

REPORT OF THE TECHNICAL WORKING GROUP ON MARINE SAFETY, SECURITY AND THE ENVIRONMENT TO THE 9TH EXECUTIVE COMMITTEE OF THE WHTI

BACKGROUND

The Technical Working Group on Marine Safety, Security and the Marine Environment of the Western Hemisphere Transport Initiative (WHTI) had their second meeting in Kingston, Jamaica on Tuesday 22 August 2006 at the Jamaica Conference Centre, under the Chairmanship of Rear Admiral Peter Brady, Director General of the Maritime Authority of Jamaica.

The following member States had representation:

- Bahamas-delegate
- Brazil-delegate
- Jamaica-delegate and observers
- Mexico (representative of the Mexican Embassy in Kingston)
- United States of America- delegate

The following international Organization had representation:

- International Maritime Organization (IMO), Caribbean Regional Maritime Adviser

CHAIRMAN'S OPENING REMARKS

The Chairman extended the welcome and recalled that the TWGSME was formed pursuant to the directive given by the Ministers of Transport at their meeting in Punte del Este in March 2001 to designate a priority action area for marine safety and the environment. The Ministers had requested that an appropriate mechanism be developed comprising the necessary technical resources to promote the objectives of safety, environmental protection and sustainable development. The Ministers' directive underscored the need for environmentally sound and safe marine transportation systems consistent with the rules and standards set by the international organizations and the International Maritime Organization (IMO).

These broad terms of reference were expanded to include maritime security at a subsequent WHTI Executive Committee meeting in Uruguay as a result of threats to marine security post 9/11, and, identified threats to safety and the environment, institutional and legislative gaps and deficiencies, knowledge and capacity gaps.

The main points from the Joint Ministerial Statement of August 2005 were also outlined by the Chairman of the TWGSME. They acknowledged the significant work that had been undertaken in several regional and international organizations and the high priority given by those bodies to safe vessels, qualified crew, secure routes and appropriately identified cargoes. They expressed support for the IMO adoption of the amendments to the SOLAS Convention and the ISPS Code which sought to establish international cooperation among governments, local administrators, and the marine and port sectors in order to detect threats to the security of ships and port facilities.

The Ministers urged member States to adopt the new security measures and encouraged them to give cooperation to the IMO.

The Ministers also acknowledged that some States would have had difficulty in implementing the new measures due to resource constraints but entreated capable members to assist. Their final point referred to the work being carried out by the OAS Inter-American Port Committee in creating a “*Strategic Framework for Inter-American Port Security Cooperation*”, encouraged the Executive Committee to continue its useful work and for members to cooperate with the OAS effort so that synergies could be realized for the economic viability of the maritime sector.

Guiding Principles for the Working Group

The Chairman then recalled the guiding principles that were developed at the first TWGSME meeting in Jamaica in April 2003. These consist of the “purpose” and the “mandate” which can be found at **Annex A**.

COUNTRY REPORTS

Three country reports were given by the Bahamas, Jamaica and the USA. These were status reports of conventions signed or ratified by the States concerned, any challenges or particular problems being experienced in the TWGSME thematic areas, any new proposals for consideration by the working group and any involvement in cooperative arrangements in the region.

Bahamas

The Bahamas indicated that they had adopted the National Maritime Action Plan with regards to the ISPS Code and they had 23 port facilities all of which were in compliance by the due date of 1 July 2004; they were in the process of reviewing their maritime legislation which is very old and fragmented. They are also placing much emphasis on legislation for watersports. They have good cooperation with the USA for maritime security and also with other countries such as the Turks and Caicos Islands. They have ongoing arrangements with the USA particularly for counter drug operations. Bahamas has acceded to many international conventions including the International Convention for the Prevention of Pollution by Ships 1973 and its Protocol (MARPOL 73/78) except for Annex V which deals with garbage as they have no adequate Waste Reception Facilities (WRF) yet for ship-generated waste. Major challenges included lack of funding and training of personnel with respect to the implementation of the ISPS Code.

This presentation triggered a number of questions from the participants including queries about the compliance with the ISPS code for such a large ship registry. The Bahamian delegate indicated that because of the excellent arrangements with RSOs all of their ships were compliant by the due date and continues to be so.

