

THIRD JOINT MINISTERIAL CONFERENCE OF THE
PARIS AND TOKYO MEMORANDA OF UNDERSTANDING
ON PORT STATE CONTROL

SAFEGUARDING RESPONSIBLE AND SUSTAINABLE SHIPPING

JOINT EFFORTS FOR ENHANCED SAFETY, ENVIRONMENTAL PROTECTION, AND WORKING
AND LIVING CONDITIONS FOR SEAFARERS

INTER-REGIONAL ACTION TO ELIMINATE
SUB-STANDARD SHIPPING AND PROMOTING A LEVEL PLAYING FIELD

VANCOUVER, BRITISH COLUMBIA

CANADA

3-4 MAY 2017

THE MINISTERS RESPONSIBLE FOR MARITIME SAFETY OF THE GOVERNMENTS OF:

- THE KINGDOM OF BELGIUM,
- THE REPUBLIC OF CROATIA,
- THE REPUBLIC OF CYPRUS,
- THE KINGDOM OF DENMARK,
- THE REPUBLIC OF ESTONIA,
- THE REPUBLIC OF FINLAND,
- THE REPUBLIC OF FRANCE,
- THE FEDERAL REPUBLIC OF GERMANY,
- THE HELLENIC REPUBLIC,
- ICELAND,
- IRELAND,
- THE REPUBLIC OF ITALY,
- THE REPUBLIC OF LATVIA,
- THE REPUBLIC OF LITHUANIA,
- THE REPUBLIC OF MALTA,
- THE NETHERLANDS,
- THE KINGDOM OF NORWAY,
- THE REPUBLIC OF POLAND,
- THE REPUBLIC OF SLOVENIA,
- THE KINGDOM OF SWEDEN, AND
- THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND,

WHOSE MARITIME AUTHORITIES ARE MEMBERS OF THE PARIS MEMORANDUM OF UNDERSTANDING (MOU) ON PORT STATE CONTROL (PARIS MEMORANDUM),

THE MINISTERS RESPONSIBLE FOR MARITIME SAFETY OF THE GOVERNMENTS OF:

- AUSTRALIA,
- THE REPUBLIC OF CHILE,
- THE PEOPLE'S REPUBLIC OF CHINA,
- HONG KONG, CHINA,
- THE REPUBLIC OF INDONESIA,
- JAPAN,
- THE REPUBLIC OF KOREA,
- THE REPUBLIC OF THE MARSHALL ISLANDS,
- NEW ZEALAND,
- THE INDEPENDENT STATE OF PAPUA NEW GUINEA,
- THE REPUBLIC OF PERU,
- THE REPUBLIC OF THE PHILIPPINES,
- THE KINGDOM OF THAILAND, AND
- THE SOCIALIST REPUBLIC OF VIETNAM,

WHOSE MARITIME AUTHORITIES ARE MEMBERS OF THE MEMORANDUM OF
UNDERSTANDING ON PORT STATE CONTROL IN THE ASIA-PACIFIC REGION (TOKYO
MEMORANDUM),

THE MINISTERS RESPONSIBLE FOR MARITIME SAFETY OF THE GOVERNMENTS OF:

- CANADA, AND
- THE RUSSIAN FEDERATION,

WHOSE MARITIME AUTHORITIES ARE MEMBERS OF THE PARIS MEMORANDUM AND THE
TOKYO MEMORANDUM,

THE MINISTER RESPONSIBLE FOR THE MARITIME SAFETY OF THE GOVERNMENT OF:

- THE REPUBLIC OF PANAMA

WHOSE MARITIME AUTHORITY IS A CO-OPERATING MEMBER OF THE TOKYO MOU, HEREINAFTER REFERRED TO AS “THE MINISTERS”, PARTICIPATED IN THE THIRD JOINT MINISTERIAL CONFERENCE OF THE PARIS AND TOKYO MEMORANDA OF UNDERSTANDING ON PORT STATE CONTROL “SAFEGUARDING RESPONSIBLE AND SUSTAINABLE SHIPPING”, WHICH WAS HELD IN VANCOUVER, ON 3-4 MAY 2017, UPON THE INVITATION OF THE GOVERNMENT OF CANADA. THE PARIS AND TOKYO MEMORANDA WERE REPRESENTED BY THE CHAIRMEN AND THE SECRETARIATS.

THE MINISTERS RESPONSIBLE FOR MARITIME SAFETY OF THE GOVERNMENTS OF:

- THE UNITED STATES OF AMERICA,
- MACAO, CHINA, AND
- THE KINGDOM OF TONGA,

THE SECRETARY-GENERAL OF THE INTERNATIONAL MARITIME ORGANIZATION,

THE DIRECTOR-GENERAL OF THE INTERNATIONAL LABOUR OFFICE,

AND REPRESENTATIVES OF INTER-GOVERNMENTAL ORGANIZATIONS:

- THE ABUJA MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL,
- THE MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL IN THE BLACK SEA REGION (BLACK SEA MOU),
- THE CARIBBEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL,
- THE MEDITERRANEAN MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL, AND
- THE VIÑA DEL MAR AGREEMENT ON PORT STATE CONTROL,

AND REPRESENTATIVES OF NON-GOVERNMENTAL ORGANIZATIONS:

- GREEN AWARD,
- THE INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES,
- THE INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS,

- THE INTERNATIONAL CHAMBER OF SHIPPING, AND
- THE INTERNATIONAL TRANSPORT WORKERS' FEDERATION

ATTENDED THE CONFERENCE AS OBSERVERS.

THE MINISTERS, RECOGNIZING THAT THIS, THE THIRD JOINT MINISTERIAL CONFERENCE OF THE PARIS AND TOKYO MEMORANDA, WILL BE INSTRUMENTAL IN FURTHER REDUCING SUB-STANDARD SHIPPING AND PROMOTING A LEVEL PLAYING FIELD BY TAKING CONCERTED ACTION WITHIN AND BETWEEN BOTH REGIONS, DECLARE AS FOLLOWS:

1. THE MINISTERS RECALL THAT:

- 1.1 THE FIRST JOINT MINISTERIAL CONFERENCE OF THE PARIS AND TOKYO MEMORANDA OF UNDERSTANDING ON PORT STATE CONTROL "TIGHTENING THE NET, INTER-REGIONAL ACTION TO ELIMINATE SUB-STANDARD SHIPPING", WAS HELD IN VANCOUVER, BRITISH COLUMBIA, CANADA, ON 24-25 MARCH 1998.
- 1.2 THE SECOND JOINT MINISTERIAL CONFERENCE OF THE PARIS AND TOKYO MEMORANDA OF UNDERSTANDING ON PORT STATE CONTROL "STRENGTHENING THE CIRCLE OF RESPONSIBILITY" WAS HELD IN VANCOUVER, BRITISH COLUMBIA, CANADA, ON 2-3 NOVEMBER 2004.
- 1.3 AT THESE CONFERENCES, THE MINISTERS AGREED ON ACTIONS THAT SHOULD BE TAKEN BY THE PARIS AND TOKYO MEMORANDA TO IMPROVE MARITIME SAFETY IN THESE TWO REGIONS AND TO HELP PROMOTE THE ELIMINATION OF SUB-STANDARD SHIPPING.
- 1.4 WHILE THE PRIMARY RESPONSIBILITY FOR SAFEGUARDING THE COMPLIANCE OF SHIPS WITH THE INTERNATIONAL STANDARDS FOR SAFETY, SECURITY, SHIP-SOURCED POLLUTION PREVENTION AND ON-BOARD LIVING AND WORKING CONDITIONS LIES WITH THE FLAG STATE, THE MINISTERS DEMONSTRATED THEIR DETERMINATION TO FURTHER DEVELOP AND PURSUE

THEIR JOINT EFFORTS IN A HIGHLY EFFICIENT PORT STATE CONTROL SYSTEM
AS A SECOND LINE OF DEFENCE AGAINST SUBSTANDARD SHIPPING.

