东京备忘录港口国监督检查
重点提示

LOSS PREVENTION BROCHURE
FOCUS ON TOKYO MOU PORT STATE CONTROL INSPECTION

交通运输部海事局港口国监督研究分委会
中国船东互保协会

CHINA PSC SUB-COMMITTEE
CHINA P&I CLUB

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介绍
INTRODUCTION

港口国监督(Port State Control，缩写为PSC)，是指世界各港口国家主管当局依照国际公约、本国的规定和区域性协定，对抵港的外国籍船舶实施的，以确保船舶和人员安全、防止海洋污染为目的，以船员适任、船舶技术状况符合国际公约最低标准为对象的专业检查。

我国对船舶实施的港口国监督(PSC)检查是由国家海事主管机关中华人民共和国海事局对辖区内的非五星红旗船舶实施的，对照国际公约、规则和强制性标准的最低安全适航要求，判定船舶是否达到标准的国际监督和控制。

随着港口国监督业务的不断发展，亚太各国家和地区主管当局认为PSC的区域性合作很有必要，经过努力，最终于1993年12月1日在日本东京达成了《亚太地区港口国监督谅解备忘录》，简称《东京备忘录》，并于1994年4月1日生效，我国既是加入国，又是发起国。

Port State Control (PSC) is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these instruments so as to ensure maritime safety and security and to prevent pollution.

China MSA conducts PSC inspection on non-Chinese vessels within its jurisdiction, to verify the ships comply with the standards of international supervision and control, by reference to international conventions, rules and mandatory standards and the minimum safety and seaworthiness requirement of these instruments.

With the international efforts to enhance maritime safety and pollution prevention, the Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the “Tokyo MOU”, was concluded in December 1, 1993 at its final preparatory meeting in Tokyo, and it came into force on April 1, 1994. China was both a signatory and a founding member.

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定义

初始检查
登船查验有关证书和其他文件的有效性，以及船舶及其设备和船员的总体情况。

详细检查
当有明显依据显示船舶条件、船舶设备或船员实质上不符合证书项目时所进行的检查。

明显依据
船舶及其设备或其船员实质上不符合有关公约要求的证据，或船长、船员不熟悉有关船舶安全和防止污染的船上基本程序的证据。

缺陷
发现的不符合有关公约要求的状况。

滞留
当船舶和船员实质上不符合适用公约要求，港口国为保证该船舶有在不会对船舶和船上人员构成危险，并不会对海上环境造成损害威胁时方可开航所采取的干涉行动。

低于标准船舶
船体、机器、设备、配员、救生、消防、无线电、防污染或操作安全方面，实质上低于有关公约要求的标准或不符合安全配员文件的船舶。

Definitions

Initial inspection
A visit on board a ship to check the validity of the relevant certificates and other documents, the overall condition of the ship, its equipment and its crew.

Detailed inspection
If there are clear grounds to believe that the condition of a ship, its equipment or its crew does not substantially meet the requirements of a relevant conventions, a more detailed inspection will be carried out.

Clear grounds
Evidence that the ship, its equipment, or its crew does not correspond substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution.

Deficiency
A condition found not to be in compliance with the requirements of the relevant convention.

Detention
Intervention action taken by the port state when the condition of the ship or its crew does not correspond substantially with the relevant conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment, whether or not such action will affect the normal schedule of the departure of the ship.

Substandard ship
A ship whose hull, machinery, equipment or operational safety is substantially below the standards required by the relevant conventions or whose crew is not in conformity with the safe manning document.

选船原则

在选择船舶开展检查时，港口国原则上会根据APCIS中显示的优先顺序开展检查，如果目标船舶具有相同的优先级，则在选择检查船舶时会考虑船舶风险状况。但是无论船舶的NIR计算结果如何，以下船舶都具有绝对的优先顺序：