Brazil

The Brazilian delegate apologised for the absence of the appropriate representative who was not able to attend at short notice. The representative has an aviation background. He however reported that as Brazil’s dependence on maritime trade was so high, that is about 90%, and the ISPS code was applied in all of the internationally

trading port facilities. He further stated that the Government had allocated special funding for the implementation of the new maritime security measures. But there were still some challenges on the financial side.

Jamaica.

The full Jamaica report is attached as **Annex B**. However the salient points are outlined below:

1. The Port Authority of Jamaica (PAJ) as the ‘Designated Authority’ and the Maritime Authority of Jamaica (MAJ) as the ‘Administration’ implement the SOLAS Convention and the ISPS Code for the port facilities and the ships respectively with the MAJ having responsibility also for Control and Compliance measures for ships intending to enter Jamaican ports or at the ports.
2. The PAJ regulates the ports and controls the movement of ships in harbours and ports. The MAJ provides for the development of shipping and regulates matters relating to merchant shipping and seafarers.
3. Regional cooperation is afforded to the CARICOM States mostly in safety and marine security matters.
4. Jamaica has signed most the IMO safety and pollution prevention conventions. Legislation is fast tracked for technical regulations.
5. Jamaica is fully compliant with the SOLAS amendments for maritime security and the ISPS Code. There are comprehensive policies, systems and procedures in place and compliance is maintained through the use of dedicated committees and auditors. Jamaica carries out IMO’s maritime security “Train the Trainers Courses” for the region and is available to continue this assistance. Jamaica participates in activities of CIP western Hemisphere Conference on Port Security.
6. The State is an active member of the Caribbean Port State Control MOU (CMOU) and hosts the Secretariat. The CMOU does not have a linkage with the LATAM MOU, Viña del Mar (PSC for Latin America)

Mexico

The delegate from Mexico was a representative of the Mexican Embassy in Kingston and not a maritime person and he did not at the time have his country report.

U.S.A.

The delegate from the USA began by illustrating that the US Coast Guard has overall maritime security responsibility for ships, port facilities and the waterways of the State. The USA developed a domestic team of experts to assist facilities to develop their procedures for compliance with the maritime security measures. They have a layered system where each facility is a part of a larger port area of which there are 47 such comprising about 3000 port facilities. Each facility plan feeds into the area maritime security plan which in turn feeds into the national security plan.

The USA is introducing a transportation worker identity card “TWIC”, which will have biometric information; there is somewhat of a delay now because of the cost of the TWIC. The USA have also done some research with the floating barrier system deployed around ships that serves two purposes. One, to act as a containment device for an environment incident and the other to add to layered protection of ships.

The international port security programme provides for visits to countries in Asia, Africa, WHTI States, to view their implementation of the maritime security measures and to exchange ideas, looking at some best practices and sharing same with the use of their web site. They also identify where training assistance can be given.

The US Coast Guard representative outlined a proposal described as a **Regional Action Plan for Port Security (RAPPS)** based on a similar model being developed in the APEC States of SE Asia. It is predicted on each country providing their individual action plan which would show areas for improvement, progress with implementation of the ISPS Code and deficiencies for instance and when all of the individual national action plans are stacked against one another some common threads will emerge as they are grouped into the RAPPS. There is a template which was viewed by the participants. This was proposed as a useful tool for progressive actions on a region-wide basis.

UP DATE ON IMO ACTIVITIES/INITIATIVES RELEVANT TO WHTI THEMES

The IMO Regional Maritime Adviser gave an update of IMO developments and initiatives which have a bearing on the themes of the WHTI. He spoke of the Voluntary IMO Member State Audit Scheme which was designed to determine to what extent member States are implementing and enforcing the applicable IMO instruments. The results will determine the level of effectiveness of the implementation and this will be a gauge to determine the type of assistance a particular State will need.

The RMA also looked at some of the most recent maritime security circulars from the IMO's Maritime Safety Committee after two years of the ISPS Code being in effect. The question of special area status for the purposes of preventing marine pollution in sensitive areas of the seas was also covered by the RMA. He explained the "special area status" for the Caribbean Sea under MARPOL Annex V, that is, to be totally free of the dumping of garbage from ships, can not go into effect until there are sufficient waste reception facilities in the sub-region.

