



Government of the Republic of Trinidad and Tobago



**MARITIME SERVICES DIVISION**

# **ADMINISTRATIVE REPORT**

## **2015/2016**

### **SAFER SHIPPING, Cleaner Oceans**



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**1.**

***OVERVIEW OF THE MARITIME  
SERVICES DIVISION***

***FISCAL YEAR (2015/2016)***



## **1. OVERVIEW OF THE MARITIME SERVICES DIVISION**

### **1.1 INTRODUCTION**

The Maritime Services Division is a specialized executive arm of the Ministry of Works and Transport. It was established to administer the provisions of the Shipping Act and other maritime national legislation and to implement the regulatory functions embodied in the legislation (*Appendix 1*). The more vital functions of the Division are those intended to ensure the Safety and Security of Life at Sea, the Safety of Navigation and the Protection of the Marine Environment from ship generated pollution.

The Division also plays a pivotal role in the development of the National Maritime Sector and represents the State's interest in shipping safety and security, general maritime and port development matters at International Maritime Organisation (IMO) conferences/meetings and acts as the implementation, monitoring and compliance authority for most of the State's obligations with respect to international maritime instruments (conventions, codes, protocol and guidelines) to which Trinidad and Tobago is Party (*Appendix 2*).

### **1.2 MISSION**

To provide an efficient cost-effective Maritime Administration for Trinidad and Tobago; to ensure the safety and security of shipping; the prevention of vessel source pollution; and to facilitate the growth of the national maritime sector through the necessary regulatory, administrative, advisory and developmental framework.

### **1.3 OBJECTIVES**

The objectives of the Division can be summarized as follows:

- i. to ensure safety and security of Trinidad and Tobago ships worldwide;
- ii. to ensure safety and security of shipping in Trinidad and Tobago waters;
- iii. to ensure control and prevention of vessel source pollution in Trinidad and Tobago waters; and
- iv. to facilitate the growth of the national maritime sector through the necessary regulatory, advisory, administrative and developmental framework.

### **1.4 FUNCTIONS AND RESPONSIBILITIES**

**1.4.1** The Division's functions and responsibilities can be summarized as follows:

**a) Flag State activities relating to:**

- i. registration and licensing of Trinidad and Tobago ships;
- ii. survey, inspections and certification of Trinidad and Tobago ships; and
- iii. registration, examination and certification of national seafarers.

**b) Port State activities:**

These activities focus on:

- i. inspection of foreign vessels calling at/visiting ports in Trinidad and Tobago, and
- ii. ensuring compliance with national and international standards. (safety, security and pollution prevention)

**c) Other Activities of the Division include:**

- i. control of vessels operating in the waters of Trinidad and Tobago;
- ii. establishment and maintenance of Navigational Aids (lights, buoys, beacons and Lighthouses) to aid in navigation;
- iii. issuance of notices to mariners on danger with respect to safe navigation;
- iv. detention of unsafe or unseaworthy ships;
- v. investigation of shipping accidents/casualties;
- vi. approval and monitoring of maritime training institutions conducting STCW (Standard of Training, Certification and Watchkeeping for Seafarers) courses;
- vii. issuance of Harbour Master's Certificates (Clearances) to vessels departing Trinidad and Tobago waters and maintenance of records of vessel arrivals and departures;
- viii. direction and supervision of matters relating to wreck and salvage;
- ix. monitoring safe carriage and handling of dangerous goods and cargoes;
- x. adoption and implementation of International Maritime Instruments (conventions, codes, protocols and guidelines); and
- xi. advising the Government and Shipping community on maritime related matters.

**1.4.2 The Division is also responsible for:**

- (a) conducting/coordinating relevant programmes and projects of the IMO relating to Safety and Security of Shipping, Safety of Navigation and the prevention of pollution from ships which have implications for Trinidad and Tobago, and provision of technical input/advice into such programmes;
- (b) continuously reviewing, updating and the development of national maritime legislation, and the review of international maritime instruments for accession by Trinidad and Tobago;

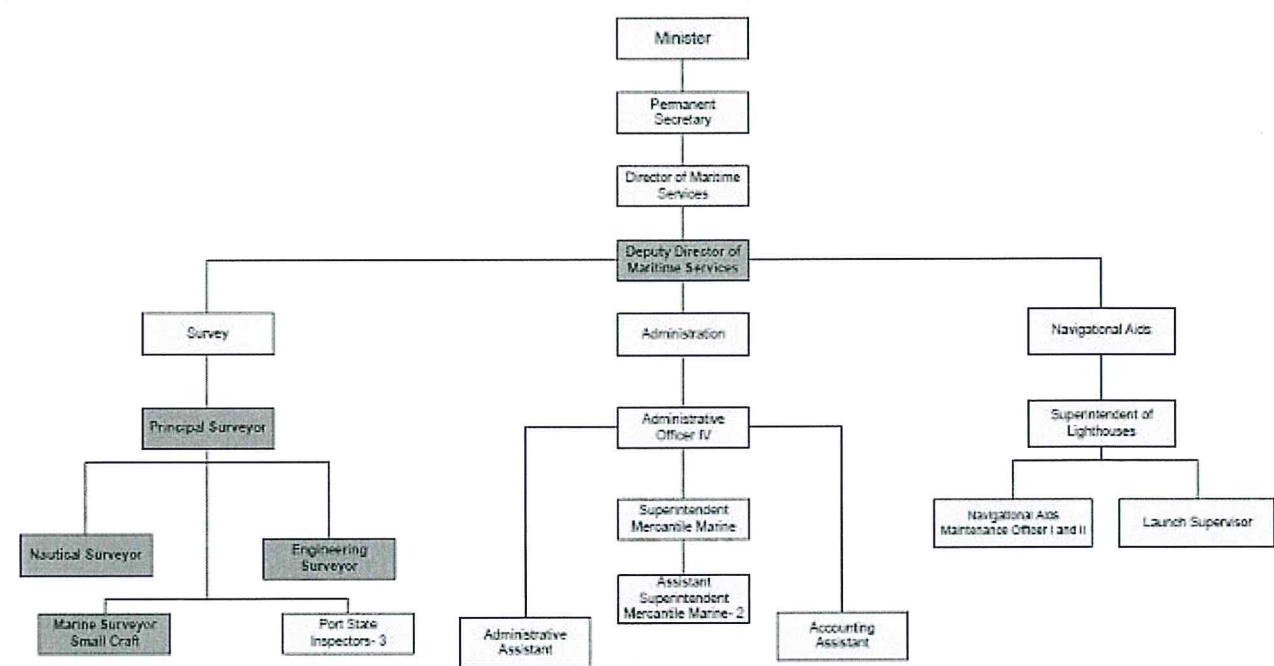


- (c) facilitating overseas training and professional attachments for the seagoing and shore-based shipping and port community;
- (d) serving on committees to advise and assist government ministries, and other maritime clients and associates (*Appendix 3*) on maritime related matters; and
- (e) developing policies and programmes to assist in the development of the national shipping industry.

1.5 STRUCTURE

To carry out these functions and responsibilities, the Maritime Services Division is divided into Sections, i.e. General Administration, Shipping/Seafarers, Survey/Inspection and Navigational Aids/ Launches. The chart below show the structure approved by Cabinet in 1988.

1.5.1 Approved by Cabinet



Note: 1. Vacant Positions highlighted in Red  
2. The Division has employed three (3) Consultants on short-term contract in the areas of Maritime Education and Training, Marine Wrecks and Legal Affairs



## 1.6 SERVICES

The services provided by the Division are as follows:

- i. ship safety survey and inspections on national ships;
- ii. port state control inspections on foreign ship;
- iii. receiver of wrecks;
- iv. development of national shipping legislation;
- v. investigation of ship casualty and oil pollution incidents;
- vi. issuing Harbour Master's Clearances and maintaining records of ship arrivals and departures;
- vii. investigating seafarers (seamen) complaints;
- viii. registration, examination and certification of seamen;
- ix. direction of ship to designated safe lay-up areas;
- x. establishment and maintenance of navigational aids to guide mariners;
- xi. issuing Notices to mariners including Navigational Warnings;
- xii. issuing Certificate of Droghers for ship operation within Trinidad & Tobago Waters;
- xiii. issuing Certificate of Registry for ships flying Trinidad & Tobago's flag and transferring of ownership of ships;
- xiv. issuing statutory safety, security and pollution prevention certificates; safe manning and other documents to Trinidad & Tobago ships;
- xv. ensuring all vessels meet required safety, security and pollution prevention standards; and
- xvi. advise the shipping community and government on maritime related matters.

## 1.7 CUSTOMERS/CLIENTS

Customers/Clients include:

- i. ship owners;
- ii. ship operators;
- iii. shipping agents;
- iv. seafarers;
- v. port officials;
- vi. maritime authorities;
- vii. ship builders; and
- viii. dry docking companies officials.

## 1.8 ASSOCIATES

Associates include:

- i. *The Ministries of Finance; National Security; Foreign and CARICOM Affairs; Energy and Energy Industries; Trade and Industry; Tourism; Agriculture, Land and Fisheries; Legal Affairs; and Education.*
- ii. The Shipping Association of Trinidad and Tobago and the Pilots Association.

- iii. *Other Organizations*, namely, Regional Maritime Administrations, International Maritime Organization (IMO), International Labour Organization (ILO), the United Nations Conference on Trade and Development (UNCTAD), the United Nations Environment Programme (UNEP), the United Nations Conference on the Environment (UNCED) and CARICOM.

## 2. *ACTIVITIES AND STATISTICAL DATA*



## **2. ACTIVITIES AND STATISTICAL DATA**

### **2.1 ADMINISTRATIVE SECTION**

#### **2.1.1 Introduction**

The Administrative Section provides administrative support to the Division to enable it to carry out the following services in the areas below:

- (i) Human Resource
- (ii) Finance and Accounts (Revenue and Expenditure)
- (iii) Registry
- (iv) Library

#### **2.1.2 Human Resource**

The Division is continued to be plagued with the frequent turnover of staff and an inadequate Staff Establishment that existed since 1988, resulting in the Division being understaffed for the increasing volume and the quality of work required. This situation hindered proper workflows, inhibited continuity and delayed the implementation of work programmed, thus affecting the Division's overall performance. Over time the Division has been operationalized by employees on contract, on-the-job-trainees, assigned employees and monthly paid positions on the Division's establishment.

There are sixty-seven (67) monthly paid positions on the Division's establishment, twenty-seven (27) incumbent, eleven (11) acting and twenty-nine (29) vacant.

##### **(i) Contract Employment**

Cabinet by Minute No. 2725 of October 11, 2007 **(A)** and Minute No. 1580 of June 18, 2009 **(B)** agreed to the employment, on contract, of the following nineteen (19) technical and professional positions in the Maritime Services Division.

##### **(A):-**

- One (1) Registrar of Ships
- One (1) Registrar of Seamen
- One (1) Ship Surveyor (Nautical)
- Two (2) Maritime Research Officers
- One (1) Senior Legal Officer
- One (1) Marine Inspector
- Three (3) Port State Inspectors
- One (1) Hydrographer Officer
- One (1) Documentalist
- One (1) Information Assistant

Two (2) Maritime Administrative Assistants  
One (1) Information Technology Manager/Co-ordinator  
One (1) Network Analyst

**(B):-**

One (1) Ship Surveyor  
One (1) Assistant Ship Surveyor

During the period under review, none of the nineteen (19) contract positions were filled. This was as a result of an exercise commenced by the then Ministry of Transport to revise the organizational structure of the Ministry, which also included a Needs Analysis of the contract positions.