在东京备忘录黑名单上的船舶，每港必查。

应另一缔约国的请求，或依据另一缔约国提供的存有缺陷的船舶信息。

由船员、专业机构、相关单位及个人提供的船舶缺陷信息，如来自船员、引航员及租家等的举报。

主管机关认为必要时开展的检查。

Selection scheme

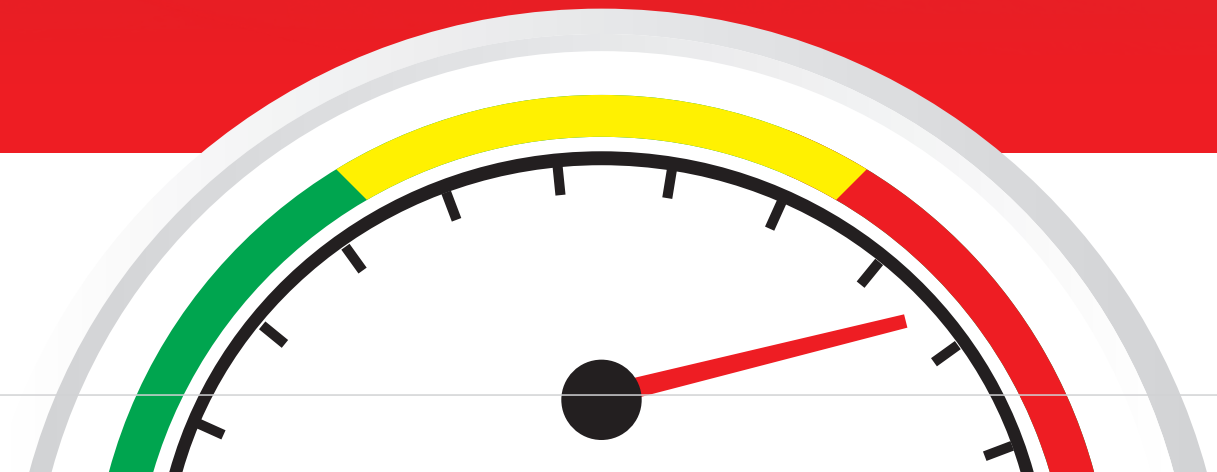
In selecting ships for inspection, the Authorities will generally determine the order of priority based on APCIS. If targeted ships have the same priority ranking, the ship risk profile should be further considered.Regardless of the NIR (New Inspection Regime), the following ships will be considered to have overriding priority for inspection:

Ships on the Tokyo MOU blacklist must be inspected at every port.

Ships which have been subject of a report notification by another authority would be inspected.

A report or complaint by the master, a crew member, or any person or organization with a legitimate interest in the safe operation of the ship.

Inspections conducted when deemed necessary by the Authority。



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优先顺序

优先级 1 规定的时间窗口期已过，船舶为应检船。

优先级 2 在规定的时间窗口期内，船舶为可检船。

东京备忘录采用的新选船机制（New Inspection Regime，简称“NIR”）按照船舶的船型、船旗国、建造年限等信息综合计算出一个风险等级，将船舶分为低风险、中风险、高风险三类，其高风险检查窗口为2-4个月，中风险检查窗口为5-8个月，低风险检查窗口为9-18个月。

每条船的优先顺序与选船级别将在APCIS信息系统中显示。

船龄大于12年的散货船、油船、散化船等特定船型和拥有较多此类船舶的航运公司应特别关注NIR计算结果的影响。该类船舶的类型和船龄因素，在船舶风险值计算时初始权重较大。因此，该类船舶及其航运公司应加强安全管理，避免在单次港口国监督检查中出现过多的缺陷，否则容易导致船舶进入高风险属性区域，面临着接受更为频繁检查的可能性，对船舶的营运和周转将带来不利的影响。

Selection priorities

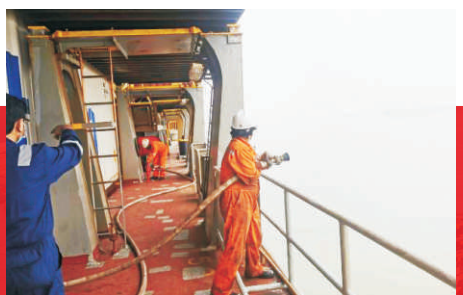
Priority 1 Where practical, ships are to be inspected when the time window has closed.

