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PRESS RELEASE

Tokyo MOU Port State Control Committee 36th Meeting in Hong Kong, China

Hong Kong, China – The Port State Control Committee, governing body of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU*), held its 36th meeting in Hong Kong, China, from 20 to 23 October 2025.

The meeting was chaired by Mr. Kenny Crawford, Manager (Ship Inspections), Australian Maritime Safety Authority (AMSA) and officially opened by Mr. Wong Sai Fat, Director, Marine Department of the Hong Kong Special Administrative Region of the People's Republic of China. Mr. Wong warmly welcomed all delegates to Hong Kong, China, and expressed appreciation for the opportunity to host the Committee meeting for the third time. He highlighted the importance of the role of port State Control (PSC) in upholding ship safety, security and protection of the marine environment and shared progress on Hong Kong's Green Maritime Fuel Bunkering Incentive Scheme. He concluded by wishing delegates a productive meeting and an enjoyable stay in Hong Kong.



Attendance of the meeting

The 36th meeting of the Port State Control Committee was attended by all 22 member Authorities of 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. Observers of Cambodia, Macao (China), the Abuja MOU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Paris MoU, the Viña del Mar Agreement, ILO and IMO were also present. Observers of the Democratic People's Republic of Korea, Samoa, Solomon Islands, Tonga, the United States Coast Guard, the Mediterranean MoU and the Riyadh MOU were unable to attend.

Prior to the Committee meeting, the 19th meeting of the Technical Working Group (TWG) was convened on 16 and 17 October 2025. 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 reviewed and approved the report on the Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarer Employment Agreement (MLC) in 2024. The Committee noted the progress of the ongoing joint CIC with the Paris MoU on Ballast Water Management (BWM) in 2025. The Committee also agreed in principle to the arrangements and the conduct of the joint CICs with the Paris MOU on cargo securing in 2026 and on enclosed space entry in 2027.

The Committee was informed of activities relating to reviewing and enhancing inspection campaign methodologies; where three focused inspection campaign (FIC) trials on Fire Safety, Pilot Transfer Arrangements and EPIRB were conducted. The Committee agreed to continue further FIC trials to refine methodologies for future joint Inspection Campaigns with the Paris MoU. In addition, the Committee approved to conduct a FIC on insurance certificates under the International Convention on Civil Liability for Oil Pollution Damage (CLC) in concert with the Paris MoU.

The Committee reviewed the results of the trial for production and publication of the lists of high-performing companies and under-performing companies. The Committee endorsed the implementation of the publication of company performance lists on a quarterly basis on the Tokyo MOU website starting 1 January 2026.

The Committee considered and adopted the Strategic Plan, Strategic Directions and the list of planned actions for a five-year period from 2026 to 2030, taking into account of emerging trend in the maritime sector. The Committee further approved the strategic plan for technical co-operation programmes for the period of 2026-2030 and expressed its appreciation to the Nippon Foundation for its continued support for these programmes.

The Committee considered and adopted the guidelines for PSCOs on enhanced machinery and

maintenance inspections and guidelines for PSCOs on Inert Gas System of Tankers. In addition, it approved the updates to several existing guidelines based on the work done by the intersessional working group on review of PSC guidelines to align with recent amendments to relevant IMO instruments. The Committee also decided to develop a style guide for supporting development and review of PSC guidelines and the development of safety guidelines for PSCO accident prevention.

The Committee confirmed its decision on the introduction of new calculation methods to evaluate flag and RO performance, harmonized with the Paris MoU, and for implementation from 1 January 2028.

The Committee discussed cases of improper extensions of statutory certificates validity in violation of limitations imposed by the relevant conventions. The Committee agreed to bring the necessary attention of the matter to the industry and to consider measures to be taken for PSCOs to deal with the matter in a uniform approach.

The Committee noted with satisfaction the status of activities of PSC on fishing vessels in the Tokyo MOU region and encouraged member Authorities to continue PSC inspections of fishing vessels and transmit the data into the Asia Pacific Fishing Vessel Information System (APFISh).

After nine years of dedicated service, Mr. Kubota Hideo stepped down as Secretary of the Tokyo MOU Secretariat at this meeting. The Committee approved the appointment of Mr. Ishihara Akira as the Secretary of the Tokyo MOU Secretariat. The Committee expressed its sincere appreciation to Mr. Kubota for his tremendous contributions to the activities of the MOU during the period and exceptional guidance and direction to the work of the Secretariat and appointed him Secretary Emeritus of the Tokyo MOU.

Date and place of the next Committee

The 37th meeting of the Port State Control Committee is tentatively scheduled to be held in Singapore from 7 to 10 September 2026.

29 October 2025

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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.