

Report of the 2022 Concentrated Inspection Campaign (CIC) on STCW



Executive Summary

A Concentrated Inspection Campaign (CIC) on compliance with STCW was carried out jointly by the Paris MoU and Tokyo MOU during the period 1st September 2022 to 30th November 2022.

The purpose of the CIC was to have a better understanding on the training and certification situation of crew members in each party to the STCW Convention and on-board ships of various flag States, to check the arrangements made by shipping companies for the performance of new duties by crew members and the implementation of relevant requirements on watchkeeping and rest on board.

A CIC Questionnaire and guidance was developed by the Tokyo MOU in conjunction with the Paris MoU. The questionnaire comprised of 10 questions to be answered by the Port State Control Officer (PSCO) whilst carrying out a Port State Control (PSC) inspection during the period of the CIC.

A train the trainer session regarding guidance on completing the CIC questionnaire was held by the Paris MoU for PSCOs in June 2022 in Ireland.

The CIC was carried out on all ships targeted for inspection within the Paris MoU Region during the relevant period but only one CIC report was required per ship inspected during this time. If a second PMoU inspection was carried out during the relevant period a second CIC was not required.

The questionnaire was completed on a total of 4112 ships and 4179 ships were inspected during the period.

For three of the questions detention was not suggested as an action to be taken because the non-compliance occurred in the past and could not be effectively rectified before departure by detaining the vessel.

The questions in the CIC were for items that were normally inspected during an initial inspection and a good level of compliance was demonstrated by the ships inspected.

It is recommended that PSCOs continue to monitor ships for compliance with the requirements of the STCW Convention and Code during PSC inspections.

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Introduction

The STCW convention was adopted in 1978 and came into force in 1984. Since then, the convention has been amended several times, most recently by the *Manila Amendments* in 2010. Shortly after the full implementation of the amendments in 2014, the PMoU and TMOU carried out a joint concentrated inspection campaign on STCW Hours of Rest.

In order to effectively enhance the performance ability of the crew on the ship and to ensure that the crew are qualified for the intended voyage the Tokyo MOU and Paris MOU jointly carried out another Concentrated Inspection Campaign for STCW in 2022 to evaluate further the implementation of STCW.

Purpose of this Report

To report on the results of the Concentrated Inspection Campaign of STCW, 2022.

1.1 Objective of the CIC

The objective of the CIC was to have a better understanding on the training and certification situation of crew members in each party to the Convention and on board ships of various flag States, to check the arrangements made by the shipping company for the performance of new duties by the crew members and the implementation of relevant requirements on watchkeeping and rest on board ships to which the Convention applied.

1.2 Scope of the CIC

The CIC applied to all ships. A ship should only have been subject to one CIC inspection during the period of the campaign.

1.3 General Remarks

For the purpose of this report, a detention is an inspection containing at least one deficiency in the area of the CIC that is considered a ground for detention.

The tables do not take into account inspections where the CIC questionnaire was not recorded, with exception of table 2.

Summary, Conclusions and Recommendations

2.1 Summary

The decision to carry out a joint Concentrated Inspection Campaign (CIC) with Tokyo MOU on compliance with STCW was taken by Paris MoU Port State Control Committee.

The purpose of the CIC was to have a better understanding on the training and certification situation of crew members in each party to the STCW Convention and on board ships of various flag States, to check the arrangements made by the shipping company for the performance of new duties by the crew members and the implementation of relevant requirements on watchkeeping and rest on board.

A CIC questionnaire and guidance was developed by the Tokyo MOU in conjunction with the Paris MoU. The questionnaire comprised of 10 questions to be answered by the Port State Control Officer (PSCO) whilst carrying out a Port State Control (PSC) inspection during the period of the CIC.

A train the trainer session regarding guidance on completing the CIC questionnaire was held by the Paris MoU for PSCOs in June 2022 in Ireland.

