

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



January, 2024

Executive Summary

The Concentrated Inspection Campaign (CIC) on STCW was carried out in the Tokyo MOU region jointly with Paris MoU from 1st September 2022 to 30th November 2022. The purpose of the campaign was 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 shipowners/operators and the implementation of relevant requirements on watchkeeping and rest on board. This document is to report the results of the campaign.

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.

20 of the 5,908 ships subject to the CIC inspection were detained for CIC related deficiencies. This represents 8.6% of all 232 detentions for all 6,953 ships inspected over the period. This outcome appears to indicate a relatively high level of compliance with STCW noting that:

- CIC Inspections resulted in 20 CIC related detentions from 5,908 CIC inspections giving a detention rate of 0.34%
- All Inspections resulted in 232 detentions for all causes from 6,953 inspections giving a detention rate of 3.34%

The highest number of CIC related deficiencies were relating to the Records of rest 289 (27.76%), followed by Voyage or passage plan 253 (24.30%) and Crew familiarization with Emergency Systems 114 (10.95%).

Bulk carriers were subject to the highest number of CIC inspections accounting for 2,172 (36.76%) inspections, followed by Container vessels 1,173 (19.85%) and General cargo/multipurpose vessels 1,125 (19.04%). This reflects the general inspection trend for all inspections by ship type.

Ships of 77 flags were inspected during the CIC. The most CIC inspections were carried out to the ships under the flag of Panama 1,631 (27.61%), followed by Liberia 700 (11.85%), Hong Kong, China 579 (9.80%) and Marshall Islands 548 (9.28%).

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1 Introduction

1.1 Purpose of this Report

The purpose of this report is to present the results of the Concentrated Inspection Campaign (CIC) on STCW conducted by member Authorities to the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU) on port State control (PSC) from 1st September 2022 to 30th November 2022.

1.2 Objective of the CIC

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

1.3 Scope of the CIC

The scope of the CIC included all ships targeted for PSC inspection within the Tokyo MOU region from 1st September 2022 to 30th November 2022.

1.4 General Remarks

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

The numbers of 2022 in the tables do not reflect where the CIC questionnaire was not used in the inspection, with the exception of Table 2.

2 Summary, Conclusions and Recommendations

2.1 Summary

2.1.1 The concentrated inspection campaign (CIC) on STCW was carried out jointly with the Paris MOU from 1st September 2022 to 30th November 2022. The member Authorities assessed shipboard compliance with the requirements relating to STCW during the campaign using unified questionnaire set out in the Annex 1.1.

2.1.2 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.

2.1.3 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 4.41% negative answers.

2.1.4 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, indicating the 0.34% CIC- related detention rate.

2.1.5 The highest number of CIC inspections relating to the 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 detentions on Bulk carriers and General cargo/multipurpose vessels respectively, representing 50% of CIC related detentions in total, and 3 detentions on Container ships and Oil tankers respectively, representing 15% of CIC related detentions for each. 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).

2.1.6 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 the Marshall Islands 548 (9.28%).

2.1.7 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%

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- Other flags 8 out of 3416 inspections, giving a detention rate of 0.23%

2.1.8 Thereon, 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%

2.2 Conclusions

The results of the CIC indicate a high level of compliance with STCW in general. However, a relatively higher proportion of "NO" answered in Q6 regarding rest hours and Q10 regarding voyage plan suggests there is still room for improvement in these aspects.

2.3 Recommendations

Compliance with STCW is a gateway to evaluate and control human elements on board, therefore, it is necessary for PSCOs to pay more attention to the requirements of STCW during inspection continuously, in particular, to check fitness for duty, the performance of routine and emergency duties and watchkeeping arrangements on board, as they directly affect the safety of lives, navigation, and environment.