- 1.5 WITH THESE JOINT EFFORTS THEY DEMONSTRATE THEIR DETERMINATION
AND WILL TO CONTRIBUTE TO THE INTERNATIONAL MARITIME
ORGANIZATION'S (IMO) STATEMENT THAT "ONE OF THE MOST IMPORTANT
FEATURES REFLECTING THE EVOLUTION OF IMO'S WORK IN THE LAST THREE
DECADES IS THE PROGRESSIVE STRENGTHENING OF PORT STATE
JURISDICTION WITH A VIEW TO CORRECTING NON-COMPLIANCE WITH IMO
RULES AND STANDARDS BY FOREIGN SHIPS VOLUNTARILY IN PORT".
(IMPLICATIONS OF THE UNITED NATIONS CONVENTION ON THE LAW OF THE
SEA FOR THE INTERNATIONAL MARITIME ORGANIZATION, LEG/MISC.8, 30
JANUARY 2014).

2. THE MINISTERS NOTE WITH SATISFACTION THAT SINCE THEIR LAST MEETING:

- 2.1 THE FOLLOWING CONVENTIONS HAVE ENTERED INTO FORCE OR WILL BE PUT
INTO EFFECT:
- .1 THE MARITIME LABOUR CONVENTION 2006, (MLC 2006),
 - .2 THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR FISHING VESSEL
PERSONNEL, 1995 (STCW-F),
 - .3 THE INTERNATIONAL CONVENTION FOR THE CONTROL AND
MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004
(BWM 2004),
 - .4 THE INTERNATIONAL CONVENTION ON THE CONTROL OF HARMFUL
ANTI-FOULING SYSTEMS ON SHIPS, 2001 (AFS 2001),
 - .5 THE NAIROBI INTERNATIONAL CONVENTION ON THE REMOVAL OF
WRECKS, 2007 (NAIROBI WRC 2007),

- .6 THE PROTOCOL OF 2002 TO THE ATHENS CONVENTION RELATING TO THE CARRIAGE OF PASSENGERS AND THEIR LUGGAGE BY SEA, 1974 (PAL PROT 2002),
 - .7 PROTOCOL 2003 TO THE INTERNATIONAL CONVENTION ON THE ESTABLISHMENT OF AN INTERNATIONAL FUND FOR COMPENSATION FOR OIL POLLUTION DAMAGE. (FUND PROT 2003),
 - .8 PROTOCOL TO THE CONVENTION OF THE PREVENTION OF THE MARINE POLLUTION BY DUMPING OF WASTES AND OTHER MATTER. (LC PROT 1996),
 - .9 INTERNATIONAL CONVENTION ON CIVIL LIABILITY FOR BUNKER OIL POLLUTION DAMAGE. (BUNKERS 2001).
- 2.2 THE FOLLOWING IMPORTANT AND SUBSTANTIAL AMENDMENTS TO THE ANNEXES TO EXISTING CONVENTIONS HAVE ENTERED INTO FORCE OR BEEN PUT INTO EFFECT:
- .1 ANNEX VI OF THE MARPOL CONVENTION AND THE LATER REVISION HEREOF, INTRODUCING NEW REQUIREMENTS FOR THE SULPHUR CONTENT OF FUEL OIL, FOR EMISSION LIMITS AND ENERGY EFFICIENCY,
 - .2 THE IMO INSTRUMENTS IMPLEMENTATION CODE (III CODE) AND THE ASSOCIATED MANDATORY IMO MEMBER STATE AUDIT SCHEME, AS PART OF THE SOLAS CONVENTION,
 - .3 THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS (POLAR CODE), AS PART OF THE SOLAS CONVENTION AND THE MARPOL CONVENTION,
 - .4 THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE), AS PART OF THE SOLAS CONVENTION.

- 2.3 IN ADDITION, THERE HAS BEEN AN INCREASE IN THE NUMBER OF STATES ACCEDING TO MARPOL AND ITS ASSOCIATED ANNEXES.
- 2.4 THE IMO FAL COMMITTEE HAS APPROVED GUIDELINES FOR THE USE OF ELECTRONIC CERTIFICATES, ENCOURAGING ALL IMO MEMBER STATES TO SUPPORT THE USE AND ACCEPTANCE OF ELECTRONIC CERTIFICATES.
- 2.5 MEASURES THAT IDENTIFY HIGH-RISK SHIPS HAVE BEEN STRENGTHENED, INSPECTION PROCEDURES AND GUIDELINES FOR PORT STATE CONTROL HAVE BEEN ENHANCED AND THERE HAS BEEN SUBSTANTIALLY INCREASED TRAINING FOR PORT STATE CONTROL OFFICERS (PSCOs) INCLUDING DISTANCE LEARNING PROGRAMMES (DLP). THIS IS SHOWN IN THE REPORT ANNEXED TO THIS DECLARATION (ANNEX 1).
- 2.6 THE JOINT CONCENTRATED INSPECTION CAMPAIGNS (CICs) HAVE DEMONSTRATED THAT JOINT ACTION IS EFFECTIVE IN RAISING AWARENESS OF PROBLEM AREAS AND SHOULD CONTINUE UNDER THE GUIDANCE OF THE JOINT POLICY ON CONCENTRATED INSPECTIONS CAMPAIGNS APPROVED BY BOTH MEMORANDA IN 2013 AND IMPROVED DURING 2016.
- 2.7 THE MINISTERS' DECISION TO MOVE AWAY FROM "QUANTITY-BASED" INSPECTION REGIMES TO "RISK-BASED" INSPECTION REGIMES HAS BEEN SUCCESSFULLY IMPLEMENTED.
- 2.8 BOTH MEMORANDA HAVE SUCCESSFULLY IMPLEMENTED THEIR LONG-TERM STRATEGIC PLANS AND ARE HARMONIZED IN THEIR MISSION STATEMENT TO ELIMINATE SUBSTANDARD SHIPPING IN THEIR RESPECTIVE REGIONS. TRENDS, DEVELOPMENTS AND CHALLENGES WHICH MAY HAVE AN IMPACT ON SAFETY, ENVIRONMENT, SECURITY, AND THE HUMAN ELEMENT HAVE BEEN IDENTIFIED FOR FUTURE ACTION. THESE PLANS ALSO INCLUDE STRATEGIC DIRECTIONS, AS WELL AS KEY PERFORMANCE INDICATORS WHICH HAVE PROVED TO BE A POWERFUL TOOL AND ARE USEFUL

FOR IMPROVING THE RESULTS OF THE MEMBER AUTHORITIES OF THE MEMORANDA AND ALSO FOR ALLOCATING THE EFFORTS AND RESOURCES IN ACTIVITIES RELATED TO THE MAIN OBJECTIVES.

2.9 MEMBERS OF BOTH MEMORANDA AS A FLAG STATE NOW REPRESENT ALMOST 70% OF THE WORLD'S FLEET WHICH WILL CONTRIBUTE TO THE COMMUNICATION AND TRANSPARENCY BETWEEN FLAG STATES AND PORT STATES.

3. THE MINISTERS FURTHER NOTE THAT:

3.1 SUBSTANTIAL ACTIONS HAVE BEEN IMPLEMENTED BY BOTH MEMORANDA SINCE THE SECOND JOINT MINISTERIAL CONFERENCE IN 2004, AS SHOWN IN THE REPORT ANNEXED TO THIS DECLARATION (ANNEX 1) AND THAT THESE ACTIONS HAVE HAD A SIGNIFICANT POSITIVE EFFECT IN IMPROVING THE STANDARD OF SHIPPING IN THE TWO REGIONS.

3.2 THE INTRODUCTION OF A RISK BASED INSPECTION REGIME BY BOTH MEMORANDA HAS CONTRIBUTED TO THEIR EFFECTIVENESS OVER RECENT YEARS.