Attached as **Annex C** which is the Powerpoint Presentation of this brief.

DECISIONS

1. **General Cooperation/Collaboration.** The TWGSME will establish cooperation and collaboration with CICTE/CIP with a view to exploring areas of common ground. This can be done directly but also through the Executive Committee. They could be invited to the next meeting of the TWGSME and there we could explain that there could be a symbiotic relationship with our WG. Both the CICTE and the CIP bodies operate under the OAS which is one of the key Organizations that has a status within the WHTI.
2. **Technical Assistance.** For other forms of technical assistance – we need to do a needs assessment for MARSEC training that we can determine the specific type of training required and which States have the greatest needs. We also have to determine which States have the capability to render technical assistance and the contacts could be obtained through the GISIS which has

data on “focal points” for maritime security. There are other IMO data bases which lists the focal points also for maritime safety and includes other information pertaining to the marine administrations of the States. The USA volunteered to provide points of contact for persons responsible for ship and port security. The delegate further suggested that we could compile a list of all of the points of contact and circulate it to the member States as this could assist in opening up the channels of communication.

3. **Information Sharing.** We could look at the proposal of developing a quarterly report on MARSEC within the WHTI States which could include routine operations; we could also develop a web link for MARSEC on the WHTI web site, password protected for the sharing of security information. Only persons with the password could access the data. Someone would be responsible (dedicated) for managing and maintaining that web link; a format for this quarterly report would have to be established. Also any critical and timely maritime security report of interest and importance which could be shared would also be posted on the weblink. More work will advance in this area intersessionally. Some data could also be exchanged the PSC Committees. The CMOU also has a data base which has focal points.
4. **Legislation.** As a number of States still appeared to have difficulty in framing maritime legislation from the international conventions, rules and standards, the WG suggests strongly that States prepare themselves for the Voluntary IMO Member State Audit which objective is to determine the extent of IMO Member States’ implementation and enforcement of IMO instruments. This will cover inter alia jurisdiction, legislation, rules and regulations and enforcement arrangements. So member States should be prepared to be audited as there will be benefits for implementation of safety, security and pollution prevention legislation.

People need to be trained in the drafting of maritime legislation so that the legislative process can be expedited with specially trained personnel. It was also proposed that Member States who lack the institutional capacity and training in the drafting of legislation, could take up opportunities for formal training as legal draughtsmen offered by the IMO’s International Maritime Law Institute in Trieste Italy. Maritime legislation appears not to be treated with a high level of priority in some States and there is need for more urgent attention to this type of legislation. It was also suggested that we should make a strong point to our Ministers that Maritime Legislation must receive a higher level of priority from the respective parliaments.

5. **Funding.** International donar agencies and bodies are very reluctant to allocate funds for individual national projects whether it be training or some other worthwhile form of assistance. The preferred way is for States to have in place national action plans which should be a part of regional action plan and for some specific component or action area to be funded. One sound example is the proposed Regional Action Plan on Port Security (RAPPS) as was earlier mentioned.
6. **Regional Action Plans for Port Security, RAPPS.** The group agreed that this proposal for the adoption by the TWGSME of the RAPPS be adopted and developed for implementation. This initiative which has a parallel in SE Asia under development, is broken down into a number of action items some of

which do require funding for their development and completion. To realise proper implementation at the regional level a regional coordinator for the RAPPs would be necessary. This would be pursued intersessionally.

7. **Standardization/Interoperability.** The standardization of security technology and equipment where possible among the WHTI States would receive active consideration as the benefits would include harmonisation of operational procedures and systems, interoperability, and costs for equipment would be tempered by bulk procurement. The GEASA Aviation Group we understand has taken a similar approach.
8. **Capacity Development/Training.** There is still a capacity gap with trained and qualified maritime security personnel, particularly PFSOs in the Caribbean sub-region of the WHTI. It was proposed therefore that States which have the expertise should continue to offer their assistance in this regard. Some of the participants proposed that the Caribbean Maritime Institute (CMI) become more involved with maritime security training and this was accepted by one of the participants who is the Chairman of the CMI Board of management. He indicated that the institute had a new mandate with a new direction and will be taking on these types of training activities in the near future.