The CIC was carried out on all ships targeted for inspection within the Paris MoU Region from 1st September 2022 until 30th November 2022 but only one CIC report was required per ship inspected during the relevant period. If a second PMoU inspection was carried out during the relevant period a second CIC was not required.

The questionnaire was completed on a total of 4112 ships and 4179 ships were inspected during the period. The CIC questionnaire was completed twice during the period for 27 individual ships.

For three of the questions (6, 7 and 10) detention was not suggested as an action to be taken because the non-compliance occurred in the past and could not be effectively rectified before departure by detaining the vessel.

A total of 571 CIC-topic related deficiencies were recorded during the inspection campaign in 2022. For the same period in 2021 200 deficiencies were recorded relevant to STCW.

2.2 Conclusions

The purpose of the CIC was to have a better understanding on the training and certification situation of crew members in each party to the STCW Convention and on-board ships of various flag States, to check the arrangements made by the shipping company for the performance of new duties by the crew members and the implementation of relevant requirements on watchkeeping and rest on board.

The results show that there is generally a good level of compliance, however this should be considered in the context that the shipping industry were informed well in advance of the intention to carry out a CIC in this area. The majority of the questions asked during the CIC already form part of an initial inspection and are checked each time an inspection is carried out.

2.3 Recommendations

It is recommended that PSCOs continue to pay close attention to STCW related matters during inspections.

CIC Questionnaire Results

3.1 Analysis

The CIC on STCW was carried out during the period 1st September to 31st November 2022. 4179 inspections were carried out during the period and 4112 CIC questionnaires were completed.

There were 67 inspections carried out without a CIC and this may be due to an earlier inspection having been carried out with a CIC. 27 individual ships were subject to a CIC being carried out twice during the period.

A high level of compliance was indicated for most questions with over 97% 'yes' answers. Question 6 showed the lowest level of compliance at 95.5% 'yes' answers, but detention was not recommended as a suggested course of action for a deficiency in this area.

There were 11 instances of a failure of the master, officers and radio operators to hold valid endorsements attesting the recognition of certificates or documentary proof of application, resulting in a detainable deficiency being recorded.

The response to the question 'Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties' also showed a lower level of compliance, however a larger number of N/A answers were also recorded indicating that PSCO only applied this question to newly joined crew.

3.1.1 Response to CIC questionnaire

The following table (Table 1) shows the results on the CIC questionnaire.

For the 4112 inspections using the questionnaire the results are divided into "Yes", "No", "N/A" and "Blank".

Table 1 Response to CIC questionnaire

Nr.	CIC on STCW	nr Yes	"/Total Y+N"	nr No	"/Total Y+N"	nr N/A	"/Line total Insp"	Nr Blank	"/Line total Insp"	Nr Detained	"Dets/Total Q CIC"
		Measured over only Yes and No answers				Measured over Total of CIC Inspections					
		'YES'(1)		'NO'(1)		N/A(2)		Blank(2)		Detained	
		#h	%	#	%	#	%	#	%	#	% of CIC
1*	Do the number of the seafarers serving on board conform with the Minimum Safe Manning requirement specified for the vessel?	4,072	99.5%	20	0.5%	20	0.5%	-		8	0.2%
2*	Do the master and officers hold valid certificates of competency as required by the Minimum Safe Manning Document?	4,079	99.6%	15	0.4%	18	0.4%	-		3	0.1%
3*	Do the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application?	3,926	98.2%	72	1.8%	114	2.8%	-		11	0.3%
4*	Do seafarers hold relevant certificates of proficiency (COP) or documentary evidences?	4,037	99.1%	36	0.9%	39	0.9%	-		3	0.1%
5*	Do seafarers on board hold valid medical certificates?	4,034	98.5%	63	1.5%	15	0.4%	-		7	0.2%