3.3 THE RISK BASED INSPECTION REGIME HAS BEEN IN PLACE FOR SEVERAL YEARS AND EXPERIENCE HAS BEEN GAINED.

3.4 THE FLAG STATES ARE RESPONSIBLE FOR THEIR SHIPS BEING IN COMPLIANCE WITH INTERNATIONALLY AGREED SAFETY, SECURITY, ENVIRONMENTAL STANDARDS AND WORKING AND LIVING CONDITIONS. PORT STATE CONTROL, IS THE SECOND LINE OF DEFENCE, AND PROVIDES A MEANS TO HELP CONTROL THAT FLAG STATES FULFILL THEIR OBLIGATIONS IN ACCORDANCE WITH INTERNATIONAL REGULATIONS.

3.5 SOME FLAG STATES AND RECOGNIZED ORGANIZATIONS (ROs) CONSISTENTLY UNDER-PERFORM.

- 3.6 THE FLAG STATE OVERSIGHT OF THEIR ROs IS OF THE UTMOST IMPORTANCE DUE TO THE INCREASING NUMBER OF STATUTORY TASKS THAT THE ROs ARE AUTHORISED TO PERFORM ON BEHALF OF THE FLAG STATE ADMINISTRATIONS. THE MANDATORY IMO MEMBER STATE AUDIT SCHEME CONTRIBUTES TOWARDS THIS.
- 3.7 THERE IS IN PLACE A NETWORK OF PORT STATE CONTROL REGIMES BUT AS SUB-STANDARD SHIPPING PERSISTS THERE IS A NEED TO WORK TOWARD A HARMONIZED SYSTEM OF INSPECTIONS TO IMPROVE IMPLEMENTATION OF STANDARDS.
- 3.8 AS IMPORTANT PORT STATE CONTROL REGIMES, THE PARIS AND TOKYO MEMORANDA SHOULD TAKE THE LEAD ON THIS ISSUE AND TAKE THE NECESSARY INITIATIVES TO DEMONSTRATE THAT THE INTERNATIONAL REGULATIONS ARE EFFECTIVELY IMPLEMENTED BY THE FLAG STATE TO THE BENEFIT OF THE ENVIRONMENT.
- 3.9 SUB-STANDARD SHIPS STILL OPERATE AND THAT FURTHER ACTION IS NECESSARY TO ENSURE THAT SHIPS COMPLY WITH THE INTERNATIONAL REGULATIONS.
- 3.10 DESPITE SUB-STANDARD SHIPS BEING BANNED (THE PARIS MOU) OR UNDER-PERFORMING (THE TOKYO MOU) IN ONE REGION THEY CAN STILL OPERATE IN THE OTHER.
- 3.11 AS SOME OTHER PORT STATE CONTROL REGIMES HAVE EQUIVALENT INSPECTION STANDARDS, CONSIDERATION SHOULD BE GIVEN AS TO WHETHER THEIR INSPECTIONS CAN BE TAKEN INTO CONSIDERATION BY OTHER MEMORANDA.
- 3.12 THERE CONTINUES TO BE VERY SERIOUS MARINE CASUALTIES, INCLUDING THE LOSSES OF LIFE, CAUSED BY THE LIQUEFACTION OF CARGOES, THE MIS-DECLARATION OF CARGOES AND NON-COMPLIANT STOWAGE AND

CARRIAGE OF CARGOES. SUCH EVENTS HAVE CAUSED THE LOSS OF LIFE AND HARMFUL ENVIRONMENTAL OUTCOMES. THESE EVENTS HIGHLIGHT THE NEED FOR FURTHER ACTION TO ENHANCE SAFETY, AND ENVIRONMENTAL PROTECTION, THROUGH MORE STRINGENT AND EFFECTIVE PORT STATE CONTROL IN RESPECT OF CARGOES WITH RESPECT TO CHAPTERS VI AND VII OF SOLAS AND RELEVANT MANDATORY CODES.

- 3.13 THERE HAVE, IN RECENT YEARS, BEEN A NUMBER OF HIGH PROFILE INCIDENTS INVOLVING PASSENGER SHIPS.
- 3.14 CASUALTY INVESTIGATIONS SHOW THAT THE HUMAN ELEMENT CONTINUES TO BE THE PRIME CAUSE OF ACCIDENTS.
- 3.15 ENVIRONMENTAL ISSUES ARE GIVEN HIGH ATTENTION AT DIFFERENT HIGH LEVEL POLITICAL FORA, DRIVEN BY A GLOBALLY SHARED GROWING CONCERN AND CARE FOR OUR CLIMATE AND ENVIRONMENT. ALSO IN THE MARITIME FIELD, IMPORTANT ENVIRONMENTAL RELATED LEGISLATION HAS BEEN DEVELOPED AND HAS BEEN IMPLEMENTED RECENTLY OR WILL DO SO IN THE NEAR FUTURE.
- 3.16 BOTH MEMORANDA SHOULD TAKE APPROPRIATE ACTION TO ENSURE COMPLIANCE WITH THE ENVIRONMENTAL STANDARDS LAID DOWN IN THE RESPECTIVE CONVENTIONS IN ORDER TO MAKE SURE THAT THE MEASURES TO PROTECT THE MARITIME AND GLOBAL ENVIRONMENT ARE WELL IMPLEMENTED.
- 3.17 ISSUES RELATED TO SULPHUR EMISSIONS ARE HIGHLY PRIORITIZED ON THE AGENDA OF THE UN AND OF ALL GOVERNMENTS.
- 3.18 EFFECTIVE AND UNIFORM ENFORCEMENT OF RELEVANT MARPOL PROVISIONS IS A PREREQUISITE FOR ENSURING CLEANER AIR AND THE FULL ENVIRONMENTAL IMPACT OF THE REGULATION. IN PRACTICE, THIS REQUIRES

A HIGH PRIORITY ON ENFORCEMENT AND STRONG AND EFFECTIVE COOPERATION BETWEEN NATIONAL PORT STATE CONTROL AUTHORITIES.

3.19 FURTHERMORE, SUBSTANTIAL EFFORTS ARE MADE BY THE SHIP OWNERS TO FULFILL THE REQUIREMENTS FOR ENVIRONMENTAL LEGISLATION. IN VIEW OF A LEVEL PLAYING FIELD A UNIFORM INSPECTION APPROACH IN BOTH MEMORANDA AND OTHER REGIONS IS REQUIRED TO PREVENT THAT NON-COMPLIANCE WOULD GIVE SHIPOWNERS A COMPETITIVE ADVANTAGE.

3.20 INCLUSION OF THE INTERNATIONAL LABOUR ORGANIZATION'S (ILO) MARITIME LABOUR CONVENTION, 2006 AS A RELEVANT INSTRUMENT IN THE PARIS AND TOKYO MEMORANDA, AND RELATED ACTIONS TO IMPROVE TRAINING OF PSCOs ON INSPECTION OF MLC, 2006 REQUIREMENTS, HAS CONTRIBUTED SUBSTANTIALLY TO IMPROVING WORKING AND LIVING CONDITIONS AT SEA.

3.21 THE MEMBER AUTHORITIES OF BOTH MEMORANDA HAVE FACED INCREASING WORKLOADS IN IMPLEMENTING THESE ACTIONS AND IT CONTINUES TO PROVE CHALLENGING TO RECRUIT SUITABLY QUALIFIED PERSONS.

3.22 TECHNOLOGICAL ADVANCES IN SHIPBOARD SYSTEMS FOR THE OPERATION AND NAVIGATION OF THE SHIPS ARE POSING CHALLENGES NOTING THE NEED FOR APPROPRIATE TRAINING AND PRACTICAL EXPERIENCE IN ORDER TO ENSURE SEAFARERS CAN EFFECTIVELY AND EFFICIENTLY OPERATE SUCH EQUIPMENT WHERE IT IS CRITICAL FOR THE SAFETY OF THE VESSEL. PSCOs NEED TO HAVE SUFFICIENT TRAINING AND ADEQUATE KNOWLEDGE.