CONCLUSION

The Working Group indicated their disappointment with the low level of attendance by member States and thought that it was necessary to arrange meetings of their group more frequently than at three yearly intervals.

The Chairman expressed his appreciation to the member delegates from overseas and the IMO Regional Maritime Adviser and finally to the Jamaican participants who made an excellent contribution to the outcome of this meeting.

Annex A
To TWGSME Report to
9th Executive Committee, WHTI

GUIDING PRINCIPLES FOR TWGSME

The Technical Working Group on Maritime Safety, Security and the Environment (TWGSME) at their first meeting in April 2003 developed a set of guiding principles for their work based on the directive given by the Executive Committee. This was done at that first meeting of the TWGSME in Kingston and was subsequently approved by the Executive Committee.

The following are the purpose of the TWGSME and its approved mandate:

PURPOSE

1. Promote the objectives of the maritime safety and security, environment protection and sustainable development in the maritime sector of the States and Organisations of the WHTI.
2. To provide strategic direction in the development of appropriate mechanisms, including technical resources to promote maritime safety, security and sustainable development.
3. Promote and strengthen the objectives of security in the maritime sector at the local, regional and international levels with emphasis on co-operation and training between the member states.
4. Foster a closer working relationship between the maritime sector of the States and Organisation of the WHTI.
5. To work in conjunction with and within the parameters of international bodies such as the International Maritime Organisation (IMO) with a view to promoting the quality of ships that trade within the region.

MANDATE

1. To promote the implementation of IMO standards regarding the safety of life at sea, including maritime security and the transportation of dangerous cargoes, the prevention of marine pollution including the management and disposal of ship generated waste, and the prevention of unlawful acts against passenger and crew aboard ships.
2. To promote collaboration among WHTI States and the IMO to address marine disaster preparedness and response.
3. To promote the development of technical assistance and training of maritime environment specialists within the WHTI States.
4. To promote the mobilisation of funds for the development of marine/maritime projects in the WHTI States.
5. To promote the IMO's standards and conventions with special reference to States that are not signatories to these conventions.
6. To promote the development of legislative capacity and enactment of legislation in the maritime sector to comply with IMO conventions and standards.
7. To promote the mobility of maritime specialists, exchange of information and transfer of skills among WHTI States and Organizations.

Chairman, WHTI TWGSME. Kingston, Jamaica 23 August 2006

**JAMAICA REPORT TO WHTI TECHNICAL WORKING GROUP ON
MARITIME SAFETY, SECURITY AND THE MARINE ENVIRONMENT,
KINGSTON, JAMACA 22 AUGUST 2006**

**MARINE SAFETY, SECURITY AND MARINE ENVIRONMENTAL
PROTECTION**

Functional Responsibilities

The Ministry responsible for transport in Jamaica, recently re-designated the Ministry of Housing, Transport, Water and Works (MHTWW) has three main maritime agencies: the Port Authority of Jamaica; (PAJ) the Caribbean Maritime Institute (CMI) and the Maritime Authority of Jamaica (MAJ). The PAJ has responsibility for the regulation, operation and development of Ports; the CMI provides for tertiary maritime education and training including that of seafarers and the MAJ is the marine administration which provides for the development of shipping and regulates matters relating to merchant shipping and seafarers.

In addition to controlling the movement of ships in ports and harbours and regulating port activities, the PAJ is the “Designated Authority” under the ISPS Code, and therefore carries out all port facility security responsibilities under the Code. The mandate of the MAJ, which is Jamaica’s focal point for the IMO, includes safety of shipping and the prevention of marine pollution in addition to the expanded role of maritime security for ships, and, control and compliance measures under the International Maritime Organization (IMO) amended SOLAS Convention and the ISPS Code.

Regional Dimension/Cooperation

In addition to carrying out our own national responsibilities regarding safety, security and marine environmental protection from vessel sources, the MAJ offers training assistance to other CARICOM States both independently and also under the umbrella of the IMO, coordinated through the office of the IMO’s Regional Maritime Adviser. This includes training and certification required by the International Convention for Standards of Training, Certification and Watchkeeping (STCW) for administrations and seafarers, and more recently ISPS training including the “Train the Trainers Course”. We have also provided for attachments to the MAJ for OJT.

