

30 years
of
Tokyo MOU



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I. Message from the Chair and the Secretary

Message from the Chair



The Asia-Pacific Memorandum of Understanding on port State control (the Tokyo MOU) is celebrating 30 years in existence, which is a very significant achievement so it's worth pausing and reflecting on what we have done and where we have come from, along with the impact that the efforts of the Tokyo MOU have produced to date.

The shipping industry has changed since 1993. The largest container ship had a cargo carrying capacity of under 5,000 teu (twenty-foot equivalent units) while today, we see container ships with capacities of nearly five times that. In 1993, there were just over 1,400 container ships in the global fleet – by the end of 2022, that number had risen to nearly 5,600 container ships. The obvious point is that global trade has dramatically increased in the last 30 years, and most of this still goes by sea, which means more and larger ships in operation. It's not only volumes of cargo that have risen – the sustained burst of growth from the cruise ship industry over this time has also seen a huge increase in the number of cruise passengers, which has led to more and larger cruise ships, on new routes.

The Tokyo MOU was set up in 1993 to eliminate substandard shipping from the region, with a view to harmonizing the efforts of the member Authorities. Inspections were conducted according to the convention requirements at that time, but you will see in this brochure that the industry and the conventions that regulate the industry, have changed and been added to dramatically in the last 30 years. The Tokyo MOU has maintained currency and relevance with the industry thanks to the dedicated work of the member Authorities and the Secretariat. Work continues on how we undertake inspections, how we maintain efficiency, how we train our Port State Control Officers and how we continue to make a difference to maritime safety, protection of the marine environment and the maintenance of working and living conditions for people working at sea.

It's worth pausing to consider how we work between ourselves as members aimed at common standards and harmonization, but also how collaborate with others outside the Tokyo MOU, to make sure we are playing our part on a global stage, as well as a regional focus.

While this brochure is a celebration of the journey the Tokyo MOU has been on since 1993, it's also sensible to look forward because if the last 30 years have taught us anything, it's that the next 30 years will not stay the same as they are now. Climate change is the obvious focus, but the other emerging technologies, such as autonomous vessels, will also require us to be adaptive to change, which is something that I believe we have demonstrated in

abundance over the years, and continue to do so.

I'm incredibly proud of the achievements the Tokyo MOU has played in reducing harm in the maritime industry. I'd like to acknowledge all of the people from the past who have made this possible, from Chairs to APCIS Database Managers, the Secretariat and the all who have participated as member Authorities. The legacy of the Tokyo MOU continues to build, but it could not be possible without the dedicated commitment from our former friends and colleagues.

A handwritten signature in blue ink that reads "K. W. Crawford". The signature is written in a cursive, slightly stylized font.

Kenny Crawford
Chair
Port State Control Committee

Message from the Secretary



I am very much honoured and pleasant to issue this brochure celebrating the 30th Anniversary of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU).

The Memorandum of Understanding on Port State Control in the Asia-Pacific Region was adopted in Tokyo, Japan on 1 December 1993 by 18 maritime Authorities in the Asia-Pacific region. The representatives from ILO, IMO and Paris MoU also signed as Witness to the signatures. The Memorandum came into operation on 1 April 1994. The Memorandum, remained open for signature until the first PSC Committee meeting in Beijing in April 1994, was signed by 18 maritime Authorities in the Asia-Pacific region. Among the 18 maritime Authorities, 11 Authorities became members in 1994. At its inception, under the Tokyo MOU, the number of international maritime instruments adopted by ILO and IMO to be verified by member Authorities in a harmonized way, so-called “the relevant instruments” was seven.

Since then, the number of member Authorities and the relevant instruments have nearly doubled. In addition, the number of inspections per year has increased by four times. The detention rate has gradually decreased over the years which proves the effectiveness of the Memorandum. During the 30 years, ‘Casualty rate’, which is the number of casualties per number of ships call on ports in Asia-Pacific region, has also steadily decreased and shows the correlation with the detention rate. Over all these years, the Tokyo MOU has proven to be of great value in eliminating substandard shipping in the region.

Recognizing the uniqueness of the Tokyo MOU which consists of member Authorities of advanced States as well as those of developing States, the Tokyo MOU has focused on the technical cooperation programmes and delivered various activities through the development of the Integrated Strategic Plan for Technical Cooperation Programme with the continuous and valuable assistance of the Nippon Foundation from its inception. To date, over 4,000 PSCOs have joined the technical cooperation programmes and the number of inspections by developing member Authorities has increased by nearly 4 times during these 30 years.

It is of course that the above evolvement could not have been made without cooperation and efforts of all the member Authorities of the Tokyo MOU and their port State control officers. Taking this opportunity, I would also like to appreciate the staffs of the APCIS and the Secretariat including predecessors for their persistent efforts. Through their devoted efforts, shipping off our coasts and in our ports has become much safer, more

environmental-friendly and with better working and living condition for the seafarers on board ships.

I am convinced that the Tokyo MOU will continuously endeavour to improve by overcoming various challenges with the cooperation and devoted contributions of members to attain our goal “***Elimination of substandard shipping in the region***”.



Kubota Hideo
Secretary
Tokyo MOU Secretariat

II. 30 years of activities for Strengthening and Harmonizing PSC in Asia-Pacific and the world

1. Establishment of the Tokyo MOU

1992 ~ 1993

Consideration of establishment of a co-operative regime on port State control in the Asia-Pacific region was initiated early 1990's. By the initiative of the Government of Japan, the first preparatory meeting was convened in Tokyo, Japan, on 13 February 1992. Nine months later, the second preparatory meeting was held in Sydney, Australia, on 4-6 November 1992. The third preparatory meeting was held in Vancouver, Canada, from 1 to 3 June 1993.



1993

The final preparatory meeting was organized in Tokyo, Japan, from 29 November to 2 December 1993, during which the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU) was concluded and signed on 1 December 1993 among 18 maritime Authorities (i.e. Australia, Canada, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, the Solomon Islands, Thailand, Vanuatu and Viet Nam).

1994

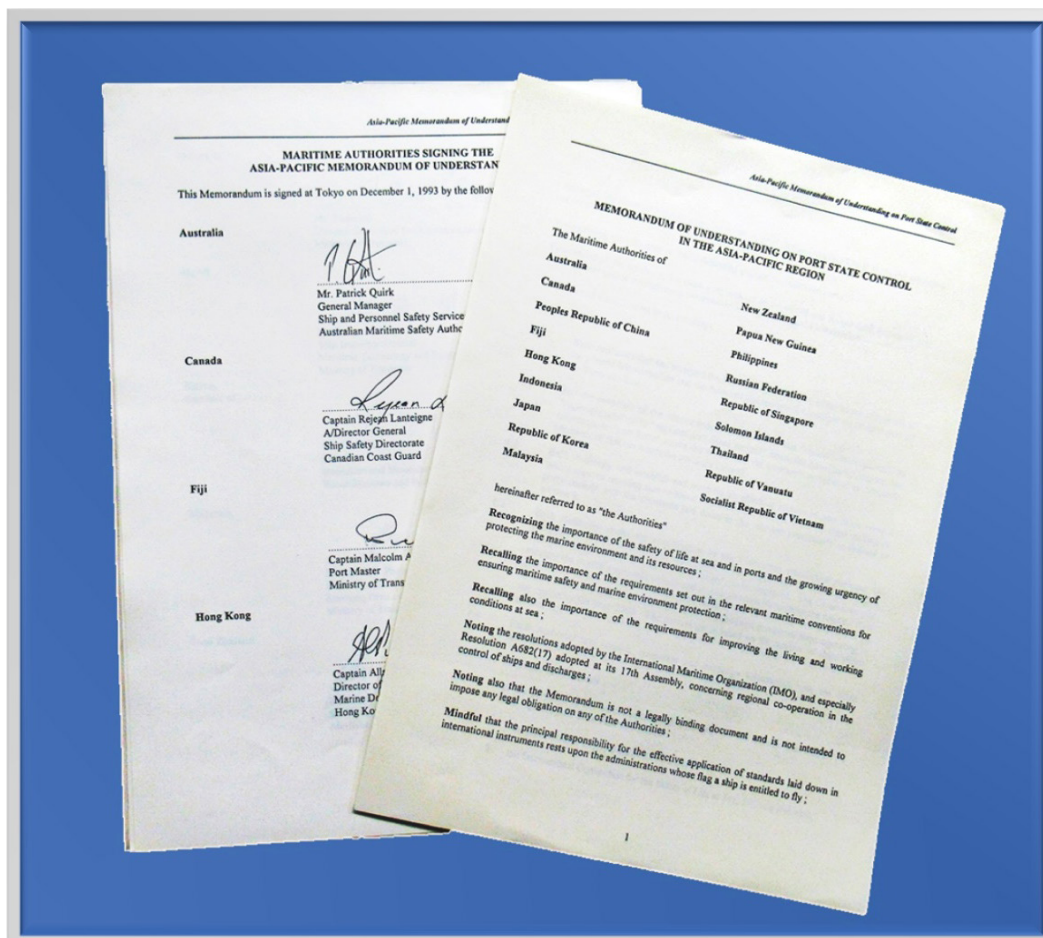
Tokyo MOU came into operation in April 1994, starting with 11 member Authorities (i.e. Australia, Canada, China, Hong Kong, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, Singapore and Vanuatu) that accepted the Memorandum. Tokyo MOU Secretariat was established in Tokyo, Japan, in April 1994. The Asia-Pacific Computerized Information System (APCIS) was established in Ottawa, Canada. The 1st meeting of the Port State Control Committee (PSCC) was held in Beijing, China, from 11 to 14 April 1994. Tokyo MOU was granted observer status at the Paris MoU.

2. The Memorandum

2.1 Contents

Contents of the latest version of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU) are shown as follows.

- Section 1 General
- Section 2 Relevant Instruments
- Section 3 Inspection Procedures, Rectification and Detention
- Section 4 Provision of information
- Section 5 Training Programs and Seminars
- Section 6 Organization
- Section 7 Amendments
- Section 8 Administrative Provisions
- ANNEX 1 MEMBERSHIP OF THE MEMORANDUM
- ANNEX 2 NEW INSPECTION REGIME (NIR)



2.2 Amendments

	Content of amendments	Date of adoption	Effective date
1 st	Inclusion of Tonnage Convention as a relevant instrument and transferring PSC guidelines into the PSC Manual	13 August 1997	1 March 1998
2 nd	Introduction of provision for non-imposing excessive standards by port State Authority and prescription of APCIS	3 June 1998	1 March 1999
3 rd	Inclusion of 1988 Protocols to Load Lines and SOLAS as relevant instruments.	27 April 1999	3 February 2000
4 th	Revision of regional target inspection rate into 75% and introduction of qualitative criteria for membership	24 February 2000	1 November 2000
5 th	Incorporation of changes stemming from Resolution A.882(21).	18 October 2001	1 January 2002
6 th	Incorporation of notes on date of adherence and the Authority of Chile to the end of final clause	10 June 2002	10 June 2002
7 th	Transferring notes of adherence date to the Preamble and introduction of provision for revocation of membership	27 March 2003	1 July 2003
8 th	Inclusion of ship targeting system in the selection scheme and introduction of new category of co-operating membership	23 November 2004	1 February 2005
9 th	Inclusion of amendment procedure for PSC Manual	8 November 2005	1 January 2006
10 th	Incorporation of changes to membership criteria	4 September 2007	3 May 2008
11 th	Inclusion of AFS as a relevant instrument and revision of regional target inspection rate into 80%	18 November 2008 & 20 November 2008	18 November 2008 & 19 July 2009
12 th	Inclusion of consequential changes for Resolution A.1052(27)	17 April 2012	1 June 2012
13 th	Inclusion of MLC 2006 as a relevant instrument	22 January 2013	20 August 2013
14 th	Inclusion of the Marshall Islands in the preamble and incorporation of provisions for new inspection regime (NIR)	28 October 2013 & 29 October 2013	28 October 2013 & 1 January 2014

15 th	Inclusion of Peru in the preamble and incorporation of consequential changes on sections of PSC Manual	5 October 2015 & 6 October 2015	5 October 2015 & 1 December 2015
16 th	Inclusion of BWM 2004 as a relevant instrument.	17 October 2016	8 September 2017
17 th	Incorporation of changes to the NIR	21 September 2017	1 February 2018
18 th	Consequential change of references of Resolution A.1052 (27) into Resolution A.1119 (30)	6 November 2018	1 December 2018
19 th	Inclusion of Panama in the preamble and introduction of a general reference to IMO Assembly Resolutions on Port State Control Procedures	14 October 2019	14 October 2019
20 th	Revision of inspection priority under NIR	22 October 2021	1 January 2022
21 st	Inclusion of Bunker 2001 as a relevant instrument	15 November 2022	1 January 2024

The Memorandum has been amended 21 times since its adoption.

