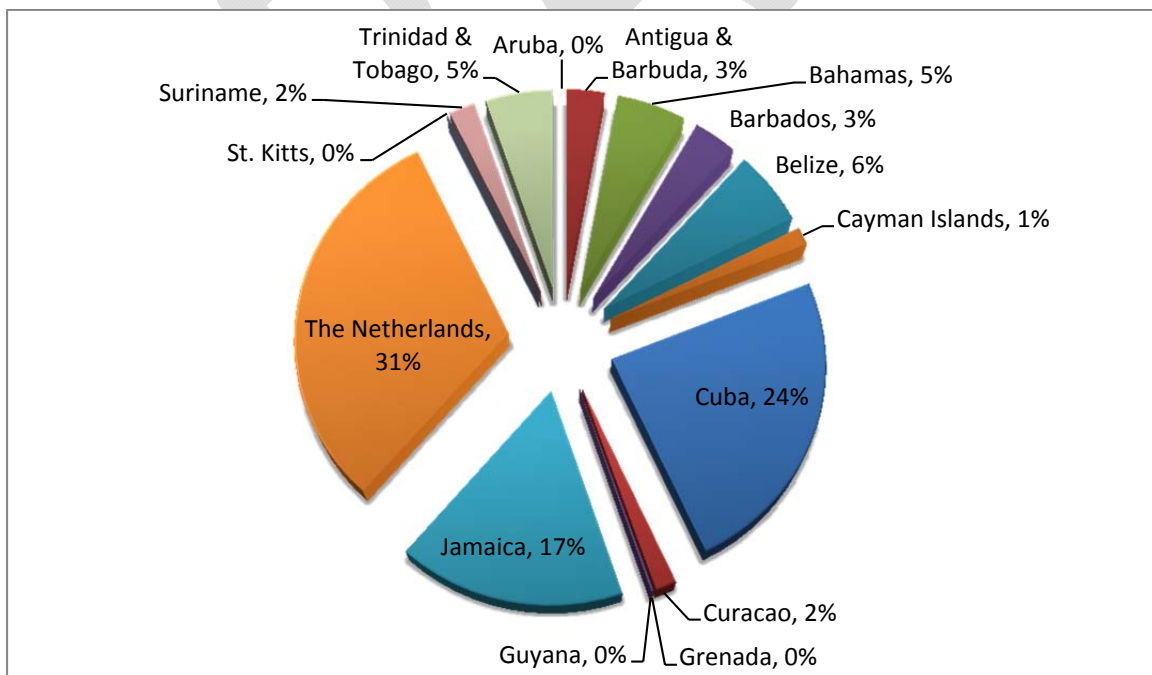
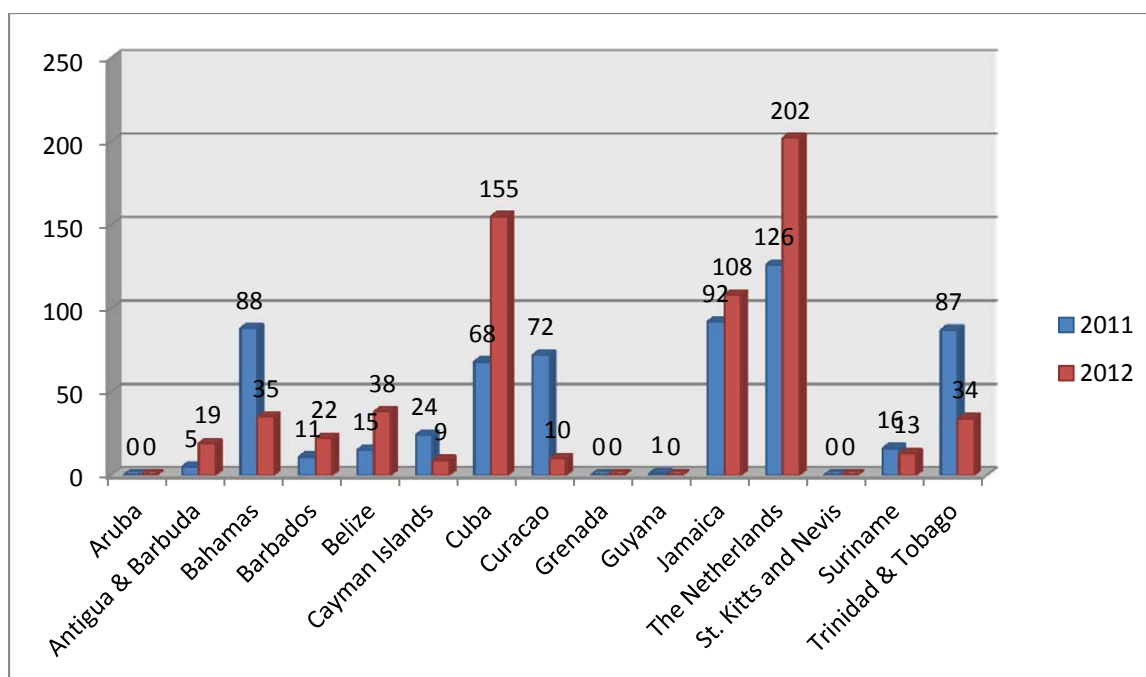


