

The Caribbean Memorandum of Understanding on Port State Control (CMOU)

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Chairman, Caribbean Memorandum of Understanding (CMOU) on Port State Control



Introductory Remarks



Overview

- An overview of the CMOU;
- The importance of the Caribbean Maritime Information Centre (CMIC);
- Relevant Instruments of the CMOU; and
- The Synergies between the CMOU and the MACHC.

The CMOU

The CMOU signed February 9, 1996, by nine authorities:

Antigua and Barbuda;

Barbados;

Cayman Islands;

Dominica;

Grenada;

Jamaica;

Netherlands Antilles;

Suriname; and

Trinidad and Tobago.

The CMOU – Membership

• Member States

- Antigua and Barbuda
- Aruba
- Barbados
- Bahamas
- Belize
- Cayman Islands
- Cuba
- Curacao
- Grenada
- Guyana
- Jamaica
- The Netherlands
- St. Kitts and Nevis
- Suriname
- Trinidad and Tobago

• Associate Member States

- France

• Observer States

- Anguilla
- Bermuda
- British Virgin Islands
- Dominica
- Haiti
- Sint Maarten
- St. Lucia
- St. Vincent & the Grenadines
- Turks and Caicos Islands

The CMOU – Who we are and what we do

Mission:

The eradication of sub-standard shipping in the Caribbean.

- Over 600 inspections annually on board foreign ship.

The CMOU – Who we are and what we do

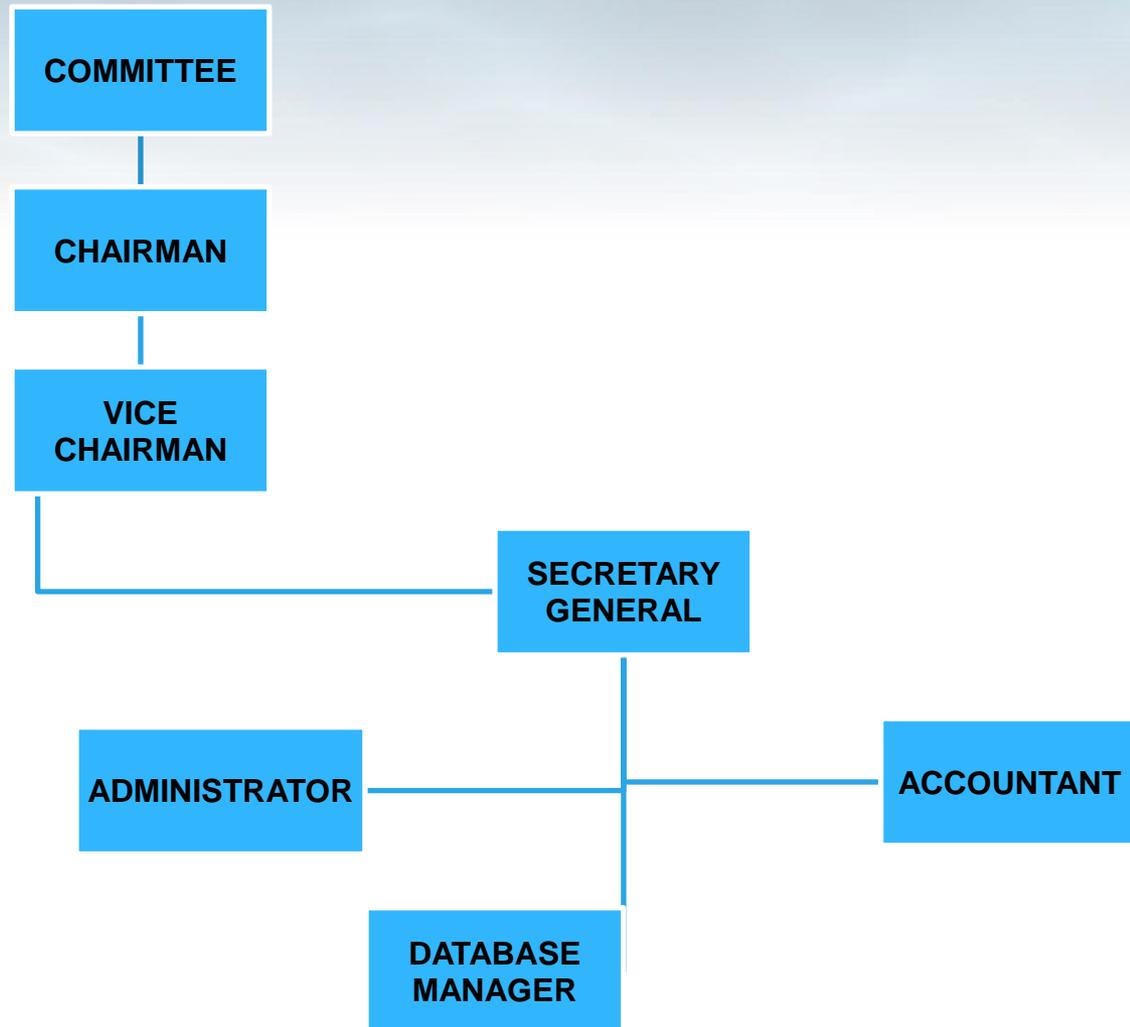
- Objectives of the CMOU:
 - To assist in securing the compliance of ships with international standards.
 - To coordinate the efforts of maritime authorities in relation to the above activities