3 CIC Questionnaire Results

3.1 Analysis

3.1.1 Responses to CIC Questionnaire

Table 1 Responses to CIC Questionnaire

		"YES"		"NO"		"N/A"		Detained	
		#	% ¹	#	% ¹	#	% ²	#	% ²
Q1*	Do the number of the seafarers serving on board conform with the Minimum Safe Manning requirement specified for the vessel?	5,897	99.86	8	0.14	3	0.05	3	0.05
Q2*	Do the master and officers hold valid certificates of competency as required by the Minimum Safe Manning Document?	5,900	99.93	4	0.07	4	0.07	1	0.02
Q3*	Do the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application?	5,691	99.25	43	0.75	174	2.95	4	0.07
Q4*	Do seafarers hold relevant certificates of proficiency (COP) or documentary evidences?	5,866	99.88	7	0.12	35	0.59	1	0.02
Q5*	Do seafarers on board hold valid medical certificates?	5,845	99.02	58	0.98	5	0.08	7	0.12
Q6	Do the records for hours of rest indicate compliance with the requirements?	5,630	95.59	260	4.41	18	0.30		
Q7	Do the watch schedules comply with the provisions of STCW?	5,806	98.36	97	1.64	5	0.08		
Q8*	Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties?	5,644	98.36	94	1.64	170	2.88	7	0.12
Q9*	Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel?	5,865	99.69	18	0.31	25	0.42	0	0
Q10	Do the voyage plans cover the whole route from berth to berth	5,758	97.73	134	2.27	16	0.27		

* If the answer to this question is 'NO' the ship may be considered for detention. The details of any detention shall be appropriately entered on the PSC report B.

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

(2) Percentages are calculated using the total number of inspections.

3.1.2 Analysis of answers to CIC Questionnaire in relation to detention

3.1.2.1 There were seven questions for which the questionnaire stated that a 'NO' answer would mean that the ship may be considered for detention. These questions related to:

Q1: Do the number of the seafarers serving on board conform with the Minimum Safe Manning requirement specified for the vessel?

Q2: Do the master and officers hold valid certificates of competency as required by the Minimum Safe Manning Document?

Q3: Do the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application?

Q4: Do seafarers hold relevant certificates of proficiency (COP) or documentary evidences?

Q5: Do seafarers on board hold valid medical certificates?

Q8: Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties?

Q9: Can the seafarers on board the vessel communicate effectively with each other in the working language of the vessel?

3.1.2.2 The CIC questions that recorded the highest number of detentions were 'Do seafarers on board hold valid medical certificates?' (Q5) and 'Are seafarers newly joined the vessel familiar with their specific duties that are relevant to their routine or emergency duties?' (Q8), which both accounted for 7 of 23 detention answers (30.4%) respectively. They were followed by Q3 'Do the master, officers and radio operators hold valid endorsements attesting the recognition of certificates or documentary proof of application?' which received 4 (17.4%) detention answers.

3.1.2.3 In analyzing Q5 detention data, it was found that 7 items were all related to expiration/nonavailability of medical certificates. With regard to Q8 detention data, in these inspections it was found newly joint seafarers failed to perform a wide range of assigned duties, inter alia, OWS, key valves and pipelines, fuel oil changeover procedures, and emergency drills.

3.1.2.4 The question answered with the highest ratio of 'NO' was 'Do the records for hours of rest indicate compliance with the requirements?' (Q6). Although no detention action was taken to the non-compliance, since it was agreed to the primary action to be taken by the PSCO to guarantee compensatory rest before departure, it indicated more attention to be paid to the crew's rest hours onboard to prevent aggregation of fatigue.

3.1.2.5 The other ranking questions with some 'NO' being answered were regarding to voyage plan (Q10, 2.27%), watchkeeping schedules (Q7, 1.64%), and newly joined seafarers' familiarization with their assigned duties (Q8, 1.64%), suggest they worth continuous attention going forward.