Figure 3 – Inspections by Member State (2011 – 2012)



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 2012, the number of deficiencies identified totaled 1516 deficiencies whereas in 2011 a total of 1193 deficiencies were recorded showing an increase of 27.07%.

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
Aruba	0	0	0	0	0	0	0	0
Antigua and Barbuda	0	1	5	1	7	10	13	15
Bahamas	0	34	42	19	21	25	30	5
Barbados	0	0	0	0	0	2	0	8
Belize	n/a	n/a	n/a	n/a	0	1	2	1
Cayman Islands	0	85	19	0	83	15	28	11
Cuba	0	11	377	186	132	193	52	143
Curaçao	0	4	64	10	249	76	82	9
Grenada	0	0	0	0	0	0	0	0
Guyana	0	0	38	40	19	0	0	0
Jamaica	0	1	19	0	21	86	105	157
Netherlands (BES	n/a	n/a	n/a	n/a	n/a	n/a	859	1152

Islands)								
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0
Suriname	0	8	22	12	12	9	0	1
Trinidad and Tobago	0	85	208	40	29	19	22	14
Total	0	229	794	308	573	436	1193	1516

The Netherlands (BES Islands) had the highest number of deficiencies recorded with a total of 1152 deficiencies, followed by Jamaica 157 and Cuba with 143.