Further, Cabinet by Minute No. 551 of March 2015, under the former Ministry of Transport *agreed, inter alia* for the creation of the following contract positions:

One (1) Project Manager  
Ten (10) Business Operations Assistants I  
Two (2) Hospitality Attendants  
Two (2) Drivers/Couriers  
One (1) Navigational Aids Officer  
One (1) Launch Mechanic  
One (1) Marine Administrator (Safety and Security)  
One (1) Marine Administrator (Pollution Prevention)  
Two (2) Port State Inspectors  
One (1) Ship Surveyor; Engineering

However, during the period under review, only four (4) Business Operations Assistant I positions were filled under contract.

It is important to note, that arising from Cabinet's decisions, the Ministry of Works and Transport invited suitable qualified candidates to apply for the following positions for which interviews were held:

One (1) Launch Mechanic  
One (1) Marine Administrator (Safety and Security)  
One (1) Marine Administrator (Pollution & Prevention)  
Two (2) Port State Inspectors  
One (1) Ship Surveyor Engineering  
One (1) Registrar of Ships  
One (1) Registrar of Seamen  
One (1) Ship Surveyor Nautical  
One (1) Senior Legal Officer  
One (1) Documentalist  
One (1) Hydrographic Office

To date, none of the above positions for which interviews were held, are yet to be filled.



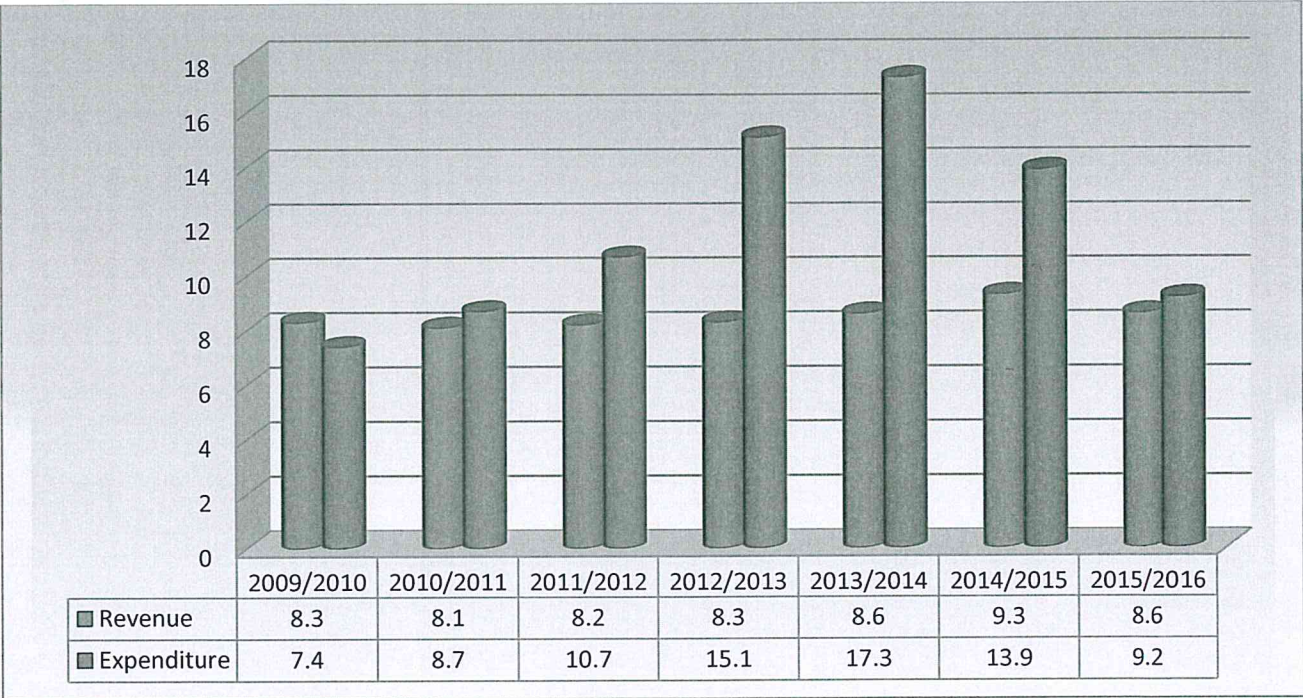
(ii) Other Employment

The Division comprises ten (10) short term employees (3 months), five (5) daily paid, six (6) on the job trainee and thirteen (13) assigned employees. Total number of persons employed in the Division as at 30<sup>th</sup> September 2016 was seventy-two (72).

2.1.3 Finance (Expenditure and Revenue)

The diagram below shows the Revenue and Expenditure for the period 2009/2010 to 2015/2016. Actual Revenue collected for 2015/2016 was approx. \$8.6 million, representing a decrease from the previous financial year figures of approx. \$9.3 million (*Appendices 4*). Actual Expenditure was approx. \$9.2 million representing a decrease of approx. \$4.7 million over the last financial period (*Appendix 5*).

REVENUE VS EXPENDITURE (millions)



2.1.4 Registry

A lateral mobile filing system was purchased during the fiscal year 2013/2014. This filing system ensured that files from the Shipping and Seafarers Section be amalgamated with the main registry files. However, during the period under review there were no upgrades to the Registry Department.

2.1.5 Library

Shelving has been placed in the library; however, the major constraint affecting the functioning of the Library is that there is no support staff. Therefore, the services from the library were



discontinued.

## **2.2 NAVIGATIONAL AIDS AND LAUNCHES SECTION**

### **2.2.1 Introduction**

The Navigational Aids Section is responsible for the establishment and maintenance of forty-four (44) State owned Navigational Aids which include lighthouses, buoys, beacons, channel markers and leading lights (*Appendix 6*). This Section also ensures that privately owned navigational aids are installed and maintained in accordance with national and international standards. Notices to Mariners and/or Navigational Warnings (radio broadcast) are also prepared and promulgated by this section to ensure the safety of navigation.

### **2.2.2 Notices to Mariners/Navigational Warnings**

During the period under review (2015/2016), the Maritime Services Division promulgated fifty four (54) Notices to Mariners/Navigational Warnings to alert mariners of dangers to navigation or other activities, which may have affected the vessel routes.

### **2.2.3 Maintenance of Navigational Aids**

During the period under review fifty (50) maintenance/service/repair exercises were conducted on Navigational Aids. Following the Invitation of Tenders for the replacement of fourteen (14) buoys throughout Trinidad and Tobago in 2015, a contract was awarded to Marine Consultants (Trinidad) Ltd. by the Central Tenders Board for the execution of works.

The formal contract which was drawn up by the Chief State Solicitor came into effect on 21/07/2016. Execution of the contract began within two months of the signing of the contract document, at which time a mobilization fee of seven hundred and thirty-nine thousand, one hundred dollars and sixty-cents (\$739,100.60) was paid.

Several lights (beacons) were unserviceable due to constraints such as:

- i. lack of marine transportation;
- ii. lack of air transportation (helicopters);
- iii. procurement procedures;
- iv. other access related issues and missing lights; and
- v. lack of essential replacement parts.

### **2.2.4 Transportation**

#### **.1 Sea Transport (Vessels)**

The Division owns two vessels (*ML Surveyor and Inspector II*) which are used for facilitating Administration Report 2015/2016

the maintenance of sea-based lights; transporting surveyors to conduct inspections in harbour and port areas; conducting safety patrols to ensure launches adhere to safety requirements; and for transporting personnel, food, fuel supplies to lighthouses stationed at Chacachacare.

During the period under review, no service/repair exercises were conducted on any vessel. The ML Inspector II which was dry docked in March 2014 remains at that location. No major repair works was conducted on ML Surveyor, however, mechanical and fiber glass repairs remain outstanding since no approval and funding was received to undertake outstanding body and engine works on these vessels.

## **.2 Land Transport (Vehicles)**

The Division had five (5) vehicles listed hereunder under its control during the period under review. They are as follows:

- Toyota Hilux D/Cab Pickup - TDD 9657 (Nav aids)
- Toyota Fortuner - PCY 202 (Main Office)
- Nissan E26 Urban Mini Van - TDD 1078 (Surveys)
- Nissan Frontier - TBL 2111 (Nav aids)
- Hyundai Terracan - TBU 4673 (Main Office)

## **.3 Air Transport**

Eight (8) beacons accessible by helicopter have not been serviced during the period under review due to new Civil Aviation regulations which prohibited winching of personnel unless in extreme emergency.

## **2.3 SHIPPING SECTION**

The main functions of the Shipping Section are the registration of ships and seamen; processing and maintaining records of ship arrival/departure; and the granting of Harbour Master Certificates (Clearances) to vessels departing the waters of Trinidad and Tobago. This Section also deals with matters relating to Seamen's disputes, complaints, recording of vessel casualties and vessels operating solely in the waters of Trinidad and Tobago.

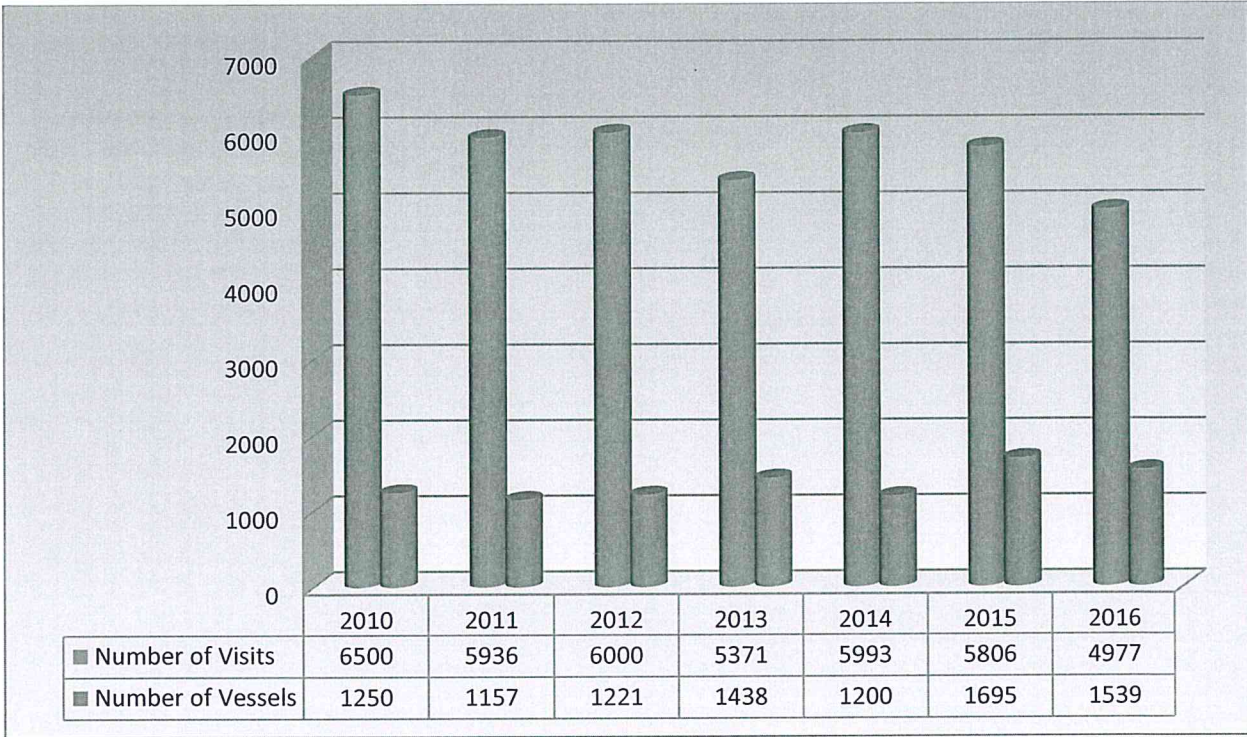
### **2.3.1 Vessel Traffic (Conventional/Non-Conventional Ships)**

As at September, 2016 the Shipping Section processed over 4,977 Arrival Declaration Forms resulting from ships calls/visits made by approximately 1,539 ships to Trinidad and Tobago ports.



