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PRESS RELEASE

Preliminary Results of the CIC on STCW 2022

The concentrated inspection campaign (CIC) on STCW was carried out in the Tokyo MOU region from 1 September to 30 November 2022. The CIC was jointly carried out with the Paris MoU. The aim of this CIC is to have a better understanding of the training and certification of crew members on board ships of various flag States, and to check the arrangements made by the company and the implementation of relevant requirements on watchkeeping and rest on board.

During the campaign period, the member Authorities of the Tokyo MOU carried out 6,953 PSC inspections, of which 5,908 (84.97%) included the CIC inspection. 1,041 CIC related deficiencies were found on 802 ships representing 13.57% of the CIC inspections.

The most satisfactory results were reported for Question 2 on certificates of competency required by the Minimum Safe Manning Document with 99.93% favourable answers, which indicates a high level of compliance regarding crew certification. Whereas, the least favourable results were reported for Question 6 on records for hours of rest with 4.40% negative answers.

20 of the 5,908 ships subject to a CIC inspection were detained as a direct result of the campaign. This represents 8.6% of all 232 detentions for all 6,953 ships inspected over the period. Comparing the 0.34% CIC related detention rate and the 3.34% overall detention rate during the period, the outcome of the CIC indicates a relatively high level of compliance with STCW in general.

The highest number of CIC inspections relating to type of ship were conducted on Bulk carriers 2,172 (36.76%), followed by Container vessels 1,173 (19.85%) and General cargo/multipurpose vessels 1,125 (19.04%). For CIC related detentions, there were 5 Bulk carriers, representing 25% of CIC related detentions, followed by General cargo/multipurpose vessels with 5 detentions (25%), Container ships with 3 detentions (15%) and Oil tankers with 3 detentions (15%). While the ship type with the highest CIC

related detention rate was Offshore supply vessels (3.84%, 1 out of 26), followed by Ro-Ro cargo vessels (3.70%, 1 out of 27) and Oil tankers (1.20%, 3 out of 250).

The highest number of inspections were carried out on ships flying the flags of Panama 1,631 (27.61%), followed by Liberia 700 (11.85%), Hong Kong, China 579 (9.80%) and Marshall Islands 548 (9.28%).

CIC related detentions by flag State were as follows:

- Panama 8 out of 1,631 inspections, giving a detention rate of 0.49%
- Liberia 2 out of 700 inspections, giving a detention rate of 0.29%
- Vietnam 2 out of 161 inspections, giving a detention rate of 1.24%
- Other flags 8 out of 3416 inspections, giving a detention rate of 0.23%

However, the flags with the highest detention rates were:

- Guyana 1 out of 1 inspection, giving a detention rate of 100%
- Comoros 1 detention out of 3 inspections, giving a detention rate of 33.3%
- Cook Islands 1 out of 9 inspections, giving a detention rate of 11.1%

Further analysis of the results of the campaign will be considered by the Port State Control Committee meeting scheduled in October 2023 and will also be presented to the International Maritime Organization's Sub-Committee on Implementation of IMO Instruments (III).

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Notes to editors:

* The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. At present, Tokyo MOU consists of 21 member Authorities: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. Mexico adheres to the Tokyo MOU as a co-operating member Authority. Cambodia, the Democratic People's Republic of Korea, Macao (China), Samoa, Solomon Islands, Tonga, the United States Coast Guard, the International Maritime Organization, the International Labour Organization and the Secretariats of the Abuja, the Black Sea, the Caribbean, the Indian Ocean, the Mediterranean, the Paris and the Riyadh Memoranda of Understanding on Port State Control and the Viña del Mar Agreement are associated with the Tokyo MOU as observers.

The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.

Port State Control (PSC) is a check on visiting foreign ships to verify their compliance with international rules on safety, security, marine environment protection and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defense against visiting substandard shipping and PSC is the second defense for ensuring safety, security, marine environment protection and seafarers living and working conditions.