3. Strategic development and organizational enhancement

3.1 Strategic Plan with Strategic Directions and Plan of Action

Strategic plan together with strategic directions and plan of action were firstly adopted at PSCC20 in 2010.

‘Strategic plan for the Tokyo MOU’ consists of ‘vision’, ‘mission statement’ and ‘trends, developments and challenges’. ‘Trends, developments and challenges’ also consists of ‘developments on the work of IMO/ILO on PSC-related matters’, ‘achieving and maintaining high performance of the Tokyo MOU’, cooperation with other PSC regimes’ and ‘relationship with the industry and its impact’.

‘Strategic directions and plan of action’ consists of ‘purpose’, ‘strategic directions’, ‘planned actions’, ‘performance indicators’ and ‘action plan’. The directions and plan of action are revised at each PSCC.

Tokyo Memorandum of Understanding on Port State Control

**STRATEGIC PLAN FOR THE TOKYO MOU
(FOR THE PERIOD 2010 – 2015)**

1 VISION

1.1 The vision of the Tokyo MoU is the elimination of substandard shipping in the Asia Pacific region.

2 MISSION STATEMENT

2.1 The mission of the Tokyo MoU among maritime authorities responsible for port State Control in the Asia-Pacific region is to promote the effective implementation, and the universal and uniform application, of relevant IMO/ILO instruments on ships operating in the region.

2.2 This will be accomplished through the establishment and maintenance of a harmonized system of port State control by the member authorities, and the effective operation of the Committee, the Secretariat and the APCIS. Of particular importance are the cooperation and the exchange of information between members of the MOU and with other regional port State control regimes.

3 TRENDS, DEVELOPMENTS AND CHALLENGES

3.1 In its work to achieve its mission in ever-changing circumstances, the organization faces many challenges arising from external and internal factors. The strategic directions of the organization have been developed in the context of meeting these challenges, as enumerated below.

3.2 PSCC and subsidiary groups

3.2.1 Port State Control Committee (PSCC)

Port State Control Committee of the Tokyo MOU composed of representatives of each of the Member Authorities meets once a year, in principle, with participation of a representative from each of the Co-operating Member Authorities and Observers and will:

- carry out the specific tasks assigned to it under the Memorandum;
- promote by all means necessary, including training and seminars, the harmonization of procedures and practices relating to inspection, rectification and detention;
- develop and review guidelines for carrying out inspections;
- develop and review procedures for the exchange of information; and
- keep under review other matters relating to the operation and the effectiveness of the Memorandum

3.2.2 Technical Working Group (TWG)

Succeeding to the Meetings of Regional Database Managers (DBM), which had convened from 1995 to 2007, TWG, open to all member Authorities, co-operating member Authorities and observers, has established to facilitate decision making by the PSCC on operation and implementation of the Memorandum with the following functions:

- to develop and review PSC technical procedures and guidelines;
- to consider and review questionnaire/checklist and related guidance for CICs;
- to discuss matters on information system and information exchange; and
- to review and evaluate outcome of work done by intersessional technical groups.

TWG meeting is to be held in conjunction with the Committee meeting in principle.

3.2.3 MOU Standing Working Group (SWG)

In order to deal with important issues intersessionally, the MOU Standing Working Group (SWG) was established in 2000 with the following functions:

- to assist the Chair and the Secretariat as required on matters relating to the operation and implementation of the Memorandum;
- to carry out specific tasks as assigned by the Committee; and
- to provide, as required, a discussion and advice forum for the Chair and the Secretariat when key decisions may have to be made between meetings of the Committee.

3.2.4 Other intersessional groups

Other intersessional groups (IGs) have been also established to deal with specific issues. 13 IGs have been in active between PSCC33 in 2022 and PSCC34 in 2023.

4. Enhancement of efficient PSC

4.1 Targeting of ships for inspection

Targeting factor was incorporated for selection of ships for inspection by the amendments to the Memorandum which became effective in 2004.

Subsequently, New Inspection Regime (NIR) was incorporated as Annex 2 to the Memorandum and became effective in 2014.

4.2 Concentrated inspection campaigns (CICs)

Concentrated inspection campaigns (CICs) have been conducted since 1998, with the objective of checking the conformity of ships and crews with the requirements provided in the relevant instruments of the Tokyo MOU pertinent to the topics of each year which is specific and targeting problem areas.

The first CIC was carried out in 1998 on the ISM Code, which entered into force on 1 July 1998, with a view to promoting implementation of the Code.

In principle, CICs will be conducted jointly with the Paris MoU, taking due regard to the commitment made at the second joint Ministerial Conference of the Paris and Tokyo Memoranda, held in Canada in 2004, to carry out inspections jointly.

To date, 23 CICs have been carried out by the Tokyo MOU.

5. Publication for elimination of sub-standard ships

Publication is one of the most effective measures to eliminate sub-standard ships. To that effect, the Tokyo MOU, *inter alia*, has been taking the following actions;

- public access to APCIS since 2003;
- publication of detention list since 1998; and
- publication of under-performing ships since October 2010.

6. APCIS -Essential for efficient PSC

One of the major objectives of the regional PSC regime is sharing the information of PSC inspections.

In this regard, the Asia-Pacific Computerized Information System (known as APCIS) was established for sharing the result of PSC inspection in the region to facilitate selecting ships for inspection and for facilitating exchange of PSC data in the region. APCIS was initially located in Ottawa under the auspices of Transport Canada.

In 1997, the Port State Control Committee decided to develop a new system, based on the modern information technology, in order to enhance the effective and efficient exchange of PSC data in the region. Two years later, the Committee, based on the evaluation of the results of feasibility studies by the candidates, selected the Authority of the Russian Federation to be the host Authority responsible for development and maintenance of the new information system. Consequently, the new APCIS came into operation on 1 January 2000. APCIS central site, under the auspices of the Ministry of Transport of the Russian Federation, was established in Vladivostok and relocated to Moscow in 2007.

APCIS is connected by all member Authorities for searching ships for inspection and for collecting and storing PSC inspection reports. APCIS performs and supports the following services and functions:

- Computerized ship targeting system/new inspection regime (NIR);
- On-line publication of PSC data and detention list;
- Production of PSC statistics;
- Data for CICs;
- Facility for uploading deficiency photos and videos;
- PSC data exchange with IMO GISIS and EQUASIS; and
- Inter-regional data exchange with the Paris MoU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU and the Viña del Mar Agreement.

7. Code of Good Practice for Port State Control Officers

'Code of Framework of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU)' was adopted by PSCC16 in 2006. Subsequently, IMO approved the 'Code of good practice for port State control officers' and circulated it as MSC-MEPC.4/Circ.2 in 2007.

The objective of the Code is to assist PSCOs in conducting their inspections to the highest professional level, recognizing that Port State Control Officers are central to achieving the aims of the Tokyo MOU, that they are the daily contact of the Tokyo MOU with the shipping world and that they are expected to act within the law, within the rules of their government and in a fair, open, impartial and consistent manner.

The Code encompasses three fundamental principles as follows against which all actions of PSCOs are judged: integrity, professionalism and transparency:

- Integrity is the state of moral soundness, honesty and freedom from corrupting influences or motives,
- professionalism is applying accepted professional standards of conduct and technical knowledge. For PSCOs standards of behaviour are established by the maritime authority and the general consent of the port State members, and
- transparency implies openness and accountability.

The Code also provides lists of the actions and behaviour expected of PSCOs in its Annex.

The Tokyo MOU has recognized the 'Good practice of PSC' as the most important issue on PSC and pursued thorough adherence to the Code taking every single opportunity including its meeting and training.



**CODE OF GOOD PRACTICE FOR PORT STATE CONTROL OFFICERS CONDUCTING
INSPECTIONS WITHIN THE FRAMEWORK
OF THE MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL
IN THE ASIA-PACIFIC REGION (TOKYO MOU)**

1 Introduction

This document provides guidelines regarding the standards of integrity, professionalism and transparency that the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU) expects of all Port State Control Officers (PSCOs) who are involved in or associated with port State control inspections.

8. Integrated Strategic Plan for Technical Cooperation Programmes

Training of port State control officers (PSCOs) is essential to promote the establishment of an effective port State control system in the Asia-Pacific region and also harmonization of port State control procedures among different member Authorities is a major concern in the region.

The Tokyo MOU, recognizing the importance of the training activities, has focused on the technical cooperation programmes and delivered various activities for training, harmonization and updating of knowledge through the development of the Integrated Strategic Plan for Technical Cooperation Programme with the valuable support of the Nippon Foundation from its inception.

The main objectives of the plan are:

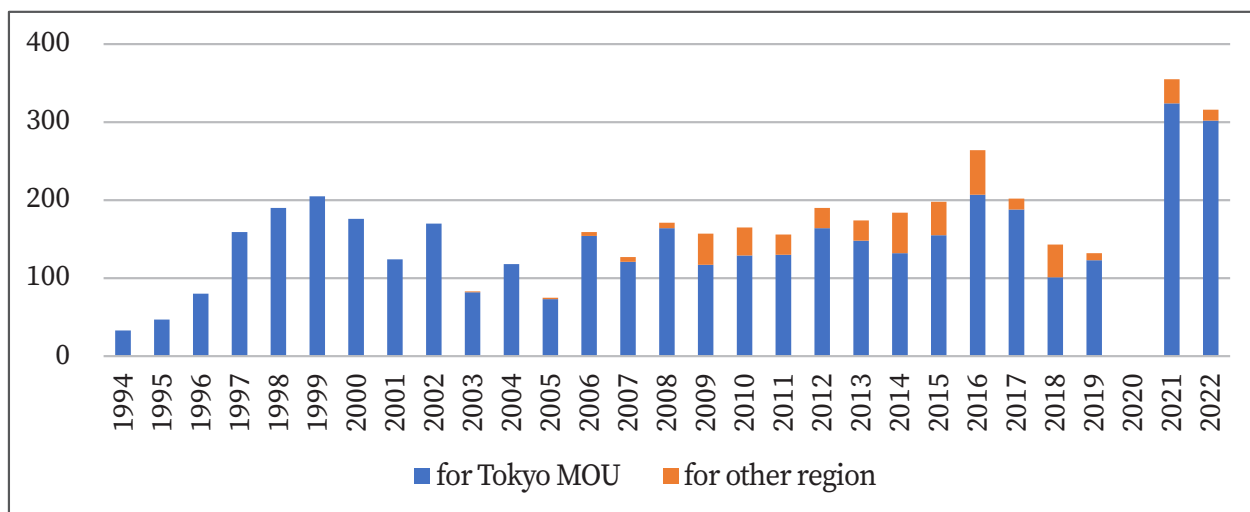
- to enhance PSC training activities in the region;
- to provide PSCOs and Authorities with opportunities to learn and help with each other;
- to share expertise and experience on port State control among Authorities; and
- to promote closer co-operation and communication between Authorities.

