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PRESS RELEASE

Tokyo MOU's Changing of the Method of Calculation of the Performance on Flag and RO

The Tokyo MOU is to change the method of calculation of performance of flag State (flag) and Recognized Organization (RO), which are produced in the Annual Report and used to identify ship risk profile based on New Inspection Regime (NIR), as follows.

1. New calculation method of flag and RO performance

Performance of flag or RO is to be determined by comparing the detention rate of each flag or RO with the regional average detention rate as shown below:

- Flag or RO whose detention rate is smaller than the regional average detention rate is 'high';
- Flag or RO whose detention rate is greater than or equal to the regional detention rate and less than twice of the regional average detention rate is 'medium'; or
- Flag or RO whose detention rate is greater than or equal to twice of the regional average detention rate is 'low'.

Period of using data for calculating the detention rate of flag or RO and the region is the latest three-calendar-year, except for, in relation to detention rate of RO and that of the region used for calculation of the RO performance, the first year when using the data from 1 January to 31 December 2027 and the second year when using the data from 1 January 2027 to 31 December 2028.

Only one detention is counted for each flag or RO irrespective the number of detainable deficiencies related to the flag or RO for an inspection.

For smaller fleet flag or RO which number of inspections during the period of using data is less than number of critical inspections that is '100/the regional average detention rate', its performance is as follows:

- Flag or RO who has no detention during the period is 'high';
- Flag or RO who has one detention during the period is 'medium'; or
- Flag or RO who had more than one detention during the period is 'low'.

2. Related RO

'Related RO' is to be used for calculation of RO performance instead of 'responsible RO'.

When a detainable deficiency is related to a statutory certificate and the latest issuing or endorsing of the certificate was carried out by an RO, the RO is identified as the related RO. In this regard, a statutory certificate related to a detainable deficiency is identified by using the 'Background table'.

Note: 'Background table' is published on the Website of the Tokyo MOU. ([Background Table for RO Relation - Tokyo MOU](#))

Data on 'responsible RO' is continued to be collected for internal use of the Tokyo MOU.

3. Timeline of changing the method

There are two milestones of the changing the method of calculation of flag and Ro performance as follows.

Collection of data for new method

Collection of data on RO relation starts on 1 January 2027. For initial inspections carried out on or after 1 January 2027, when a detainable deficiency is issued, PSCO selects a statutory certificate related to the detainable deficiency. In this regard, 'Background table' is used to select the related statutory certificate. Collection of data of flag remains the same as before.

Apply new flag and RO performance for selection of ships for inspection (NIR)

Using data collected, flag and RO performance is calculated and published on Annual Report of the Tokyo MOU on approximately 1 May each year, and apply them for calculation of ship risk profile based on NIR on or after 1 July of the year.

For the first case, that is implementing the new calculation method for flag and RO performance of the year 2027, procedure is taken as follows:

- Calculation of the flag and RO performance of the year 2027 using the data from 1 January 2025 to 31 December 2027 for flag and 1 January to 31 December 2027 for RO;
- Publication of the flag and RO performance on the Annual Report of the Tokyo MOU on approximately 1 May 2028; and
- Application of them for selection of ships based on NIR on 1 July 2028 or after.

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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.