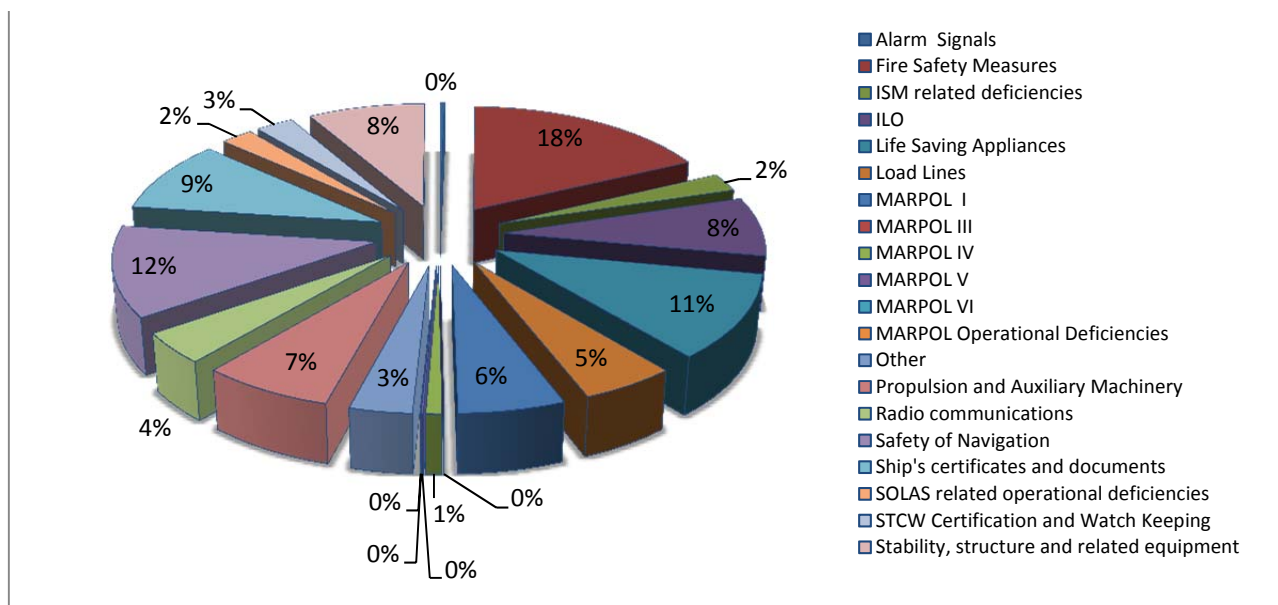
Deficiencies by Category

The deficiencies found are categorized and shown in Table 3 and Figure 4 below. Out of the 1516 deficiencies recorded, Fire Safety Measures reflected the highest deficiencies recorded with a total of 266 or 17.55% of inspections recorded followed by Safety of Navigation with 179 deficiencies recorded or 11.81%. Fire Safety Measures also was the category with the highest percent of total deficiencies for 2011 and 2010.

Table 3 – Deficiency by Categories

Category of Deficiency		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		144	9.50
SOLAS	Stability, structure and related equipment	127	8.38
	Propulsion and auxiliary machinery	108	7.12
	Alarm signals	5	0.33
	Fire safety measures	266	17.55
	Lifesaving appliances	166	10.95
	Radio communications	61	4.02
	Safety of navigation	179	11.81
	Operational deficiencies	35	2.31
	ISM related deficiencies	36	2.37
	ISPS related deficiencies		
	Other		
MARPOL	Annex I	87	5.74
	Annex II		
	Annex III		
	Annex IV	13	0.86
	Annex V	2	0.13
	Annex VI		
	Operational deficiencies		
STCW	Certification and Watch keeping for seafarers	41	2.70
Load Lines		78	5.15
AFS Convention			
ILO		117	7.72
Other		51	3.36
TOTAL		1516	

Figure 4 – Deficiency by Category



Pictures of Deficiencies Identified in 2012



Picture 1 – Ballast Air Pipe Holed



Picture 2 – Broken Damper



Picture 3 – Corroded Hatch Covers Not Closing Properly



Pictures 4 – Load Line Marks Not Properly Marked



Picture 5 – Wasted Ropes



Picture 6 – Leaking Fuel Pump



Picture 6 – Bulkhead Temporarily Repaired With Duct Tape



Picture 7 – Leaking Overboard Repaired With Cement



Picture 8 - Improper stowage of cargo and supplies



Picture 9 – SOPEP Equipment Manifold Soaked with Oil

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 2012, 19 ships were detained because of detainable deficiencies found on board. The detention rate of the ships inspected decreased as compared with 2011 which had 20 detentions, reflecting a decrease of 5%.

The Netherlands and Jamaica recorded the largest number of detentions with 9 each followed by Curaçao with 1. Table 4 provides a breakdown of detentions by Member State for the period 2005 – 2012.