The Customs and Excise Officers assisted the Division in processing departure Declaration Forms and issued Harbour Master’s Certificates (the granting of vessel clearances) at ports outside of Port of Spain, on Public Holidays and after working hours at Port of Spain on behalf of the Maritime Services Division.

The Table below shows the number of visits made by ships on international voyages and the actual number of vessels involved in the calls for the period 2010 to 2016.



2.3.2 Registration of Vessels

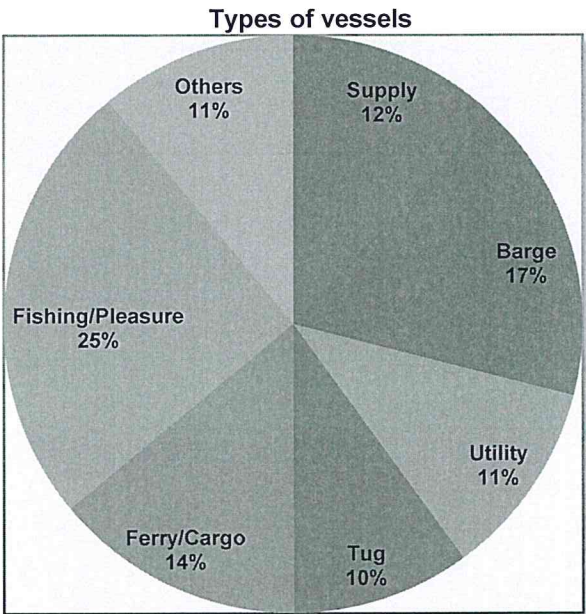
This section is responsible for the registration of vessels (under the Shipping Act) 24 metres and above and those engaged in international voyages, under the Droghers Act as well as vessels below 24 metres (under the Motor Launches Act), operating only in the waters of Trinidad and Tobago.

.1 Registration of ships under the Shipping Act

During the period under review, twenty-one (21) ships with a total of 6,634.18 gross tonnages were registered by the Division which equals the same number of ships registered in the previous period. The total number of ships on the register as at September 30, 2016 was three hundred and twenty-two (322) with a total gross tonnage of 102,382.08. A breakdown of the types of vessels is shown below.



*Type of Ships registered under the Shipping Act*



**.2 Registration of ships under the Motor Launches Act**

Twelve (12) vessels were added to the Motor Launch Register during the period 2015/2016 bringing the number of recorded motor launches on the Register to six hundred and eleven (611).

Due to the shortage of launch patrols, the actual number of inactive launches/vessels operating without registration licences is undetermined.

**.3 Registration of ships under the Droghers Act**

The Shipping Section is also responsible for maintaining records of ships operating as Droghers within the waters of Trinidad and Tobago. This operation involves the transporting of crew and equipment to offshore sites and conveying cargo between ports.

As at 30<sup>th</sup> September, 2016 the Division processed three hundred and sixty-three (363) applications for the issue of Certificates of Droghers as compared to three hundred and eighty-four (384) in 2014/2015. During the period under review two hundred and thirty-five (235) Certificates were issued to locally registered vessels and one hundred and twenty-eight (128) Certificates to foreign registered vessels (*Appendix 7*).

### 2.3.3 SEAFARERS (Seamen)

#### *.1 Registration of Seafarers*

During the fiscal year 2015/2016 five hundred and eight (508) seafarers were issued new discharge books; thirty-five (35) were renewed/replaced and included on the seafarer's register. The total number of seafarers on the register to date is eleven thousand, four hundred and twenty-one (11,421).

#### *.2 Certification of Seafarers*

- *Under the Shipping Act* - During the fiscal year 2015/2016 the Division issued one hundred and sixty-one (161) seafarers certificates comprising of Certificate of Classification, Certificate of Competency and Certificate of Proficiency in Survival Craft and Global Maritime Distress and Safety System.
- *Under the Motor Launch Act* - During the fiscal year 2015/2016, zero (0) Captain or Engineer Examinations were conducted.

During the period under review, there were two hundred and six (206) Engineer License Renewals, two hundred and ninety-four (294) Captain License Renewals, two (2) first issue (Captain License), three (3) first issue (Engineer License), one (1) replacement of Captain License and five (5) seafarers were issued Certificates of Competency.

- *Under the Small Commercial Vessel Regulations*

During the fiscal year 2015/2016, zero (0) seafarers were issued certificates as Boat Masters as compared to seventy (70) in 2014-2015. Also, zero (0) seafarers were issued certificates as Boat Engineers.

#### *.3 Casualties*

During the period under review no casualties were reported to the Division.

## 2.4 SURVEY SECTION

This Section is responsible for ship surveys and inspections to ensure compliance with the national and international safety, security and pollution prevention standards. This Section is also responsible for the detention of ships, investigation of accidents/casualties and oil pollution incidents and examination and certification of seafarers.

In addition, surveys of ships were conducted by external surveyors on behalf of the Division. These surveyors were either appointed by the Minister or agreements were drawn up.

### **.1 Flag State Surveys**

During the period under review, surveys were conducted on one hundred and seven (107) Trinidad and Tobago registered ships, to ensure that the ships were fit for their intended purposes. The surveys were conducted by in-house and external surveyors appointed by the Government and recognized organizations authorized by the Government to conduct surveys on its behalf.

### **.2 Port State Inspection**

Trinidad and Tobago became a signatory to the Caribbean Memorandum of Understanding (CMOU) on Port State Control in 1996. This Agreement binds each Member State to take all practicable steps to eradicate sub-standard shipping and vessel source pollution in the Region. Trinidad and Tobago's obligation under the Agreement is to inspect annually, 15% of the foreign vessels calling at Trinidad and Tobago ports.

As at 30<sup>th</sup> September 2016, the Division achieved a 21% inspections rate, that is, inspections of two hundred and fifty-two (252) foreign vessels.

### **.3 Deficiencies**

As at 30<sup>th</sup> September 2016, six (6) ships were found with a total of twelve (12) deficiencies, most of which were for non-compliance with International Labour Organization (ILO) Convention relating to conditions on-board ships with respect to seafarers, lifesaving appliances, and lack of crew and ship safety certificates.

### **.4 Detentions**

There were no detentions of ships over the period under review.



# SERVICES

## 3

### *ACHIEVEMENTS*

### 3 ACHIEVEMENTS

#### 3.1 PROJECTS UNDER PUBLIC SECTOR INVESTMENT PROGRAMME (PSIP)

##### 3.1.1 Vessel Traffic Management System (VTMS)

Establishment of an Operation Centre pending approval of location

The Vessel Traffic Management System (VTMS) was approved by Cabinet in accordance with Cabinet Minute No. 2276 of 7 September 2006. The system will allow for identification and monitoring of ships, strategic planning of vessel movements, provision of navigational information and assist in the prevention of pollution and co-ordination of pollution response. The project will be undertaken in five (5) phases as follows:

Phases		Activities	Status
<i>GORTT</i>	<i>ELP</i>		
1	-	Selection of Consultant – Eagle Lyon Pope (ELP) Ltd, London	Completed
2	1	Inception – Identification of maritime sector (Hazard Risk Assessment)	Completed
3	2	Concept Design – Requirements for VTMS Centre/operational procedure	Commenced
4	3	Preparation of tender documents for selection of a Contractor	Commenced
5	4	Assist in the selection of a contractor and oversee the implementation of the system. Contractor to supply & commission the VTMS equipment and train personnel in the use of equipment	Outstanding

The project was initially suspended on completion of Phase 2 pending the identification of a location for the VTMS Centre. Tower D was previously identified as a suitable location in January 2014. Discussions were then subsequently held with Eagle Lyon Pope (ELP), the London based Consultant for the continuation of the project. This option however did not materialise and MSD was directed to conduct an audit of the North Post Maritime Radio Station for suitability of the Operations Centre. The Division is currently awaiting Ministerial feedback and confirmation of a location for the VTMS.

##### 3.1.2 Upgrading and modernization of Navigational Aids (Lighthouses, Buoys, Beacons)

During the period under review, the execution of the contract to install fourteen (14) buoys commenced and as at 30<sup>th</sup> September, 2016, the contract is only 10% completed.

##### 3.1.3 Raising, Removal and Disposal of Wrecks/Abandoned Vessels

Cabinet by Minute Number 1806 dated June 26, 2014 agreed to the raising, removal and disposal of twenty-six (26) wrecks and derelict vessel which litter the approaches to the Port of Port of Spain, Claxton Bay, San Fernando and environs posing a threat to navigation and the marine environment at an estimated cost of \$20 Million.



A tendering process was initiated through the Central Tenders Board (CTB) to raise, remove and dispose of approximately forty-six (46) wrecks in the Port of Spain Harbour, Sea lots area and southern Gulf of Paria. A Request for Proposals was prepared by the Division in consultation with CTB and published in the printed media in August 2014. Nine (9) proposals were received and are currently under consideration by the Tenders Evaluation Committee appointed by the CTB. A contract was awarded to the company Sea Neptunus Marine Services Limited for two areas. The two areas are the Port of Spain Harbour and environs and the Sea Lots area and environs. During the period under review from October 1<sup>st</sup> 2015 to September 30<sup>th</sup> 2016 the sum of nine million dollars (\$9Mn) was allocated to the wreck removal project. The contract was not finalised during the fiscal year FY 15/16 and as such the project remained an ongoing project.

### 3.2 *RECURRENT PROJECTS*

#### 3.2.1 *Maritime Legislation*

- **Shipping Bill** – Resulting from a stakeholders meeting in June 2013, a draft Bill amending the Shipping Act, 1987 was presented to maritime stakeholders and their comments formed the basis of new drafting instruments which were then referred to the office of the Attorney General. The Chief Parliamentary Counsel (CPC) decided at that point that given the nature and volume of amending provisions that were to be added to the Bill, it would be more appropriate to create a new Shipping Bill. The Bill is presently being drafted by CPC with the assistance of the MSD, with a view towards completion in 2017 and thereafter submission to Parliament. It provides for the following:
  - i. the Maritime Authority of Trinidad and Tobago;
  - ii. consolidation and merging with the Harbours Act (Chapter 50:06);
  - iii. the repeal of the Motor Launches Act and the Droghers Act respectively (to be replaced by regulations providing for small commercial vessels and local trade certification);
  - iv. new provisions that give effect to post-1987 international instruments (conventions, codes and protocols) that Trinidad and Tobago has become party to or shall soon become party to (including SOLAS 88, LL 88, MLC 2006, SAR 1979, STCW, Salvage, LLMC 1997, Ship Recycling, STCW-F);
  - v. provision for Vessel Traffic Management Systems;
  - vi. the updating of provisions dealing with marine wreck, derelict vessels and abandoned vessels;
  - vii. provisions for the regulation of offshore platforms;
  - viii. provisions for maritime search and rescue;
  - ix. provisions for surveyors, inspectors, auditors and the scope of their respective duties;
  - x. provisions for the regulation of ship construction and ship breaking/recycling;
  - xi. consequential amendments to the Port Authority Act (chapter 51:01) to clearly set out the jurisdictions governing ports and harbours; and
  - xii. updating the maritime terminology and increasing fines and penalties in accordance with international standards.



