

The CMOU and the MACHC

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Introductory Remarks



Overview

- Synergy of the CMOU and the MACHC
- Relevant Instruments of the CMOU
- IMO Conventions re Navigation
- Performance of the CMOU
- Conclusion

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 and the MACHC

- 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.
- The PSCOs of the CMOU are therefore required to inspect vessels that enter port to ensure that the Conventions and Regulations of the IMO which cover areas of navigation are being properly enforced.
- In addition, the CMOU has two small vessel codes (SCV and CCSS) which cover vessels under 500GT and these codes also incorporate relevant regulations with respect to the safety of navigation on board.

IMO Conventions Applicable to 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).
- Also various resolutions and codes.

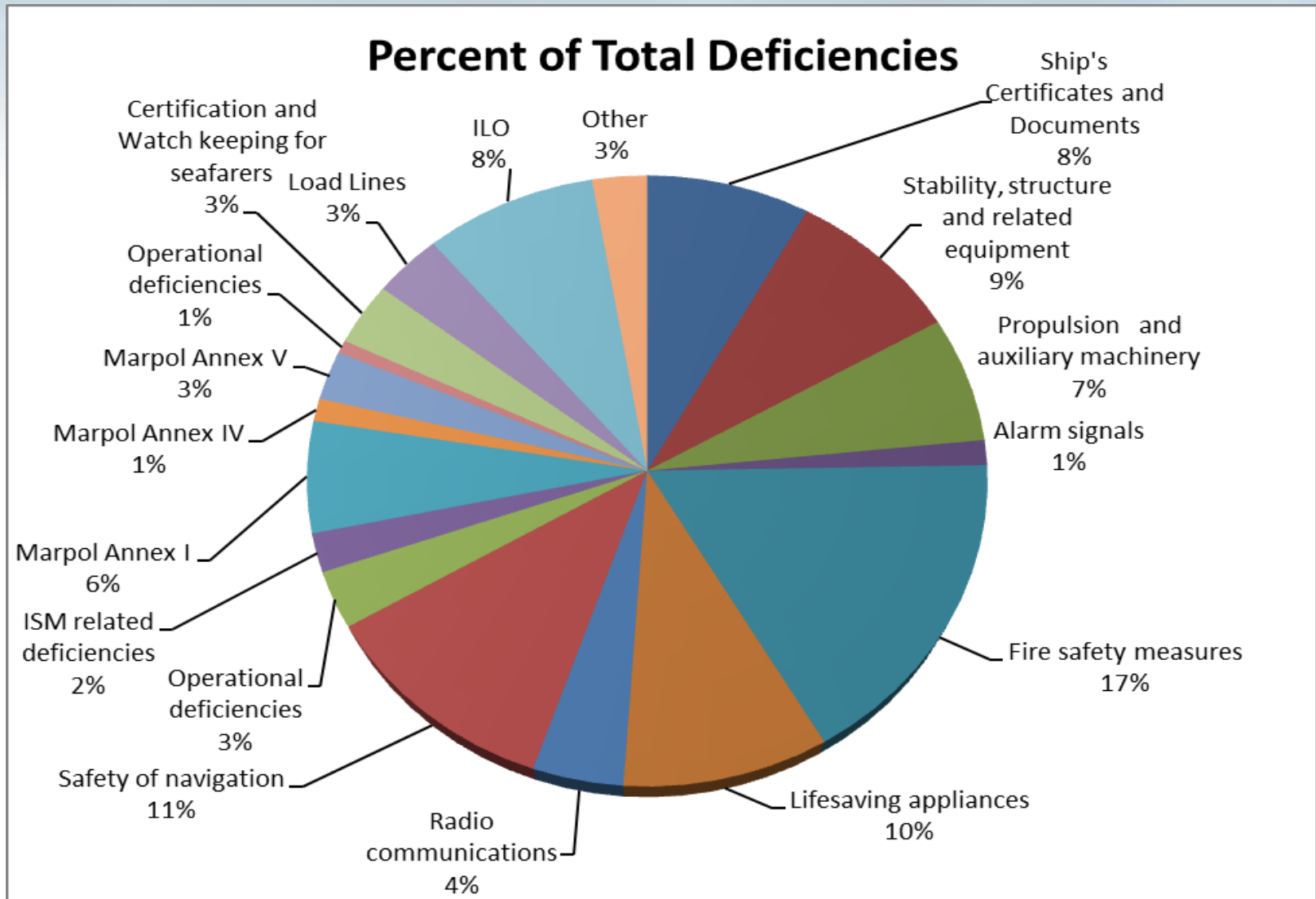
Inspection Performance of the CMOU

- During this period, the CMOU Member States carried out a total of 994 inspections on ships registered under 57 flags, which is an increase of 54.11% over the previous year.
- Trinidad & Tobago carried out the most inspections with a total of 254, followed by The Netherlands with 231.
- It is to be noted that 2013 data now includes inspections from St. Kitts and Nevis and the new Associate Member, France.

Deficiencies Identified

- 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 2013, the number of deficiencies identified totalled 1746 deficiencies whereas in 2012 a total of 1516 deficiencies were recorded showing an increase of 15.17%.

Deficiencies Identified



SOLAS - Deficiencies

- In 2013, the PSCOs of the region identified 198 deficiencies related to Safety of Navigation. This figure was 11.34% of the total number of deficiencies identified for the period.
- Safety of Navigation was the second highest deficiency identified in 2013.
- A Concentrated Inspection Campaign on Safety of Navigation is scheduled for 2015.

Certification - Deficiencies

- In 2013, the PSCOs of the region identified 58 deficiencies in relation to the Certification and Watchkeeping of Seafarers.
- This number was 3.32 % of the total deficiencies identified for the period under review.

Conclusion

- The PSCOs of the region continue to fulfil their mandate of the elimination of sub-standard ships from the Caribbean seas.
- In addition, hydrographers assist in ensuring the safe and efficient navigation of our waterways and oceans.
- It is therefore clearly evident that the objectives of the CMOU and the MACHC are closely linked as both have the primary mission of safety of our seas.

Questions