Nr.	CIC on STCW	nr Yes	"/Total Y+N"	nr No	"/Total Y+N"	nr N/A	"/Line total Insp"	Nr Blank	"/Line total Insp"	Nr Detained	"Dets/Total Q CIC"
		Measured over only Yes and No answers				Measured over Total of CIC Inspections					
		'YES'(1)		'NO'(1)		N/A(2)		Blank(2)		Detained	
		#h	%	#	%	#	%	#	%	#	% of CIC
6	Do the records for hours of rest indicate compliance with the requirements?	3,904	95.5%	186	4.5%	22	0.5%	-			
7	Do the watch schedules comply with the provisions of STCW?	4,034	98.6%	57	1.4%	21	0.5%	-			
8*	Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties?	3,884	97.7%	91	2.3%	137	3.3%	-		9	0.2%
9*	Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel.	4,081	99.6%	17	0.4%	14	0.3%	-		3	0.1%
10	Do the voyage plans cover the whole route from berth to berth?	3,980	97.9%	85	2.1%	47	1.1%	-			

* If the answer to this question is 'NO' the ship may be considered for detention, in case of a Detention, "No" is replaced with "Detained", the score of "Detained" is added to the "NO" scores (In Thetis just 1 answer is possible). The details of any detention should be appropriately entered on the PSC report B.

- (1) The percentages are calculated using the total number of inspections where the answer was "YES" or "NO" only.
(2) The percentages are calculated using the total number of inspections.

3.1.2. Analysis of answers to questionnaire in relation to detention

The highest number of detainable deficiencies relates to question 3 with 72 'No' answers and 11 detentions.

Questions 1 to 5 show that related to these questions 32 cases of non compliant issues were marked for a possible detention. No deep analysis of the inspection reports has been carried out to determine the reasons for this.

It should be borne in mind that the CIC was carried out during a period of recovery from the COVID-19 pandemic when many flag State Administrations were not operating at full capacity and a number of 'blanket' certificate extensions were in place.

A high level of compliance was recorded with the requirements for seafarers to be able to communicate in the working language of the vessel, although three detentions were recorded against this question.

3.1.3. Analysis of CIC-topic related deficiencies, including ISM related deficiencies

The data extract for this report did not specify which deficiencies were ISM related.

The number of deficiencies recorded against each deficiency code for the period of the CIC shows an increased focus being placed on the particular areas of the CIC when compared with 2021, however many PMoU member States were not operating PSC at full capacity during 2021 due to the COVID-19 pandemic.

The comparison of the data for 2021 and for 2022 shows that whilst there was an increased focus in the area of the CIC in 2022, PSCOs inspect these areas during routine PSC inspections.

3.1.4. Number of inspections in CIC

Table 2 Number of inspections and number of ships in CIC

	INSPECTIONS WITH A CIC QUESTIONNAIRE	INSPECTIONS WITHOUT A CIC QUESTIONNAIRE
TOTAL	4112	67
DETENTIONS	173	3

3.1.5 Specification of CIC-topic related deficiencies

Table 3 Specification of CIC-topic related deficiencies

CIC-topic related deficiencies (THETIS)			# of deficiencies, (One inspection can have multiple deficiencies)		#of deficiencies recorded as ground for detention		# of deficiencies recorded as RO related	
Deficiency		Convention ¹	2021	2022	2021	2022	2021	2022
1201	Certificates for master and officers	05010	17	12	4	1		
1203	Certificates for radio personnel	05010		1				
1214	Endorsement by flagstate	05010	46	70	6	15		
1215	Application for Endorsement by flagstate	05010	10	18				
1218	Medical certificate	05010	4	29		9		
1306	Shipboard working arrangements	05080	16	63	2	1		
1308	Records of seafarers' daily hours of work or rest	05080	22	182		9		
4121	Crew familiarization with Emergency Systems	05010	54	131	6	20		
10127	Voyage or passage plan	05080	31	64	2	2		
10136	Establishment of working language onboard	05001		1				

¹

05010; STCW Code Part A ch.I
05080; STCW Code Part A ch.VIII
05001; STCW Regulations

3.1.6 Number of inspected ships per Ship Risk Profile

Table 4 Number of inspected ships per Ship Risk Profile shows that the majority of the vessels with CIC deficiencies and CIC related detentions were Standard Risk. However, looking at the overall number of inspections they make up the majority of the inspections.