3.23 THE ADMINISTRATIVE BURDEN FOR PSCOs IS TO VERIFY THE PROGRESSIVELY INCREASING NUMBER OF CERTIFICATES AND DOCUMENTS DURING AN INSPECTION AND RECOGNIZE THE EMERGING USE OF ELECTRONIC CERTIFICATES.

- 3.24 IN SOME CASES, THE INCREASING COMPLEXITY OF INTERNATIONAL INSTRUMENTS MIGHT CREATE DIFFICULTIES FOR PSCOs STRIVING TO CONDUCT EFFECTIVE PORT STATE CONTROL INSPECTIONS.
- 3.25 TECHNOLOGY IS DEVELOPING RAPIDLY. EXAMPLES OF THESE DEVELOPMENTS ARE ELECTRONIC NAVIGATION, INTEGRATED SYSTEMS, COMMUNICATION TECHNOLOGY, INFORMATION-SHARING SYSTEMS AND DATA WAREHOUSING, ALL OF WHICH ARE USED TO MANAGE AND CONTROL SHIPS AND SHIP MOVEMENTS. TOGETHER WITH THESE USEFUL DEVELOPMENTS, NEW RISKS ALSO APPEAR IN SAFETY, SECURITY, CYBER SECURITY, ENVIRONMENT AND LIVING AND WORKING CONDITIONS. THESE RISKS SHOULD BE TAKEN INTO ACCOUNT BY PORT STATE CONTROL.
- 3.26 SHIP CERTIFICATES ARE NOW BEING DEVELOPED AND ISSUED IN ELECTRONIC FORM AS A RESULT OF THE IMO FAL COMMITTEE'S APPROVAL OF THE GUIDELINES FOR THE USE OF ELECTRONIC CERTIFICATES. THIS IS AN IMPORTANT STEP TOWARDS REDUCING THE ADMINISTRATIVE BURDENS IMPOSED ON ADMINISTRATIONS, PSCOs, SHIPS' CREWS AND OTHER STAKEHOLDERS.
- THERE ARE NO TECHNOLOGICAL OR LEGAL OBSTACLES TO THE RECOGNITION OF ELECTRONIC CERTIFICATES. THE ESTABLISHED RECOGNISED SET OF FEATURES FOR USING ELECTRONIC CERTIFICATES WILL HELP ALLEVIATE PROBLEMS INHERENT IN RELIANCE ON PAPER. THE USE OF ELECTRONIC CERTIFICATES IS SAFE AND WILL ENSURE FAST AND EFFICIENT PORT STATE CONTROL.
- 3.27 THE POLAR REGIONS ARE SENSITIVE TO MARINE CASUALTIES AND POLLUTION INCIDENTS WHICH COULD HAVE DEVASTATING ENVIRONMENTAL CONSEQUENCES.

3.28 THE NUMBER OF LARGE PASSENGER SHIPS VISITING THE REMOTE AND ISOLATED POLAR REGIONS IS INCREASING AND AN INCIDENT IN THESE AREAS MIGHT RESULT IN THE LOSS OF A SUBSTANTIAL NUMBER OF LIVES, CONSIDERING THE OBVIOUS DIFFICULTIES CONNECTED TO THE RESCUE ACTION AND THE WEATHER CONDITIONS, ESPECIALLY THE LOW WATER TEMPERATURE AND LARGE DISTANCES BETWEEN SEARCH AND RESCUE (SAR) FACILITIES.

3.29 THE CONTINUED AND INCREASED EXCHANGE OF DATA BETWEEN BOTH REGIMES AND EXTERNAL PARTIES IS A VALUABLE TOOL WHEN USED FOR PROMOTING SAFETY, SECURITY, THE ENVIRONMENT AS WELL AS WORKING AND LIVING CONDITIONS AT SEA.

3.30 ALTHOUGH BOTH MEMORANDA INCLUDE CONVENTIONS AS RELEVANT INTERNATIONAL REGULATIONS, NOT ALL MEMBERS HAVE YET RATIFIED THESE CONVENTIONS, WHICH PREVENTS AN EFFECTIVE ENFORCEMENT, SINCE NON-PARTIES CANNOT PERFORM PORT STATE CONTROL IN ACCORDANCE WITH THE CONVENTIONS CONCERNED.

3.31 TODAY, PORT STATE CONTROL INSPECTIONS ARE USED BY THE INDUSTRY AS AN INDICATOR OF THE PERFORMANCE OF COMPANIES AND SHIPS. TRANSPARENCY ON PORT STATE CONTROL SHOULD BE CONTINUED.

4. THE MINISTERS RECOGNIZE THAT:

4.1 WHILST FISHING VESSELS ARE SUBJECT TO SAFETY PROVISIONS IN SOLAS CHAPTER V, AS WELL AS STANDARDS FOR FISHERS IN STCW-F AND ENVIRONMENTAL PROVISIONS WITHIN MARPOL AND ITS ANNEXES THERE ARE A VERY SERIOUS NUMBER OF CASUALTIES, AND MARINE POLLUTION INCIDENTS INVOLVING FISHING VESSELS.

4.2 ILLEGAL, UNREGULATED AND UNREPORTED (IUU) FISHING IS OF CONCERN AND THE JOINT FAO/IMO WORKING GROUP MEETINGS ARE SUPPORTED.

INFORMATION ON THE OUTCOME OF THESE MEETINGS IS WELCOMED.

4.3 THE ILO WORK IN FISHING CONVENTION, 2007 (No. 188), WHICH WILL ENTER INTO FORCE IN NOVEMBER 2017, AIMS TO IMPROVE LIVING AND WORKING CONDITIONS ON FISHING VESSELS.

4.4 MEMBER AUTHORITIES INSPECTING FISHING VESSELS MAY WISH TO SHARE THEIR EXPERIENCE WITH EACH OTHER.

5. THE MINISTERS STRESS THAT:

5.1 ALL PARTIES CONCERNED, FLAG STATES, ROs, OWNERS, OPERATORS, SHIPPERS, PILOTS, AND CLASSIFICATION SOCIETIES NEED TO CONTINUE TO WORK TOGETHER TO IMPROVE THE PERFORMANCE OF THE SHIPPING INDUSTRY WITH RESPECT TO SAFETY, SECURITY, ON-BOARD WORKING AND LIVING CONDITIONS AND SHIP SOURCED POLLUTION IN A CIRCLE OF RESPONSIBILITY AND TO FOSTER TRANSPARENCY BETWEEN FLAG AND PORT STATES. OTHER IMPORTANT PARTIES ARE SEAFARERS AND THEIR REPRESENTATIVE ORGANIZATIONS, INDUSTRY ORGANIZATIONS, CHARTERERS, AND COASTAL STATES.

5.2 COOPERATION WITH FINANCIAL INSTITUTIONS, INSURANCE COMPANIES, SHIP BUILDERS, MARINE EQUIPMENT MANUFACTURERS, RECOGNIZED SECURITY ORGANIZATIONS, PORT AUTHORITIES, MARITIME TRAINING AND EDUCATION ESTABLISHMENTS AND SEAFARER WELFARE ORGANIZATIONS SHOULD FORM AN EXTENDED CIRCLE OF RESPONSIBILITY WHICH WILL HIGHLIGHT DEFICIENT AREAS AND SIMPLIFY RECTIFICATION.