The plan consists of three components:

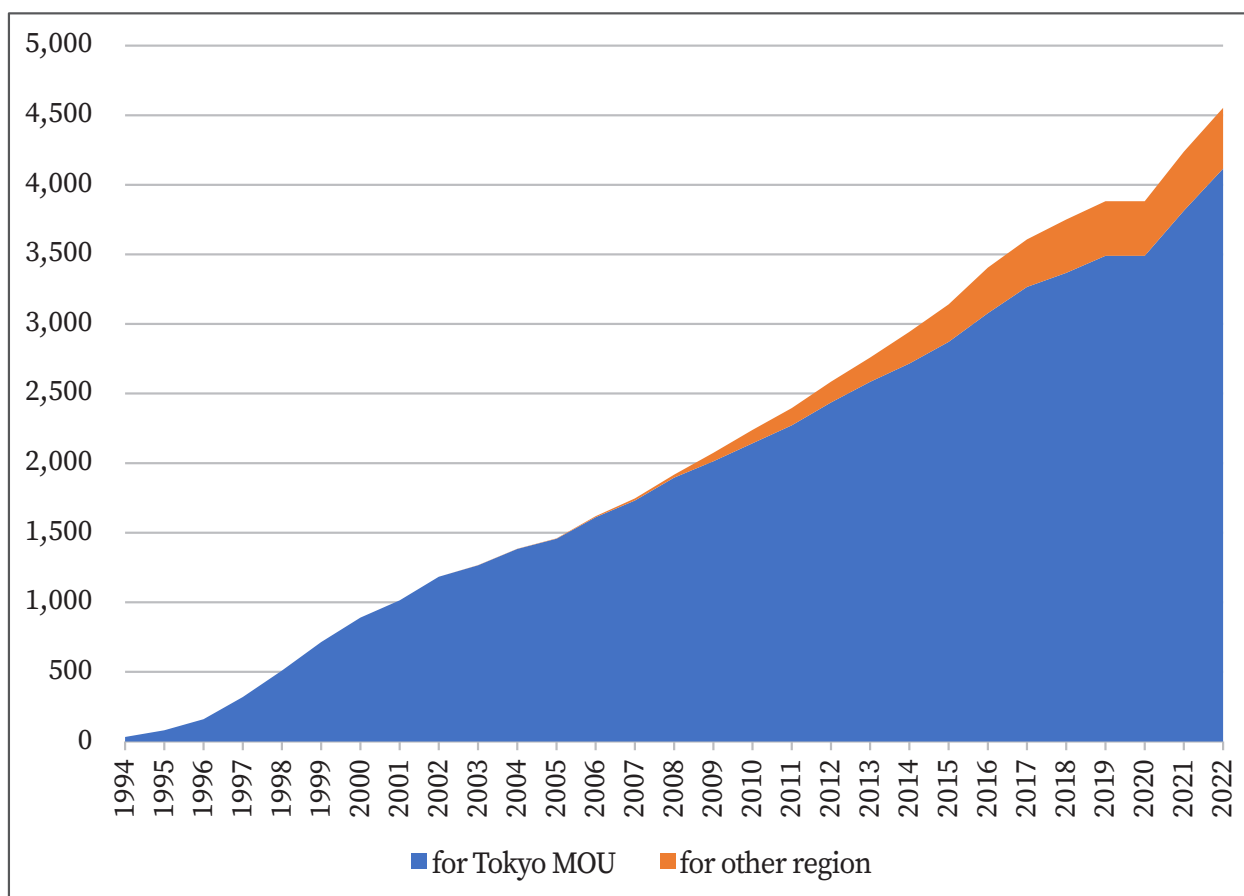
- Training to provide PSCOs with the opportunity to learn about PSC;
- Harmonization of PSC procedure to share experience and expertise among PSCO and Authorities in order to promote harmonization of port State control procedures; and
- Update of knowledge to keep PSCOs updated of expertise on PSC.

Components	Technical Cooperation Programmes
Training	General Training Course (GTC)
	Specialized Training Course (STC)
	Expert Mission (EM)
Harmonization	PSCO Exchange Programme (PEX)
Update of knowledge	Seminar (SEM)

Number of participants in technical cooperation programmes



Cumulative number of participants in technical cooperation programmes



Activities of each technical cooperation programme have been steadily carried out and the cumulative number of participants to the programme is more than 4,000 as of 2022. It is noted that significant increase of numbers of participants in 2016, 2021 and 2022 are mainly contributed by the large number of participants in Expert Missions.

9. Joint Ministerial Conferences

Joint Ministerial Conferences of the Paris and Tokyo Memoranda of Understanding on PSC have been convened three times so far to eliminate substandard shipping practices that result in loss of life, damage to property and harm to marine environments. The Conferences adopted Joint Declarations to that effect. The Tokyo MOU, cooperating with the Paris MoU, has been striving to implement each action items incorporated in the Declarations.

1st Joint Ministerial Conference

Vancouver, Canada

24 - 25 March 1998

Joint Ministerial Declaration “Tightening the Net” was adopted.



2nd Joint Ministerial Conference

Vancouver, Canada

2 - 3 November 2004

Joint Ministerial Declaration “Strengthening the Circle of Responsibility” was adopted.



3rd Joint Ministerial Conference

Vancouver, Canada, 3 - 4 May 2017

Joint Ministerial Declaration “Safeguard Responsible and Sustainable Shipping” was adopted.



10. External relationship

10.1 United Nations related Organization

The Tokyo MOU has been established close relationship with the United Nations related Organization such as International Maritime Organization (IMO), International Labor Organization (ILO) and United Nations Economic and Social Commission for Asia and the Pacific (ESCAP).

IMO and ILO have been observers of Tokyo MOU since its inception and ESCAP had been the observer from the inception until 2004.

The Tokyo MOU obtained IGO status at IMO in 2006.

10.2 Other regional regimes

The Tokyo MOU has obtained observer status in all regional PSC regimes and given it to them all vice versa.

10.3 Industries

In order to exchange views with industries, an open forum was organized in 2001, and since 2012 the ‘open forum with industry’ has been held every other year.



The Open Forum with Industry held in Vladivostok in 2017

11. Tokyo MOU Secretariat

– For successful and effective development and operation of the MOU –

The permanent Secretariat of the Tokyo MOU was established in Tokyo, Japan, in April 1994. The Secretariat, a non-profit making organization, is independent from any Authority and is solely accountable to the Port State Control Committee. The Secretariat is the most important executive body of the Tokyo MOU to deal with, to implement and to coordinate various activities, issues and tasks referred to it.

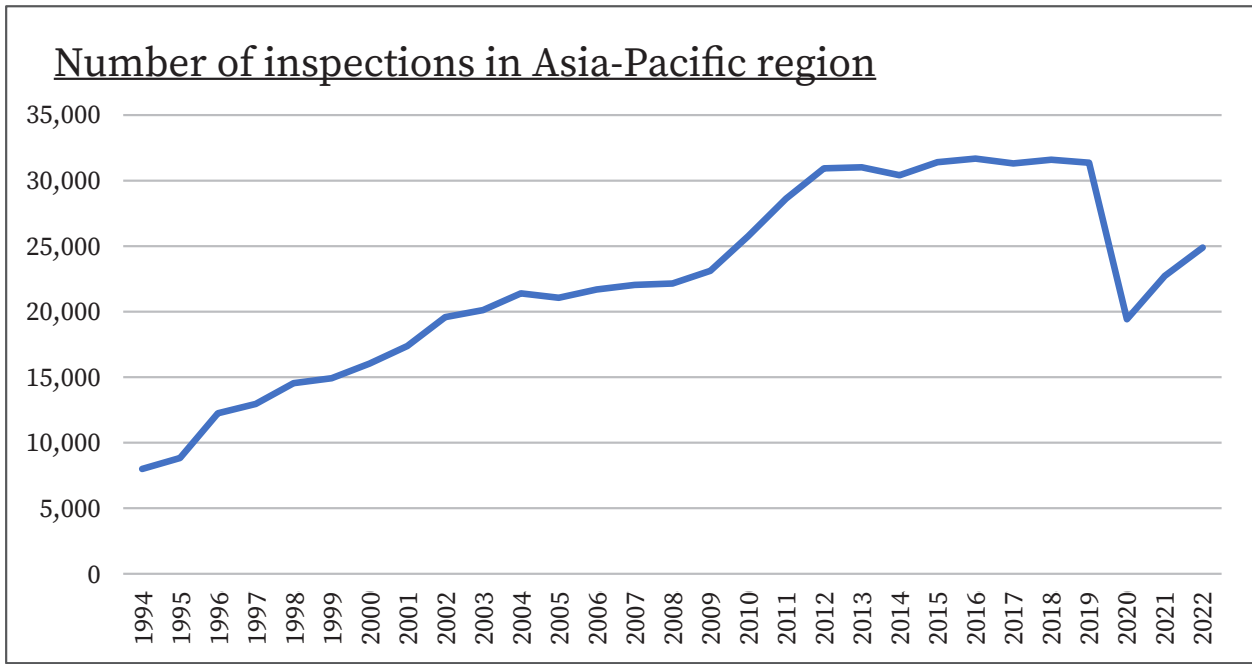
The well-established and efficient Secretariat plays the key role in supporting the successful and effective development and operation of the Tokyo MOU. Under the direction of the Committee and the cooperation by all Authorities and organizations, the Secretariat is able to:

- serve the work of the Committee efficiently and effectively;
- coordinate the Tokyo MOU PSC activities properly;
- provide, maintain and disseminate comprehensive, transparent and up-to-date information, materials and publications;
- keep and enhance close and effective communications within the Tokyo MOU and with the outside parties and individuals;
- organize and implement comprehensive technical cooperation programmes; and
- establish close and productive cooperation and relationship with other regional PSC regimes and the industry.

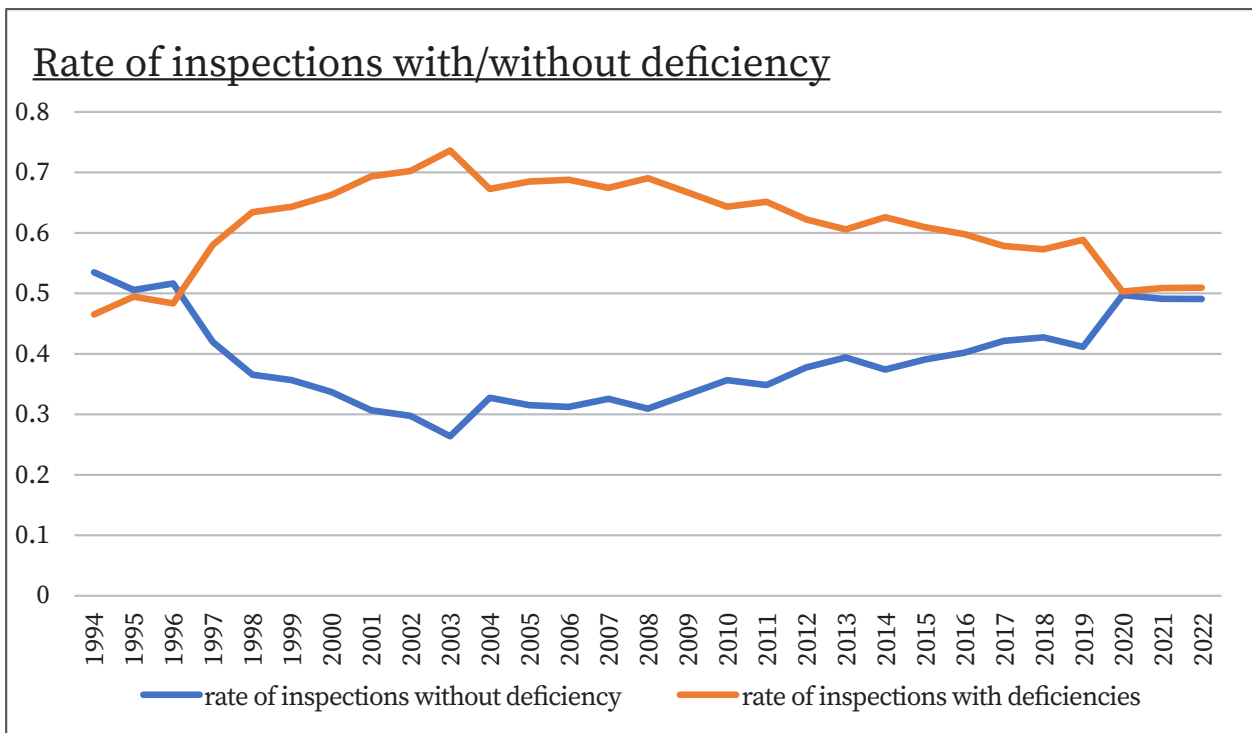
III. 30 years contribution to maritime safety, marine environment protection and living & working conditions of seafarers