Table 4 Number of inspected ships per Ship Risk Profile

CIC-topic related deficiencies (Thetis)*	# of inspections with CIC related deficiencies		# of inspections with CIC related deficiencies recorded as ground for detention		# of inspections with CIC related deficiencies recorded as RO related	
Ship risk profile	2021	2022	2021	2022	2021	2022
HRS	19	59	1	9		
SRS	170	494	19	48		
LRS		7				
UNKNOWN	11	11				

3.1.7 Number of inspected ships and detentions per ship type

Table 5

CIC-topic related deficiencies (Thetis)*	# of inspections with CIC related deficiencies		# of inspections with CIC related deficiencies recorded as ground for detention		# of inspections with CIC related deficiencies recorded as RO related	
Ship type	2021	2022	2021	2022	2021	2022
Bulk carrier	67	132	7	4		
Chemical tanker	5	13				
Commercial yacht	4	4	2			
Container	11	41		2		
Gas carrier	2	3				
General cargo/multipurpose	62	211	4	32		
Heavy load		2		1		
High speed passenger craft	2					
Offshore supply	9	23	1			
Oil tanker	6	13	1	2		
Other	11	37		4		
Other special activities	9	21	3	5		
Passenger ship	1	4				
Refrigerated cargo	1	11				
Ro-Ro cargo	8	21	1	3		
Ro-Ro passenger ship		10				
Special purpose ship		4		1		
Tug	2	21	1	3		

3.1.8 Inspections and detentions per Flag State

(see Annex 1.2)

Ships with the highest number of CIC related deficiencies were flagged with Panama, Marshall Island and Liberia

Of the ships with CIC related grounds for detention, the highest number were flagged with Panama and Cameroon.

The Flag administrations which had CIC topic deficiencies and detentions were a mix of White, Grey, Black and not listed in the Paris MOU WGB list and no trend could be discerned.

The spread of deficiencies related to flag State broadly reflects the fleet profile of ships trading in the PMoU region.

3.1.9 Ship age overview

Table 6

CIC-topic related deficiencies (Thetis)*	# of inspections with CIC related deficiencies		# of inspections with CIC related deficiencies recorded as ground for detention		# of inspections with CIC related deficiencies recorded as RO related	
Ship age profile	2021	2022	2021	2022	2021	2022
00 - 06	20	7	2			
07 - 12	49	142	3	4		
13 - 18	54	172	3	17		
19 - 24	20	80	3	4		
25 - 30	15	64		3		
31 - 36	18	45	5	12		
37 ∞	24	61	4	17		

Annex 1.1 Inspection form of the CIC

No.	Item	Yes	No	N/A	Detention
Q.1*	Do the number of the seafarers serving on board conform with the Minimum Safe Manning requirement specified for the vessel? (01209- STCW/CI/ R4)	☐	☐	☐	☐
Q.2*	Do the master and officers hold valid certificates of competency as required by the Minimum Safe Manning Document? (01201 01203 - STCW/CI/R2)	☐	☐	☐	☐
Q.3*	Do the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application? (01214 01215 - STCW/CI/R10)	☐	☐	☐	☐
Q.4*	Do seafarers hold relevant certificates of proficiency (COP) or documentary evidences? (Please refer to the Guidelines)	☐	☐	☐	☐
Q.5*	Do seafarers on board hold valid medical certificates? (01218 - STCW/CI/R9)	☐	☐	☐	☐
Q.6	Do the records for hours of rest indicate compliance with the requirements? (01308–STCWC/PA/VIII/1)	☐	☐	☐	
Q.7	Do the watch schedules comply with the provisions of STCW? (01306 - STCWC/PA/VIII/1.5, STCWC/PA/VIII/2)	☐	☐	☐	
Q.8*	Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties? (04121 –STCWC/PA/CI/14)	☐	☐	☐	☐
Q.9*	Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel. (10136 - STCW/CI/R14)	☐	☐	☐	☐
Q.10	Do the voyage plans cover the whole route from berth to berth? (10127 –STCWC/PA/VIII/2)	☐	☐	☐	