- 5.3 ACTIONS SHOULD BE TAKEN BY ALL RELEVANT PARTIES IN THE CIRCLE OF RESPONSIBILITY TOWARD THE GOAL OF ELIMINATING SUB-STANDARD SHIPPING AND PROMOTING A LEVEL PLAYING FIELD.
- 5.4 THE CONDUCT OF PSCOs IS OF THE UTMOST IMPORTANCE AND SHOULD BE MAINTAINED AT THE HIGHEST LEVEL. CONTINUOUS TRAINING, INTEGRITY, PROFESSIONALISM AND TRANSPARENCY ARE KEY ISSUES IN THIS CONTEXT.
- 5.5 THE NEED FOR COOPERATION BY ALL PARTIES WHILST ACCEPTING, ACKNOWLEDGING, AND RESPECTING EACH OTHER'S AREA OF RESPONSIBILITY IS NECESSARY TO ENSURE HIGH LEVELS OF SAFETY, SECURITY, ENVIRONMENTAL PROTECTION AND ON-BOARD WORKING AND LIVING CONDITIONS ARE ACHIEVED.
- 5.6 STATES SHOULD MEET THEIR OBLIGATIONS AS FLAG STATES WHILE HAVING THE RIGHT TO EXERCISE PORT STATE CONTROL. FLAG STATES SHOULD ENSURE THE SAFETY FOR SHIPS FLYING THEIR FLAG INCLUDING SHIPS EXEMPTED FROM CONVENTION REQUIREMENTS.
- 5.7 INSPECTION ELEMENTS, PARTICULARLY THE ENVIRONMENTAL ASPECTS COVERED UNDER THE MARPOL CONVENTION, HAVE BECOME MORE DIVERSIFIED LEADING TO A NEED FOR SPECIALIZATION IN MANY AREAS. THE MEMORANDA SHOULD INCORPORATE WITHIN THEIR INSPECTION GUIDELINES THAT PSCOs CAN REFER TO, OR ARE ACCOMPANIED BY, AN APPROPRIATELY QUALIFIED SPECIALIST IF NECESSARY.
- 5.8 BOTH MEMORANDA SHOULD GIVE HIGH IMPORTANCE TO THE NEW ENVIRONMENTAL LEGISLATION (MARPOL ANNEX VI, BWM, ENERGY EFFICIENCY). A COMMON APPROACH (INSPECTION POLICY, COMMON GUIDELINES AND ACTIONS) OVER BOTH MEMORANDA SHOULD ATTRIBUTE TO A COMMON LEVEL PLAYING FIELD.

SOME NEW TECHNOLOGY USED TO MEET THE ENVIRONMENTAL LEGISLATION IS SPECIALIZED AND THEREFORE AN EFFECTIVE COOPERATION WITH THE MARITIME INDUSTRIAL STAKEHOLDERS (MANUFACTURERS) IS NEEDED TO WORK OUT EFFECTIVE METHODS OF VERIFYING COMPLIANCE OF THE ENVIRONMENTAL REQUIREMENTS.

- 5.9 BOTH MEMORANDA SHOULD CONTRIBUTE TO ESTABLISHING THE LEVEL OF COMPLIANCE WITH THE REQUIREMENTS OF MARPOL ANNEX VI WITHIN THE SHIPPING INDUSTRY.

PORT STATE CONTROL INSPECTIONS SHOULD CREATE AWARENESS AMONGST SHIP CREWS AND SHIP OWNERS WITH REGARDS TO THE IMPORTANCE OF COMPLIANCE WITH THE PROVISIONS OF MARPOL ANNEX VI AND THE PREVENTION OF AIR POLLUTION AND SEND A SIGNAL TO THE INDUSTRY THAT PREVENTION OF AIR POLLUTION AND ENFORCEMENT OF COMPLIANCE WITH APPLICABLE REQUIREMENTS IS HIGH ON THE AGENDA OF THE MEMBER AUTHORITIES OF BOTH MEMORANDA.

THE RESPONSIBILITY OF THE PORT STATE CONTROL REGIME WITH REGARDS TO ENFORCEMENT OF COMPLIANCE WITH THE REQUIREMENTS OF MARPOL ANNEX VI IS TO BE UNDERLINED, THUS IMPROVING THE LEVEL OF COMPLIANCE AND ENSURING A FAIR LEVEL PLAYING FIELD.

- 5.10 BOTH MEMORANDA SHOULD WORK TOWARD, IN CONJUNCTION WITH IMO AND THE ILO, THE RECOGNITION OF ELECTRONIC CERTIFICATES.

- 5.11 CONTROL REGIMES IN THE PORT OF LOADING NEED TO ENSURE THAT THE SHIPPER OF THE CARGO COMPLIES WITH THE OBLIGATIONS UNDER MANDATORY INSTRUMENTS AND PORT STATE AUTHORITIES NEED TO EXERCISE WELL QUALIFIED AND EFFICIENT PORT STATE CONTROL OVER THE SHIP. MECHANISMS FOR BETTER SUPERVISION OF SHIPPERS SHOULD BE ESTABLISHED TO ENSURE THE SAFETY OF SHIPS.

- 5.12 ALTHOUGH THE DETENTION PERCENTAGE RATE HAS DECREASED SINCE THE LAST CONFERENCE, AS WELL AS THE NUMBER OF SHIPS REFUSED ACCESS TO THE PARIS MoU REGION AND UNDER-PERFORMING SHIPS IN THE TOKYO MoU REGION, FURTHER STEPS SHOULD BE CONSIDERED TO STRENGTHEN THE SYSTEM TO ELIMINATE SUB-STANDARD SHIPPING.
- 5.13 MEMBER AUTHORITIES IN BOTH MEMORANDA SHOULD TAKE THE NECESSARY STEPS TO RATIFY ALL INTERNATIONAL REGULATIONS INCLUDED IN THE MEMORANDA IN ORDER TO CARRY OUT EFFECTIVE PORT STATE CONTROL AND CONTRIBUTE TO A HARMONIZED ENFORCEMENT OF INTERNATIONAL INSTRUMENTS.
- 5.14 WHILST THE “CIRCLE OF RESPONSIBILITY” HAS BEEN TIGHTENED, IT COULD BE STRENGTHENED FURTHER AND MEASURES SHOULD BE IMPLEMENTED TO PROVIDE ENHANCED OVERSIGHT ON OTHER ENTITIES. THE MEMBER AUTHORITIES SHOULD CONSIDER ENGAGING THE MARITIME COMMUNITY AS THE FIELD FOR THEIR INFORMATION EXCHANGE AND HARMONIZATION TO ENCOURAGE THEM TO ACHIEVE THEIR EFFECTIVE ROLE FOR MARITIME SAFETY AND POLLUTION PREVENTION. FROM THIS POINT OF VIEW, EACH MEMORANDUM WOULD BE EXPECTED TO BE THE PLATFORM TO PROVIDE PSC INFORMATION USING ITS DATABASES AND RESPONDING TO INQUIRIES.
- 5.15 FEEDBACK FROM THE PSC MEMORANDA TO THE IMO AND ILO CAN CONTRIBUTE TO THE PROCESS OF DRAFTING LEGISLATION. COOPERATION WITHIN THESE ORGANIZATIONS SHOULD BE STRENGTHENED TOWARDS THIS GOAL.
- 5.16 MARINE SAFETY INVESTIGATION REPORTS SHOULD BE EVALUATED IN CONJUNCTION WITH THE CASUALTY INVESTIGATION CODE TO IDENTIFY THE CASUALTY FACTORS. THE MEMORANDA SHOULD TAKE NOTE OF THESE CASUALTY INVESTIGATION REPORTS AND WHERE RELEVANT DETERMINE IF

CIC'S ARE APPROPRIATE OR OTHER ACTION IS WARRANTED AND BE SUBJECT TO SYSTEMATIC ANALYSIS TO DETERMINE IF FURTHER CONCENTRATED INSPECTION CAMPAIGNS ARE NECESSARY OR OTHER ACTION IS WARRANTED.