— Trend of PSC inspections & casualty analysis —

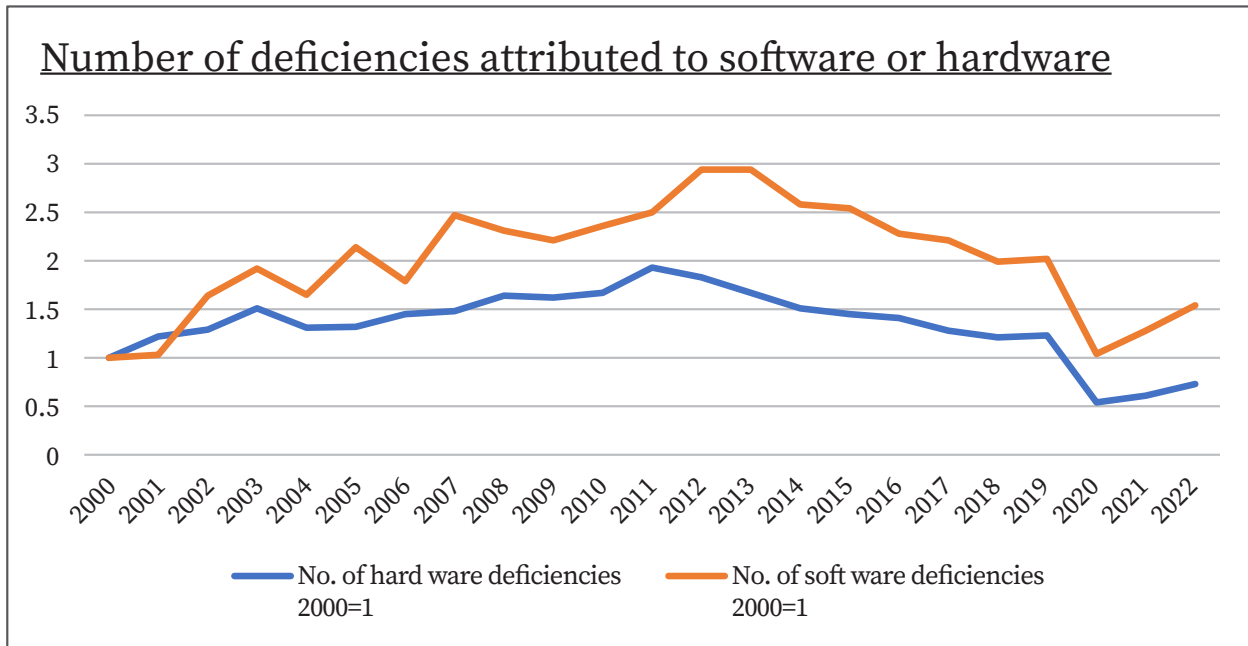
1. Trend of PSC inspections



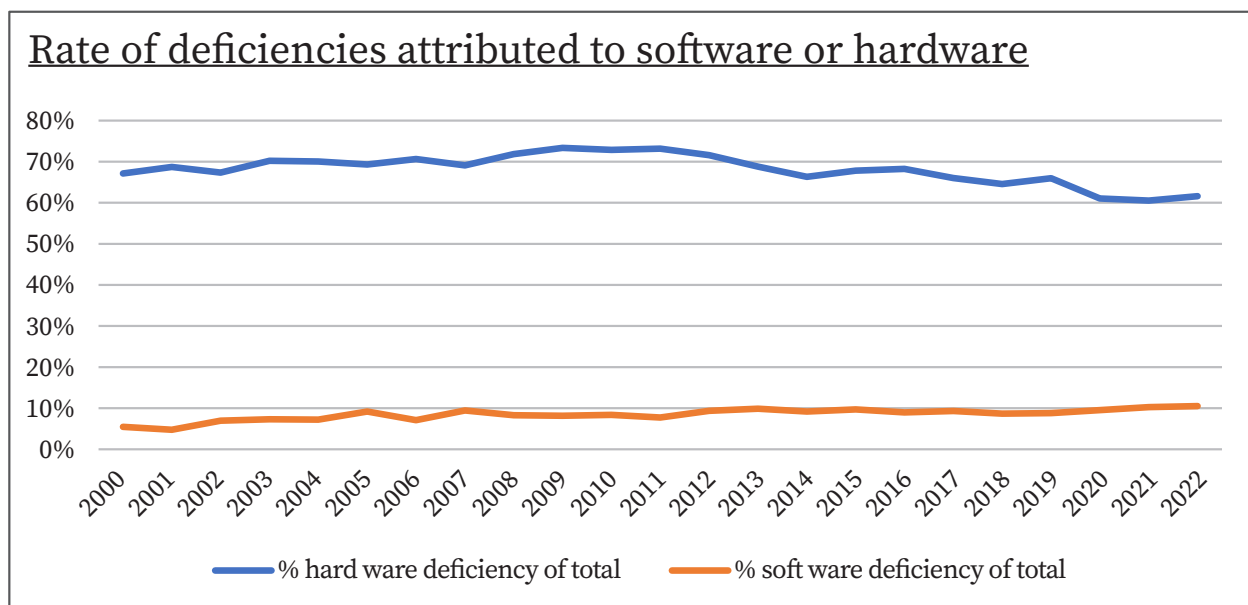
Number of inspections has been steadily increased since 1994 except for duration of influence of COVID-19 in 2020 and after.



From 1994 to 2003, rate of inspections with deficiency had been increasing while rate of inspection without deficiency had been decreasing. Then after 2003, rate of inspections with deficiency has been decreasing while rate of inspection without deficiency has been increasing.

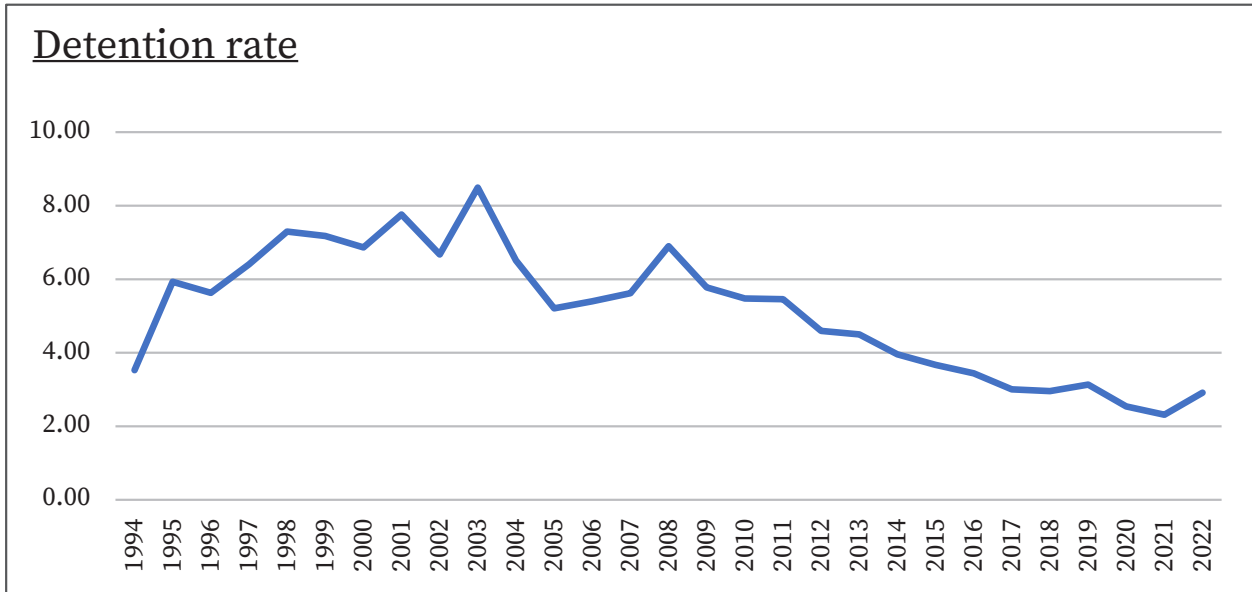


Comparing with the number in 2000, the numbers of deficiencies attributed to software are more than double from 2007 to 2017 while those attributed to hardware are less than double since 2000.¹

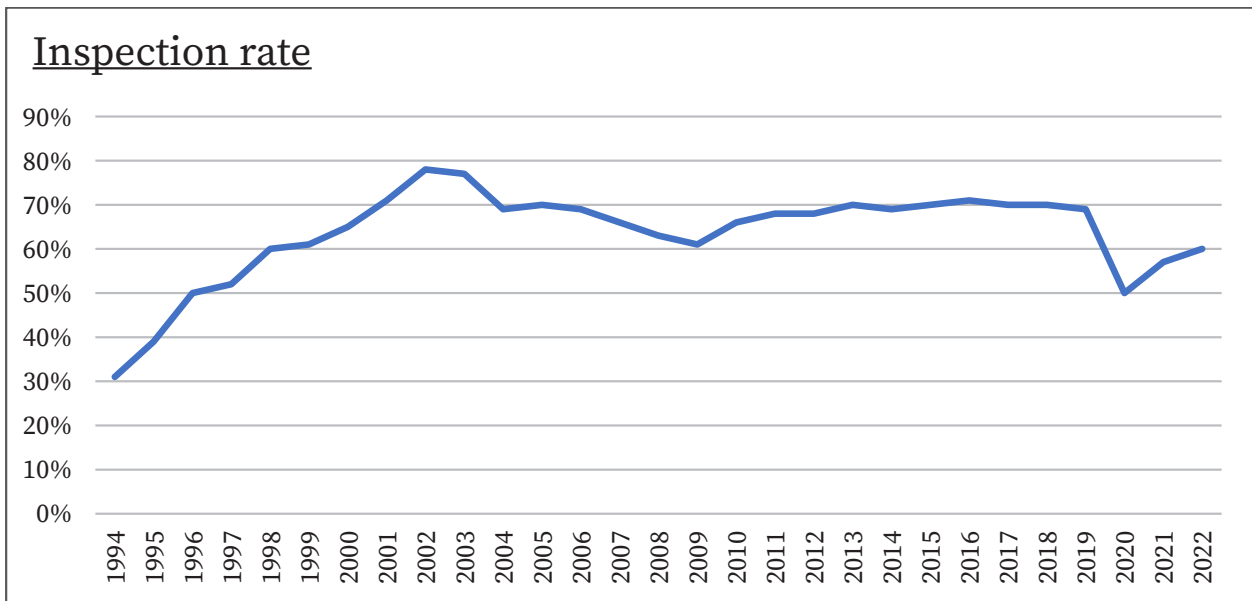


With respect to the rate of deficiencies attributed to software or hardware, the rates for software have gradually increased from 5% in 2000 to 11% in 2022 while those for hardware show slightly decreasing recently from 67% in 2000 to 62% in 2022 with 73% from 2009 to 2011 which marks the highest point.¹

¹ 'Software deficiencies' are extracted based on categories/groups of "Operational requirements" (former group, now mixed in some groups) and ISM while 'hardware deficiencies' are deficiencies of other categories, excluding ship certificates & documentation (01xxx) and Labour conditions (MLC&ILO) (09xxx & 18xxx).



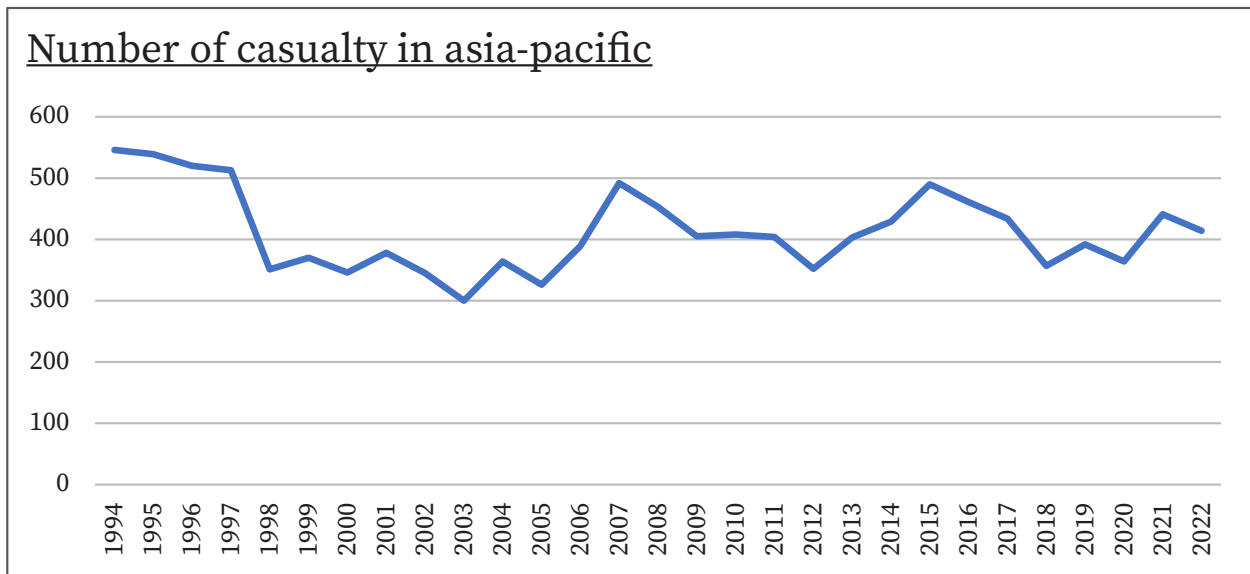
The highest detention rate is 8.49 % in 2003, then after generally decreased to 2 to 3 % recently.



