



REPORT OF CIC PILOT ACCESS ARRANGEMENTS September 1, 2023 – November 30, 2023

Section 1 Introduction

1.1 Executive Summary

From September 1, 2023 to November 30, 2023, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on the requirements under the SOLAS Convention with respect to Pilot Access Arrangements throughout the region. This campaign involved 13 Member States and one Associate Member State of the Caribbean MOU.

This report documents the results of the campaign and was prepared by the CMOU Secretariat in conjunction with the Technical Standing Working Group of the CMOU.

During the course of the campaign, 157 port State control inspections on individual vessels were carried out. Of these PSC inspections, 130 vessels were inspected for the CIC. There were no detentions reported as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel.

1.2 Purpose of the report

The report documents the results of the CIC on SOLAS requirements for Pilot Access Arrangements and outlines an analysis of the results of this CIC.

1.3 Objective of the CIC

The objective of this CIC is to:

- Ensure that there is compliance with the requirements for Pilot access arrangements,
- Ensure that the Master, Officers and Crew are familiar with relevant equipment and have received appropriate training in carrying out their duties.

1.4 Scope of the CIC

The campaign ensured that effective procedures and measures were in place to safeguard the pilots and to get a detailed insight of the compliance with the status of SOLAS requirements for Pilot Access Arrangements.

1.5 Applicability of CIC

Ships engaged on voyages in the course of which pilots are likely to be employed.

1.6 General remarks

For the purpose of this report:

- .1 a detention is an inspection containing one or more detainable deficiencies;
- .2 a CIC-related detention is an inspection containing one or more detainable deficiencies related to the CIC;
- .3 the tables do not take into account inspections where the CIC questionnaire was not recorded; and
- .4 only one CIC inspection was conducted on board each individual vessel during the campaign period.

Section 2

Summary analysis, conclusions and recommendations

2.1 Summary analysis

During the period from September 1, 2023 to November 30, 2023, a total of 157 Inspections were carried out within the CMOU. Of this 130 underwent the CIC Pilot Ladder Access Arrangements was positive to see that there were a limited number of deficiencies identified during this CIC.

2.2 Conclusions

Reflecting on the objective of the CIC as stated in paragraph 1.3, it can be reasonably concluded from the results that the level of compliance was high as most CIC inspection reports reported satisfactory answers to the questions. Question 6 in respect to whether there were associated equipment (Man ropes, Lifebuoy, heaving lines) and lighting available at pilot ladder position had the highest unfavourable responses.

2.3 Recommendations

Member States are encouraged to continue to be vigilant on the inspection of Pilot Ladder Safety Systems especially with respect to the availability of associated equipment (Man ropes, Lifebuoy, heaving lines) and lighting as this matter is of concern with respect to the safe usage by Pilots.

Section 3

CIC Questionnaire Results

3.1 Summary of results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in Table 1 below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC.

Table 1

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	157	130	31
Total number of detentions	5	5	0
Detentions with CIC-topic deficiencies	0	0	

* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (**Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

0%

The responses to the CIC questionnaire are summarized in Table 2

Table 2

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	113	3	7	7	130	7,69%
Q2	114	2	7	7	130	6,92%
Q3	114	4	5	7	130	8,46%
Q4	108	3	12	7	130	7,69%
Q5	75	1	47	7	130	6,15%
Q6	108	5	9	8	130	10,00%
Q7	116	2	5	7	130	6,92%
Q8	51	0	72	7	130	5,38%
Q9	53	1	69	7	130	6,15%
					Average	7,26%

3.2 CIC Questions

Questions comprised in the CIC Questionnaire:

No.	Item	Yes	No	N/A	Detention
Q.1*	Certification identification and inspection in accordance with requirements (10101 - SOLAS V Reg 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.2*	Condition of ladder(s) satisfactory. (10101 - Resolution A.1045(27))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.3*	Pilot boarding location in accordance with requirements (10101 - SOLAS V Reg 23.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Ladder properly rigged – (should question appropriate personnel if ladder not in use at time of inspection) (1010 - SOLAS V Reg 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.5	Pilot ladder storage reels correctly used (1010 - Resolution A.1045(27))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.6*	Associated equipment and lighting available at pilot ladder position – Man ropes, Lifebuoy, heaving line. (10101 - SOLAS V Reg 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.7*	Access to ship's deck satisfactory. (10101 - Resolution A.1045(27))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.8*	Boarding arrangements via combination ladder satisfactory. (10101/09223 - Resolution A.1045(27))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.9*	Boarding arrangements via shipside door satisfactory. (10101/03107 - SOLAS V Reg 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹ The mentioned deficiencies codes are respectively for the Caribbean MOU, CMIC- and CMIS-database

3.3 Inspections by Member States

The following outlines the CIC inspections carried out by the Member and Associate Member States of the CMOU.

