



TOKYO MOU SECRETARIAT

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PRESS RELEASE

Tokyo MOU Port State Control Committee held the 35th Meeting in Incheon, Republic of Korea

Incheon, Republic of Korea – Representatives of the Port State Control Committee, the governing body under the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU*), met in Incheon, Republic of Korea, from 11 to 14 November 2024 for its 35th annual meeting.

The 35th meeting of the Committee was chaired by Mr. Kenny Crawford, Deputy Chief Executive Technical Advice and Support, Maritime New Zealand. The meeting was officially opened by Mr. Choi Seong-Yong, Director General for Maritime Affairs and Safety Policy Bureau, Ministry of Oceans and Fisheries, Republic of Korea. Mr. Choi first warmly welcomed all delegates to Incheon and expressed the honor for Republic of Korea to host the Committee meeting for third time. Mr. Choi highly praised the remarkable development and progress achieved by the Tokyo MOU and highlighted the new challenges relating to decarbonization and digitalization, where port State control can also play an important role. Moreover, he reiterated the commitment of Republic of Korea to more actively participate in the work of the port State control Committee and enhance its cooperation in the Tokyo MOU activities. Finally, Mr. Choi expressed his wishes for a productive meeting and hoped that the delegates would have an enjoyable stay in the Republic of Korea.

Attendance of the meeting

The 35th meeting of the Port State Control Committee was attended by 21 member Authorities



of Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam; observers of Cambodia, Macao (China), Tonga, the United States Coast Guard, the Abuja MOU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Mediterranean MoU, the Paris MoU, the Viña del Mar Agreement, ILO and IMO. The member Authority of Panama and observers of the Democratic People's Republic of Korea, Samoa, Solomon Islands and the Riyadh MOU were unable to attend.

Prior to the Committee meeting, the 18th meeting of the Technical Working Group (TWG) was convened on 7 and 8 November 2024. The TWG meeting discussed matters relating to PSC technical procedures and guidelines, the Concentrated Inspection Campaigns, the information system and information exchange, evaluation of work done by intersessional technical groups and technical cooperation activities.

Decisions of the Committee

The Committee considered and adopted a scheme for rewarding/recognizing high-performing companies and to publicize under-performing companies, which was developed by an intersessional working group. In accordance with the adopted scheme, lists of high-performing companies and under-performing companies will be published on the Tokyo MOU website on trial basis.

The Committee considered and approved the report on the Concentrated Inspection Campaign (CIC) on Fire Safety in 2023 which will be available on the Tokyo MOU website in the near future. The Committee also took note of the status of the undergoing joint CIC with the Paris MoU on Crew Wages and Seafarer Employment Agreement (MLC) in 2024. The Committee further discussed and approved in principle the arrangements and preparations for the joint CICs on Ballast Water Management (BWM) in 2025 and on cargo securing in 2026.

The Committee decided to replace the current term of Black, Grey and White for flag performance with Low, Medium and High. In this connection, the Committee adopted amendments to the Memorandum to incorporate the new terms. Furthermore, the Committee also adopted amendments to the Memorandum for deletion of IMO member State audit from the ship risk profile parameters. The abovementioned amendments will be effective on 1 July 2025.

The Committee considered and adopted the guidelines for pre-inspection of electronic verification of certificates and records and guidelines for PSC Inspections of Ships Carrying Industrial Personnel (IP Code). In addition, it approved the amendments and revisions to several existing guidelines. The Committee also decided to develop guidelines for enhanced machinery inspection and guidelines for inspection of inert gas system.

The Committee considered the work done by the intersessional group on fishing vessels, including the development of the Asia Pacific Fishing Vessel Information System (APFISh). Having confirmed the completion of the operational testing, the Committee approved the formal commencement of operation of APFISh. Regarding the reports of inspections of fishing vessels

recorded during the operational testing period, the Committee was informed that most of the detainable deficiencies of fishing vessels were related to one or more of the Annexes to MARPOL.

The Committee noted with satisfaction the successful organization of the technical cooperation activities since the last meeting. The Committee expressed its appreciation to Authorities for their support and cooperation, to the Secretariat for organization and coordination of the technical cooperation activities and to the Nippon Foundation for its continuous support to the technical cooperation activities.

The Committee observed the consistent high detention rate and notable increase of under-performing ships during the past two years and agreed to monitor these trends closely.

The Committee expressed serious concerns for attention of stakeholders regarding cases of improper conduct of certain flag States and ROs. These cases relate to extending validity of certificates in violation of limitations imposed by the relevant conventions and accepting/approving unjustified equivalent arrangement and the conduct of ineffective remote surveys.

The Committee also raised the concerns on information about apparent attempts by some flag States to conclude bilateral agreements with port States to avoid port State detentions. The Committee advise and urge member Authorities to be vigilant against such agreement since it would present a serious risk to the integrity of the Tokyo MOU and the port State control system as whole.

The Committee re-elected Mr. Kenny Crawford, Deputy Chief Executive Technical Advice and Support, Maritime New Zealand, as the Chair and Mr. Chen Kit Jam, Senior Deputy Director, Shipping Division, Maritime and Port Authority of Singapore, as the Vice-Chair of the Committee for the next three meetings.

In conjunction with the Committee meeting, a session of open forum for exchange of views with the industry was organized, whereby ACS, IACS, ASA, ICS, INTERTANKO and ITF participated in-person and/or remotely.

Date and place of the next Committee

The 36th meeting of the Port State Control Committee is tentatively scheduled to be held in Hong Kong, China, from 20 to 23 October 2025.

18 November 2024

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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 22 member Authorities: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. 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.