3.1.3 Analysis of CIC-topic related deficiencies

3.1.3.1 Table 3 indicates that deficiency code 01308 relating to the Records of rest shows the highest number of reported deficiencies for a single deficiency code (289 deficiencies or 27.76% of total deficiencies), although no detention was related to this code. On the contrary, deficiency code 01218 relating to the Medical certificate with the highest rate of CIC-topic related detentions (9 detentions or 23.68% of total detentions).

3.1.3.2 The results for Question 10, asking, if the voyage plans cover the whole route between the port of departure and the first port of arrival from berth to berth or if appropriate to anchorage or any other offshore installation and that it is well implemented, was the second highest number of

unsatisfactory responses. 253 deficiencies and 4 detentions were recorded an unfavourable result in this area, which represents 24.30% of total deficiencies.

3.1.3.3 The most satisfactory result was for deficiency code 01203, which related to the Certificates for radio personnel, indicates no relevant deficiency was found at the time of the CIC inspection.

3.1.4 Number of inspections and number of ships in CIC

Table 2 - Number of inspections in CIC

	INSPECTIONS WITH A CIC QUESTIONNAIRE	INSPECTIONS WITHOUT A CIC QUESTIONNAIRE
TOTAL	5908	1045
DETENTIONS	191	41
DETENTIONS WITH <i>CIC-TOPIC</i> RELATED DEFICIENCIES	20	-

3.1.5 Specification of CIC-related deficiencies

Table 3 – Specification of CIC-related deficiencies

CIC-topic related deficiencies			(# of inspections with this deficiency) One inspection can have multiple deficiencies		(# of inspections with this deficiency recorded as ground for detention)		(# of inspections with this deficiency recorded as ground for detention and RO related)	
Deficiency		Convention	2021	2022	2021	2022	2021	2022
01209	Manning specified by the minimum safe manning doc (Q1)	01050	5	7	1	3	0	0
01201	Certificates for master and officers (Q2)	05010	24	10	4	4	0	0
01203	Certificates for radio personnel (Q2)	05010	1	0	0	0	0	0
01214	Endorsement by flagstate (Q3)	05010	50	56	2	4	0	0
01215	Application for Endorsement by flagstate (Q3)	05010	4	5	1	1	0	0

CIC-topic related deficiencies			(# of inspections with this deficiency) One inspection can have multiple deficiencies		(# of inspections with this deficiency recorded as ground for detention)		(# of inspections with this deficiency recorded as ground for detention and RO related)	
Deficiency		Convention	2021	2022	2021	2022	2021	2022
01202,01204,01205,01206,01207,01208,01210,01211,01212,01213,01216,01217,01219,01220,01221,01222,01223,01224,01225,01297,01298,01299	Deficiencies relating to Q4 (certificates of proficiency or documentary evidences)	05000,05001,05010,05020,05030,05050,05060,13197,15020,19030	135	86	5	2	0	0
01218	Medical certificate (Q5)	15010	14	78	0	9	0	0
01308	Records of seafarers' daily hours of work or rest (Q6)	05080	69	289	0	0	0	0
01306	Shipboard working arrangements (Q7)	05080	26	110	1	1	0	0
04121	Crew familiarization with Emergency Systems (Q8)	05001	32	114	3	8	0	0
10136	Establishment of working language onboard (Q9)	05010	18	33	0	2	0	0
10127	Voyage or passage plan (Q10)	05080	133	253	1	4	0	0
TOTAL			511	1041	18	38	0	0

* One "NO" or "detention" answered in the questionnaire can lead to multiple CIC-topic related deficiencies.