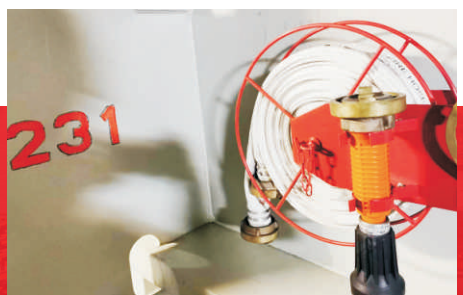
Priority 2 Ships may be inspected because they are within the time window of inspection, if no higher priority ship to be inspected is available.

The Tokyo MOU's new inspection regime (NIR) is attributed a ship risk profile (SRP) which is calculated comprehensively according to type of ship, age of ship, flag and other parameters. This SRP will determine the ship's priority for inspection, being the interval between its inspections and the type of the inspection. Ships can be "high risk", "standard risk" or "low risk". The corresponding time window periods are 2-4 months, 5-8 months and 9-18 months respectively.

The priority and the level of selection will be shown for each ship in the information system of APCIS.

Specific ship types such as bulk carriers, oil tankers, and bulk chemical carriers with a ship age more than 12 years, as well as shipping companies with a large number of such ships, should pay special attention to the impact of NIR calculation results. The type and age factors of these ships have a relatively high initial weight when calculating the risk value of the ship. Therefore, such ships and their shipping companies should enhance safety management to avoid too many deficiencies in a single Port State Control inspection, otherwise they will easily lead to ships entering high-risk attribute areas, and facing the possibility of more frequent inspections, which will have an adverse impact on the operation and turnover of ships.





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检查重点

Focus of inspection




证书和文件

证书是PSC检查的重要内容，一次PSC检查常规的证书核查约有三十本之多，所涉范围较广，主要包括船舶证书、船员证书、各种记录（油类记录薄、垃圾记录薄、压载水记录薄等）、各种管理计划、工作休息时间、就业协议等。证书的核查属于初始检查的范畴，一般证书检查阶段，船方应对得当，没有发现问题，PSCO一般不会开展详细检查。

设备

设备检查是PSC检查中容易发现缺陷的项目，在我国设备检查由两名PSCO承担，一位负责甲板设备，主要检查舱盖、甲板水密性、驾驶台的BNWAS、海图、EPIRB、GMDSS、MOB、航行信号灯、罗经、LRIT、航海图书资料，甲板的救生设备、保温救生服、生活区的防火门、消防布置、EEBD等。另一位负责检查机舱设备，主要包括应急消防泵、应急发电机、固定式消防设施、主辅机、锅炉、生活污水处理装置、油水分离器、舱底水系统、舵机等。

操作

操作性检查一般结合设备检查开展。

Certificates and documents

There are more than thirty important certificates and documents that can be checked during a PSC inspection, generally including ship's certificates, crew certificates, records (such as ORB, garbage records, ballast water records, rest hours records, etc.), management plans, SEA, etc. If the certificates and documents required by the relevant conventions are valid and the PSCO's general impression and visual observations confirm a good standard of maintenance, the PSCO should generally confine an initial inspection and conduct no detailed inspections.

Equipment

The equipment deficiencies in both deck and engine room are often found by the PSCO during the inspection. The PSCO will pay particular attention to the structural integrity and seaworthiness of ships, life-saving appliances, immersion suits, fire safety, EEBD, etc. The inspection of navigation bridge is usually concerned with the BNWAS, ECDIS and charts, EPIRB, GMDSS, MOB, LRIT, navigation signal lights, compass, nautical publications. The PSCO also form an impression of the standard of maintenance in machinery space, where includes M/E, A/E, boilers, emergency fire pump, emergency generator, fixed fire-extinguishing installation, OWS, bilges, sewage treatment plant, steering gear, etc.

Operation

The PSCO can exercise professional judgement to determine whether the operational proficiency of the crew as a whole is of a sufficient level by the equipment inspection.