Notes:

1. If the “No” is ticked off for questions with an “*” the ship may be considered for detention.

Annex 1.2 Inspections and Detentions per Flag State

Table Annex 1.2 Inspections and detentions per Flag State

CIC-topic related deficiencies (Thetis)*	# of inspections with CIC related deficiencies		# of inspections with CIC related deficiencies recorded as ground for detention		# of inspections with CIC related deficiencies recorded as RO related		Current position on WGB list
Flag State	2021	2022	2021	2022	2021	2022	
Albania		5		4			Black
Algeria		2					Black
Antigua and Barbuda	2	21		1			White
Azerbaijan		5		1			Grey
Bahamas	8	17	1	1			White
Barbados	3	8		2			White
Belgium		2					White
Belize	1	9		1			Grey
Cameroon	2	13		6			Black
Cayman Islands, UK		3					White
China	1	1					White
Comoros	8	9					Black
Cook Islands		1					Grey
Croatia		1					White
Curacao		2		1			Grey
Cyprus	6	39	1	4			White
Denmark	6	7		2			White
Dominica	1						Not Listed
Faroe Islands		5					White
Finland		1					White
Germany	3	5					White
Gibraltar, UK	1	4					White
Greece	2						White
Honduras	1	1	1				Not Listed
Hong Kong (China)	5	12					White
Iran, Islamic Republic of	2						Grey
Isle of Man, UK		2		1			White
Italy		3					White
Japan		1					White
Jordan		3					Not Listed

CIC-topic related deficiencies (Thetis)*	# of inspections with CIC related deficiencies		# of inspections with CIC related deficiencies recorded as ground for detention		# of inspections with CIC related deficiencies recorded as RO related		Current position on WGB list
	2021	2022	2021	2022	2021	2022	
Kazakhstan	2						Not Listed
Korea, Republic of	1	1					Grey
Latvia		3					White
Liberia	12	53	1	3			White
Libya	3		2				Not Listed
Lithuania	1	1					White
Luxembourg	1						White
Malaysia	2						Not Listed
Malta	23	41	2	4			White
Marshall Islands	19	55	3	2			White
Mauritius		2					Not Listed
Moldova, Republic of	1						Black
Mongolia		1					Grey
Netherlands	8	31					White
Norway	5	27		1			White
Palau		7					Grey
Panama	38	78	4	16			White
Philippines	2	3					Grey
Poland		1					Grey
Portugal	3	17	1				White
Russian Federation	4	3					White
Saint Kitts and Nevis	1	4	1	1			Grey
Saint Vincent and the Grenadines	1	4	1	1			Grey
Sierra Leone		4					Grey
Singapore	5	15	1				White
Spain		3					White
Sweden	1	1					White
Switzerland		1					Grey
Tanzania, United Republic of	3	6		1			Grey
Togo	2	9		3			Black
Turkey	1	12		1			White

CIC-topic related deficiencies (Thetis)*	# of inspections with CIC related deficiencies		# of inspections with CIC related deficiencies recorded as ground for detention		# of inspections with CIC related deficiencies recorded as RO related		Current position on WGB list
	2021	2022	2021	2022	2021	2022	
United Kingdom	3	1					White
United States		2					White
Vanuatu	5	2	1				Grey
Viet Nam	1	1					Not Listed