3.1.6 Number of inspected ships per Ship Risk Profile

Table 4 – Number of inspected ships per Ship Risk Profile

CIC-topic related deficiencies	(# of inspections with this deficiency) One inspection can have multiple deficiencies		(# of inspections with this deficiency recorded as ground for detention)		(# of inspections with this deficiency recorded as ground for detention and RO related)	
	2021	2022	2021	2022	2021	2022
Ship Risk Profile						
HRS	175	306	7	10	0	0
SRS	212	353	8	8	0	0
LRS	54	143	1	2	0	0
UNKNOWN	0	0	0	0	0	0
TOTAL	441	802	16	20	0	0

3.1.7 Number of inspected ships and detentions per ship type

Table 5 - Number of inspected ships and detentions per ship type

CIC-topic related deficiencies	(# of inspections with this deficiency) One inspection can have multiple deficiencies		(# of inspections with this deficiency recorded as ground for detention)		(# of inspections with this deficiency recorded as ground for detention and RO related)	
	2021	2022	2021	2022	2021	2022
Ship type						
Bulk Carrier	188	254	6	5	0	0
Chemical tanker	16	10	0	0	0	0
Combination carrier	0	1	0	0	0	0
Container ship	50	133	0	3	0	0
Gas carrier	5	4	0	0	0	0
General cargo/multipurpose	110	263	6	5	0	0
Heavy load	2	2	0	0	0	0
Livestock carrier	1	2	0	0	0	0
Offshore supply	1	6	0	1	0	0
Oil tanker	25	30	3	3	0	0
Oil tanker/Chemical tanker (OILCHEM)	18	28	0	2	0	0
Other special activities	8	12	0	0	0	0
Passenger ship	0	3	0	0	0	0
Refrigerated cargo	2	17	0	0	0	0
Ro-Ro cargo	2	10	0	1	0	0
Ro-Ro passenger ship	0	4	0	0	0	0
Special purpose ship	1	4	0	0	0	0
Tug	4	5	1	0	0	0
Vehicle carrier	4	12	0	0	0	0
Woodchip carrier	4	2	0	0	0	0
TOTAL	441	802	16	20	0	0

3.1.8 Inspections and detentions per Flag State

(See Annex 1.2)

Ships from 77 flag States were inspected during the CIC. The greatest number of inspections were carried out on ships flying the flags of Panama (1,631, or 27.61%), followed by Liberia 700 (11.85%), Hong Kong, China 579 (9.80%), and the Marshall Islands 548 (9.28%).

3.1.9 Ship age overview

Table 6 – Ship age overview

CIC-topic related deficiencies	(# of inspections with this deficiency) One inspection can have multiple deficiencies		(# of inspections with this deficiency recorded as ground for detention)		(# of inspections with this deficiency recorded as ground for detention and RO related)	
	2021	2022	2021	2022	2021	2022
00 - 06	68	105	2	0	0	0
07 - 12	149	202	3	4	0	0
13 - 18	120	275	4	8	0	0
19 - 24	54	84	3	3	0	0
25 - 30	28	95	1	4	0	0
31 - 36	15	31	2	1	0	0
37 +	7	10	1	0	0	0
TOTAL	441	802	16	20	0	0

Annex 1 CIC Questionnaire

Annex 1.1 Inspection form for the CIC

MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL
IN THE ASIA-PACIFIC REGION



CONCENTRATED INSPECTION
CAMPAIGN ON STCW
01/09/2022 to 30/11/2022

CIC on STCW			
Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

QUESTIONS 1 TO 10 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.

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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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/R2.7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.4*	Do seafarers hold relevant certificates of proficiency (COP) or documentary evidences? (Please refer to the Guidelines)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.5*	Do seafarers on board hold valid medical certificates? (01218 - STCW/CI/R9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.6	Do the records for hours of rest indicate compliance with the requirements? (01308-STCWC/PA/VIII/1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.7	Do the watch schedules comply with the provisions of STCW? (01306 - STCWC/PA/VIII/1.5, STCWC/PA/VIII/2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10	Do the voyage plans cover the whole route from berth to berth? (10127 -STCWC/PA/VIII/2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Note: If "No" is ticked for questions marked with an asterisk "*", the ship may be considered for detention.