- **Shipping Marine Pollution Bill** – This Bill is currently under the consideration of the Office of the Attorney General. Continued drafting of the Bill has been placed on hold whilst the Shipping Bill 2017 is given priority. It is being further amended to incorporate provisions for the Ballast Water Management and Anti-fouling international Conventions which were ratified in 2012.
- **Pilotage Bill** – A Policy Document informing amendments to the Pilotage Act was originally prepared in 2013. This was forwarded to the Permanent Secretary, together with a Draft Cabinet Note in the same year.

In 2014, the Pilots Association submitted recommendations to the Authority for the creation of new areas of compulsory pilotage, together with a re-drafting of current areas. At a stakeholder meeting to discuss the proposed changes, the prevailing view was that the Draft Policy Document should be reviewed by stakeholders together with the proposed changes in order to provide informed comments on the latter, particularly regarding the issue of pilot certification. The draft Policy Document was revised and approved by the Authority and submitted to the then Minister of Transport for onward transmission to Cabinet in 2015.

- **Safety of Pleasure Craft (Yachts)** – Individual draft regulations were completed for pleasure craft and fishing vessels respectively. However, the Division was requested by the Minister to merge the pleasure craft and fishing vessels Regulations. Draft *Safety of Pleasure and Fishing Vessel Regulations* have been developed to be enacted with the passage of the Shipping Bill in 2017, which shall contain proper enabling provisions.

### 3.2.2 Ballast Water Management

- .1 According to the United Nations Conference on Trade and Development (UNCTAD), around 80% of global trade by volume and over 70% of global trade by value are carried by sea and are handled by ports worldwide. Ballast water is used to maintain safe operating conditions throughout a ships' voyage. In light of the above mentioned, ships require ballast water in order to reduce stress on the hull, to facilitate proper navigation, propulsion and maneuverability, while carrying, loading and offloading cargo. Although ballast water is essential for safe and efficient shipping, there exists the possibility of serious health, economic and ecological problems as a result of harmful organisms or aquatic invasive alien species carried in ships' ballast water. Trinidad and Tobago accepted the nomination by IMO to become a Lead Partnering Country (LPC) in 2006 and subsequently established a National Task Force (NTF) for Ballast Water Management (BWM) in 2011. In 2012 Trinidad and Tobago ratified the BWM Convention as one of the contracting states accepting responsibility for the implementing of a comprehensive framework for managing ships' ballast.
- .2 In October 2015, the Division was invited by IMO to participate in a Train the Trainer Workshop in Wisconson, USA on Ballast Water Management (BWM) Sampling and Analysis. The objectives included:
  - i. to develop sustainable knowledge in the implementation of the BWM Convention and to build capacity within each member state;
  - ii. to receive practical training on sampling and analysis of Ballast Water for



- compliance purposes;
- iii. to understand the different methods and approaches for Sampling and Analysis (S&A) protocols available for compliance testing D-1 AND d-2;
- iv. to develop sustainable knowledge on Port State Control – Compliance, Monitoring and Enforcement (CME) under the BWM Convention; and
- v. to provide trainees with the practical knowledge and tools to train nationals in coordination with the regional coordinators, in order to build capacity for the implementation of the BWM Convention.

.3 In September 2016, the Division was invited to a two day Regional Training Workshop on Practical Aspects of Ballast Water Risk Assessment and Port Biological Baseline Survey (PBBS) related to the implementation of the BW Convention in Kingston, Jamaica. The objectives included:

- i. to provide the theory and practical training on how to plan and conduct a Port Biological Baseline Survey (PBBS) for introduced marine pests using standardized protocols, and how to conduct a risk assessment for the implementation of the BWM Convention with a focus on ship targeting for Port State Control Officers;
- ii. to capacitate maritime administrations planning PBBS for the first time by outlining the key elements of survey design and important activities/considerations in the field and the laboratory; and
- iii. the implementation of a Risk-based Decision Support System to support the implementation of the BWM Convention and present existing applications and tools for Risk Assessment.

### **3.2.3 National Transportation Facilitation Committee (FAL)**

The purpose of the Committee is to facilitate maritime traffic by simplifying and reducing to a minimum the formalities, documentary requirements and procedures on the arrival, stay and departure of ships engaged in international voyages. However, it is important to note that the last term of the Committee ended in 2014. In light of the foregoing, the Maritime Services Division is currently in the process of re-establishing the Committee.

### **3.2.4 National Maritime Policy**

Based on recommendations of the Division, Cabinet by Minute No. 1290 dated May 8, 2014 agreed to the establishment of a National Maritime Policy Committee to develop a national maritime policy and strategy for Trinidad and Tobago based on the Guideline provided by the International Maritime Organization (IMO). There was also the establishment of an Inter-Ministerial Committee to further develop and support the National Maritime Policy and Strategy for Trinidad and Tobago.

The objectives of the Committee were not met primarily due to the unavailability of members and the fact that only four (4) nominations out of fifteen (15) listed on the Cabinet Minute were received.

### **3.2.5 Transformation of the Division to an Authority**

In January 2014 the Division delivered a presentation on the transformation to a Maritime Authority to the Permanent Secretary and the new Minister. Discussions focused on the way forward, namely, the updating of the Business and Implementation Plan which was submitted in 2010 by the consultants for the period 2010 to 2012; and the convening of the Cabinet appointed Implementation Committee which was reconstituted as a result of change in ministerial portfolio and the subsequent readjustment of the Ministry to the Ministry of Transport.

Communication was made with the Consultants, Maritime Technical Services Jamaica (MTSJ) who indicated their willingness to review and update the Plan, subject to formal agreement and the payment of the relevant fees in the sum of fifteen thousand US dollars (\$15,000.00US). The Division commenced the review for the updating of the Plan in specific areas and forwarded to the consultants for further updating and finalizing.

The Cabinet appointed Implementation Committee with ministerial oversight is now required to be convened to review the Business and Implementation Plan to facilitate the process for transformation.

### **3.2.6 Search and Rescue (SAR)**

A Regional Training course for Search and Rescue (SAR) Administrators and the Second Meeting of the Working Group on the implementation of GMDSS and SAR was held in Trinidad and Tobago during the period 5 to 9 May 2014.

At the 2<sup>nd</sup> meeting the draft Multilateral Agreement was further amended by Members States (Trinidad and Tobago, Barbados, Grenada and St. Vincent and the Grenadines) and were requested to review the amendments and resubmit by 30 September 2014.

## **3.3 CONFERENCES, WORKSHOPS AND SEMINARS**

- Train the Trainer Workshop - Ballast Water Sampling and Analysis was held at the GSI Facility in Duluth, USA over the period 19<sup>th</sup> October, 2015 to 21<sup>st</sup> October, 2015.
- Regional Training Workshop - Practical Aspects of Ballast Water Risk Assessment and Port Biological Baseline Survey (PBBS) related to the implementation of the BWM Convention was held in Kingston, Jamaica. September 21-22, 2016



### 3.4 ENVIRONMENTAL IMPACT ASSESSMENTS

The MSD reviewed twelve (12) Environmental Impact Assessment Documents for the granting and approval of Certificates of Environmental Clearances (CECs) by the Environmental Management Authority. These clearances were required in accordance with the Ministerial authority under the Certificate of Environmental Clearance Rules of 2001, subsidiary legislation to the Environmental Management Act, 2000. The Division also attended a number of Public and Stakeholder Consultations associated with CECs.

4.

***PROJECTIONS  
(GOALS & OBJECTIVES  
FOR 2017)***

## **4. PROJECTIONS FOR 2016/2017**

### **4.1 PROJECTS UNDER PUBLIC SECTOR INVESTMENT PROGRAMME (PSIP)**

#### **4.1.1 Vessel Traffic Management System (VTMS)**

The Consultant, Eagle Lyon Pope of London was re-engaged in 2014 to continue with the contract for implementation. A cost effective option was discussed and approved to consolidate the State's resources to integrate the radar system with the provision of an electronic feed from the established system of the National Coastal Radar Surveillance Centre of the Ministry of National Security. Though a location was not formally identified an audit was conducted and completed in June 2015 at the North Post Maritime Radio Station for suitability as a location.

A draft estimate of TT\$18M, based on discussions with the consultant, was submitted for implementation in three phases namely: acquisition and commissioning of equipment, training of operators and configuration of infrastructure. The Budget Allocation of TT\$5M did not facilitate continuation with the project since it is necessary for the phases aforementioned to be conducted simultaneously rather than separately. If one is implemented without the other two, it would result in either the electronic equipment purchased becoming defective if left standing, skills fading with the training of operators or the configured building being unsuitable for its current usage as a radio station. Accordingly, unless the VTMS centre is implemented fully, it could result in duplication of financial resources. A request was made to vire the funds allocated for the VTMS project to the Wreck Removal project.

The tenure of the VTMS Committee expired in 2012 and is yet to be convened. It is recommended that the VTMS Committee be re-established prior to continuation of the project to monitor and oversee development based on decisions made.

The purpose of the system will be to allow identification and monitoring of ships, strategic planning of vessel movements, provision of navigational information and assist in the prevention of pollution and co-ordination of pollution response location. The centre will also incorporate and maintain the State's international responsibility for the provision of a coastal radio station.

#### **4.1.2 Upgrading and modernization of Navigational Aids (Lighthouses, Buoys, Beacons)**

It is expected that the buoy laying exercise will be completed within the first quarter of the next fiscal period. The second phase which involves the repair/restoration of the other thirty (30) Aids such as lighthouses, major and minor beacons are expected to be executed during the next fiscal period.

#### **4.1.3 Raising, Removal and Disposal of Wrecks/Abandoned Vessels**

An allocation of funding for this project was granted for the period 2016/2017 in the sum of \$6Mn. The Division, through the Ministry will be requesting a virement leading to additional funding at the mid-year review to continue this ongoing project.



It is to be noted that, no work was undertaken by the Port Authority of Trinidad and Tobago with regard to the removal of a wreck in the way of the berthing facility of the Super FastGalacia (an inter-island ferry). Further, preparation of Request for Proposal (RFP) for disposal of unclaimed wrecks from the southern Gulf of Paria has been commenced.

## 4.2 RECURRENT PROJECTS

### 4.2.1 Maritime Legislation

#### .1 Primary Legislation

The Division is working closely with the CPC to ensure the enactment and implementation of the following draft legislation:

- *The Shipping Bill*  
The Shipping Bill is presently being drafted with a view towards completion in the first quarter of 2017, after which it will be submitted to the Legislative Review Committee (LRC) and onward to Parliament.
- The following Draft regulations have been prepared with a view towards eventual passage under the new Shipping Bill:
  - Shipping (Carriage of Cargoes) Regulations;
  - Shipping (Safety of Fishing Vessels and Pleasure Craft) Regulations;
  - Shipping (Passenger Ship Construction: Ships of Classes I-III) Regulations;
  - Shipping (Passenger Ship Construction: Ships of Classes (IV-VI Regulations);
  - Shipping (High Speed Craft) Regulations;
  - Shipping (Fire Protection) Regulations;
  - Shipping (ISM Code) Regulations;
  - Shipping (Accident Reporting and Investigation) Regulations;
  - Shipping (Survey and Certification) Regulations;
  - Shipping (Caribbean Cargo Ship Safety) Regulations; and
  - Shipping (Local Trade) Regulations.

The drafting of regulations implementing the SCV Code is to be completed once the IMO's SCV Working Group completes the amendment of the SCV Code in early 2017.

- *Marine Pollution Bill*  
The Marine Pollution Bill is second in priority for the MSD. Included in this Bill are provisions for the Ballast Water Management and Anti-fouling international Conventions which were ratified in 2012.
- *Pilotage Bill*  
Reappraisal and final approval of the Draft Policy Document was undertaken and resubmitted to the Permanent Secretary in 2015 for onward transmission to Cabinet. Upon Cabinet approval, the Attorney General shall draft the amendment Bill based on the recommendations contained within the Policy Document.