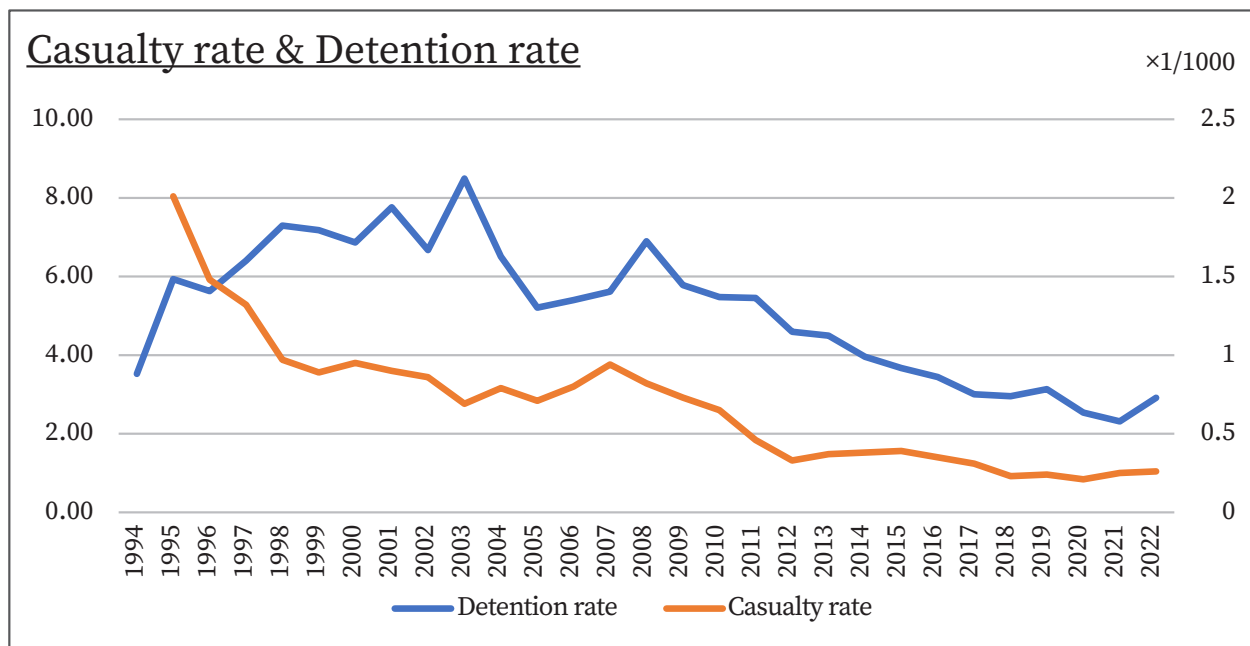
The highest inspection rate is 78 % in 2002, then after almost flat around 70 %. From 2020, due to the significant impact of COVID-19 the rate was decreased but it has recently begun to be restored.

2. Casualty in Asia-Pacific region²

- Casualty data used in this analysis is casualties of ships of 500 gross tonnage or larger excluding fishing boats and yachts.

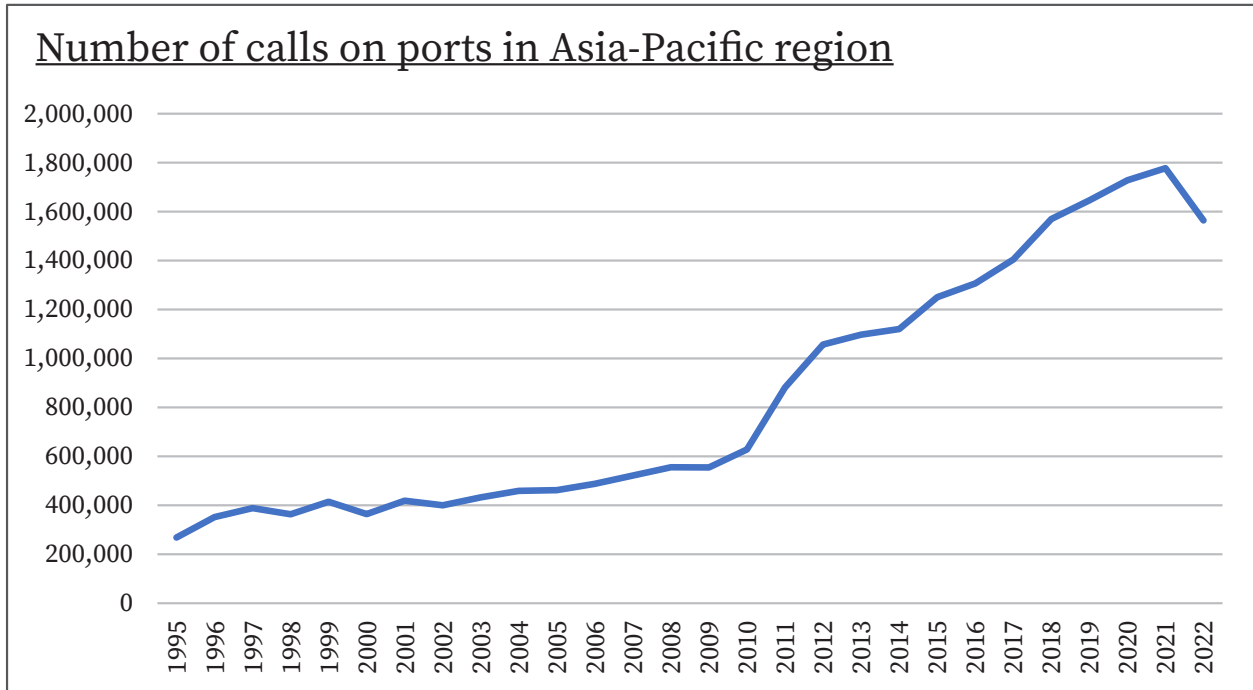


In the Asia-Pacific region, number of casualties between 1994 and 2022 does not show significant change while maritime transportation during such period has sharply increased.



‘Casualty rate’ which is the number of casualties per number of ships call on port in Asia-Pacific region shows that it decreases steadily as detention rate has also decrease. Correlation between casualty rate and detention rate can be observed.

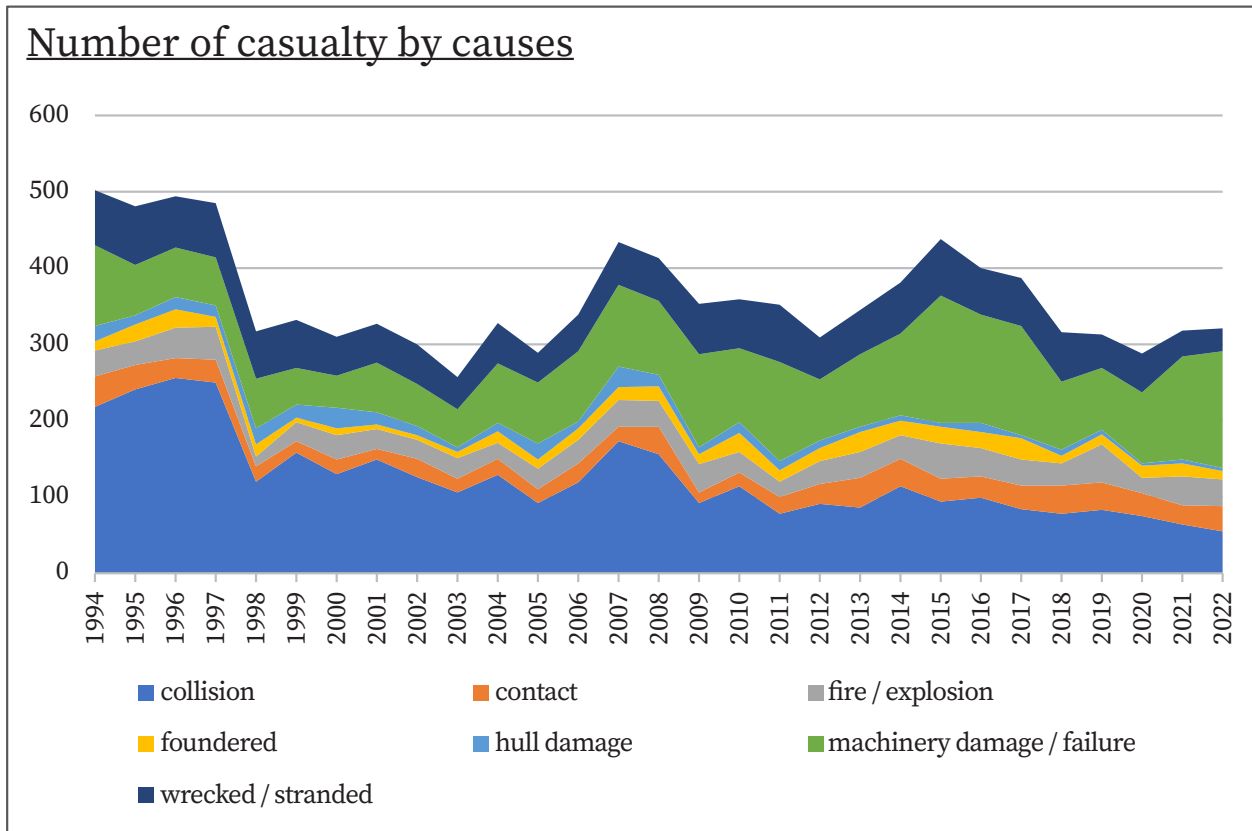
² Source of data relating to casualty (number, number by cause, number of fatality) is ‘Lloyd’s List Intelligence’.



Number of calls on ports in Asia-Pacific region has been increased.

The number in 2022, i.e. 1,563,749, is 5.83 times of that in 1995, i.e. 268,394.

3. Cause of casualty in Asia-Pacific region³

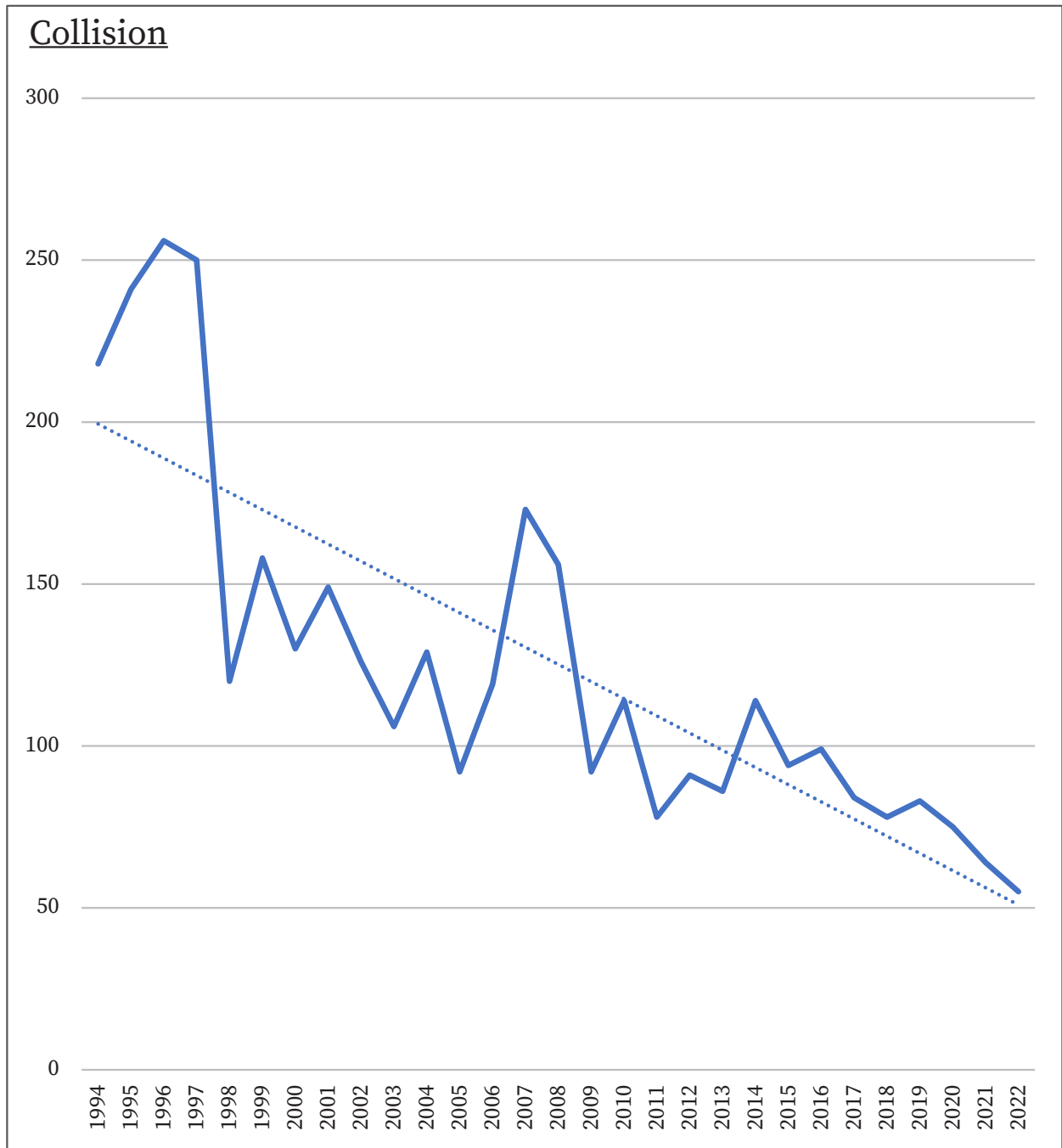


While total number of casualties between 1994 and 2022 does not show significant change, there seems to be some features.