The IMO will be introducing a new project globally, related to ballast water management, focussing mainly on legal, policy and institutional development and associated capacity building to manage the issue of invasive species carried through ships’ ballast water. Jamaica has consented to be a lead partner country (LPC) to work closely with the IMO for a five year **GloBallast Partnership** project to assist particularly vulnerable Caribbean States to enact legal, policy and institutional reforms to minimize the adverse impacts of aquatic invasive species transferred by ships. Within the hemisphere, two areas are considered priority regions with the Pacific Coast of South America being the other. In Jamaica a local environmental

foundation recently allocated some funding for research into ballast water problems within Jamaican ports and harbours. The IMO adopted the *International Convention for the Control and Management Of Ships Ballast Water and Sediments* in 2004.

IMO CONVENTIONS AND LEGISLATION

Jamaica has acceded or ratified the following IMO **Safety and Security** instruments:

- International Convention for the Safety of Life at Sea, 1974 (SOLAS)
- Protocols of 1978 and 1988 relating to International Convention for the Safety of Life at Sea, 1974
- International Convention on Load Lines, 1966 (LL)
- Protocol of 1988 relating to the International Convention on Load Lines, 1966
- Convention on the International Regulations for Preventing Collisions at Sea, 1972. (COLREGS)
- International Convention on Maritime Search and Rescue, 1979 (SAR)
- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995 (STCW 95)
- Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation 1988 (SUA)
- Protocol of 1988 Relating to Fixed Platforms Located on the Continental Shelf.

The Shipping Act, 1998 incorporates the SOLAS 74/78 Convention, the Loadline Convention, COLREGS and STCW 95. In relation to SOLAS 74/78 additional regulations will be developed to address the detailed regulations of the Convention including Chapter XI -1 and XI-2 the latter which incorporates the ISPS Code.

Drafting instructions for the incorporation of Chapter XI have been prepared and sent to the government's draftsman. It is likely that the ISPS Code will be incorporated in two separate legislation governing ships and ports respectively which will require interagency cooperation (which is envisioned by the Code).

In 2000 amendments were made to the Shipping Act 1998 to provide for a tacit acceptance procedure for regulations incorporating IMO Conventions of a technical nature (i.e. which do not have revenue collection implications). Such regulations can be passed without going through the full parliamentary procedure required for legislation which can cause delays especially when specialized areas such as shipping are involved.

In relation to the 1988 SUA Convention and Protocol, the legal instruments have been incorporated in the Terrorism Prevention Act of 2004. The Attorney

General's Department is currently examining the 2005 Protocols and there appears no major obstacle for Jamaica to accede to the Protocols in the future.

The following **Marine Environment Protection** instruments have been acceded or ratified:

- International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (Intervention Convention)
- Protocol Relating to Intervention on the High Seas in Cases of Pollution by substances other than Oil, 1973
- Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Convention)
- International Convention for the Prevention of Pollution from Ships, 1973 (Annexes I-V) (MARPOL)
- Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973
- International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC)
- International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC 92)
- International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (FUND 92)
- International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention)
- The Convention on Limitation of Liability for Maritime Claims 1976 (LLMC)
- Protocol of 1996 to the Convention on Limitation of Liability for Maritime Claims 1976

All of the above conventions, save the LLMC and its Protocol, will be incorporated in ship source pollution prevention legislation for which a draft Bill has been developed and is now being subjected to further amendments. It is expected that the Bill will come before Parliament in the current legislative year. The LLMC and its Protocol are already incorporated in the Shipping Act, 1998, and provides limits of liability for pollution damage claims that are not covered by the liability and compensation conventions.

Jamaica is currently taking steps to accede to the Protocol of 1997 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Annex VI MARPOL) and the instrument of ratification is due to be presented to the IMO within a few months. The MAJ is currently examining the International Convention for the Control and Management of Ship's Ballast Water and Sediments, and will be taking a lead role in the upcoming **GlobBallast** project for the region as was indicated earlier.