Table 4 – Detentions per Member State (2005 – 2012)

Member States	Detentions							
	2005	2006	2007	2008	2009	2010	2011	2012
Antigua and Barbuda	0	0	0	0	0	0	0	0
Aruba	0	0	0	0	0	0	0	0
Bahamas	0	2	1	1	0	2	2	0
Barbados	0	0	0	0	1	0	0	0
Belize	n/a	n/a	n/a	n/a	n/a	0	0	0
Cayman Islands	0	1	0	2	1	1		0
Cuba	0	0	11	4	0	1	4	0
Curaçao	0	0	1	0	9	3	2	1
Grenada	0	0	0	0	0	0	0	0

Guyana	0	0	0	1	4	0	0	0
Jamaica	0	0	0	0	4	5	4	9
Netherlands (BES Islands)	n/a	n/a	n/a	n/a	n/a	n/a	8	9
St. Kitts and Nevis	n/a	n/a	n/a	n/a	n/a	0	0	0
Suriname	0	0	0	0	0	0	0	0
Trinidad and Tobago	0	3	13	0	0	0	0	0
Total	0	6	26	8	19	12	20	19

Inspections, Deficiencies and Detentions per Recognised Organisations

As per the recommendations of previous Flag State Implementation Sub-Committee meetings as well as the CPSCC 15 meeting held in 2010, the Secretariat continues 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 provides a breakdown of the Inspections, Deficiencies and Detentions per Recognised Organisation.

Table 5 – Performance of Recognized Organizations

RECOGNISED ORGANISATION	ABBR.	NUMBER OF INSPECTIONS	NUMBER OF INSPECTIONS WITH DEFICIENCIES	NUMBER OF DEFICIENCIES	NUMBER OF DETENTIONS	% OF DETAINED	% OF INSPECTIONS DETAINED
American Bureau of Shipping	ABS	65	45	196	0	0	0
Bureau Veritas	BV	67	40	231	4	21.05	5.97
China Classification Society	CCS	7	2	5	0	0	0
China Corporation Register of Shipping	CCRS	0	0	0	0	0	0
Det Norske Veritas	DNV	71	35	130	2	10.52	2.82
Germanischer Lloyd	GL	146	37	143	2	10.52	1.37
Hellenic Register of Shipping	HRS	3	2	15	0	0	0
International Register of Shipping	IS	4	4	28	1	5.26	0
Isthmus Bureau of Shipping	IBS	4	4	14	0	0	0
Korean Register of Shipping	KRS	9	6	31	0	0	0
Lloyd's Register	LR	144	74	407	3	15.78	2.08
Nippon Kaiji Kyokai	NKK	52	8	37	0	0	0
No Class Recorded		7	5	39	2	0	28.57
Other		18	9	107	4	21.05	22.2
Panama Maritime Documentation Services (Panama)		6	6	48	1	5.26	16.67
Registro Italiano Navale	RINA	22	8	35	0	0	0
Russian Maritime Register of Shipping	RS	6	3	45	1	5.26	16.67
Sociedad de Registro y Clasificación Mexicana SA		1	0	0	0	0	0
Total		645	289	1516	19	0	2.95

From the table, it is observed that when examining vessels with a Class recorded, it can be seen that the Panama Maritime Documentation Services and the Russian Maritime Register of Shipping had the highest number of detentions for 2012 with a detention rate of 16.67 % of vessels inspected. However, when looking at the percentage of detentions, Bureau Veritas (BV) had the highest number of detentions with 4 of the 19 detentions recorded or 21% of detentions.

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 – Performance of Flag States

Flag States	Inspections	Inspections with deficiencies	Detentions	% Insp. With deficiencies	Detention Rate (%)
Antigua and Barbuda	42	15	1	35.71	2.38
Bahamas	40	16	1	40.00	2.50
Barbados	4	1		25.00	-
Belgium	3	1		33.33	-
Belize	5	4		80.00	-
Bermuda	9	3		33.33	-
Cayman Islands	3	2		66.67	-
China, People's Rep. of	4	2		50.00	-
Colombia	1	1	1	100.00	100.00
Curaçao	1	1	1	100.00	100.00
Cyprus	29	13		44.83	-
Denmark	9	5		80.00	-
Dominica	1	1	1	100.00	100.00
France	3	3		100.00	-
Germany	10	2		20.00	-
Gibraltar	5	3		60.00	-
Greece	25	19		76.00	-
Hong Kong	16	5		31.25	-
Ireland	1			-	-
Israel	2			-	-
Italy	11	5	1	45.45	9.09
Jamaica	7			-	-
Japan	1			-	-
Liberia	85	43	3	50.59	3.53
Lithuania	2			-	-
Luxemburg	2	1		50.00	-

