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PRESS RELEASE

Tokyo MOU Holds 37th Port State Control Committee Meeting in Singapore

Singapore – 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 37th meeting in Singapore from 7 to 10 September 2026.

The meeting was chaired by Mr. Kenny Crawford, Manager (Maritime Safety Assurance), Australian Maritime Safety Authority (AMSA) and officially opened by Mr. Ang Wee Keong, Chief Executive, Maritime and Port Authority (MPA) of Singapore. Mr. Ang welcomed all delegates to Singapore and noted that this was the third time Singapore had hosted the Committee meeting. He also highlighted the significant development and progress achieved by the Tokyo MOU over the past three decades. He stressed that emerging issues, including increasing risks associated with "shadow fleets" and fraudulent ship registrations, geopolitical tensions, the energy transition and rapidly developing technologies, would require closer collaboration among maritime stakeholders. Finally, he wished the Committee a successful meeting and all delegates a pleasant stay in Singapore.



Attendance of the meeting

The 37th 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 Macao (China), the United States Coast Guard, the Abuja MoU, the Black Sea MoU, the Caribbean MoU, the Indian Ocean MOU, the Paris MoU, the Riyadh MoU, the Viña del Mar Agreement, ILO and IMO were also present. Observers of Cambodia, the Democratic People's Republic of Korea, Samoa, Solomon Islands, Tonga and the Mediterranean MoU were unable to attend.

Prior to the Committee meeting, the 20th meeting of the Technical Working Group (TWG) was held on 3 and 4 September 2026. The TWG discussed matters relating to PSC technical procedures and guidelines, the Concentrated Inspection Campaigns, information systems and information exchange, evaluation of work done by intersessional technical groups and technical cooperation activities.

Decisions of the Committee

The Committee noted with concern that the number of under-performing ships had increased over the past three years and agreed to consider stronger measures to address them. It also discussed the possible development of a common framework to support Member Authorities that are considering national legislation to prohibit certain ships from entering their ports.

The Committee expressed serious concerns about the increase of ships with fraudulent registrations and certificates and considered a 4-tier approach to deal with such ships. The Committee agreed to establish an intersessional group to further pursue the issue so as to develop measures for Member Authorities to handle fraudulently registered ships effectively.

The Committee approved the report on the 2025 Concentrated Inspection Campaign (CIC) on Ballast Water Management and noted the commencement of the joint CIC with the Paris MoU on Cargo Securing in September 2026. It also confirmed arrangements for the joint CIC on Enclosed Space Entry with the Paris MoU in 2027. For 2028, the Committee agreed to conduct an inspection campaign on safety of navigation focusing on passage plan and to invite the Paris MoU to participate in the campaign.

The Committee reviewed work to enhance inspection campaign methodologies and consider the outcome of a further trial focused inspection campaign (FIC) on the International Convention on Civil Liability for Oil Pollution Damage (CLC). It adopted a revised policy on inspection campaigns (IC), which is substantially aligned with that of the Paris MoU.

The Committee noted that one detention review case had been received during the intersessional period and that the detention was upheld following review. The Committee agreed that detention-review trends should continue to be monitored carefully to identify opportunities for further improvement and greater harmonisation across the region.

The Committee approved detailed arrangements for implementing the new methodology for calculating the performance of recognized organization (RO). Collection of mandatory certificate/RO data will start from 1 January 2027, allowing a RO performance list to be produced under the new methodology with a view to using it from 1 July 2028. The Committee also agreed

to prepare and issue a separate press release in due course providing further details and information on implementation of the new RO performance methodology.

The Committee considered and adopted amendments to the Memorandum, relating to the ship risk profile table contained in Annex 2 to the Memorandum. The amendments will take effect on 1 January 2028.

The Committee reviewed the follow-up actions arising from the Ministerial Declaration, "Safeguard Responsible and Sustainable Shipping" adopted at the 3rd Joint Ministerial Conference of the Paris and Tokyo Memoranda on Port State Control, held in Vancouver, Canada, in May 2017, and expressed satisfaction with the progress made.

The Committee noted with satisfaction the effective implementation of the technical co-operation programmes and expressed its appreciation to the Nippon Foundation for providing the funding, to the Authorities for their support and co-operation and to the Secretariat for organizing and coordinating the technical co-operation activities.

The Committee was informed of the status of PSC activities on fishing vessels in the Tokyo MOU region. In view of the entry into force of Cape Town Agreement on 24 February 2027, the Committee agreed to revise the guidance for PSC on fishing vessels.

Alongside the Committee meeting, an open forum was held with industry representatives. Representatives from IACS, ICS, INTERTANKO, ASA and ITF participated in the forum.

Date and place of the next Committee

The 38th meeting of the Port State Control Committee is tentatively scheduled to be held in Panama from 18 to 21 October 2027.

18 September 2026

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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.