Member State	Number of CIC Inspection
Antigua and Barbuda	10
Bahamas	14
Belize	3
Bermuda	5
British Virgin Islands	1
Cayman Islands	7
France	11
Guyana	1
Jamaica	40
Saint Vincent and the Grenadines	14
St. Lucia	1
Suriname	6
The Netherlands	16
Trinidad and Tobago	1
Total	130

*Associate Member State

3.4 Inspections by Ship Type

Of the 115 CIC inspections that took place, Oil Tankers had the highest number of inspections which was followed by Chemical Tankers.

Ship Type	Number of CIC Inspections
Bulk carrier	8
Chemical tanker	6
Containership	49
Dredger/Cutter/Hopper	1

Fishing Vessel	1
General cargo/multi-purpose ship	16
Heavy load carrier	1
Oil tanker	8
Other types of ship	8
Passenger ship	24
Refrigerated cargo carrier	2
Ro-ro cargo ship	2
Tanker, not otherwise specified	3
Vehicle Carrier	1
Total	130

3.5 Inspections by RO

Lloyd's Register recorded the greater number of CIC inspections, closely followed by DNV and American Bureau of Shipping.

Recognised Organizations	Number of CIC Inspections
American Bureau of Shipping	10
Bureau Veritas	26
China Classification Society	2
Det Norske Veritas	20
DNV GL AS	9
Intermaritime Certification Services, ICS Class	1
International Naval Surveys Bureau	1
KOREAN REGISTER	2
Lloyd's Register	19
Nippon Kaiji Kyokai	10
No class	3
Other	4
Panama Maritime Documentation Services	1
RINA Services S.p.A.	15
Unknown	6
Withdrawn	1
Total	130

3.6 Number of Deficiencies per Category

Certificate and Documents recorded the greatest number deficiencies from all the inspections during the CIC period, closely followed by Fire safety.

Category of Deficiency	Number
Certificates & Documentation	53
Structural condition	19
Water/Weathertight condition	19
Emergency Systems	9

Radio communication	15
Fire safety	42
Alarms	1
Working and Living Conditions	14
Safety of navigation	28
Life saving appliances	29
Propulsion and auxiliary machinery	7
Pollution Prevention	7
ISM	3
ISPS	4
MLC, 2006	4
Other	4
Total	256

3.7 Number of Deficiencies per Sub-Category (only deficiencies occurred 3 times or more)

Lifebuys incl. provision and disposition recorded the greatest number deficiencies from all the inspections during the CIC period, closely followed by Firefighting equipment and Fire pumps and its pipes.

Code	Deficiency	Number
11117	Lifebuys incl. provision and disposition	9
07110	Firefighting equipment and appliances	8
07113	Fire pumps and its pipes	8
02101	Closing devices / watertight doors	7
03107	Doors	7
07105	Fire doors/openings in fire-resisting divisions	6
13104	Bilge pumping arrangements	6
10111	Charts	6
11108	Inflatable liferafts	6
10101	Pilot ladders and hoist/pilot transfer arrangements	5
05111	Satellite EPIRB 406 MHz /1.6 GHz	5
01199	Other (certificates)	5
01113	Minimum safe manning document	4
02199	Other (structural condition)	4
07106	Fire detection and alarm system	4
11104	Rescue boats	4
16105	Access control to ship	4
10127	Voyage or passage plan	3
05109	VHF radio installation	3
07120	Means of escape	3
07115	Fire-dampers	3
03102	Freeboard marks	3
03108	Ventilators, air pipes, casings	3

01220	Seafarer' employment agreement SEA	3
01305	Logbooks / compulsory entries	3
01101	Cargo Ship Safety Equipment (including exemption)	3
01108	Load lines (including exemption)	3
01201	Certificates for masters and officers	3