Malta	42	10		23.81	-
Man, Isle of	11	7		63.64	-
Marshall Islands, Rep. of	39	28		71.79	-
Mexico	1	1		100.00	-
Netherlands, the	22	3	1	13.64	4.55
Norway	1			-	-
Panama	114	49	3	42.98	2.63
Philippines	1			-	-
Portugal	3	2		66.67	-
Saint Vincent and the Grenadines	31	19	4	61.29	12.90
Sao Tomé and Príncipe	1	1	1	100.00	100.00
Singapore	21	6		28.57	-
Spain	1	1			
St. Kitts / Nevis	5	4		80.00	-
Tuvalu	3	2		66.67	-
United Arab Emirates (UAE)	1	1		100.00	-
United Kingdom (UK)	7			-	-
United States of America	5	1		20.00	-
Vanuatu	4	2		50.00	-
Venezuela	7	6	1	85.71	14.29
Total	645	289	19	2.95	6.57

St. Vincent and the Grenadines had 21% of the detentions within the region with 4 out of the total of 19. Based off of detention rates, Colombia, Curaçao, Dominica and Sao Tome and Principe had the worst performance with each having its only vessel that has been inspected within the region being detained. The CMOU is currently developing a flag rating scheme that should be implemented in 2013.

Inspections, Deficiencies and Detentions per Vessel Type

Table 7 illustrates the deficiencies recorded as per ship type. In 2012, the CMOU saw 44.84% of all vessels inspected having deficiencies. As can be seen, out of the 1516 deficiencies recorded, Gas Carriers had the highest deficiency percentage as 71.43% of all inspections were found with deficiencies. This was followed by Oil Tankers with 68.24% and Chemical Tankers with 62.50%. It should be noted that Gas Carriers also had the highest percentage in 2011 as 77.78% of inspections were found with deficiencies.

General Dry Cargo Vessels accounted for the most detentions for the period with 7 out of the total of 19 or 36.84%. This category of vessel also had the highest detention percentage in 2011.

Table 7 – Inspections, Deficiencies and Detentions by Ship Type

Ship Type	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Percent of Inspections with Deficiencies	Number of Detentions	Detention percentage per inspection	Percentage of Detention
Bulk Carriers	78	21	103	33.81	2	2.56	10.52
Chemical Tanker	48	30	107	62.50			

Container Ships	110	21	50	19.09	2	1.82	10.52
Gas Carriers	7	5	11	71.43			
General Dry Cargo	82	33	239	40.24	7	8.54	36.84
Oil Tanker	170	116	619	68.24	3	1.76	15.79
Passenger Ships	52	13	60	25.00			
Refrigerated Cargo	12	2	9	16.67			
Other ³	86	48	318	50.00	5	5.81	26.32
Total	645	289	1516	44.81	19		

Figure 5 provides a graphical breakdown of the Inspections by Ship Type.