## *.2 Secondary Legislation*

The Maritime Services Division is pursuing the finalization of twenty-nine (29) draft Regulations as initially identified in 2008 by Dr. Winston McCalla, IMO Legal Consultant, that are to be enacted under the Shipping Bill, 2017 as well as eleven (11) Regulations identified by the Consultant to be enacted under the Marine Pollution Bill.

### **4.2.2 Ballast Water Management**

With respect to Ballast Water Management, the activities to be undertaken include the:

- submission of Cabinet Note for reinstatement and extension of the National Task Force (NTF) to 2017 in order to be aligned with the second phase of the IMO GloBallast;
- national Strategy Road Map which is to be implemented;
- classification of the NTF for remuneration by the Ministry of Finance and the Economy;
- submission of the four (4) national consultancies/reports (Economic Assessment, Status Assessment, Legal Review and National Strategy) to Cabinet for approval; and
- establishment of sub-committees (Research, Compliance Monitoring and Enforcement, Public Awareness and Legal) by the NTF in order to facilitate the Work Program as set out in the draft National Strategy.

In addition, the Maritime Services Division received an invitation to attend a two day workshop entitled “The Operational Aspects of Ballast Water Management” to be held at the University of Trinidad and Tobago, Chaguaramas Campus, during the month of December 2016.

### **4.2.3 National Maritime Transport Facilitation Committee**

With respect to the National Maritime Transport Facilitation Committee, the activities to be undertaken include the:

- submission of a draft Cabinet Note to the Office of the Permanent Secretary with respect to the re-establishment of the National Maritime Transport Facilitation Committee;
- on-going implementation of the of the E-Maritime module, in collaboration with the National Transport Facilitation (FAL) Committee and the Ministry of Trade relating to vessel Arrival/Departure and Clearance of vessels in and out of the waters of Trinidad and Tobago. This module will also facilitate the coordination of regulatory requirements among relevant agencies;
- submission of a draft Cabinet Note to the Office of the Permanent Secretary relating to the Amendment of the appropriate legislation to give effect to the International Convention on the Facilitation of Maritime Traffic (FAL), which was ratified by Government; and



- continue the work of the FAL Committee in resolving issues related to the e- Maritime module (e-payment and utilization of the Single Electronic Window by other regulatory agencies) and further sensitizing and educating the maritime industry about the electronic system for vessel arrival, stay and departure from the waters of Trinidad and Tobago via Shipping Notices.

#### 4.2.4 National Maritime Policy

The Cabinet appointed Inter-Ministerial Committee will commence work with respect to the development of a National Maritime Policy Framework. The Committee will guide and accelerate the development of the Trinidad and Tobago's Maritime Industry, in accordance with Cabinet by Minute No.1290 dated 8 May, 2014 and based on Guidelines provided by International Maritime Organization (IMO) and the Revised Treaty of Chaguaramas.

#### 4.2.5 Transformation of the Division to an Authority

The thrust towards the transformation of the Division to an Authority remains the primary objective as it will enhance the functional capability of the Division particularly in the area of building a quality human resource capacity. The intent is to be less dependent on the State's financial resources as currently practiced, based on the capability to develop financial resources that will enable in this particular instance the retention of personnel. Achieving this objective currently requires the Permanent Secretary (PS) to facilitate this process as follows:

- i. convene a meeting of the Cabinet appointed Implementation Committee which was reconstituted in 2013 via Cabinet Minute No. 1284. The *Timeline of Events* relating the transformation exercise is shown in *Appendix 8*; and
- ii. approve the re-engagement of the Consultant, Maritime Technical Services Jamaica (MTSJ) to assist the Division in reviewing, updating and finalizing the Business and Implementation Plan. A draft contract has been prepared in consultation with MTSJ and now requires the approval of the PS for execution.

Additionally, it is to be noted that transformation requires compliance and legislative authority with the Shipping Act. The Shipping Bill is now being reviewed to update the Shipping Act and is scheduled to be completed in the first quarter for submission to the Attorney-General. The Shipping Bill makes provisions for the Maritime Authority.

#### 4.2.6 Search and Rescue (SAR)

The Maritime Services Division is awaiting comments on the draft Multilateral Agreement from Member States for the finalization and submission to respective Governments for approval. The completed Agreement will be submitted to IMO for a signing ceremony to formalize the arrangement.

#### **4.2.7 Open Ship Registry**

The Division will follow-up on the proposed establishment by Government of an Open Ship Registry via Cabinet directives (Minute No 195 dated January 26, 2012) and its draft Request for Proposal (RFP) which will be submitted to Head Office. The Minute specified the use of the Public Private Partnership (PPP) Model, however, PPP personnel subsequently advised that such model would not be appropriate for the Open Ship Registry. A draft Cabinet Note was prepared by the Division and submitted to Head Office to rescind Cabinet Minute No 195 to exclude the use of the PPP model.

#### **4.2.8 Flag, Port State and other activities**

The Division will ensure the following:

- i. flag state as listed in 1.4.1(a) are carried out in accordance with national and international standards; and as prescribed by domestic legislations and international instruments (conventions, codes and protocols) ratified by the Government; and
- ii. the achievement of 15% port state inspections on foreign registered ships visiting/calling at ports in Trinidad and Tobago. This is an obligation under the Caribbean Memorandum of Understanding (CMOU) on Port State Control which was signed by the Government in 1996.

The other activities of the Division include:

- i. developing a strategy to prevent marine wrecks and for the removal of the wrecks in the waters of Trinidad and Tobago;
- ii. organizing and implementing stakeholders' meetings to disseminate information on safety and security issues;
- iii. preparing return of Ship Registry in accordance with Regulation 38 of the Shipping (Regulation of Ships) Regulations of 1987;
- iv. implementing an electronic database for files and records for the Division; and
- v. establishing of an Open Ship Registry in Trinidad and Tobago.

#### **4.3 IMO MEMBER STATE AUDIT SCHEME (IMSAS)**

Trinidad and Tobago Maritime Administration is scheduled to be audited by the International Maritime Organization (IMO) under the IMO Member State Audit Scheme (IMSAS) in September, 2017. This Scheme is intended to provide Trinidad and Tobago, as a Member State of IMO with a comprehensive and objective assessment of how effectively it administers and implements the mandatory IMO instruments (conventions, codes and protocols) ratified by the Government.

The Division is to commence preparatory work in accordance with IMO guidelines and to consider engaging IMO to conduct a Mock (Preliminary) Audit to aid in achieving the objectives of IMSAS.



#### **4.4 CERTIFICATION OF SEAFARERS (OFFICERS)**

The Division will also commence the process for submission to obtain international recognition from the International Maritime Organization (IMO) to issue Certificates of Competency to seafarers (officers), thereby giving full and complete effect to the International Convention, as amended on Standards of Training, Certification and Watchkeeping (STCW) for Seafarers. This will enable Officers who are trained locally to be issued with Trinidad and Tobago Certificates of Competency. If this is not possible the current arrangement with MCA of the UK will have to be negotiated for the third time for MCA to continue issuing recognized certification on behalf of Trinidad and Tobago.

#### **4.5 ENVIRONMENTAL IMPACT ASSESSMENTS**

The Maritime Services Division will continue to review Environmental Impact Assessments (EIA) and attend Public and Stakeholder Consultations for the granting and approval of Certificates of Environmental Clearances by the Environmental Management Authority associated with CECs.



5.

***CONSTRAINTS OVER THE  
FISCAL YEAR (2015/2016)***

## **5. CONSTRAINTS OVER THE FISCAL YEAR (2015/2016)**

### **5.1 ORGANIZATIONAL STRUCTURE**

The organizational structure is not in sync with international best practices. In addition, the Staff Establishment in accordance with the Draft Estimates of Expenditure has not changed from that of 1988 when the Division was established. The structure did not cater for Legal, Shipping, Accounting and Research Sections.

In addition, the Maritime Industry continues to evolve and therefore must keep pace with international best practices. Job specification/description of the public officers in the Maritime Division is outdated and requires a complete review by the Chief Personnel Office (CPO). For example, the requirements for a Deckhand on a ship is a School Leaving Certificate, whereas international standards mandates that seafarers employed on board ship must receive appropriate basic safety training in personal survival technique; fire prevention and firefighting; elementary first aid; and personal safety and social responsibilities.

### **5.2 STAFFING**

The Division continues to be severely hampered in the execution of its functions and responsibilities due to a lack of sufficient and suitable staffing requirements. There also existed a number of vacant positions under the Public Service establishment as a result of the low and unattractive salary compensation package (see Structure at 1.5.1).

Cabinet, by Minute No. 2725 of October 11, 2007 agreed to the employment of eighteen (18) technical and professional contract positions which are listed below.

One (1) Registrar of Ships

One (1) Registrar of Seaman

One (1) Ship Surveyor (Nautical)

Two (2) Maritime Research Officers

One (1) Senior Legal Officer

One (1) Marine Inspector

Three (3) Port State Inspectors

One (1) Hydrographic Officer

One (1) Documentalist

Two (2) Information Assistant

Two (2) Maritime Administrative Assistants

One (1) Information Technology Manager/Co-ordinator

One (1) Network Analyst

During the period under review the aforementioned contract positions still remain vacant.



The lack of staffing (accounts) continued to prevent the Division from fulfilling its responsibility as a receiver of revenue and reconciliation of revenue collected at various ports outside of Port of Spain, namely, Cedros, Point Fortin, San Fernando, Pointe-a-Pierre, Claxton Bay and Tobago House of Assembly (THA). The Customs and Excise Division assisted the Maritime Services Division in assuming this responsibility in the collection of revenue and granting of vessel clearances.

Accounting procedures continued to pose a challenge due to a lack of accounting personnel. This has adversely affected the responsibility of the Director as the Receiver of Revenue, appointed by the Ministry of Finance. Additionally, the Division continued to experience accounting and administrative setbacks with appointments and untimely transfers/changes of officers acting as Accounting Assistant, Administrative Assistant and Administrative Officer IV (key personnel).

### **5.3 LEGISLATION**

Progress has been made on the Shipping Bill, thanks to the efforts of Ms. Ida Eversley, Deputy Chief Parliamentary Counsel and her team, who have to simultaneously manage their work in the Bill with many other demands for legislation from other Ministries. Mention should be made of the senior administrative staff of the MSD who has ably assisted in the drafting process, despite the transitory nature of their employment.

With the Marine Pollution legislation and numerous regulations still to be prepared, both the CPC and the MSD need to improve their human resource capacity in terms of drafting and maritime technical and legal expertise to continue the drive towards full implementation of the IMO Conventions ratified or acceded to by the Government.

### **5.4 COMPUTER**

The Division continues to be affected by insufficient computers and the non-acquisition of end user licenses to activate the necessary computer software.

### **5.5 FUNDING**

Sufficient funding was not allocated to the Maritime Services Division to meet its goals and objectives under the Public Sector Investment Programme (PSIP) and recurrent expenditure for the period under review.

**6.**

## ***RECOMMENDATIONS***



## **6 RECOMMENDATIONS**

### **6.1 Transformation of the Maritime Services Division to an Authority to facilitate:**

- i. best practice organizational structure which will result in greater autonomy vested in the Authority to carry out its mandate;
- ii. financial self-sustainability by application of increased fees to more closely reflect the cost of service provision;
- iii. quality services to the local and international clientele relating to safety and security of life and property at sea and the protection of the marine environment from ship generated pollution;
- iv. increased capacity and improved efficiency;
- v. greater enforcement of standards, i.e. safety, security and pollution prevention; and
- vi. recruitment of suitably competent and qualified personnel at competitive compensation packages, to carry out the regulatory and administrative functions.