Casualty caused by machinery damage/failure has been increased while casualty caused by collision has been decreased.

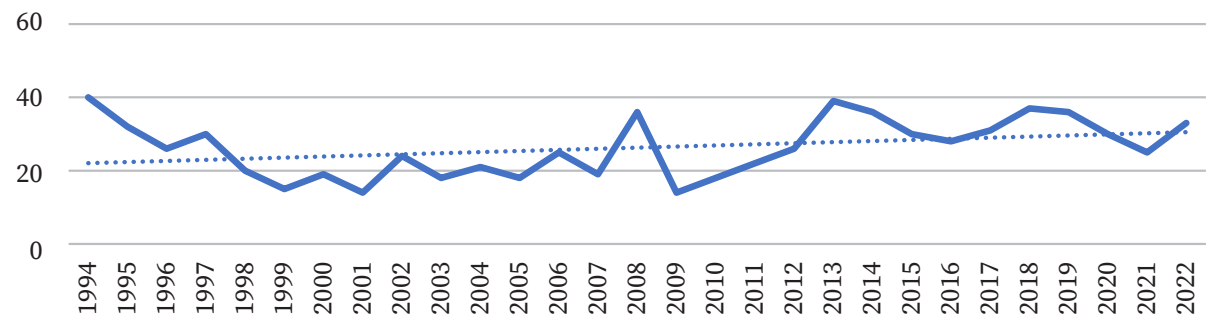
Although it is premature to specify any reason behind such a difference, it may be necessary to pay attention to the proper maintenance of machinery equipment.

³ Source of data relating to casualty (number, number by cause, number of fatality) is 'Lloyd's List Intelligence'.

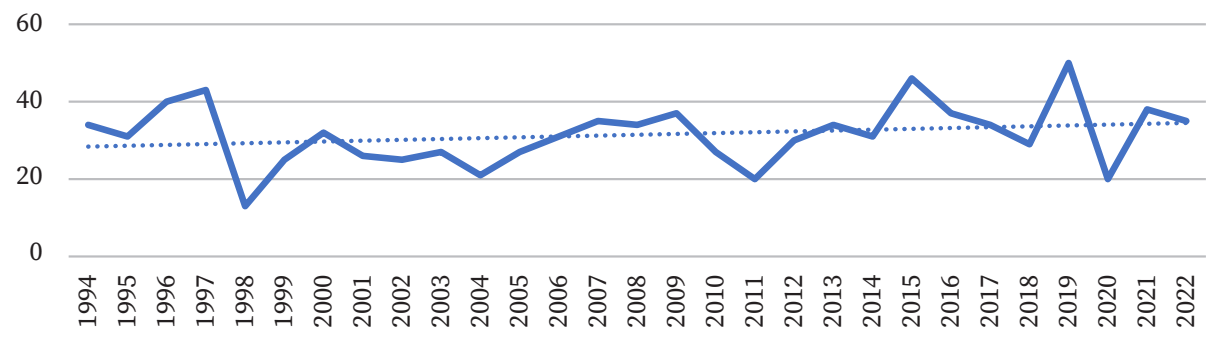


Dotted line shows linear approximation.

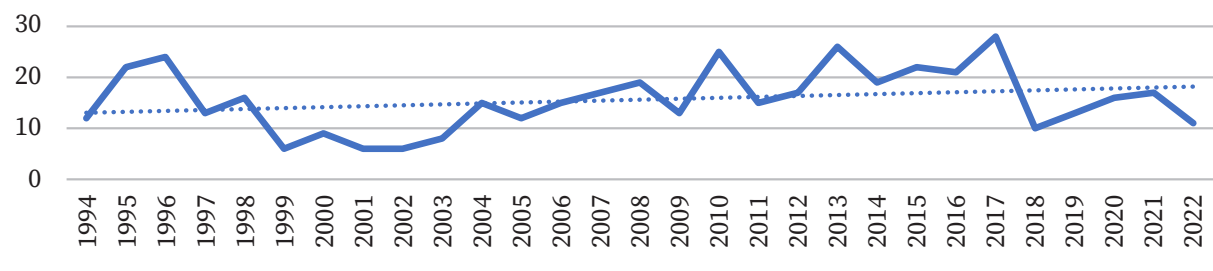
Contact



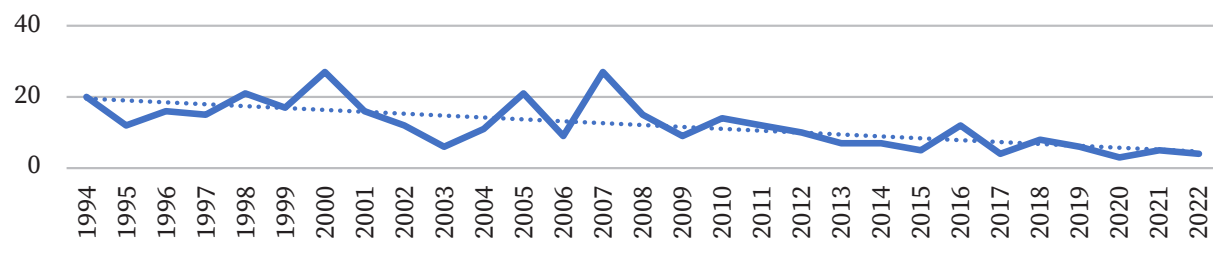
Fire / Explosion



Foundered

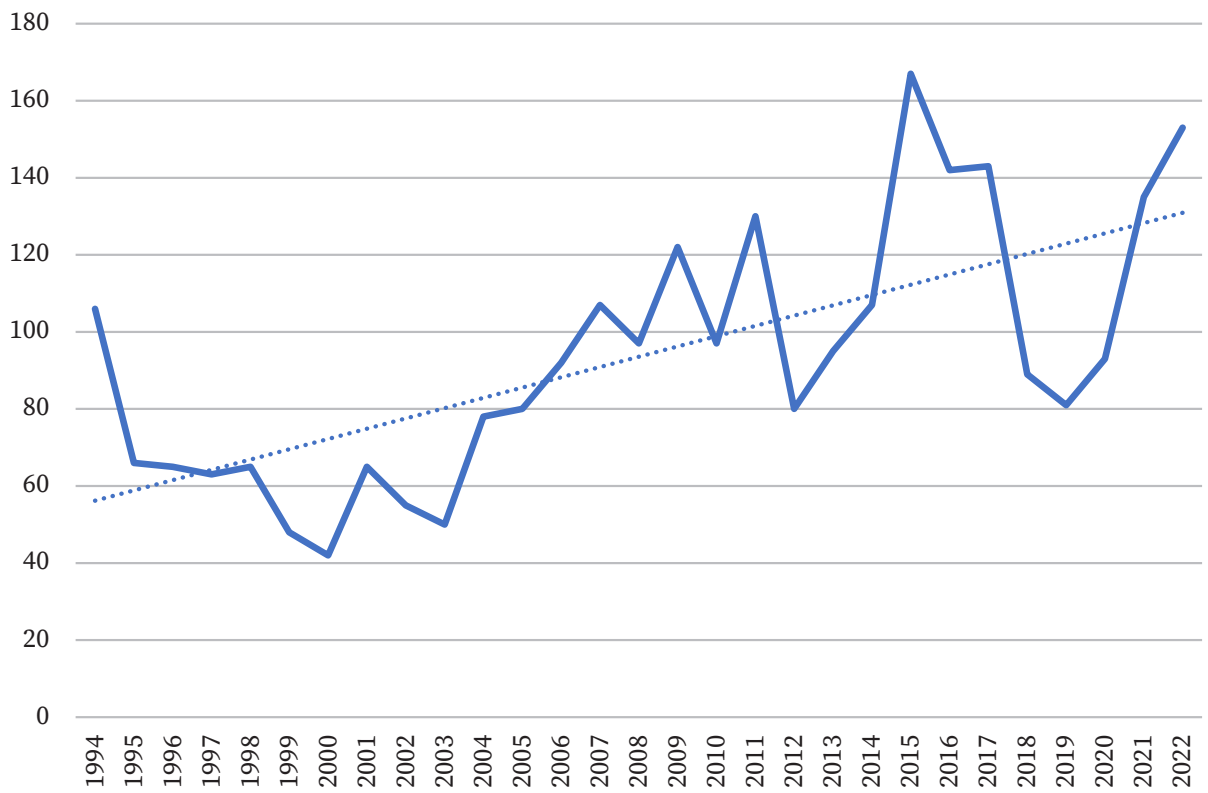


Hull Damage

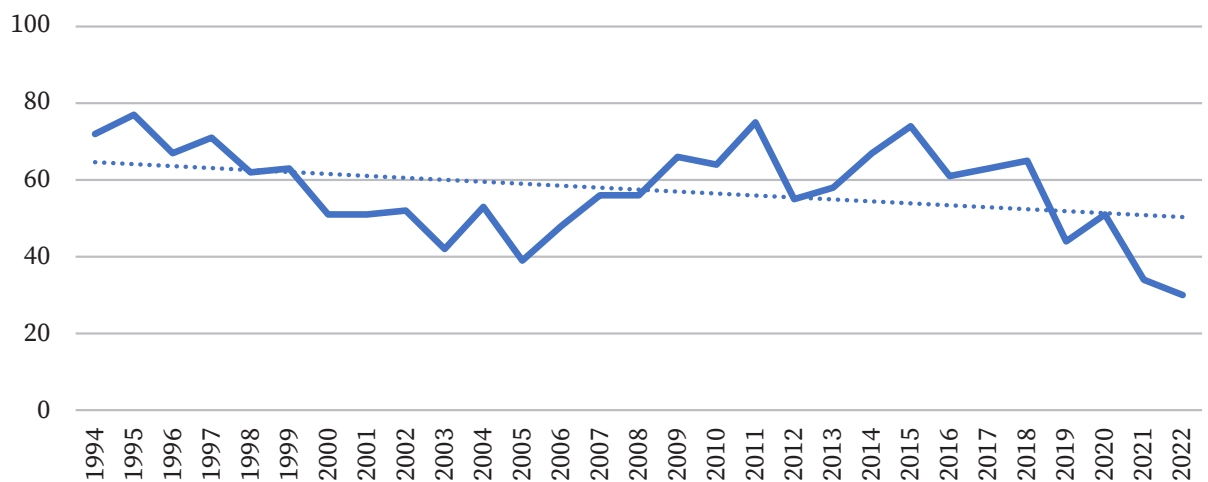


Dotted lines show linear approximation.