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检查过程

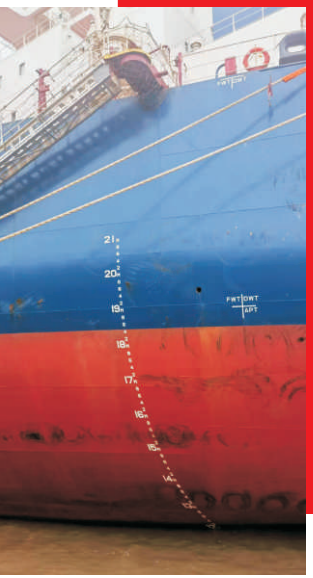
PSCO首先从APCIS中选取适检船舶，制定检查计划，然后登轮检查，从PSCO抵达舷边开始，PSC检查已经开始。PSCO通过查看船舶外观、吃水、船舶标识、旗帜悬挂、登乘梯布置等对船舶产生第一印象。

PSCO登轮后，梯口值班应查看其ID并进行登记，这是保安计划要求的内容，否则会被记录缺陷。然后船员可以将其引导至船长房间，开展证书的检查。

证书检查期结束后，PSCO会开展结构、设备和操作性检查。检查结束后，开具PSC检查报告。PSC报告分Form A和Form B两部分，A部分是船舶主要信息，B部分则记录该次检查的缺陷。

船长在拿到PSC检查报告后，应仔细核对Form A和Form B中内容和记录，对于不理解的内容应与PSCO及时沟通，一旦发现错误，也应及时向PSCO提出。

PSC报告开具后，PSCO离开船舶，船方应根据PSCO的意见对发现的缺陷进行整改，整改完成后，申请复查，关闭缺陷。



PSC inspection procedure

PSCO selects the vessels from the APCIS and specifies an inspection plan based on the type of ship, year of build and size of ship. The PSCO may proceed to the ship and, before boarding, gains an impression of its standard of maintenance from its appearance in the water, the condition of its paintwork, corrosion or pitting or unrepaired damage, draft marks, flags, gangway, etc.

The gangway watches should check the ID and register it upon the PSCO boarding, which is required by the ship security plan, otherwise this will be identified a deficiency. On boarding and introduction to the master or the responsible ship's officer, the PSCO should examine the ship's relevant certificates and documents.

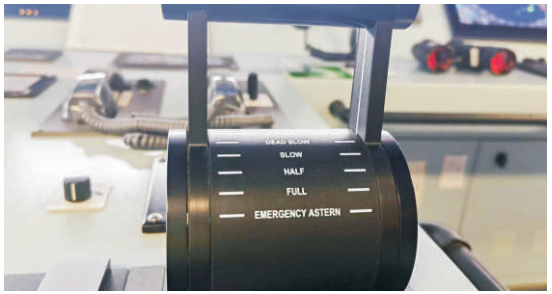
After the certificate and document check, the PSCO should check the overall condition of the ship, including its structure and equipment, and operation requirement. The PSC inspection report is provided to the master of ship while the inspection is completed, the report is divided into two parts, Part A includes ship's basic information, and Part B records deficiencies in the inspection.

The master must locate and check these two pieces of information in the report for its correctness, and shall communicate with PSCO in a timely manner in case of any confusion or error.

Once the PSC inspection report is issued, it is time to take remedy measure, apply for the re-inspection, and close the deficiencies as soon as possible.

行动代码

Action codes



10	缺陷已纠正	Deficiency rectified	10
15	缺陷在下一港纠正	Rectify deficiency at next port	15
16	缺陷在14天内纠正	Rectify deficiency within 14 days	16
17	通知船长在开航前纠正缺陷	Rectify deficiency before departure	17
18	在3个月内纠正不符合	Rectify deficiency within 3 months	18
30	可滞留的缺陷	Detainable deficiency	30
40	通知下一港	Next port informed	40
46	在指定的港口纠正滞留缺陷	Rectify detainable deficiency at agreed repair port	46
50	通知船旗国/领事	Flag state/consul informed	50
55	咨询船旗国	Flag state consulted	55
70	通知船级社	Recognized organization informed	70
85	调查违规排放	Investigation of the contravention of discharge provision (MARPOL)	85
99	其他（详细说明）	Other (specify in clear text)	99

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缺陷改正

被检查出有缺陷的船舶必须按照《亚太地区港口国监督检查报告》的要求进行整改，凡签注的代码为“30”的必须在离港前纠正。缺陷纠正的方式可以是保养、修理、换新、补充和出具证明文件或证书。