### **6.2 Employment of qualified personnel**

In the absence of the transformation of the Division for which provision is made in the Shipping Bill, it is recommended that competent and qualified personnel be employed on contract to perform the following activities, inter alia:

- Vessel Traffic Management
- Ballast Water Management
- Search and Rescue
- Wreck and Salvage
- Assistant Harbour Master Duties

### **6.3 Legislation**

The Minister of Works and Transport should work with the office of the Attorney General and the Leader of Government Business in Parliament to ensure that Maritime Legislation is placed higher on the Government's Legislative Agenda.

### **6.4 Funding**

Consideration should be given to the provision of funding for major projects for the period 2016-2017 at the mid-term review, as per attachment at *Appendix 9*.

## 7.

# ***APPENDICES***

1. National Shipping Legislation (*Primary and Secondary*)
2. International Maritime Instruments ratified by the Government of Trinidad and Tobago
3. Committees on which the Division serves
4. Revenue Collected for the period October 1<sup>st</sup>, 2015 to September 30<sup>th</sup>, 2016
5. Statement of Expenditure for the period October 1<sup>st</sup>, 2015 to September 30<sup>th</sup>, 2016
6. Navigational Aids
7. Summary of Certificate of Droghers issued for the period October 1<sup>st</sup>, 2015 to September 30<sup>th</sup>, 2016
8. Transformation of the Maritime Services Division to an Authority – Timeline Events
9. Status of major projects/activities – Funding required for 2016/2017



NATIONAL SHIPPING LEGISLATION  
(LAWS OF TRINIDAD AND TOBAGO)

PRIMARY LEGISLATION

CHAPTER	ACT	YEAR ENACTED
50:10	Shipping	1987
37:03	Oil Pollution in the Territorial Waters	1951
51:02	Pilotage	1939
50:02	Carriage of Goods by Sea	1926
50:08	Motor Launches	1926
50:07	Droghers	1914
50:06	Harbours	1880

SECONDARY LEGISLATION

The Pilotage (Amendment) Byelaws 2012 (LN 12/2012)  
The Shipping (Training, Certification, Safe Manning, Hours of Work and Watchkeeping) (Amendment) Regulations 2012 (LN 9/2012)  
The Shipping (Small Commercial Vessels) Regulations 2007(LN 13/2008)  
The Shipping (Ship and Port Facility Security) Regulations 2004 (LN 131/2004)  
The Shipping (Training, Certification, Safe Manning, Hours of Work and (Watchkeeping) Regulations 2002 (LN 81/2002)  
The Shipping (Medical Examination) Amendment Regulations 2002 (LN 80/2002)  
The Shipping (Crew Accommodation) Regulations 1996 (LN 94/1996)  
The Shipping (Passenger Ferry) Regulations 1994 (LN 238/1994)  
The Shipping (Provisions and Water) Regulations 1993 (LN 144/1993)  
The Shipping (Load Line) (Exemption) Order 1992 (LN 23/1993)  
The Shipping (Load Line) Regulations 1992 (LN 3/1993)  
The Shipping (Local Passenger Ship) (Safety) Regulations 1991(LN 51/1991)  
The Shipping (Distress Signals and Prevention of Collisions) Regulations 1990 (LN 242/1990)  
The Shipping (Medical Examination) Regulations 1990 (LN 2/1991)  
The Shipping (Navigational Aids Dues) (No. 2) Regulations 1989 (LN 221/1989)  
The Shipping (Tonnage) Regulations 1988 (LN 147/1988)  
The Shipping (Registration of Ships) Regulations 1987 (LN 223/1987)

**International Maritime Instruments (conventions, codes, protocols and guidelines)  
ratified by the Government of Trinidad and Tobago**

**IMO International Instruments**

Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM 2004)  
Convention on the Control of Anti-Fouling Systems on Ships (AFS 2001)  
Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC 1990)  
Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA 1988)  
Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf (SUA PROT 1988)  
Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region (CARTAGENA 1983)  
Protocol Concerning Co-operation in Combating Oil-Spills in the Wider Caribbean Region (1983)  
Convention on Maritime Search and Rescue (SAR 1979)  
Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW 1978)  
Convention on Limitation of Liability for Maritime Claims (LLMC 1976)  
Convention for Safety of Life at Sea, 1974, as amended later by SOLAS PROT 1978 and PROT 1988  
Convention for the Prevention of Pollution from Ships, 1973, as later modified by the Protocol of 1978 relating thereto (MARPOL 73/78 ) and later amended by MARPOL PROT 1997  
Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (London Convention, 1972)  
Convention on the International Regulations for preventing Collisions at Sea, 1972, as amended (COLREG 1972)  
Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND 1971) as later amended by FUND 1992  
Convention on Tonnage Measurement of Ships, (TONNAGE 1969)  
Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties (INTERVENTION 1969)  
Convention on Civil Liability for Oil Pollution Damage (CLC 1969) as later amended by CLC 1992  
Convention on Load Lines (LL 1966), as amended by LL PROT 88  
Convention on Facilitation of International Maritime Traffic as amended (FAL 1965)  
Convention on the Inter-governmental Maritime Organization (IMO 1948 )



### **UN International Instruments**

Convention on the Control of Transboundary Movement of Hazardous Waste and their Disposal Base 22 March , 1989  
Convention on the Law of the Sea, (UNCLOS 1982)  
Convention on a Code of Conduct for Liner Conferences (1974)  
Customs Convention on Containers, 2 December 1972  
Convention on the Continental Shelf, Geneva, 1958  
Convention on Fishing and Conservation of the Living Resource of the High Seas - April, 1958  
Convention on the Territorial Sea and Contiguous Zone - April 1958  
Convention on the High Seas, Geneva - 29 April 1958  
Customs Convention on Containers, Geneva, 18 May 1956  
Agreement on Venereal Disease Treatment among Merchant Seamen, 1924  
Convention for the Unification of Certain Rules Relating to Bills of Lading, 1924  
Convention for the Unification of Certain Rules of Law with respect to Collision between Vessels, Brussels, September 23, 1910  
Convention on Salvage at Sea, Brussels, 1910  
Declaration on the Protection of Submarine Cables, Paris, 1886  
Protocol on the Protection of Submarine Cables, Paris, 1887  
Convention on the Protection of Submarine Cables, Paris, 1884

### **ILO International Instruments**

No. 15 Minimum Age (Trainees and Stokers) 1921  
No. 16 Medical Examination of Young persons (Sea) 1921  
No. 19 Equality of Treatment (Accident Compensation) Convention, 1925  
No. 29 Forced Labour Convention, 1930  
No. 50 Recruiting of Indigenous Workers Convention, 1936  
No. 65 Penal Sanction (Indigenous Workers) Convention, 1939  
No. 87 Freedom of Association and Protection of the Right to Organise Convention, 1948  
No. 97 Migration for Employment Convention (Revised), 1949  
No. 98 Right to Organise and Collective Bargaining Convention, 1949  
No. 105 Abolition of Forced Labour Convention, 1957.  
No. 111 Discrimination (Employment and Occupation) Convention, 1958.  
No. 125 Fishermen's Competency Certificates Convention, 1966  
No. 147 Minimum Standards in Merchant Ships.

**COMMITTEES ON WHICH THE MARITIME SERVICES DIVISION SERVES**

**1 Management and Advisory Committee of the Caribbean Fisheries Training and Development Institute (CFTDI).**

**1.1 Terms of Reference**

- ✦ To advise the Permanent Secretary on:-
  - Staffing needs of the Institute
  - Terms and conditions of employment of part-time tutors and technical personnel
  - Selection of trainees
  - Discipline of staff
  - Priority of training areas
  - Curriculum and training procedures
  - Examination and certifications procedures
  - A long term programme for the Institute
- ✦ To continuously review and evaluate the Institute's performance.
- ✦ To continuously evaluate past, present and projected programmes and activities as these relate to national goals and objectives.
- ✦ To advise on the formulation of policy and work programme and monitor the activities of the Institute.

**2. The National Monitoring Committee on foreign Fishing and related matters**

**2.1 Terms of Reference**

- i. To monitor the operations of all foreign fishing vessels in the waters under the jurisdiction of Trinidad and Tobago, including their compliance with the terms and conditions of access.
- ii. To monitor the characteristics of foreign fishing vessels, including the fishing gear, that use Trinidad and Tobago for transshipment and/or landings to ensure compliance with international rules and regulations and national policies, laws and regulations of Trinidad and Tobago.
- iii. To bring to the attention of the Ministry of Agriculture, Land and Fisheries information on fishing and allied activities that may adversely affect the



conservation and management of the living marine resources of Trinidad and Tobago.

- iv. To bring to the attention of Ministry of Agriculture, Land and Fisheries information on fishing vessels that engage in Illegal, Unreported, Unrelated (IUU) fishing.
- v. To board and inspect vessels and/or undertake any other tasks falling under the purview of the said Committee.
- vi. To provide regular reports on its activities at least half yearly.
- vii. To propose operational procedures for the effective discharge of the Committee's Mandate for the approval of the Minister of Agriculture, Land and Fisheries.

### **3. The National Maritime Transport Facilitation Committee**

#### **3.1 Terms of Reference**

- i. To implement the national facilitation programme;
- ii. To review the maritime transport documents, regulations and requirements in place in a country and develop and implement a national clearance policy; in that regard, the Committee will be responsible for deciding what standard forms will be acceptable to all local agencies involved in the processing of international shipping and for keeping facilitation matters under constant review with the ultimate aim of eliminating the high cost associated with delays at ports which are, in turn, passes on to consumers;
- iii. To review questions of policy in relation to clearance formalities applied to international maritime transport services;
- iv. To make recommendations for facilitating and expediting the movement of maritime traffic through local ports to departments, competent authorities and other organizations concerned with the national facilitation programme(s); and
- v. To keep the departments, competent authorities and other relevant organizations informed of significant developments in the field of international maritime traffic in so far as they affect operations into and out of the contracting government.

#### **4. The Pilotage Authority**

##### **4.1 Terms of Reference**

The Authority is responsible for the regulation of all matters relating to Pilotage of ships in Trinidad and Tobago waters, including the following:-

- i. licensing pilots for the purpose of conducting ships within compulsory areas as defined in the Act;
- ii. making bye-laws;
- iii. determining the qualifications of candidates for pilots licenses and Pilotage certificates;
- iv. limiting the number of pilots to be licensed;
- v. ensuring the good governance of pilots;
- vi. providing for the punishment of any breach of bye-laws;
- vii. approving the training standards for pilots;
- viii. determining the method of conducting examinations for masters and mates applying for Pilotage licenses and certificates;
- ix. fixing the rates of payment for Pilotage services; and
- x. ensuring that investigations are conducted when there is an accident or incident involving Pilotage to determine the cause of the incident, and steps to be taken to prevent recurrence.

#### **5. Standing Committee for the Development of the Maritime Sector**

##### **5.1 Terms of Reference**

- i. To enable the development and growth of the maritime sector.
- ii. To facilitate the sourcing of credit for the industry.
- iii. To fast track regulatory approvals.
- iv. To identify appropriate land for commercial maritime activity.
- v. To promote capacity building, training and apprenticeship arrangements.
- vi. To advise on new subsectors for further development.