Other Instruments being examined by the MAJ include ILO Maritime Labour Convention 2006 (This Convention consolidates the majority of existing ILO Conventions on Shipping) and the ILO Seafarers' Identity Documents Convention 2003, which itself is one of the components of the international legal framework for maritime security.

MARITIME SECURITY

The Honourable Minister of Housing, Transport, Water and Works, MHTWW, indicated at the Ministerial in Brazil in August last year, Jamaica's compliance with the SOLAS amendments regarding maritime security measures and the International Ship and Port Security Code. Since that time there have been a number of new policy developments and initiatives for our port facilities, further acquisition of non-intrusive equipment and suffice it to say all of our internationally trading ports have remained in compliance with the rules and standards. Our flagships continue to be in compliance with the ship security requirements and we are assisted in this area by a number of Recognized Security Organizations (RSOs).

Additionally we have actually signed onto the International Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988, and its Protocol of 1988 which relates to the Safety of Fixed Platforms located on the Continental Shelf (SUA). You will recall also that the Convention was amended in November last year at a Diplomatic Conference at the IMO. We will be signing the 2005 Protocols in the near future.

Whilst the ISPS Code deals with threats to maritime transport, the SUA Convention criminalizes terrorist offences involving ships and provides for prosecution and extradition of offenders. The SUA Convention therefore closes the loop of anti-terrorism measures.

Some recent notable developments related to maritime security (MARSEC) including maintaining compliance are:

1. Maintaining the National Accreditation Committee (NAC) for approval and endorsement to Designated Authority of assessments, plans and certification.
2. Appointment by NAC of dedicated auditors for monitoring ISPS compliance at all Port Facilities.
3. Amendment of Harbour Rules for 100 metre exclusion zone around ships in harbours and ports.
4. Coast Guard escorts for cruise ships and presence during stay in ports. Extra Coast Guard and Marine Police presence to deter armed robbery in Kingston particularly.
5. International agreements include Container Security Initiative (CSI)
6. Port Security Advisory Committee in the Port of Kingston as recommended by the IMO/ILO Code of Practice on Security in Ports.
7. Systems/Equipment:
 - a. Electronic Access Control and Badging System**- Linked to Police Criminal Records Office for security clearances of all persons entering the port areas including truckers, terminal staff and Customs Officers.
 - b. Underwater Surveillance cameras** – Strategically placed to inspect ships' hulls on arrival and on departure from ports.

c. CCTV Security Surveillance- Kingston and Montego Bay to one operations centre

d. XRAY Units- Eleven non-intrusive inspection units operated by ex US Customs and local law enforcement personnel:

5 X Mobile Cobalt 60 Gamma Ray system for container inspection

5 X VACIS Pallet Cobalt 60 Gamma Ray systems for palletised cargo

1 X ARACOR Eagle X-Ray Unit for high density cargo inspection (refrigerated goods)

And more orders placed for additional pallet machines

e. Vapour Tracer – 2X Vapour tracer machines on order to detect radio-active material and narcotic drugs.

Control and Compliance

The Port State Control Officers of the MAJ are the designated “Duly Authorized Officers”(DAOs) under the SOLAS XI-2 amendments and they are assisted by the Coast Guard and the Marine Pilots who receive advanced notification from ships which have signalled their intention to enter our ports consistent with the SOLAS amendments XI-2/9 on Control and Compliance.

Flag State Responsibilities

The MAJ has a comprehensive set of arrangements for monitoring the statutory safety and environmental compliance both in house and also with internationally recognized bodies; these responsibilities have now been expanded to include maritime security oversight and regulatory functions through the use of Recognized Security Organizations outside of our hemisphere consistent with the ISPS Code.

Regional Dimension/Cooperation

An IMO MARSEC “Train the Trainer’s Course” was conducted by the MAJ in June last year at which several CARICOM Member States and private entities within those States participated. The purpose for conducting this course was to equip trainers for cascade training in maritime security for the region. Whilst the course was successful, the representation was not evenly balanced and a number of States was not able to participate due to a lack of funding. Jamaica also provided a lead lecturer for a similar course conducted in Halifax, Canada in April 2005.