- 5.17 MORE FOCUS SHOULD BE PLACED ON OPERATIONAL CONTROL DURING INSPECTIONS. FURTHERMORE, IT SHOULD BE ENCOURAGED TO PROMOTE THE TRAINING OF HIGH-QUALITY SEAFARERS, ANALYZING THE RESULTS OF PSC INCLUDING OPERATIONAL REQUIREMENTS AND EMPHASIZING THE IMPORTANCE OF OPERATIONAL REQUIREMENTS.
- 5.18 THE PORT STATE CONTROL REGIMES SHOULD CONTINUE TO TAKE A PROACTIVE ROLE TOWARDS SAFETY OF SHIPPING AND ENVIRONMENTAL PROTECTION IN THE POLAR REGIONS BY IMPLEMENTING THE GUIDELINES THAT HAVE BEEN DEVELOPED BY BOTH MEMORANDA.
- 5.19 THE MEMORANDA SHOULD CONTINUE TO RECOGNIZE THE IMPORTANCE OF THE INSPECTION OF PASSENGER SHIPS.
- 5.20 TRANSPARENCY AND COMMUNICATION BETWEEN FLAG STATES AND PORT STATES SHOULD BE FOSTERED TO IMPROVE GOVERNANCE OF SAFE, SECURE, AND ENVIRONMENTALLY RESPONSIBLE OPERATION OF SHIPS.
- 5.21 CONTINUE EFFORTS TO IMPROVE THE TRAINING OF PSCOs WITH REGARD TO NEW REQUIREMENTS ENTERING INTO FORCE.
- 5.22 THE MEMBER AUTHORITIES NEED TO BE ENCOURAGED TO ACHIEVE THE NUMBER OF INSPECTIONS REQUIRED BY THE RISK BASED INSPECTION REGIME.
- 5.23 BOTH MEMORANDA SHOULD KEEP IN MIND THE IMPORTANCE OF THE FLAG STATES' OVERSIGHT OF THEIR ROS.

6. THE MINISTERS EXPRESS THEIR DETERMINATION:

- 6.1 THAT WHILST ACKNOWLEDGING THE DIFFERENT CHALLENGES AND NEEDS WITHIN THE AREAS OF BOTH MEMORANDA THEY SHOULD FURTHER

STRENGTHEN COMPLIANCE WITH IMO AND ILO STANDARDS BY ENHANCING THE APPLICATION OF PORT STATE CONTROL IN BOTH REGIONS AND ENSURING THAT APPROPRIATE ACTION IS TAKEN IN THE FOLLOWING INITIATIVES:

- .1 TO EVALUATE THE RISK-BASED INSPECTION REGIME FOR THE PURPOSE OF ENSURING ITS EFFECTIVENESS AND EFFICIENCY.
- .2 TO EVALUATE THE FORMULA FOR CALCULATING FLAG STATE PERFORMANCE.
- .3 TO ANALYZE THE RESULTS OF PORT STATE CONTROL INSPECTIONS FOR EDUCATION AND TRAINING OF SEAFARERS.
- .4 TO EVALUATE THE FORMULA FOR ROs' PERFORMANCE.
- .5 TO REWARD SHIPS AND COMPANIES THAT HAVE MADE NOTEWORTHY ADVANCEMENTS IN THE IMPROVEMENT OF SAFETY, ENVIRONMENTAL PROTECTION, AND WORKING AND LIVING CONDITIONS TAKING INTO ACCOUNT THE RISK-BASED CALCULATION.
- .6 TO ENDEAVOR TO IMPLEMENT MEASURES WHERE REFUSAL OF ACCESS OR UNDER-PERFORMING SHIPS WILL BE APPLICABLE ON ALL SHIPS FOLLOWING MULTIPLE DETENTIONS, REGARDLESS OF THE POSITION OF THEIR FLAG STATE ON THE MEMORANDA PERFORMANCE LIST.
- .7 TO CONTINUE TO VIGOROUSLY ENFORCE THE PORT STATE CONTROL ASPECTS, OF ALL INTERNATIONAL REGULATIONS LISTED IN THE MEMORANDA.
- .8 TO CARRY OUT AN IN-DEPTH ANALYSIS OF SHIP DEFICIENCIES IN ORDER TO DETERMINE THEIR ROOT CAUSE, TO CONDUCT FURTHER JOINT CICs BASED ON THE ANALYSIS, ENCOURAGE OTHER REGIONS TO PARTICIPATE TO AIM TOWARD GLOBAL COVERAGE, AND SUBMIT

- REPORTS TO IMO AND ILO ON THE OUTCOMES THAT MIGHT IMPACT THEIR INSTRUMENTS, IF APPROPRIATE.
- .9 TO CONDUCT PORT STATE CONTROL INSPECTIONS TO MAKE THE FLAG STATE ENSURE THE SAFETY OF SHIPS FLYING ITS FLAG THAT ARE EXEMPTED FROM CONVENTION REQUIREMENTS.
- .10 TO CONTINUE TO PUBLISH INFORMATION, ON A REGULAR BASIS, ON SHIPS DETAINED AND TO INCLUDE, IF APPLICABLE, INFORMATION ON ROs AND IF FEASIBLE ON RELEVANT INSTITUTIONS, ORGANISATIONS OR COMPANIES.
- .11 TO INCREASE DIALOGUE WITH OTHER REGIONAL PORT STATE CONTROL REGIMES IN AN EFFORT TO HARMONIZE PORT STATE CONTROL PRACTICES GLOBALLY AND TO PROVIDE TECHNICAL CO-OPERATION TO OTHER PORT STATE CONTROL REGIONS AND ADMINISTRATIONS, IN CO-OPERATION WITH IMO FOR FUNDING, AS APPROPRIATE.
- .12 TO ENHANCE COOPERATION IN ORDER TO ELIMINATE SUB-STANDARD SHIPS AND ENSURE A LEVEL PLAYING FIELD FOR THE OPERATORS IN BOTH REGIONS.
- .13 TO CONSIDER WHICH MEASURES SHOULD BE TAKEN TO PREVENT MARITIME CASUALTIES, SUCH AS CASUALTIES CAUSED BY CARGOES THAT POSE A SPECIAL SAFETY RISK.
- .14 TO EVALUATE HOW RESULTS FROM ACCIDENT INVESTIGATION, WHEN RELEVANT, CAN BE TAKEN INTO ACCOUNT WHEN MAKING GUIDELINES FOR PORT STATE CONTROL AND DECISIONS ON CICs.
- .15 TO ENHANCE HARMONIZATION BETWEEN BOTH MEMORANDA WITH THE AIM TO USE THE REGIONAL RESOURCES EFFECTIVELY AND

EFFICIENTLY, SUCH AS TAKING EACH OTHER'S INSPECTION RESULTS INTO ACCOUNT.

- .16 TO CONTINUE REGIONAL TRAINING PROGRAMMES FOR PSCOs AND TO INVITE PARTICIPATION FROM OTHER PSC REGIMES.
- .17 TO ENHANCE COOPERATION ON TRAINING AND EDUCATION AND BENEFIT FROM NEW TECHNOLOGY AND DISTANCE LEARNING PROGRAMMES (DLP).
- .18 TO TAKE APPROPRIATE ACTIONS IF SUBSTANDARD LIVING AND WORKING CONDITIONS FOR SEAFARERS ARE FOUND UNACCEPTABLE DURING PORT STATE CONTROL INSPECTIONS.
- .19 TO ANALYZE THE IMPACT OF TECHNOLOGICAL INNOVATION ON THE ROLE OF PORT STATE CONTROL AND SPECIFICALLY THE PORT STATE CONTROL OFFICER IN ORDER TO KEEP THE PORT STATE CONTROL SYSTEM SUSTAINABLE.
- .20 TO CONTINUE EFFORTS TO ENSURE COMPLIANCE WITH THE CODE OF GOOD PRACTICE BY THE PSCOs.
- .21 TO EXPLORE MEANS OF REDUCING THE ADMINISTRATIVE BURDEN FOR PSCOs IN ORDER TO BETTER FOCUS ON INSPECTION OF TECHNICAL AND OPERATIONAL AREAS SO AS TO FURTHER IMPROVE THE QUALITY AND EFFICIENCY OF INSPECTIONS AND DECREASE THE INSPECTION BURDEN FOR SHIPS AND THEIR CREWS.
- .22 TO EXPLORE THE RECOGNITION OF SHIPS BANNED OR UNDER-PERFORMING IN THE OTHER REGION.
- .23 TO PROMOTE SMARTER USE OF INFORMATION INCLUDING A FULL EXCHANGE OF INFORMATION BETWEEN EACH REGION, WITH OTHER REGIONAL PORT STATE CONTROL REGIMES AND THE UNITED STATES