Machinery Damage/Failure

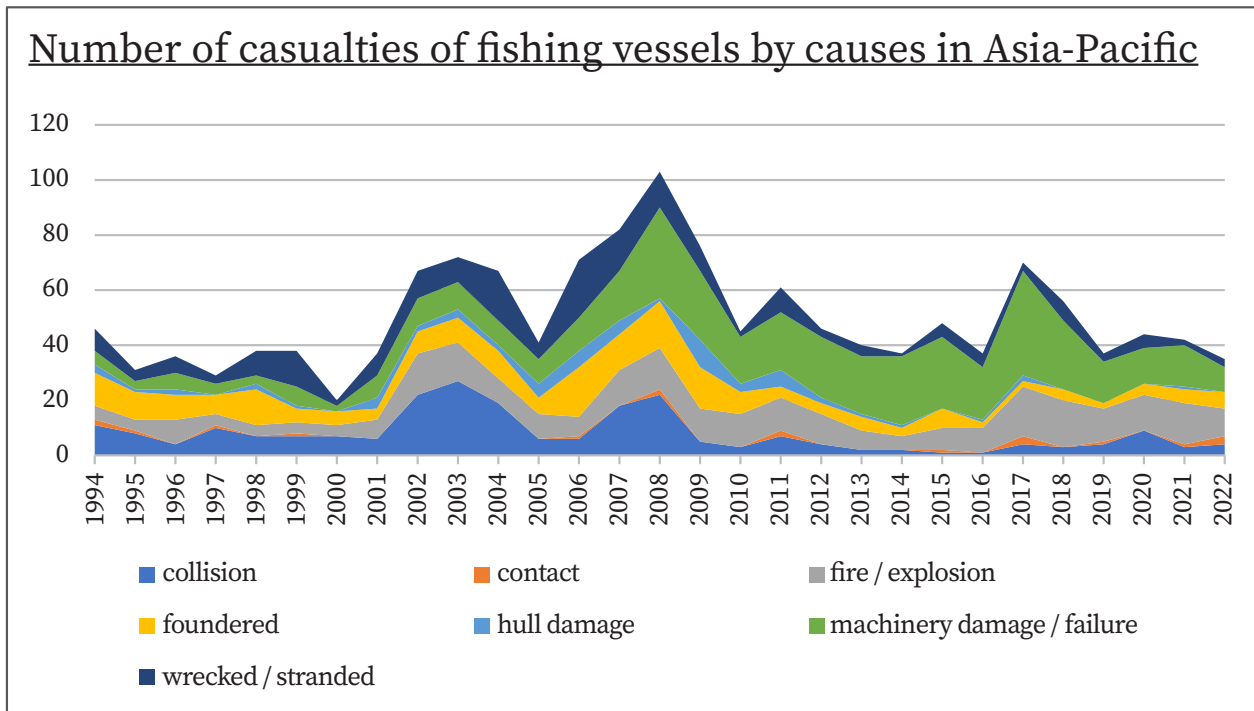


Wrecked/Stranded

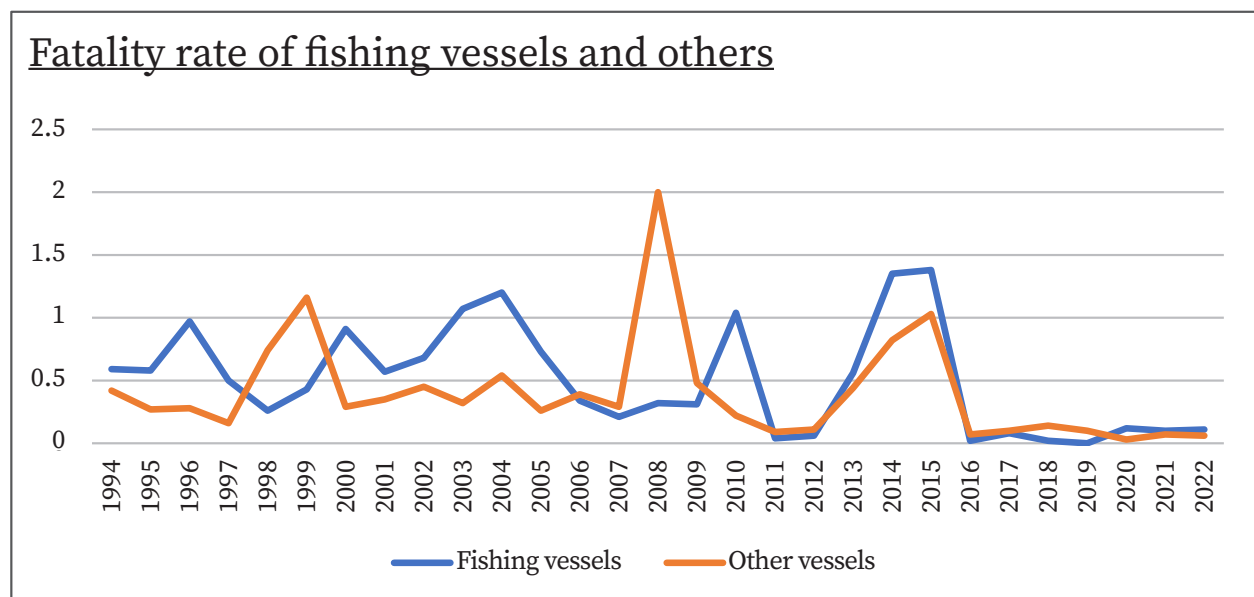


Dotted lines show linear approximation.

4. Casualty of fishing vessel⁴



As for the causes of casualties of fishing vessels in Asia-Pacific region, fire/explosion and machinery damage/failure have recently been outstanding while collision, foundered, etc. were remarkable more than ten years ago.

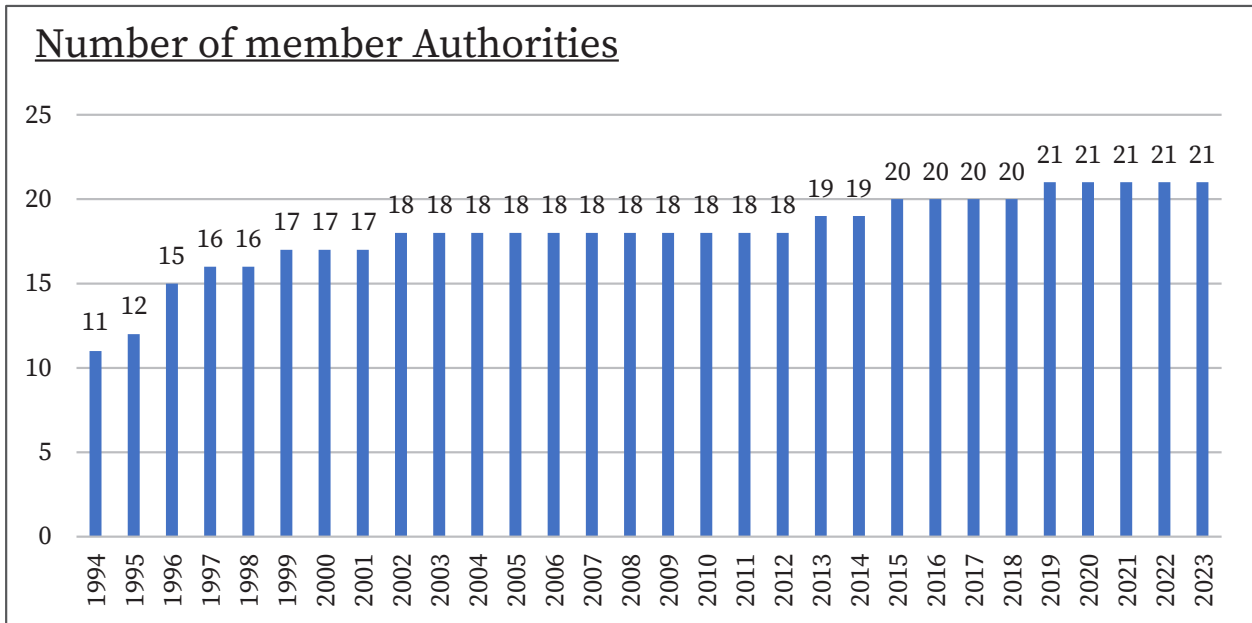


Comparing the fatality rate, i.e., number of fatalities per casualty, although fishing vessels marked higher figure in some years and other vessels did in other years, the 30-year average of fatality rate of fishing vessels is 17% higher than that of other vessels, i.e., 0.48 for fishing vessels and 0.41 for other vessels.

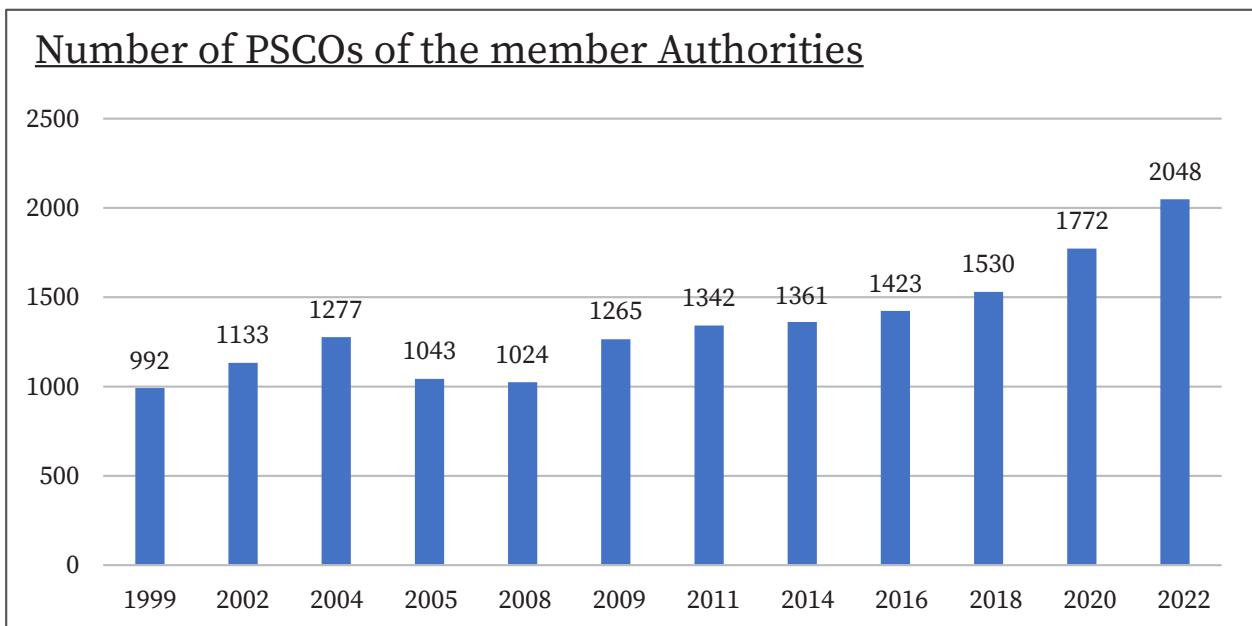
⁴ Source of data relating to casualty (number, number by cause, number of fatality) is 'Lloyd's List Intelligence'.

IV. References

1. Number of member Authorities and their PSCOs



The number of member Authorities of the Tokyo MOU has increased almost double for 30 years from 1994 to 2023.



Number of PSCOs of each member Authority is reported to PSCC under the agenda item of ‘national arrangements for port State control by member Authorities’ by the Secretariat every other year, in principle, by aggregating the responses from each member Authority to the questionnaire on national arrangements for PSC circulated by the Secretariat.

The number has increased double for 23 years from 1999 to 2022.

Authority/Organization	'94	'95	'96	'97	'98	'99	'00	'01	'02	'03	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23		
Observer Authority																																
Brunei Darussalam																																
Cambodia																																
Democratic People's Republic of Korea																																
Macao, China																																
The Solomon Islands																																
Samoa																																
Tonga																																
United States																																
Observer Organization																																
ESCAP																																
ILO																																
IMO																																
Abuja MOU																																
Black Sea MOU																																
Caribbean MOU																																
Indian Ocean MOU																																
Mediterranean MOU																																
Paris MOU																																
Riyadh MOU																																
Viña del Mar Agreement																																

3. Meetings


Port State Control Committee (PSCC)

Session	Venue	Date	Host Authority	Chair	Vice-Chair
01	Beijing	11 – 14 April 1994	China	 Mr. Michael Hubbard (Canada)	-
02	Kuala Lumpur	16 – 19 January 1995	Malaysia		-
03	Hong Kong	4 – 7 December 1995	Hong Kong		-
04	Auckland	30 Sep. – 3 Oct. 1996	New Zealand	 Ms. O. C. Phang (Malaysia)	-
05	Vladivostok	12 – 14 August 1997	Russian Federation		-
06	Seoul	2 – 4 June 1998	Republic of Korea		-
07	Cairns	26 – 29 April 1999	Australia	 Mr. Trevor Rose (Australia)	-
08	Singapore	21 – 24 February 2000	Singapore		-
09	Nadi	13 – 15 November 2000	Fiji	 Mr. K. M. Varghese (Hong Kong, China)	-
10	Tokyo	15 – 18 October 2001	Japan		-
11	Manila	10 – 13 June 2002	Philippines		-
12	Reñaca	24 – 27 March 2003	Chile	 Mr. John Mansell (New Zealand)	-
13	Port Vila	23 – 26 February 2004	Vanuatu		-
14	Shanghai	22 – 25 November 2004	China		-
15	Bangkok	7 – 10 November 2005	Thailand	 Mr. Young-sun Park (Republic of Korea)	-
16	Victoria	25 – 28 September 2006	Canada		-
17	Hong Kong	3 – 6 September 2007	Hong Kong, China		-
18	Bali	17 – 20 November 2008	Indonesia	 Dr. Vitaly Klyuev (Russian Federation)	-
19	Port Moresby	24 – 27 August 2009	Papua New Guinea		-
20	Hanoi	14 – 17 June 2010	Viet Nam		Mr. Ong Hua Siong (Singapore)
21	Busan	18 – 21 April 2011	Republic of Korea	 Mr. Ong Hua Siong (Singapore)	Mr. Abdul Samad Bin Shaik Osman (Malaysia)
22	Viña del Mar	16 – 19 April 2012	Chile		
23	Singapore	21 – 24 January 2013	Singapore		*

Session	Venue	Date	Host Authority	Chair	Vice-Chair
24	Tokyo	28 – 31 October 2013	Japan	 Mr. Abdul Samad Bin Shaik Osman (Malaysia)	Mr. Carlos Fanta De la Vega (Chile)
25	Queenstown	10 – 13 November 2014	New Zealand		
26	Putrajaya	5 – 8 October 2015	Malaysia		
27	Hobart	17 – 20 October 2016	Australia	 Mr. Carlos Fanta De la Vega (Chile)	Mr. Alex Schultz-Altman (Australia)
28	Vladivostok	18 – 21 September 2017	Russian Federation		
29	Hangzhou	5 – 8 November 2018	China		
30	Majuro	14 - 17 October 2019	Marshall Islands	 Mr. Alex Schultz-Altman (Australia)	Mr. Kenny CRAWFORD (New Zealand)
31	Virtual meeting	21 - 22 January 2021	-	*	
32	Virtual meeting	21 - 22 October 2021	-	 Mr. Kenny CRAWFORD (New Zealand)	Mr. CHEN Kit Jam (Singapore)
33	Lima	14 – 17 November 2022	Peru		
34	Yokohama	30 Oct – 2 Nov 2023	Japan		

* The Vice-Chair chaired the meeting since the Chair resigned prior to the meeting at PSCC23 & PSCC31.