Figure 5 – Inspections by ship type

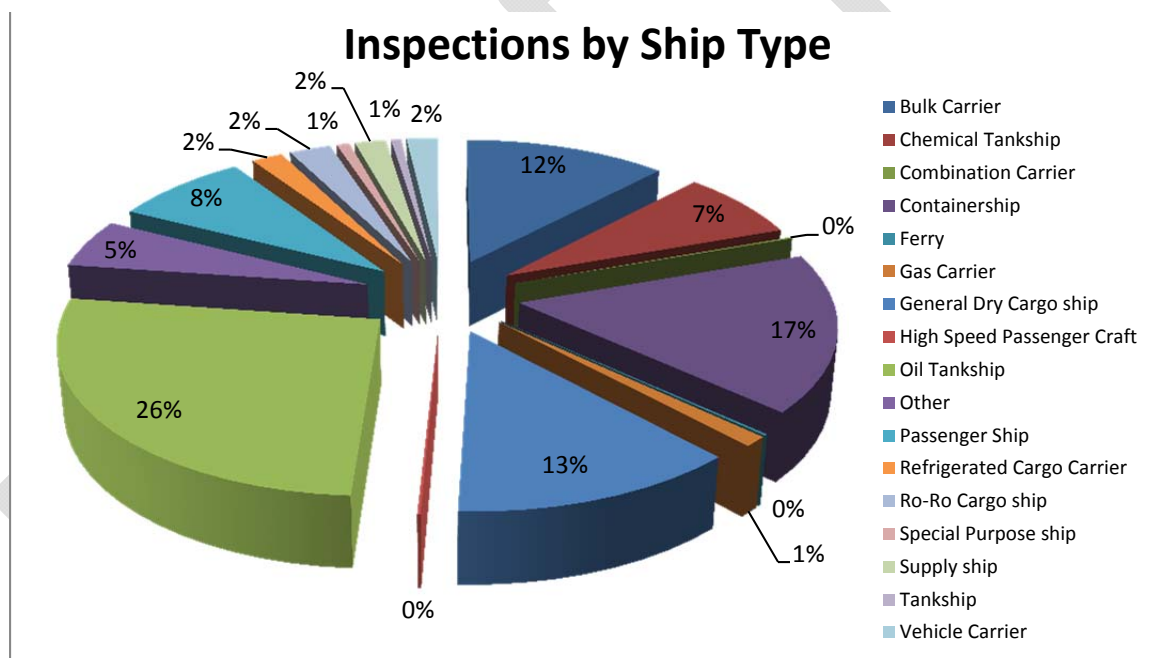
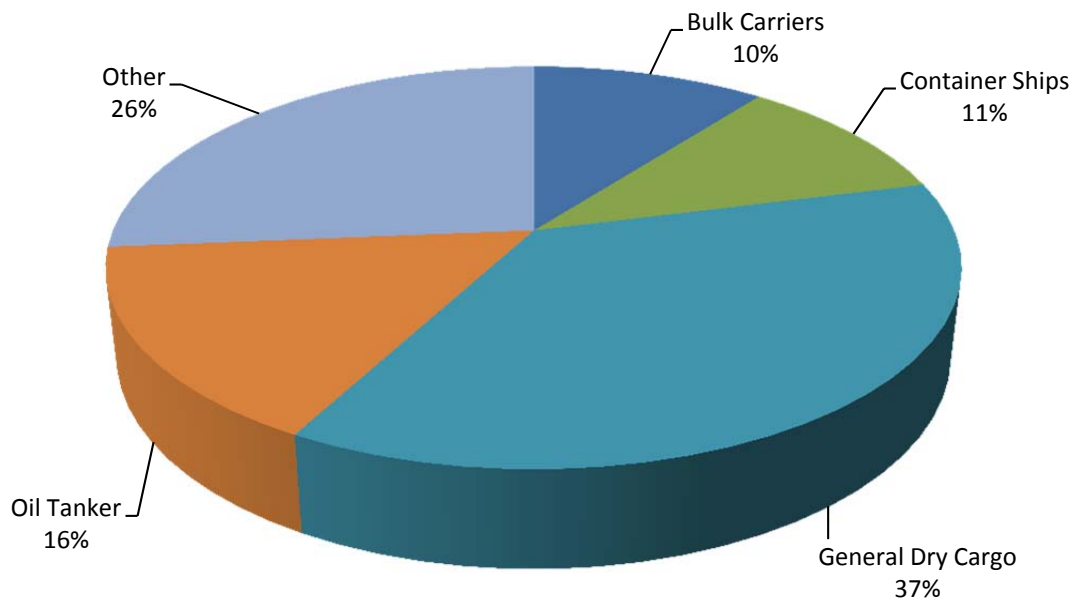


Figure 6 shows the Percentage of Detentions per Ship Type.