- vii. To examine new investment proposals.
- viii. To undertake any other related activity

**6. Land Reclamation Committee**

6.1 Terms of Reference

- i. To advise the Government on all matters relating to the reclamation of land;
- ii. To review the Master Plan and Land Reclamation Line previously proposed by the West Coast Master Plan Committee to determine the relevance of the master Plan;
- iii. In the case of the proposed Land Reclamation Line, to determine whether it will be environmentally sustainable, and whether it is likely to prejudice the present status of Trinidad and Tobago as a Archipelagic State;
- iv. To undertake the review of the Master Plan and Reclamation Line and submit recommendations for a Land Reclamation Policy and Master Plan, within six months of the date of commissioning to the Committee;
- v. To formulate and implement an appropriate management system to ensure expeditious attention to application for the reclamation of land;
- vi. To review all applications for licenses to reclaim land and determine in each instance whether or not a license should be granted; and
- vii. To address all instances of illegal reclamation of land and advise on action to be taken
- viii. Specifically the Office of the Harbour Master shall review the following:
  - a. The impact that reclamation would have on navigational safety;
  - b. The measures to be adopted to ensure that an acceptable level of navigational safety is maintained during and after the proposed reclamation; and
  - c. The measures to be adopted in order to minimize siltation of nearby marine areas which could result from the proposed reclamation.

**7. Yachting Industry Steering Committee**

7.1 Terms of Reference

- i. To monitor the implementation of all projects outlined in the Strategic Plan for the development of the Yachting Industry.



- ii. To ensure that all projects are completed in a timely and cost-efficient manner.
- iii. To liaise with Government Ministries and other relevant institutions for execution of projects as identified in the Strategic Plan.
- iv. To co-ordinate all project that require multi-agency inputs.
- v. To source funding for projects form sources external to Government to supplement that provided by Government.
- vi. To account for all funds provided by Government or otherwise obtained.
- vii. To advise government on matters related to business development in the Yachting Industry.
- viii. To undertake other activities that are deemed necessary for carrying out its mandate.
- ix. To exercise due care and act in a prudent and conscientious manner while ensuring that project activities adhere to standards of best practice, both within Trinidad and Tobago and the global Industry.

## 8. The National Heritage Committee of Trinidad and Tobago

A National Heritage Committee shall be appointed by the Minister of National Diversity and Social Integration to produce a draft National Heritage Policy for Trinidad and Tobago. The Committee will comprise representatives of stakeholder organisations.

### 8.1 Terms of Reference:

- (i) Draft a National Heritage Policy for Trinidad and Tobago that incorporates all elements required to inform the development of a sustainable national heritage agenda with particular emphasis on:
  - (a) research and development;
  - (b) status of existing heritage sectors (apply defined by sectors); and
  - (c) legislative framework for securing and preserving heritage assets for present and future generations;
- (ii) Coordinate and collate inputs from the wide cross-section of interest groups and stakeholders, so as to effectively inform the draft National Policy;
- (iii) Identify actions and programmes needed to secure, promote and conserve the

heritage of Trinidad and Tobago;

- (iv) Identify synergies, intersections and interrelations in actions by various sectors to the heritage agenda;
- (v) Identify mechanisms for regional and international technical and other cooperation and collaboration through national heritage;
- (vi) Capture and connect various dimensions and strands of national heritage with other national agendas including heritage sites, underwater heritage, civics and patriotism, outreach and public awareness, engaging the diaspora and international community;
- (vii) Identify mechanisms for monitoring and evaluation of the integrity, value and potential of heritage elements to Trinidad and Tobago and to the regional and international community.
- (viii) Identify opportunities for the formulation and implementation of public outreach and education on national heritage and ways of enhancing, protecting and appreciating same; and
- (ix) Integrate sustainable development and economic activity into the promotion of the heritage agenda.

APPENDIX 4

Ministry of Transport  
Maritime Services Division

Revenue Collected for the period October 1, 2015 to September 30, 2016

Description of Revenue Head / Sub-Head / Item		OCTOBER 2015 - SEPTEMBER 2016
03	TAXES ON GOODS AND SERVICES	693,615.03
06	Other	
	001 Certificates of Competency	53,750.00
	002 Droghers	320,738.22
	003 Motor Launches	87,746.60
	004 Pleasure Boats	0.00
	005 Registration of Ships	23,980.21
	006 Safety Certification	145,600.00
	007 Security Certification	43,300.00
	008 Boatmaster/ Boat Engineer Licences	18,500.00
06	PROPERTY INCOME	
01	Rental Income	
	001 Rental of Vessels - Maritime Services	0.00
07	OTHER NON-TAX REVENUE	7,972,911.65
01	Administrative Fees and Charges	
	001 Shipping Office Fees	17,240.00
02	Fines and Forfeitures	
	001 Fines/Offences - Shipping Act	0.00
04	Non Industrial Sales	
	001 Sale of Records	162,800.00
	002 Navigational Aids	0.00
	Other (Miscellaneous)	0.00
	Excess Cash	0.00
	001 Overtime to Maritime Services Division	35,425.00
	002 Navigational Aids Dues	7714,446.20
	003 Surveys and Examinations	43,000.45
	004 Overtime to Shipping Master	0.00
Grand Total		8,666,526.68



**EXPENDITURE - OCTOBER 01, 2015 TO SEPTEMBER 30, 2016****HEAD: 43 - MINISTRY OF WORKS AND TRANSPORT**

	SUB-HEAD/ITEM/SUB-ITEM	ACTUAL EXPENDITURE TO 30/09/2015	ACTUAL EXPENDITURE TO 30/09/2016
<b>01</b>	<b>PERSONAL EXPENDITURE</b>	<b>[2]</b>	<b>[2]</b>
01	Salaries and Cost of Living Allowances	4,056,973.00	3,017,975.00
02	Wages and cost of Living Allowances	138,221.00	131,560.00
03	Overtime - Monthly Paid Officers	387,019.00	8,055.00
04	Allowances - Monthly Paid Officers	62,341.00	60,861.00
05	Government Contribution to N.I.S.	233,664.00	247,037.00
06	Remuneration to Board Members	0.00	0.00
08	Vacant Posts - Salaries & C.O.L.A.	0.00	0.00
14	Remuneration to Members OF Cabinet Appt.	70,100.00	0.00
20	Gov't Contribution to Group Health D/R	1,881.00	1,778.00
27	Gov't Cont. to Grp Hlth Ins-Mthly Paid Officers	24,846.00	25,697.00
29	Overtime - Daily Rated Workers	0.00	0.00
30	Allowances - Daily-Rated Officers	0.00	0.00
	<b>Total</b>	<b>4,975,045.00</b>	<b>3,492,963.00</b>
<b>02</b>	<b>GOODS AND SERVICES</b>		
01	Travelling and Subsistence	470,584.00	258,676.00
03	Uniforms	18,753.00	29,876.00
04	Electricity	286,181.00	198,399.00
05	Telephones	324,373.00	223,352.00
06	Water and Sewerage Rates	396.00	229.00
08	Rent/Lease - Office Accommodation & Storage	2,308,386.00	1,772,462.00
09	Rent/Lease - Vehicles and Equipment	3,300.00	0.00
10	Office Stationary and Supplies	176,047.00	39,232.00
11	Books and Periodicals	1,564.00	0.00
12	Materials and Supplies	25,617.00	13,679.00
13	Maintenance of Vehicles	88,296.00	9,980.00
15	Repairs and Maintenance - Equipment	28,439.00	5,423.00
16	Contract Employment	767,295.00	89,374.00
17	Training	18,100.00	0.00
21	Repairs and Maintenance - Buildings	2,831.00	0.00
22	Short Term Employment	1,204,026.00	1,070,067.00
23	Fees	0.00	0.00
27	Official Overseas Travel	21,613.00	0.00
28	Other Contracted Services	789,240.00	719,162.00
37	Janitorial Services	272,799.00	131,752.00
43	Security Services	680,309.00	259,321.00
57	Postage	0.00	0.00

61	Insurance	0.00	28,277.00
62	Promotions, Publicity and Printing	10,215.00	0.00
65	Expenses of Cabinet Appointed Bodies	2,740.00	0.00
66	Hosting of Conferences, Seminars and Other	116,873.00	9,600.00
	<b>Total</b>	<b>7,617,977.00</b>	<b>4,840,281.00</b>
03	<b>MINOR EQUIPTMENT PURCHASES</b>		
01	Vehicles	217,000.00	0.00
02	Office Equipment	49,197.00	0.00
03	Furniture and Furnishings	53,112.00	0.00
04	Other Minor Equipment	0.00	2,223.00
	<b>Total</b>	<b>319,309.00</b>	<b>2,223.00</b>
04	<b>CURRENT TRANSFERS AND SUBSIDIES</b>		
001	Regional Bodies		
01	Caribbean Port State Control	57,357.00	60,827.00
	<b>Total</b>	<b>57,357.00</b>	<b>60,827.00</b>
003	<b>UNITED NATIONS ORGANIZATION</b>		
02	International Maritime Consultative Org.	61,473.00	49,390.00
	<b>Total</b>	<b>61,473.00</b>	<b>49,390.00</b>
09	<b>DEVELOPMENT PROGRAMME</b>		
001-15	<b>COMMUNICATION</b>		
H	<b>SEA TRANSPORT</b>		
001	Establishment of a Vessel Traffic Mangement		
	Information System	0.00	0.00
	<b>Total</b>	<b>0.00</b>	<b>0.00</b>
H	<b>SEA TRANSPORT</b>		
789	Upgrading and Modernization of Navigational Aids	0.00	739,101.00
824	Removal and Disposal of Wreck and Derelict		
	Vessels	831,130.00	0.00
	<b>Total</b>	<b>831,130.00</b>	<b>739,101.00</b>
	<b>GRAND TOTAL</b>	<b>13,862,291.00</b>	<b>9,184,785.00</b>

NAVIGATIONAL AIDS

State owned Navigational Aids (lighthouses, buoys, beacons, channel markers and leading lights) maintained by the Maritime Services Division, Ministry of Transport.

Name of Aid	Type	Location	Place	Access
<b><i>Tobago</i></b>				
St Giles (Melville) Isle	Tower Beacon	NE	St Giles (Melville) Isle	H
Man-of-War Bay	Tower Beacon	NE Coast	Chalotteville	V
The Sisters (Islet)	Pedestal Beacon	NW	Sisters Island	H
Courland Point	Pedestal Beacon	NW Coast	Plymouth	V
Booby Point	Pedestal Beacon	SW Coast	Buccoo	V
Buccoo Reef North	Buoy	SW	Buccoo	B
Buccoo Reef West	Buoy	SW	Buccoo	B
Crown Point	Tower Beacon	SW	Crown Point	V
Store Bay	Pedestal Beacon	SW	Crown Point	V
Bulldog Shoal	Buoy	SW	Crown Point	V
Minister Rock	Buoy	S	Scarborough	B
Ft. George L/house	Tower Beacon	South Coast	Scarborough	B
Smith's Island	Pedestal Beacon	S	Scarborough	H
Great River Shoal	Buoy	S	Bacolet	H
Bird-of-Paradise Island	Pedestal Beacon	NE	Bird-of-Paradise Island	V
<b><i>Trinidad</i></b>				
Galera Point	Tower Beacon	NE Coast	Toco	V
Petite Matelot Point	Beacon	North Coast	Matelot	V
Chupara Point	Beacon	North Coast	La Filette	V
Saut D'eau Island	Pedestal Beacon	North Coast	Saut D'eau Island	H
Le Chapeau Rock	Pedestal Beacon	North Coast	First Boca	H
Diamond Rock	Buoy	NW	Grande Boca	B
Point De Cabras	Pedestal Beacon	NW	Huevos Island	B
Teteron Rock	Buoy	NW	Chagaramus Bay	B
Point Baliene	Beacon	NW	Gasper Grande Island	B
Gasparillo Island	Pedestal Beacon	NW	Gasparillo Island	B
Reyna Point	Pedestal Beacon	NW	Gasper Grande Island	B
Cronstadt Island	Pedestal Beacon	NW	Cronstadt Island	B
Nelson Island	Beacon	NW	Nelson Island	B
Chacachacare Lighthouse	Tower Beacon	NW	Chacachacare Island	B
Couva Shoal	Buoy	W	Couva	B
La Carriere	Beacon	West Coast	Pointe -a- Pierre	V
Oropouche Bank	Buoy	W	Oropouche	B
Victor Carter	Buoy	W	Cedros	B
Los Gallos	Buoy	SW	Cedros	B
Soldado Rock	Pedestal Beacon	SW	Soldado Island	H
Middle Channel	Buoy	SW	Icacos	B
Three Fathom Bank	Buoy	SW	Icacos	B
Wolf Rock	Pile Beacon	SW	Icacos	B
Punta Del Arenal (Icacos)	Tower Beacon	SW	Icacos	V
Taparo Point (Erin)	Tower Beacon	South Coast	Erin	H
La Lune Point (Moruga)	Tower Beacon	South Coast	Moruga	V
Galeota Point	Tower Beacon	South East	Galeota	V
Brigand Hill Lighthouse	Tower Beacon	East Coast	Manzanilla	V
Darien Rock	Buoy	East Coast	Off East Coast	B