The CMOU Secretariat

The Secretariat Location:

- Originally located in Barbados.
- In 2002 re-located to Kingston, Jamaica.

CMOU Organisational Chart



CMOU Finance

- Funding:
 - totally financed by the annual membership fees that each member state is required to pay.
- Expenditure:
 - primary expenditures are the operating costs of the Secretariat, Travel, Training and the operating costs of the Caribbean Maritime Information Centre (CMIC) in Paramaribo, Suriname.
 - An annual budget is submitted by the Secretariat to the Committee at every annual meeting for approval

Caribbean Maritime Information Centre

- CMIC is a database that is dedicated to recording and producing statistics reflecting port state control activities in the CMOU region.
- A License Agreement to use Transport Canada's PSC Information System was signed on June 9, 2005.
- Hosted by the Maritime Authority of Suriname.
- In July 2013, CPSCC 18 approved the movement of the database to the Mediterranean MOU. The agreement was signed and the switch-over period is scheduled to take place within three (3) months.

Relevant Instruments of the CMOU

- .1 The International Convention on Load Lines, 1966 (LOAD LINES 66);
- .2 The Protocol of 1988 relating to the International Convention on Load Lines, 1966 (LL PROT 88);
- .3 **The International Convention for the Safety of Life at Sea, 1974 (SOLAS);**
- .4 The Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974 (SOLAS PROT 78);
- .5 The Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 (SOLAS PROT 88);
- .6 International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, and as further amended by the Protocol of 1997 (MARPOL);
- .7 **The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW 78);**
- .8 **The Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG 72);**
- .9 The International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 69);
- .10 The Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147) (ILO 147);
- .11 The Protocol of 1996 to the Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147);
- .12 The International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC1969);
- .13 Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC PROT 1992);
- .14 International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS2001);
- .15 The International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001;
- .16 **Code of Safety for Small Commercial Vessels (SCV Code);**
- .17 **Code of Safety for Caribbean Cargo Ships (CCSS Code)**

Principal IMO Conventions – Safe Navigation

- Safety of Life at Sea, 1974 (SOLAS);
- the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG); and
- the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW).

- SOLAS Chapter V - Safety of Navigation.
Regulation 19. “Carriage requirements for shipborne systems and equipment”

Certification of Seafarers

Recent STCW amendments include:

- Revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers; and
- New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS).

Synergies – CMOU and MACHC

Both bodies are regional components of global initiatives and objectives aimed at advancing maritime safety and efficiency, and the protection and sustainable use of the marine environment.

Synergies – CMOU and MACHC

Maintaining the integrity of the shared objectives, whereby the CMOU enforces the provisions of applicable international navigational regulations, as part of its overall enforcement regime.

The enforceable international navigational regulations are established and maintained based on the timely provision of hydrographic data, products and services which the MACHC contributes towards.

Synergies – CMOU and MACHC

The unique way that both the CMOU and the MACHC contribute towards the sustainable development of the maritime industry in the Caribbean region.

Conclusion



Questions