Figure 6 – Detentions per ship type

³ Other ship types as used in the region - other, special purpose ship, Mobile offshore drilling unit, Supply ship, Ro-Ro-Cargo ship, Vehicle Carrier, Combination Carrier, Tankship)

Detentions per Ship Type



Activities and Achievements for 2012

The 4th Annual PSC Seminar was hosted by the Government of Trinidad and Tobago, through the Division of Maritime Services from **February 14 - 16, 2012** in Port-of-Spain, Trinidad and Tobago. The Seminar was attended by thirty-three port State control officers from thirteen (13) Member States. At this meeting the Secretary General presented an overview of the CMOU's activities along with the statistics in respect of inspections, deficiencies and detentions within the regime for 2011. The areas that were discussed during the Seminar included a presentation on ship stability; a presentation on the Code for the Safety of Small Vessels (SCV) and the Caribbean Cargo Ship Safety Code (CCSS); a presentation on the ISM Code; Case Studies on all areas and other matters.

As a part of the continued development of the PSCOs, the participants were able to inspect the a Ro-Ro Passenger/Cargo Vessel, the M.V. Warrior Spirit, through the assistance of the St. Kitts and Nevis Ship Registry. The participants were also able to inspect a Fast Ferry on the small vessel codes. Our appreciation is expressed to Tsunami Marine, the Netherlands Shipping Inspectorate and the St. Kitts and Nevis Registry for facilitating the process and participating in the seminar.

The Secretary General attended the 20th Meeting of the FSI subcommittee which was held at the IMO Headquarters in London from **March 26 – 30, 2012**. The meeting was chaired by Capt. Dwain Hutchinson of the Bahamas, who was also re-elected as Chairman for FSI 21. During this meeting, the CMOU Annual Report for 2011 was presented to the Members. In addition, the recommendations from the 5th IMO Workshop for Secretaries and Database Managers was submitted for review. At this meeting the Secretary General of the CMOU signed the Data Exchange Agreement with the IMO to start the process of sending inspection data to the GISIS database.



The Secretary General attended the 45th Meeting of the PMOU held in Riga, Latvia from **May 7 - 11, 2012**. The annual statistics and activities of the CMOU for 2011 were presented at this meeting. The meeting was also attended by the Tokyo MOU, the Med MOU, the Black Sea MOU, the Riyadh MOU and the USCG.

The Caribbean Memorandum of Understanding on Port State Control (CMOU) held its 17th Committee

meeting in Frigate Bay, St. Kitts and Nevis from the **16 – 19 of July, 2012**. During this meeting, the Committee approved amendments to the MOU with respect to the relevant instruments and the criteria for the Associate Membership category of the MOU.

The meeting also approved the revised CMOU Technical Manual and Forms, the procedures for a Detention Review



Panel, a Targeting Matrix for the PSCOs of the region, Concentration Inspection Campaign (CIC) on MARPOL Annex I, the development of a policy with respect to the sharing of data with organisations as well as the review of the contribution scheme of the CMOU among other matters. Further review is required on the targeting matrix for vessels under 500gt, the refusal of access procedures and a rating system for flags that operate within the CMOU.

The Secretary General attended the IMO's Workshop on Flag and Port State Inspections in St. John's, Antigua and Barbuda from **October 8 – 10, 2012**. The meeting included a review of the SCV Code in



conjunction with a gap analysis prepared by the USCG in respect of their Code of Federal Regulations 46 Sub-Chapter T (certification of small passenger vessels). In addition, discussions took place on the IMO's GlobalRegs and presentations were made on Case Studies of PSC issues and Country Reports on the achievements and constraints being experienced by the participants. The workshop was attended by fifteen (15) States from the region. The CMOU had the opportunity to make a presentation on the recent developments within the CMOU, the developments with CMIC

as well as assisting with the moderation of the workshop.

Collaboration with other Organisations

Mr. Kenre Valentine of the Maritime Authority of Jamaica attended the Expert Training Course on Safety and Environment for port State control Officers, held in the Hague, Netherlands from **March 5 – 9, 2012** and organized by the Paris MoU. Funding for the attendance at this course was provided by the IMO.