Meetings of Regional Database Managers (DBM) & Technical Working Group (TWG)

	Venue	Date	Host Authority	Chair	Vice-Chair
DBM01	Kuala Lumpur	13 - 14 January 1995	Malaysia	 Mr. Trevor Rose (Australia)	
DBM02	Hong Kong	1-2 December 1995	Hong Kong		
DBM03	Auckland	27-28 September 1996	New Zealand		
DBM04	Vladivostok	8 - 9 August 1997	Russian Federation	 Mr. K. M. Varghese (Hong Kong, China)	
DBM05	Seoul	29 - 30 May 1998	Republic of Korea		
DBM06	Cairns	23 - 24 April 1999	Australia	 Dr. Vitaly Klyuev (Russian Federation)	
DBM07	Singapore	18 - 19 February 2000	Singapore		
DBM08	Nadi	10 - 11 November 2000	Fiji		
DBM09	Tokyo	12 - 13 October 2001	Japan	 Mr. Christopher Lindesay (Australia)	
DBM10	Manila	7 - 8 June 2002	Philippines		
DBM11	Reñaca	21 - 22 March 2003	Chile		
DBM12	Port Vila	20 - 21 February 2004	Vanuatu	 Mr. Ong Hua Siong (Singapore)*	
DBM13	Shanghai	19 - 20 November 2004	China		
DBM14	Bangkok	4 - 5 November 2005	Thailand		
DBM15	Victoria	22 September 2006	Canada	 Mr. Christopher Lindesay (Australia)	
DBM15	Hong Kong	31 August 2007	Hong Kong, China		
TWG01	Bali	14 - 15 November 2008	Indonesia		
TWG02	Port Moresby	21 - 22 August 2009	Papua New Guinea	 Mr. Christopher Lindesay (Australia)	
TWG03	Hanoi	11 - 12 June 2010	Viet Nam		
TWG04	Busan	15 - 16 April 2011	Republic of Korea		Mr. Ning Bo (China)
TWG05	Viña del Mar	13 - 14 April 2012	Chile	 Mr. Kenny Crawford (New Zealand)	Mr. Kenny Crawford (New Zealand)
TWG06	Singapore	18 - 19 January 2013	Singapore		
TWG07	Tokyo	25 - 26 October 2013	Japan		
TWG08	Queenstown	6 - 7 November 2014	New Zealand	 Mr. Hu Ronghua (China)	Mr. Nurur Rahman (Papua New Guinea)
TWG09	Putrajaya	2 - 3 October 2015	Malaysia		
TWG10	Hobart	17 - 20 October 2016	Australia		
TWG11	Vladivostok	15 - 16 September 2017	Russian Federation	 Mr. CHEN Kit Jam (Singapore)	Mr. Hu Rong Hua (China)
TWG12	Hangzhou	1 - 2 November 2018	China		
TWG13	Majuro	10 - 11 October 2019	Marshall Islands		
TWG14	Virtual	18 - 19 January 2021	-	 Mr. PHAN Nguyen Hai Ha (Viet Nam)	Mr. CHEN Kit Jam (Singapore)
TWG15	Virtual	18 - 19 October 2021	-		
TWG16	Lima	10 - 11 November 2022	Peru		
TWG17	Yokohama	26-27 October 2023	Japan	Mr. Hu Ronghua (China)	Mr. PHAN Nguyen Hai Ha (Viet Nam)

* Elected at the meeting, since the Chair was unable to attend the meeting at TWG01.

4. Developments and activities

Other major events including MOU amendments and Joint Ministerial Conference are referred to in 'II. 30 years of activities for Strengthening and Harmonizing PSC in Asia Pacific and the world'.

• 1995

- ▷ Rules of Procedure of PSCC were adopted
- ▷ Strategy for Training was approved
- ▷ 1st seminar (SEM) and 1st basic training course (BTC) were organized

• 1996

- ▷ 1st edition of the Port State Control Manual was published
- ▷ 1st Annual Report (1994-1995) was published
- ▷ The Integrated Strategic Plan for Training was adopted

• 1997

- ▷ Development of a new information system was decided
- ▷ The first version of Tokyo MOU website was launched on internet
- ▷ The initial regional inspection target rate of 50% was achieved
- ▷ Tokyo MOU obtained observer status at the Caribbean MOU

• 1998

- ▷ Expert mission trainings and PSC officer exchange programme were commenced
- ▷ Publication of quarterly detention list was started

• 1999

- ▷ The Russian Federation was selected to be the host Authority for development and maintenance of the new APCIS
- ▷ Participation in EQUASIS Editorial Board was approved

• 2000

- ▷ The new APCIS system was launched, the central site of new APCIS was in Vladivostok
- ▷ The MOU Standing Working Group (SWG) was established

• 2001

- ▷ 1st fellowship training course (FT) was organized
- ▷ Inter-regional data exchange between the APCIS of Tokyo MOU and SIRENAC of Paris MOU was started

• 2002

- ▷ Ship targeting system was approved for trial implementation
- ▷ BTC (12th) was jointly organized with IMO for the first time

• **2003**

- ▷ On-line publication of PSC data on the Tokyo MOU website was launched
- ▷ Introduction of Black-Grey-White (BGW) list for assessment of flag performance and for incorporation in 2002 Annual Report was decided

• **2004**

- ▷ Ship targeting system was implemented formally
- ▷ Detention Review Panel was established for operation from the beginning of 2005

• **2005**

- ▷ Inter-governmental organization (IGO) status at IMO was granted with effect from 1 January 2006

• **2006**

- ▷ Code of Good Practice for Port State Control Officers was adopted and published
- ▷ Details of ship targeting factors were published on the web-site
- ▷ Tokyo MOU obtained observer status at the Indian Ocean MOU

• **2007**

- ▷ On-line publication of monthly detention list was started
- ▷ RO performance list for inclusion in the Annual Report was approved
- ▷ Central site of the APCIS was relocated to Moscow
- ▷ Tokyo MOU obtained observer status at the Viña del Mar Agreement and the Riyadh MOU

• **2008**

- ▷ Development of a strategic plan was decided

• **2009**

- ▷ PSC Coding System Specifications jointly developed with the Paris MOU were approved
- ▷ Creation of Deficiency Photo of the Year was decided
- ▷ Project for provision of technical co-operation to other regions was started

• **2010**

- ▷ Strategic Plan together with the strategic direction and the action plan were formally adopted
- ▷ Key elements of the Strategic Plan were published on the Tokyo MOU website
- ▷ Measures on under-performing ships were adopted for trial implementation

• **2011**

- ▷ An Agreement with IMO on data exchange with Global Integrated Shipping Information System (GISIS) was approved in April and signed in June 2011

- ▷ 1st General Training Course for PSC officers (GTC) and the 1st Specialized Training Course (STC) were conducted in line with the revised integrated strategic plan for technical co-operation

• 2012

- ▷ New PSC coding system was implemented
- ▷ Measures on under-performing ships were decided for permanent implementation
- ▷ Scheme for exchange views and carrying out dialogues with the Industry was established and 1st forum with industry organizations was conducted
- ▷ New version of Tokyo MOU website was launched

• 2013

- ▷ New Inspection Regime (NIR) was adopted
- ▷ A Joint Policy on CICs with the Paris MOU was adopted
- ▷ A list of key performance indicators (KPIs) was approved and periodical analysis of KPIs was decided

• 2014

- ▷ NIR was implemented from the beginning of 2014, and information on ship risk profile (SRP) and inspection priority were made available on the MOU web-site
- ▷ New procedure/time window for verification of rectification of deficiencies for a period of twenty-four months was approved

• 2015

- ▷ New version of the PSC Manual was approved and published

• 2016

- ▷ Establishment of the peer support review scheme as a pilot project was decided

• 2017

- ▷ Peer support review was approved for implementation as a permanent programme

• 2018

- ▷ Celebration and commemoration of the 25th anniversary of Tokyo MOU took place

• 2019

- ▷ A joint information campaigns with Paris MOU to increase awareness of and to encourage timely compliance with the global 2020 sulphur cap requirements were carried out
- ▷ Carrying out of a trial on the remote follow-up inspection approach was agreed
- ▷ Endorsement of course of action for provision of technical co-operation under MEPSEAS Project (IMO-NORAD Project on Marine Environment Protection of the Southeast Asian Seas) as a strategic partner until 2022
- ▷ Commencement of the consideration of inspection of fishing vessels

• **2020**

- ▷ A joint press release with Paris MOU on prohibition on carriage of non-compliant fuel was issued
- ▷ Publishing “Safety Bulletin” on the website, relating to lifting slings encased in plastic sheathing on freefall lifeboats, pilot transfer arrangements and casualties caused by cargoes respectively

• **2021**

- ▷ PSCC31 and PSCC32, both of which were held remotely in January and November respectively via virtual means due to the COVID-19 pandemic
- ▷ Interim guidance relating to COVID-19 circumstances for facilitating port State Authorities to apply pragmatic flexibility was developed
- ▷ Guidance on remote PSC inspections as an interim measure during the pandemic of COVID-19 was developed to be implemented from 1 April 2021
- ▷ Distant Learning Programme (DLP) modules for General Training Course (GTC) has firstly developed

• **2022**




- ▷ APCIS suffered an outage in July 2022 due to the unforeseen reason, likely a cyber-attack and the failure resulted the unavailability of the whole system for a couple of weeks and the restoration of full data for several months
- ▷ 2nd seminar for flag performance improvement was held in Vietnam

• **2023**



- ▷ Tokyo MOU obtained observer status at the Black Sea MOU
- ▷ Temporary measures relating to COVID-19 was ceased or deactivated as it was no longer qualifies as a Public Health Emergency of International Concern announced by the World Health Organization (WHO)
- ▷ Celebration and commemoration of the 30th anniversary of Tokyo MOU took place

5. Members of the Secretariat and the APCIS Managers

Secretary

Name	Mr. SASAMURA Yoshio	Mr. OKADA Mitsutoyo	Mr. KUBOTA Hideo
Period	1994-2005	2005-2016	2016-
			

Other staff of the Secretariat (as of 1 Oct. 2023)

Name	Mr. NING Zheng	Mr. ISHIHARA Akira	Ms. AKIMOTO Fumiko	Mr. MATSUMOTO Ayumi
Position	Deputy Secretary	Acting Deputy Secretary	Projects Officer	Technical Officer
				

The APCIS Manager

1994-1995 Mr. Gordon A. CHRISTENSEN (Canada)		2002-2019 Ms. Natalia KHARCHENKO (Russian Federation)	
1995-1999 Mr. William HENDERSON (Canada)		2019- Mr. Vladimir KUZMIN (Russian Federation)	
1999-2001 Dr. Vitaly KLYUEV (Russian Federation)			



Published in October 2023