当船舶按要求完成缺陷纠正后，应以书面申请复查。PSCO在复查中判定缺陷得以纠正或改善而降级处理，则认为此项复查合格或通过，否则还要复查，合格后方准予离港。

船舶应当按照PSC检查报告上的缺陷行动代码对缺陷按期进行整改，通常，东京备忘录各成员国互认检查报告和结果，缺陷也可以在任一港口被关闭。

如果滞留缺陷不关闭或指定要进行的复查缺陷项目已到时限的，船舶在办理出港手续时，检查报告将作为是否允许船舶离港的依据，即缺陷未按要求纠正的不予放行。

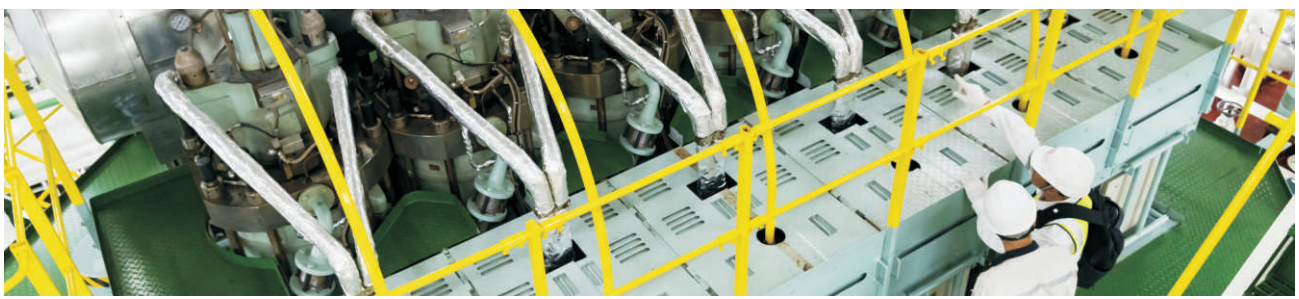
Rectification of deficiencies

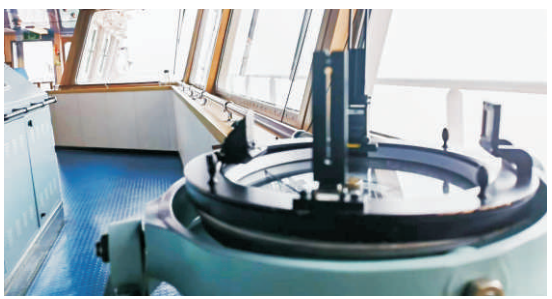
The rectification of deficiencies shall be carried out in accordance with the requirements as listed in the PSC report in the Asia-Pacific region. Deficiencies with code “30” should be rectified by means of maintenance, repair, renew, replenishment, and documentary proof before the ship is allowed to proceed to sea.

The master of the ship shall apply in writing for a re-inspection once the deficiencies are rectified, in principle, all deficiencies must be rectified before departure of the ship. It is up to the professional judgement of the PSCO to decide if all deficiencies have indeed been rectified by re-visiting the vessel to check personally.

Ships should rectify the deficiencies on schedule according to the action codes on the PSC inspection report. Typically, the members of the Tokyo MOU recognize each other on inspection reports, and deficiencies can be closed at any port.

If the detention deficiencies are not closed or the re-verification is out of time limit, the PSC inspection report will be applied to the ship's clearance formalities, which means that the ship will be released only if the deficiencies have been indeed rectified.





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滞留程序

当船舶被检查出的缺陷严重到可直接判定不符合最低标准或认为以此情况开航一旦出现事故，即刻带来人命和财产损害和/或造成海洋污染，PSCO可以对该船舶实施滞留，同时签发《禁止离港通知书》。

被滞留的船舶应积极纠正缺陷，改进船舶的安全技术状况，同时，船舶和船东应积极寻求船级社验船师的帮助并到场共同处理缺陷纠正事宜。

缺陷纠正后，船舶应申请复查，复查合格后，经批准同意签发《解除禁止离港通知书》，予以解除滞留。

Detention procedure

PSCO may detain a ship and issue a notice of prohibition on departure from berth, if the deficiencies on a ship are sufficiently serious and do not meet the minimum standards, or if an accident occurs upon departure would cause immediate damage to safety and/or marine environment.