- COAST GUARD (USCG), INCLUDING MAKING MORE EFFECTIVE USE OF THE INFORMATION SYSTEMS OF THE MEMORANDA INCLUDING ILO, GISIS AND EQUASIS.
- .24 TO ENSURE THAT THE POLAR CODE REQUIREMENTS WILL BE EFFECTIVELY ENFORCED.
- .25 TO CONTINUE AND INCREASE EXCHANGE OF DATA BETWEEN BOTH MEMORANDA AND EXTERNAL PARTIES WHEN USEFUL FOR PROMOTING SAFETY, SECURITY, THE ENVIRONMENT AS WELL AS WORKING AND LIVING CONDITIONS AT SEA.
- .26 TO RATIFY OR ACCEDE TO ALL RELEVANT INSTRUMENTS LISTED IN BOTH MEMORANDA.
- .27 TO CONTINUE TRANSPARENCY ON PORT STATE CONTROL.
- 6.2 TO SUPPORT THE EFFORTS OF THE ILO AND IMO TO ENHANCE THE STANDARDS OF SHIPPING AND FOR THOSE WORKING ON SHIPS, AND THE RATIFICATION OF OR ACCESSION TO THE CONVENTIONS WHICH AIM TO IMPROVE LIVING AND WORKING CONDITIONS ON BOARD SHIPS, MARITIME SAFETY, SECURITY AND PROTECTION OF THE MARINE ENVIRONMENT SHOULD BE CONSIDERED.
- 6.3 TO ENCOURAGE PARTICIPATION IN ILO AND IMO INITIATIVES THAT ADDRESS THE HUMAN ELEMENT, AND TO ENRICH THE CONTENTS OF EDUCATION TO TRAIN HIGHER QUALITY SEAFARERS, FOCUSING ON THE HUMAN ELEMENTS OF ACCIDENTS AND DEVELOPING THE SYSTEM TO REFLECT THE RESULTS OF PSC INSPECTIONS.
- 6.4 TO ENCOURAGE MEMBER AUTHORITIES OF BOTH MEMORANDA TO ATTRACT, RECRUIT AND TRAIN QUALIFIED PERSONS TO BECOME PSCOs AND TO ENCOURAGE PORT STATES TO MAKE THEIR PSCOs ACHIEVE THE INTEGRITY AND ACCOUNTABILITY FOR THEIR CONFIDENCE, EMPLOYING A SUFFICIENT

NUMBER OF PSCOs AND REINFORCING THEIR PSC REGIMES TO ELIMINATE SUBSTANDARD SHIPS.

6.5 TO INVESTIGATE ANY ALLEGATIONS OF CORRUPTION AND TO TAKE APPROPRIATE ACTION IF DISCOVERED.

7. THE MINISTERS CONFIRM AND STRESS THAT:

7.1 PORT STATE CONTROL IS MORE EFFECTIVE WHEN IMPLEMENTED ON A REGIONAL BASIS. HOWEVER, IT IS STILL BENEFICIAL TO ALL CONCERNED WHEN HARMONIZATION OF THE VARIOUS AREAS OF PORT STATE CONTROL ADMINISTRATION AND INSPECTION PROCEDURES CAN BE ACHIEVED ON AN INTER-REGIONAL BASIS. TO THIS END, BOTH PORT STATE CONTROL COMMITTEES ARE URGED TO KEEP EACH OTHER FULLY INFORMED OF ALL NEW PORT STATE CONTROL INITIATIVES UNDERTAKEN IN THEIR RESPECTIVE REGIONS, IN ORDER TO REVIEW WHETHER RECIPROCAL MEASURES CAN BE INTRODUCED. BILATERAL COMMUNICATION AND COOPERATION BY THE MEMBER AUTHORITIES OF THE TWO MEMORANDA SHOULD BE STRENGTHENED.

7.2 THEY WILL MAKE AVAILABLE SUFFICIENT RESOURCES TO MAINTAIN A COMPETENT, EFFECTIVE AND ADEQUATELY FUNDED NATIONAL MARITIME INFRASTRUCTURE, WHICH THEY RECOGNIZE AS A PREREQUISITE FOR AN EFFECTIVE PORT STATE CONTROL EFFORT.

7.3 THEY ADHERE TO THEIR RESPONSIBILITIES FOR “SAFEGUARDING RESPONSIBLE AND SUSTAINABLE SHIPPING” WHEREBY THEY REAFFIRM THEIR COMMITMENT TO A SAFE, SECURE AND ENVIRONMENTALLY FRIENDLY MARINE TRANSPORTATION SYSTEM IN ORDER TO SAFEGUARD HUMAN LIVES,

MAINTAIN PROTECTION OF THE ENVIRONMENT, ENSURE COMPLIANCE WITH INTERNATIONAL STANDARDS FOR SEAFARERS' WORKING AND LIVING CONDITIONS AND THE PROMOTION OF A LEVEL PLAYING FIELD.

8. THE MINISTERS:

- 8.1 ACKNOWLEDGE THAT, IN VIEW OF THE CONTINUING PROCESS OF UPDATING THE RELEVANT INTERNATIONAL MARITIME INSTRUMENTS, THE TASK OF PSCOs HAS BECOME INCREASINGLY COMPLEX.
- 8.2 RECOGNIZE THAT THE PUBLIC ACCEPTANCE AND CREDIBILITY OF PORT STATE CONTROL DEPENDS GREATLY ON THE PROFESSIONAL ATTITUDE AND SKILLS OF PSCOs.
- 8.3 EXPRESS THEIR DEEP APPRECIATION FOR THE CONSIDERABLE EFFORTS MADE BY THE PSCOs IN THEIR DAILY WORK IN IMPLEMENTING BOTH THE PARIS AND TOKYO MEMORANDA.
- 8.4 EMPHASIZE THAT PORT STATE CONTROL PLAYS AN IMPORTANT ROLE IN ELIMINATING SUBSTANDARD SHIPPING BUT THAT ALL PARTIES INVOLVED IN SHIPPING MUST COOPERATE AND WORK TOGETHER TOWARDS "SAFEGUARDING RESPONSIBLE AND SUSTAINABLE SHIPPING" IN ORDER TO ENHANCE SAFETY, ENVIRONMENTAL PROTECTION AND WORKING AND LIVING CONDITIONS FOR SEAFARERS.

9. **THE MINISTERS:**

WARMLY THANK THEIR CANADIAN COLLEAGUE FOR TAKING THE INITIATIVE FOR THIS THIRD JOINT MINISTERIAL CONFERENCE AND REQUEST HIM TO CONVEY THEIR GRATITUDE TO THE GOVERNMENT OF CANADA FOR THE HOSPITALITY BESTOWED ON THEM AND FOR MAKING AVAILABLE THE ARRANGEMENTS NECESSARY FOR THE SUCCESS OF THE CONFERENCE.

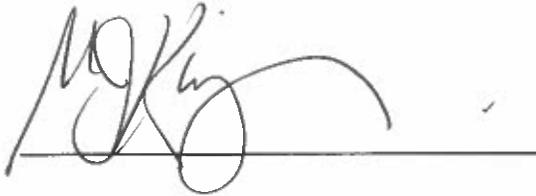
IN WITNESS WHEREOF THEY HAVE SIGNED THIS DECLARATION.