There is still a dearth of qualified persons in CARICOM and another Train the Trainers Course should be held soonest to close the capacity gaps, particularly for the Port facility Security Officers (PFSOs).

The sharing of maritime security information around the Caribbean sub-region and could be greatly improved. Certainly within CARICOM there is no systematic exchange of maritime security data. Member States which meet at least once per year as Marine Administrations within a Port State Control environment, do not have any formal mechanisms in place, nor structured arrangements.

OAS Strategic Framework for Inter-American Port Security Cooperation

While Jamaica attends the meetings and conferences of the CIP Western Hemisphere Conference on Port Security, not much practical work has advanced beyond the development of the framework document which includes the six principal objectives which are consistent with the WHTI Ministerial Mandate. At a recent meeting of the special CIP Western Hemisphere Conference on Port security a number of presentations were made and a draft work plan for “Technical Advisory Group on Port Security 2006/7” indicated that much of the plan was still a work in progress. This Work Plan for Technical advisory Group on Port Security 2006/7 can be found at the appendix.

PORT STATE CONTROL

Jamaica is a signatory and active participant of the Caribbean MOU on Port State Control (CMOU) which has nine full time members and five observer States within the CARICOM sub region of the WHTI. The CMOU set a target of inspecting 15% of foreign flagged ships which call at their ports. In reality only two of the member States achieve this target, including Jamaica.

The secretariat for the CMOU is hosted by the Maritime Authority of Jamaica in Kingston and the CMOU also coordinates training and capacity building for the administrations of the member States. There is also a fair amount of cooperation and coordination of training activities with the IMO’s Regional Maritime Adviser (RMA) who is located in Trinidad and Tobago.

The secretary of the CMOU, maintains a close liaison with the Paris MOU and attends their meetings in Europe and more recently the relevant IMO meetings such as the Flag State Implementation sub-Committee meetings as well as any special workshops and meetings held by the IMO in London.

Extra-Regional Dimension/Cooperation

There is no linkage with Viña del Mar although at least one member State of the CMOU is a member of both regimes. There is reasonably good links with the US Coast Guard and a very good one with the secretariat of the Paris MOU. Links with the Tokyo MOU are patchy. These latter two MOUs have member States of the WHTI.

CONCLUSION

Jamaica continues to comply with the requirements, rules and standards laid down by the IMO and a particularly earnest effort is currently being made to embrace the relevant international rules and standards into national legislation. The incorporation by reference methodology for fast tracking technical regulations has been accepted as the prudent approach by government.

Maritime security continues to receive the highest levels of attention from the policy, administrative and operational levels both within government, the private and commercial sectors.

More effort needs to be made to forge closer and more collaborative relationships with member States of the CARICOM region in order to provide for the sharing of MARSEC information, training of personnel and the general provision of assistance to increase capacity development within the maritime arena. Some of the deficiencies are due to the inadequacy of funding for the likely projects.

**Appendix to
Jamaica Report to TWGSME
Kingston 22 August 2006**

WORK PLAN FOR “TECHNICAL ADVISORY GROUP” ON PORT SECURITY 2006 2007

Compile a security training database which will provide members states with a list of training opportunities throughout the hemisphere. This information will be gathered by the Regional Coordinators which were organized in 2003.

Continue coordination and implementation of the “Strategic Framework for Inter-American Port Security Cooperation; as adopted by CECIP/RES.12 (VI-04) in Managua, in December 3, 2004.

Initiate a CIP ISPS Implementation Assistance program to provide experts to assess the conditions in other OAS states seeking assistance to determine the implementation status of the ISPS Code in their countries; as adopted by CECIP/RESS.13 (VI-04) in Managua, in December 3, 2004. Regional Coordinators will assist in this effort.

Assess the results of the document analysis pilot program (OCAD) (CISI/CIP/RES. 64 (IV-05) in Guatemala for consideration by member countries for possible broader adoption in the region.

A Hemisphere port security conference will be held in Venezuela in 2006.

Coordinate dissemination of security training information and needs, as well as identify other training opportunities. This task will include coordination with other international organisations (IMO, APEC, ILO, WHTI, WCO), in order to complement and avoid duplication with CIP programs to enhance port security in the region

Annex C IMO Update as a separate Document in PPT