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PRESS RELEASE

Preliminary Results of the CIC on Crew Wages and Seafarer Employment Agreement Under MLC, 2006

From 1 September to 30 November 2024, the Memorandum of Understanding on Port State Control in the Asia - Pacific Region (Tokyo MOU) carried out a Concentrated Inspection Campaign (CIC), jointly with the Paris MoU, focusing on Crew Wages and Seafarer Employment Agreements in accordance with the Maritime Labour Convention, 2006 (MLC, 2006). The campaign included relevant questions pertaining to financial security provisions introduced under the 2014 amendments to the MLC, 2006.

The campaign involved the member Authorities of the Tokyo MOU that have ratified the MLC, 2006. The campaign shows the following preliminary results.

Over the course of the CIC period, involving all types of ships, a total of 8,134 inspections were carried out. Of these inspections, 6,580 (80.89%) inspections were performed using the CIC questionnaire and a ship was subjected to only one CIC inspection during the campaign period. During the period, 297 ships were detained in total (3.65% detention rate). Of which, 20 detentions were the result of inspections with CIC questionnaires, which were detained as a direct result of the CIC concerning deficiencies related to crew wages and seafarer employment agreement under the MLC, 2006, reflecting a CIC topic related detention rate of 0.3% (7% of all detentions).

The most common deficiencies (and deficiencies that resulted in a detention) found during the campaign were associated with:

- the absence of signed Seafarer Employment Agreements (SEA) (16% of CIC-related deficiencies issued); and
- seafarer unable to access information regarding their employment conditions on board (28% of CIC-related deficiencies issued).

During the campaign, vessels registered under the flags of 84 different States were inspected under the CIC scope. The greatest number of CIC inspections were carried

out on ships flying the flags of Panama with 1,622 inspections (25.0%), Liberia with 840 inspections (13%) and the Marshall Islands with 587 inspections (9%). The detained ships displaying more than 1 CIC-related detention in the region were flagged by Panama, Liberia, Mongolia and Gambia.

Further analysis of the results of the campaign will be considered by the Port State Control Committee meeting scheduled in 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.