Access- (H) Helicopter (B) Boat (V) Vehicle

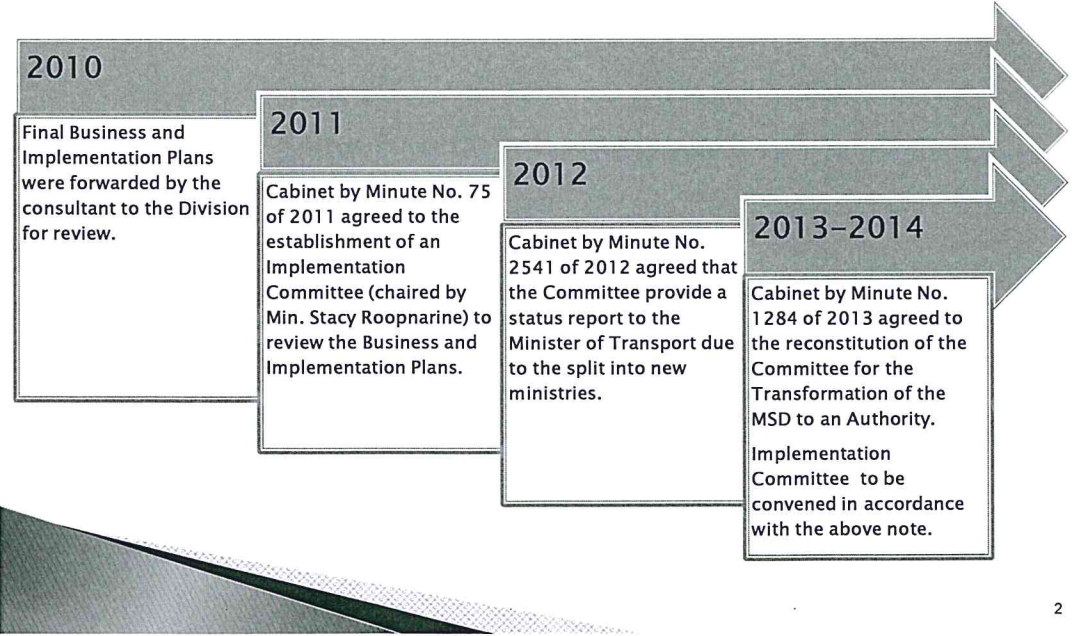
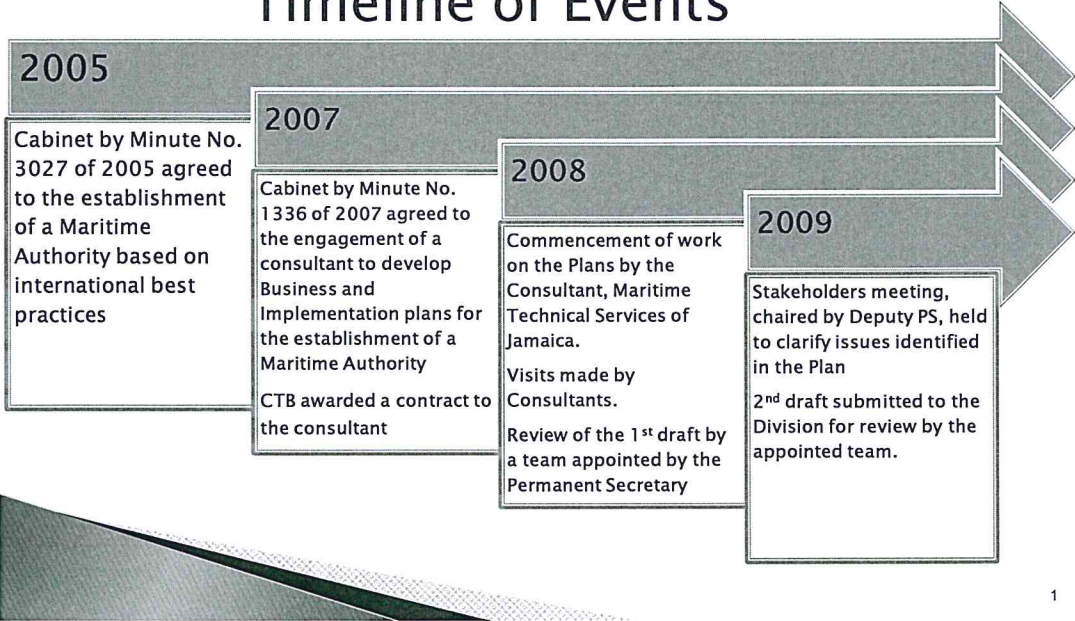


**Summary for Certificate of Drogher Issued**  
**for the Period October 1<sup>st</sup>, 2015 to September 30<sup>th</sup>, 2016**

MONTH	TOTAL	FOREIGN		LOCAL		MOTOR LAUNCH
		>500	<500	>500	<500	
OCTOBER	8	2	2	4	0	0
NOVEMBER	4	1	1	0	0	2
DECEMBER	3	0	3	0	0	0
JANUARY	245	36	24	114	2	69
FEBRUARY	22	6	5	8	1	2
MARCH	15	2	5	4	3	1
APRIL	12	2	5	4	1	0
MAY	15	5	4	6	0	0
JUNE	11	1	5	4	0	1
JULY	9	1	5	3	0	0
AUGUST	9	2	6	1	0	0
SEPTEMBER	10	2	3	5	0	0
TOTAL	363	60	68	153	7	75

# Transformation of the Maritime Services Division to an Authority

## Timeline of Events



STATUS OF MAJOR PROJECTS/ACTIVITIES - FUNDING REQUIRED FOR 2016/2017

APPENDIX 9

Item	Project/Cabinet Minute No.	Estimated Cost	Cabinet Approval	Allocation		Purpose	Status of Project/Next Step	Remarks
				2017	2016			
1 PUBLIC SECTOR INVESTMENT PROGRAM (PSIP) PROJECTS								
1.1	Vessel Traffic Management System (VTMS) <i>Cabinet Minute No.2296</i> <i>Dated: September 7, 2006</i>	\$27M	\$27M	\$1M	\$3M	This system will allow for the identification and monitoring of ships, strategic planning of vessel movements, provision of navigational information and assist in the prevention of pollution and co-ordination of pollution response.	Recommended Phases 2/3/4 re Concept Design/Bidding Documents, etc.  Next Step - Approve and accept report from consultant regarding design and concept.	Awaiting confirmation of location of centre from MOWT. Awaiting response from Ministry of National Security re: electronic feed from Radar Surveillance Centre.  A sum of 25M is required to move forward with the project.
1.2	Refurbishment and Replacement of Navigational Aids <i>Cabinet Minute No. 1525</i> <i>Dated: May 29, 2014</i>	\$20M	\$20M	\$4M	\$6M	To provide safe navigation for mariners operating in T&T waters.	The contract has been awarded and the mobilization fee was paid.  Next Step - Execution of works has commenced. The second phase, repairs /restoration of Navigational Aids requires \$12M.	Additional \$3M would be required to complete the first phase of the project (buoys).
1.3	To raise, remove and dispose of Wreck <i>Cabinet Minute No. 1801</i> <i>Dated: June 16, 2014</i>	\$36M	\$25M	\$6M	\$9M	To prevent hazards to navigation and prevent pollution from ships.	Tender awarded Next Step - Contract to be negotiated and executed.	Bond paid by contractor. Contract to be finalized.
1.4	Acquisition of two (2) Multi-Purpose Vessels for use by MSD, MOWT <i>Cabinet Minute (CM) No.1413</i> <i>Dated: May 22, 2014</i>	\$20M	\$20M	\$100K	NIL	To conduct patrols to monitor navigational aids and to ensure vessel compliance with national and international standards	Publish RFP and advertise for bidder.	CTB awaiting confirmation of funding prior Publication of RFP.  Confirmation of 20M is required to move forward with new project.



STATUS OF MAJOR PROJECTS/ACTIVITIES - FUNDING REQUIRED FOR 2014/2015								
Item	Project/Cabinet Minute No.	Estimated Cost	Cabinet Approval	Allocation		Purpose	Status of Project/Next Step	Remarks
				2017	2016			
2 RECURRENT PROJECTS REQUIRING ADDITIONAL FUNDS								
2.1	Quality Standard System (QSS) for certification of national seafarers (officers)	\$250K		NIL	NIL	Certification of T&T Seafarers (Officers).	Commencement re documentation of procedures relating to certification of seafarers (officers).  Next Step - Internal audit to review procedures relating to certification and its QSS. Independent auditor to review the QSS, including the documented procedures and submit report to IMO.	It is anticipated that T&T will be in a position to certify national officers by 2018  An estimated sum of \$250k is required in this financial period.
2.2	National Maritime Policy <i>Cabinet Minute No. 1290 dated: May 8, 2014</i>	\$50K		NIL	NIL	To guide and accelerate the development of Trinidad and Tobago’s Maritime industry.	To continue to develop the National Maritime Policy Next Step - The re-establishment of the Committee and the appointment of new members.	An estimated sum of \$50K is required in this financial period.
2.3	Maritime Legislation Upgrade	\$50K		NIL	NIL	To update and modenize maritime legislation to give effect to several international conventions ratified by the Government.	Latest draft of Shipping Bill 2017 currently being vetted by CPC/MSD. Policy informing amendments to the Pilotage Act (Chapter 51:02), including drafting instructions for a Pilotage Amendment Bill was submitted to the Office of the PS, Ministry of Transport in 2015/2016. Draft Cabinet Note in support was also submitted.	An estimated sum of \$50K is required in this financial period.

STATUS OF MAJOR PROJECTS/ACTIVITIES - FUNDING REQUIRED FOR 2014/2015								
Item	Project/Cabinet Minute No.	Estimated Cost	Cabinet Approval	Allocation		Purpose	Status of Project/Next Step	Remarks
				2017	2016			
2 RECURRENT PROJECTS REQUIRING ADDITIONAL FUNDS								
2.4	Search and Rescue (SAR)					To enhance the efficiency and effectiveness of SAR services through Regional Standardisation of equipment/optional capabilities.	Awaiting comments from member States on draft Multilateral Agreement for consolidation prior to submission to government.	Member States have not yet responded.

TOTAL FUNDING REQUIRED UNDER:

Public Sector Investment Programme

\$11.1M