The ship should actively take remedial actions and seek the help of the shipowners and classification society to rectify the deficiencies on board, so as to improve the safety condition of the ship.

The ship may be notified in writing of the release of detention after the ship is successfully re-verified in the re-inspection.

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船舶的法律责任

Legal liabilities of ships

当船舶出现下列行为之一时应给予处罚

- 拒绝和阻扰检查
- 弄虚作假欺骗检查人员
- 涂改或故意污损《亚太地区港口国监督检查报告》
- 未按规定的处理意见纠正缺陷
- 未按规定申请复查

Penalties shall be imposed when the ship commits any of the following acts

- Refusal and obstruction of PSC inspection
- Engaging in fraud and providing false evidence to PSCO
- Altering or spoiling PSC inspection report intentionally
- Failure to rectify the deficiencies as required
- Failure to apply for re-inspection as required

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东京备忘录各成员国检查重点提示
Highlights on inspection by member Authorities

澳大利亚

Australia

澳大利亚既属于东京备忘录又属于印度洋备忘录，检查较为严格。

1. 检查窗口期需要特别关注。虽然澳大利亚的PSC检查结果会输入到APCIS，但是其选船却不使用东京备忘录APCIS中的数据，而是采用国内独立的选船系统。因此尽管船舶在APCIS中不在检查窗口期，在澳大利亚依然有可能被检查。

2. 澳大利亚专项检查需要尤其关注。AMSA会根据国内的检查情况适时开展专项检查，专项检查中会滞留大批船舶。

3. AMSA对于船舶在航期间临时修理项目，要求靠泊整改，如不提前申报，检查中被发现会按照滞留缺陷对待。

4. 当前AMSA检查热点包括：MLC工资发放、休息时间、到港值班情况、货舱、透气孔、风机的水密安全情况，集装箱船舶在装运集装箱时的绑扎与系固要求。

Australia is a member state of both the Tokyo MOU and the Indian Ocean MOU, and conducts comparatively stricter inspections.

1. Be aware of the time window periods. Although the inspection results will be submitted to the APCIS database, the Australian Maritime Safety Authority (AMSA) maintains an independent database to target high risk ships for inspection. Even if the time window has closed according to the APCIS data, a ship may still be inspected during her visit to an Australian port.

2. Be aware of the focused inspection campaigns, which are conducted by the AMSA to target areas on ships which commonly have deficiencies. A great number of ships were detained in previous campaigns.

3. The AMSA requires that temporary maintenance while the vessel is underway be conducted at berth, and failure to report such operations in advance will be regarded as a detainable deficiency.

4. The AMSA's current focus areas include MLC compliance related to wages and rest hours, shipboard working arrangements, cargo spaces, vents, water or weather-tight conditions of ventilators and container securing on containerships.

东京备忘录各成员国检查重点提示
Highlights on inspection by member Authorities

加拿大

加拿大既属东京备忘录，又属于巴黎备忘录，检查较为严格。

1. 复查问题。如PSC检查报告出现在APCIS中，船舶可以在东京备忘录申请复查。

2. 最近两年加拿大当局聘用了多名日韩移民作为PSCO，具备船长或轮机长资历，专业度较高，检查较为严格。

3. 加拿大冬天较冷，因应急发电机或救生艇无法启动被滞留的船舶较多，在冬季前往加拿大的船舶需高度关注。

4. 加拿大PSCO对MLC检查较为严格，不允许在冷库内储存垃圾，发现即滞留。

5. 加拿大PSCO喜欢将17缺陷归结为ISM体系失效，需高度关注。

Canada

Canada is a member state of both the Tokyo MOU and the Paris MOU, and conducts comparatively stricter inspections.

1. Follow-up inspections. Where a vessel is found with a detainable deficiency in the APCIS database, a follow-up inspection can be requested to the port state authority.