Annex 1.2 Table of Inspections and detentions per flag State (Table Annex 1.2)

Table Annex 1.2 - Inspections and detentions per flag State

CIC-topic related deficiencies	(# of inspections with this deficiency) One inspection can have multiple deficiencies		(# of inspections with this deficiency recorded as ground for detention)		(# of inspections with this deficiency recorded as ground for detention and RO related)		Position on WGB list
	2021	2022	2021	2022	2021	2022	
Antigua and Barbuda	4	6	0	1	0	0	White
Bahamas	6	10	1	0	0	0	White
Bangladesh	1	0	0	0	0	0	White
Belize	34	57	0	0	0	0	Grey
Cameroon	1	0	1	0	0	0	Not Listed
Cayman Islands (GB)	1	1	0	0	0	0	White
China	5	23	0	0	0	0	White
Comoros	0	1	0	1	0	0	Not Listed
Cook Islands	1	3	1	1	0	0	Grey
Cyprus	3	6	0	0	0	0	White
Denmark	1	7	0	0	0	0	White
Djibouti	0	1	0	0	0	0	Not Listed
Dominica	0	1	0	0	0	0	Grey
France	0	1	0	0	0	0	White
Greece	3	3	0	0	0	0	White
Guinea-Bissau	0	1	0	0	0	0	Not Listed
Guyana	0	1	0	1	0	0	Not Listed
Hong Kong, China	49	44	0	1	0	0	White
India	0	1	0	0	0	0	Grey
Indonesia	5	5	0	0	0	0	White
Iran, Islamic Republic of	0	1	0	0	0	0	Grey
Isle of Man (GB)	3	4	0	0	0	0	White
Jamaica	1	4	0	0	0	0	Grey
Japan	2	4	0	0	0	0	White
Kiribati	0	1	0	0	0	0	Grey
Korea, Republic of	16	38	0	0	0	0	White
Liberia	42	77	2	2	0	0	White
Malaysia	1	3	0	0	0	0	White
Malta	8	16	1	0	0	0	White
Marshall Islands	48	49	2	0	0	0	White
Mongolia	1	8	0	1	0	0	Black
Montenegro	0	1	0	0	0	0	Not Listed
Myanmar	1	0	0	0	0	0	Not Listed

CIC-topic related deficiencies	(# of inspections with this deficiency) One inspection can have multiple deficiencies		(# of inspections with this deficiency recorded as ground for detention)		(# of inspections with this deficiency recorded as ground for detention and RO related)		Position on WGB list
	2021	2022	2021	2022	2021	2022	
Netherlands	3	5	0	0	0	0	White
Norway	4	4	0	0	0	0	White
Palau	2	7	0	1	0	0	Grey
Panama	123	244	4	8	0	0	White
Philippines	0	6	0	0	0	0	White
Portugal	2	4	0	0	0	0	White
Russian Federation	0	3	0	0	0	0	White
Saint Kitts and Nevis	1	0	0	0	0	0	Not Listed
Saint Vincent and the Grenadines	1	1	0	0	0	0	Grey
Saudi Arabia	0	2	0	0	0	0	Grey
Sierra Leone	16	39	1	0	0	0	Black
Singapore	23	43	0	0	0	0	White
Spain	1	0	0	0	0	0	Not Listed
Sri Lanka	1	0	0	0	0	0	Not Listed
Sweden	0	1	0	0	0	0	Not Listed
Taiwan, Province of China	0	2	0	0	0	0	White
Tanzania, United Republic of	1	0	1	0	0	0	Not Listed
Thailand	3	2	0	0	0	0	White
Togo	12	27	2	0	0	0	Black
Tuvalu	0	2	0	0	0	0	White
Ukraine	1	1	0	0	0	0	Not Listed
United Kingdom	4	3	0	1	0	0	White
United States	0	1	0	0	0	0	White
Vanuatu	1	0	0	0	0	0	White
Vietnam	5	27	0	2	0	0	White
TOTAL	441	802	16	20	0	0	