



TOKYO MOU SECRETARIAT

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PRESS RELEASE

TOKYO MOU PSC COMMITTEE MET REMOTELY AGAIN VIA VIRTUAL MEANS FOR THE 32ND MEETING

Tokyo, Japan – The Port State Control Committee, the governing body under the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU*), held its 32nd meeting remotely via virtual means from 21 to 22 October 2021. The 32nd Committee meeting, which was originally scheduled to be held in Lima, Peru in September 2021, was cancelled due to the ongoing COVID-19 pandemic and organized via virtual means instead. The 32nd meeting of the Committee was chaired by Mr. Kenny Crawford, Deputy Director, Maritime Systems Assurance, Maritime New Zealand.

Attendance of the meeting

The 32nd meeting of the Port State Control Committee was attended by all the 21 member Authorities of 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; a co-operating member Authority of Mexico; and observers of Cambodia, Democratic People's Republic of Korea, Macao (China), Solomon Islands, Tonga, the United States Coast Guard, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Paris MoU, the Riyadh MOU and the Viña del Mar Agreement (represented by Chile). Observers of Samoa, the Abuja MOU, IMO and ILO were unable to attend and sent their apologies.



Prior to the Committee meeting, the 15th meeting of the Technical Working Group (TWG) from 18 to 19 October 2021 was also convened remotely via virtual means. 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 co-operation activities.

Decisions of the Committee

The Committee commended the work done by the extraordinary intersessional group on impact of the COVID-19 crisis since its last meeting in January 2021, including the development of Interim Guidance relating to COVID-19 Circumstance, Guidance for remote PSC inspections and guiding document for online technical co-operation programmes.

The Committee considered and adopted amendments to the Ship Risk Profile (SRP) and Selection Scheme under the New Inspection Regime (NIR) contained in Annex 2 to the Memorandum to further clarify the definition of “Bulk carrier” and inspection priorities, which will become effective from 1 January 2022.

The Committee considered the results of further trial on remote follow-up inspection procedures and decided to adopt the remote follow-up inspection procedure for formal implementation from 1 January 2022. The Committee also approved the guidelines for remote follow-up inspection.

The Committee noted the smooth progress of the joint CIC with the Paris MoU on Stability in General in 2021, which was deferred from last year due to the pandemic and considered and approved in principle the questionnaire and guidelines for the joint CIC with the Paris MoU on STCW in 2022. The Committee further considered preparations for the joint CIC on Fire Safety in 2023 and Crew Wages and Seafarer Employment Agreement under MLC in 2024 and after deliberation, agreed to incorporate the issue of Financial Security for Seafarers under the 2014 amendments to MLC into the joint CIC on Crew Wages and Seafarer Employment Agreement under MLC in 2024, based on the suggestion from the IMO III Sub-Committee at its 7th session.

The Committee considered and accepted the proposal for CIC on Cargo Securing in 2026 and further approved the amendments to the policy on joint CIC, which will be harmonized with the Paris MoU.

The Committee considered and approved the revision to the advisory information as part of an education campaign aimed at preventing marine casualties caused by cargoes, taking into account the relevant comments from III7.

The Committee further considered the progress of work carried out on the review and revision of methods for assessment of performance for flags and ROs. The Committee was also informed of the preliminary outcome of considerations on PSC on fishing vessels.

The Committee unanimously re-elected Mr. Kenny Crawford, Deputy Director, Maritime Systems Assurance, Maritime New Zealand, as the Chair and Mr. Chen Kit Jam, Deputy Director, Shipping Division, Maritime and Port Authority of Singapore, as the Vice-Chair of the Committee for the next three meetings.

Date and place of the next Committee

The 33rd meeting of the Port State Control Committee is tentatively scheduled to be held in Lima, Peru from 14 to 17 November 2022.

27 October 2021

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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 (accepted at the current meeting), 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.