



# TOKYO MOU SECRETARIAT

Ascend Shimbashi 8F  
6-19-19, Shimbashi, Minato-ku  
Tokyo 105-0004  
Japan

Tel: +81-3-3433-0621  
Fax: +81-3-3433-0624  
E-mail: [secretariat@tokyo-mou.org](mailto:secretariat@tokyo-mou.org)  
Web site: [www.tokyo-mou.org](http://www.tokyo-mou.org)

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## PRESS RELEASE

### **TOKYO MOU INTERIM GUIDANCE RELATING TO COVID-19 CIRCUMSTANCES**

Taking into account the significant impacts to the shipping industry due to the COVID-19 pandemic and the continuing effects of the crisis, Tokyo MOU adopted the interim guidance relating to COVID-19 circumstances, in accordance with the decision of the Port State Control Committee at 31<sup>st</sup> meeting (virtual) for protecting PSCOs and preventing spread of the COVID-19 and for facilitating port State Authorities to apply pragmatic flexibility as required in a harmonized manner under the difficult situation.

The guidance is developed with taking advantage of the one of the Paris MoU and making references to the relevant IMO Circular Letters and ILO's "Information note on maritime labour issues and coronavirus (COVID-19)". The guidance is consisting of three parts:

#### Preventive measure to halt the spread of COVID-19

Section refers to personal protective equipment (PPE) for protecting both PSCOs and ship crew.

#### Ship certification issues and COVID-19

Section corresponds to application of pragmatic approach/relaxation for issues on interval of surveys and audits, duration of certificates and installation of BWM equipment.

#### Crew related issues and COVID-19

Section deals with the harmonized approach to the issues of crew change (MLC 2006) and STCW certification.

Given consideration of the third video meeting of IMO with regional PSC regimes on harmonized actions at the time of pandemic of COVID-19, Tokyo MOU PSC Committee decided to publish the guidance on the website so as to inform the industry and other stakeholders of measures taken by Tokyo MOU.

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## Contact

Tokyo MOU Secretariat  
Ascend Shimbashi 8F  
6-19-19, Shimbashi  
Minato-ku, Tokyo  
Japan 105-0004

Telephone: +81-3-3433 0621

Facsimile: +81-3-3433 0624

E-mail: [secretariat@tokyo-mou.org](mailto:secretariat@tokyo-mou.org)

Web-site: [www.tokyo-mou.org](http://www.tokyo-mou.org)

## 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 Paris, the Indian Ocean, the Black Sea, the Riyadh, the Caribbean and the Abuja 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.