2. Transport Canada has recruited several Japanese and Korean immigrants with Captain or C/E backgrounds as PSCO in the last two years. They tend to rely on their expertise and stick to higher standards.

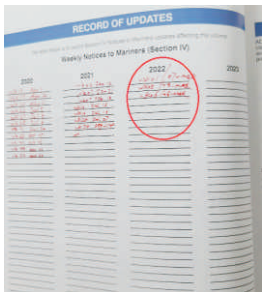
3. The extremely cold winter in Canada has resulted in the detention of many vessels due to failure of emergency generators or lifeboats, which should be of concern for ships visiting Canada during winter times.

4. Canadian PSCO are more stringent with MLC compliance and do not allow storage of waste in refrigerating chamber , which will lead to detention if found by inspectors.

5. Be aware that Canadian PSCO usually relate Code 17 deficiencies to ISM Code issues.

东京备忘录各成员国检查重点提示
Highlights on inspection by member Authorities

俄罗斯



俄罗斯远东的主要港口有Nakhodka，Vladivostok和Vostochny，这也是PSC滞留的高发区域。

俄罗斯PSCO喜欢检查航行警告信息，并核实是否在海图上进行标注，很多船舶因为此项缺陷被滞留，常见的缺陷描述为：Russian coastal warnings (maritime safety information) for Far East coast of Russia not received. (Gunnery, bombing exercises areas). Charts and ECDIS not updated by maritime safety information.

俄罗斯港PSC检查一般是由一个人独立承担，各港PSC检查人员较为固定，检查时间较长，对于检查中可以立即整改的缺陷也会记录进PSC报告。

Russia Federation

Major ports in Far East Russia include Nakhodka, Vladivostok and Vostochny, which are also areas with high PSC detention rates.

Russian PSCO tend to focus on verifying the reception of navigational warnings and their indication on nautical charts, which has become a common detainable deficiency, usually with comments such as “Russian coastal warnings (maritime safety information) for Far East coast of Russia not received. (Gunnery, bombing exercises areas). Charts and ECDIS not updated by maritime safety information”.

PSC inspections in Russian ports are generally undertaken by a single PSCO for an extended period. The officer in each port can be quite regular. Deficiencies that can be rectified immediately during the inspection are also recorded in the report.

中船保 CHINA P&I CLUB

东京备忘录各成员国检查重点提示
Highlights on inspection by member Authorities

中日韩

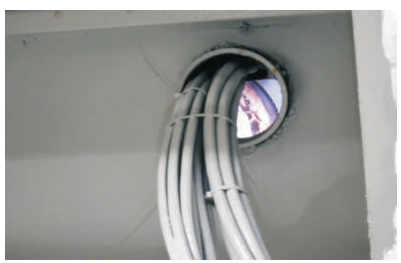
中日韩三国PSC检查比较类似，检查会涉及到船舶技术状况、安全管理实施情况、人员素质等各个方面。包括消防、救生、防污染、水密（风雨密）完整性、航行安全、应急反应、货物操作、机器设备、ISM、MLC2006等。

1. 中国PSC检查站点共56个，分为华南、华中、华北片区，每年定期开展案例研讨和内部培训学习，其中华南片区广州、深圳PSC检查活动比较活跃，华中片区上海、张家港、连云港、南通PSC检查活动比较活跃，华北片区天津、青岛较为活跃。

2. 二月份中国PSC滞留船舶84艘次，三月份中国PSC滞留船舶80艘次，在东京备忘录排名第一，滞留缺陷集中在消防、救生、风雨密等方面，根据目前掌握的数据，中国PSCO会根据多项一般缺陷评价ISM失效。当前上海、广州、深圳、连云港、青岛局加强了集装箱船舶的检查，滞留船舶较多。

3. 日本PSC加强了演习方面的检查，最常见的是消防演习和人员落水演习。

4. 韩国每年船舶滞留70%以上发生在Busan，Gwangyang，Ulsan，Pyeongtae，Incheon，Gunsan这六个港口。



China, Japan and South Korea

The PSC inspections in China, Japan and South Korea are relatively similar, all concerning vessel technical conditions, safety management, and personnel qualifications, and to be more specific, covering issues related to fire safety, emergency systems, pollution prevention, water or weather-tight conditions, navigational safety, cargo operations, machinery and equipment, as well as issues under the ISM Code and MLC 2006.