Mr. Lazarus Joseph of the Grenada Ports Authority was nominated to attend the Expert Mission Training Course for PSCOs in Durban, South Africa from **March 5 - 16 2012**, jointly organized by the Indian Ocean and Tokyo MOUs on port State Control in co-operation with the IMO. Unfortunately Mr. Joseph was unable to attend due to issues with the visa application process and other arrangements.

The Netherlands Shipping Inspectorate and the Bahamas Maritime Authority each sent one Officer to attend the United States Coast Guard Advanced Foreign Passenger Vessel Course in Florida in **April of 2012**. Our thanks are extended to the USCG for continuing to support the CMOU by providing training opportunities for our PSC officers.

Mr. Kenneth Carey of the Bahamas Maritime Authority attended the General Training Course for port State control Officers in the Asia-Pacific region in Yokohama, Japan from **27 August to 21 September 2012**. This course was hosted by the Tokyo MOU in conjunction with the IMO.

We wish to express our appreciation to the Paris, Indian Ocean and Tokyo MOUs for allowing the CMOU to continue to participate in their training courses and to the IMO for continuing to fund these participants.

The Secretary General attended the National Workshop on Ballast Water Management Compliancy, Monitoring and Enforcement hosted by the Maritime Authority of Jamaica and RAC-REMPEITC Caribe from **December 10 – 11, 2012** in Kingston, Jamaica.

On the Horizon - 2013

First Quarter – The first quarter of the year should include the inter-sessional meeting of the Technical Standing Working Group in Freeport, Bahamas from **February 6 – 7, 2013**, attendance at the IMO Senior Maritime Administrators' Workshop and High Level Symposium held in Montego Bay, Jamaica from **February 19 – 22, 2013** and the 21st session of the FSI subcommittee at IMO headquarters from **March 4 - 8, 2013**. It is anticipated that the CMOU will be sending representatives to the Paris, Indian Ocean and Tokyo MoUs expert and regional training during this period.

Second Quarter – The second quarter will involve holding of the 5th PSC Seminar in Belize City, Belize from **April 16 – 18, 2013** as well as the attendance at the 46th meeting of the Paris MOU in Malta scheduled for **May 22 - 26, 2013**. In addition, it is projected that a Fact Finding Mission to the French Territories should take place from **June 10 – 11, 2013** to facilitate their application to become Associate Members of the CMOU.

Third Quarter – The activities for the third quarter is expected to include the 6th IMO Workshop for MOUs Secretaries and Information Managers from **July 2 - 4, 2013** and the 18th Meeting of the CPSCC to be held in Havana, Cuba from **July 22 – 25, 2013**. It is anticipated that the CMOU will be sending a representative to the Tokyo MOU's basic training course during this period. Basic PSC Inspection training for the staff of the Secretariat is expected to be held in Bonaire in **September of 2013**.

Fourth Quarter – The IMO Workshop on the Audit Scheme should be held during this quarter in St. John's, Antigua and Barbuda. In addition, a visit to Haiti to speak to representatives of the maritime sector on becoming members of the CMOU is planned for this quarter.

CMIC – Future Development

The CMIC system will be further reviewed for improvement and ease of access and use of information. In addition, the Database Manager will be reviewing any other options with respect to the future hosting of the database.

Under the CMOU, the Technical Standing Working Group has been tasked to review the current system in corporation with the Database Manager. Presently, the following are some changes that have been suggested:




- The production of detention reports by CMIC system;
- Development of new Chart capabilities as the current procedure of producing statistics from .txt file to an .xlsx file is not efficient;
- The updating of codes on a regular basis to be in line with other MOU organizations;
- The possibility to enter inspections of small vessels with SCV and CCSS codes to be categorised and able to be produced in a similar fashion as the SOLAS vessels. This is to accommodate the large number of inspections done on these vessels by Member States within the region.

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