1. PSC inspections are conducted by a total of 56 offices in south, central and north China. Regional case study seminars and internal training activities are organized annually. For south China, PSC inspections are more active in port of Guangzhou and Shenzhen; for central China, in port of Shanghai, Zhangjiagang, Lianyungang and Nantong; and for north China, in port of Tianjin and Qingdao.

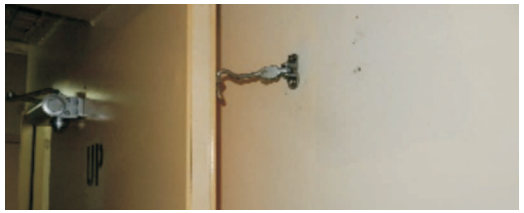
2. There were 84 detentions by the China MSA in February and 80 in March, more detentions than by any other member Authorities of the Tokyo MOU. The most common deficiencies were related to fire safety, life-saving equipment and water/weather-tight integrity. According to the data currently available, Chinese PSCO would decide failure of implementation of the ISM Code based on a number of common deficiencies. At the moment, Shanghai, Guangzhou, Shenzhen, Lianyungang and Qingdao MSA have stepped up inspections of container ships, leading to increased detention in these ports.

3. The Japanese maritime authority has stepped up PSC inspections on drills, especially fire drills and man overboard drills.

4. More than 70% of detentions in South Korea occur in the port of Busan, Gwangyang, Ulsan, Pyeongtae, Incheon and Gunsan.

东京备忘录各成员国检查重点提示
Highlights on inspection by member Authorities

东南亚



东南亚各国PSC检查行为较为类似，相对宽松，零缺陷报告较多。

1. 印尼雅加达Tanjung Priok和苏门答腊Panjang这两个地方PSC检查比较严格。

2. 泰国曼谷PSCO专业度较高，是泰国的培训讲师，对于机舱的卫生检查以及跑冒滴漏比较关注。

3. 在东南亚接受PSC检查过的船舶，即使持有零缺陷PSC报告，一般在澳大利亚依然会被再次检查。

Southeast Asia

PSC inspection programs are much the same across Southeast Asia, with relatively relaxed standards and zero-deficiency reports more commonly seen.

1.Tanjung Priok in Jakarta and Panjang in Sumatra are the two places in Indonesia where inspections are undertaken by stringent PSCO.

2.The PSCO in Bangkok, Thailand is a professional training instructor who tends to be more concerned with sanitary conditions and leakage in machinery spaces.

3.Ships inspected in Southeast Asia are generally subject to a second inspection in Australia, even with a zero-deficiency report.

东京备忘录各成员国及主管机关
Member Authorities of Tokyo MOU

Australia
Australian Maritime Safety Authority

Chile
General Directorate of the Maritime Territory and Merchant Marine – Chilean Navy (DIRECTEMAR)

Fiji
Maritime Safety Authority of Fiji

Indonesia
Directorate of Sea and Coast Guard,
Directorate General of Sea Transportation,
Department of Transportation

Republic of Korea
Maritime Affairs and Safety Policy Bureau
Ministry of Oceans and Fisheries
Government Complex Sejong

Marshall Islands
Division of Maritime Safety Ministry of Transport and Communications

Panama
Panama Maritime Authority

Papua New Guinea
National Maritime Safety Authority

Russian Federation
Ministry of Transport

Thailand
Marine Department, Ministry of Transport

Canada
Transport Canada, Marine Safety

China
Maritime Safety Administration

Hong Kong, China
Marine Department

Japan
Maritime Bureau,Ministry of Land, Infrastructure, Transport and Tourism

Malaysia
Marine Department of Malaysia

New Zealand
Maritime New Zealand

Peru
Autoridad Marítima del Perú
Dirección General de Capitanías y Guardacostas

Philippines
Philippine Coast Guard

Singapore
Maritime and Port Authority of Singapore

Vanuatu
Office of the Maritime Regulator (OMR)

Vietnam
Vietnam Maritime Administration

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