**DONE AT VANCOUVER, BRITISH COLUMBIA, THIS FOURTH DAY OF MAY,
TWO THOUSAND AND SEVENTEEN.**

MR. MICHAEL KINLEY

ON BEHALF OF THE MINISTER FOR
INFRASTRUCTURE AND TRANSPORT

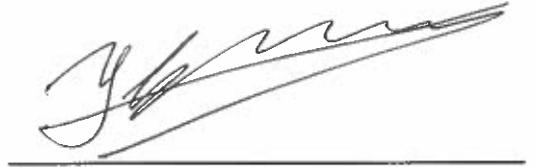
AUSTRALIA



MR. BART HEYLBROECK

ON BEHALF OF THE MINISTER OF
FEDERAL PUBLIC SERVICE MOBILITY
AND TRANSPORT

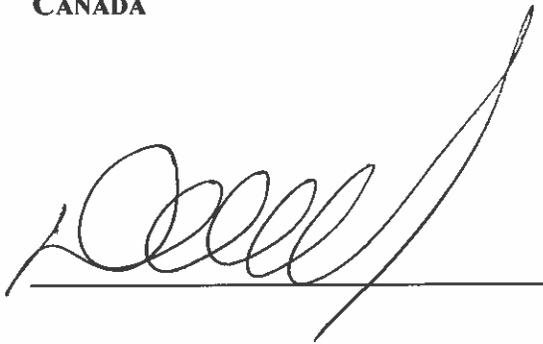
KINGDOM OF BELGIUM



MR. DONALD ROUSSEL

ON BEHALF OF THE MINISTER OF
TRANSPORT

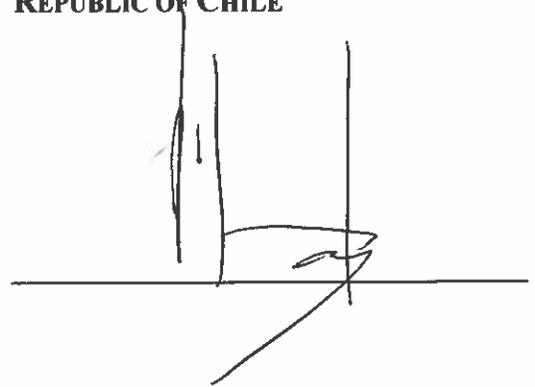
CANADA



**VICE ADMIRAL OSVALDO
SCHWARZENBERG**

DIRECTOR GENERAL OF THE MARITIME
TERRITORY AND MERCHANT MARINE

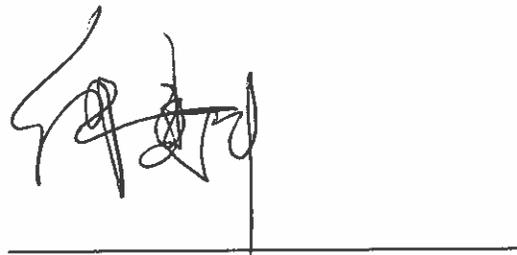
REPUBLIC OF CHILE



MR. JIANZHONG HE

ON BEHALF OF THE MINISTER OF
TRANSPORT

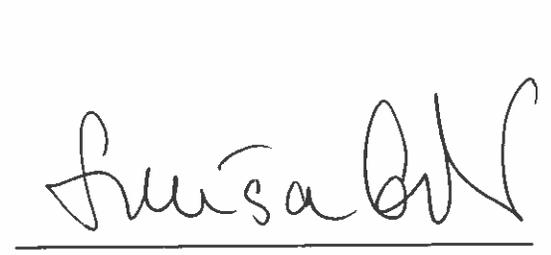
PEOPLE'S REPUBLIC OF CHINA



MR. SINIŠA ORLIĆ

ON BEHALF OF THE MINISTER OF SEA
TRANSPORT AND INFRASTRUCTURE

REPUBLIC OF CROATIA



MR. KYRIAKOS KOFTEROS

ON BEHALF OF THE MINISTER OF
TRANSPORT, COMMUNICATIONS AND
WORKS

REPUBLIC OF CYPRUS



MS. BIRGIT SØLLING OLSEN

ON BEHALF OF THE MINISTER OF
INDUSTRY BUSINESS AND FINANCIAL
AFFAIRS

KINGDOM OF DENMARK



MR. RENE ARIKAS

ON BEHALF OF THE MINISTER OF
ECONOMIC AFFAIRS AND
INFRASTRUCTURE

REPUBLIC OF ESTONIA



MS. LAURA VILKKONEN

ON BEHALF OF THE MINISTER OF
TRANSPORT AND COMMUNICATIONS

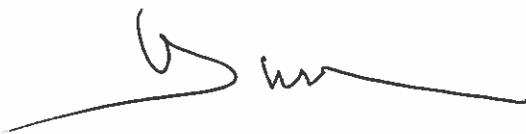
REPUBLIC OF FINLAND



MR. VINCENT DENAMUR

ON BEHALF OF THE MINISTER OF
ENVIRONMENT, ENERGY AND SEA

REPUBLIC OF FRANCE



MR. REINHARD KLINGEN

ON BEHALF OF THE FEDERAL MINISTER
FOR TRANSPORT AND DIGITAL
INFRASTRUCTURE

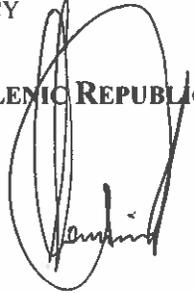
FEDERAL REPUBLIC OF GERMANY



MR. LAZAROS CHANOUMIDIS

ON BEHALF OF THE MINISTER FOR
MARITIME AFFAIRS AND INSULAR
POLICY

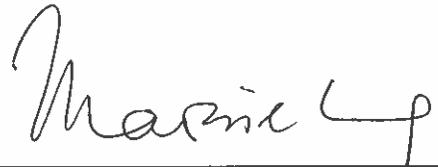
HELLENIC REPUBLIC



MS. MEI SZE MAISIE CHENG

ON BEHALF OF THE SECRETARY FOR
TRANSPORT AND HOUSING

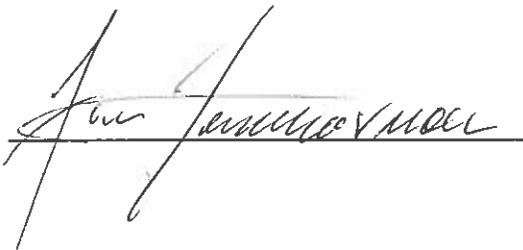
HONG KONG, CHINA



HON. JÓN GUNNARSSON

MINISTER OF TRANSPORT AND LOCAL
GOVERNMENT

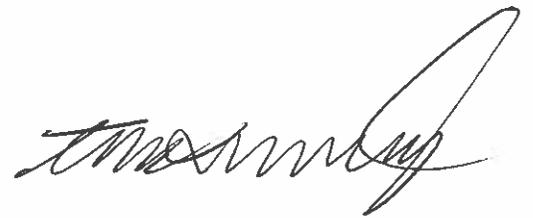
ICELAND



MR. SAPTANDRI WIDIYANTO

ON BEHALF OF THE MINISTER OF
COMMUNICATIONS

REPUBLIC OF INDONESIA



DR. DEIRDRE O'KEEFFE

ON BEHALF OF THE MINISTER FOR
TRANSPORT, TOURISM AND SPORT

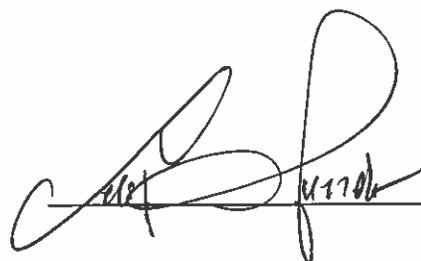
IRELAND



**REAR ADMIRAL (ITCG) LUIGI
GIARDINO**

ON BEHALF OF THE MINISTER OF
INFRASTRUCTURE AND TRANSPORT

REPUBLIC OF ITALY



MR. YASUTADA OHNO

PARLIAMENTARY VICE-MINISTER OF
LAND, INFRASTRUCTURE, TRANSPORT
AND TOURISM

JAPAN



MR. KWANG-YOUL PARK

ON BEHALF OF THE MINISTER OF
OCEANS AND FISHERIES

REPUBLIC OF KOREA



MRS. LAIMA RITUMA

ON BEHALF OF THE MINISTER OF
TRANSPORT

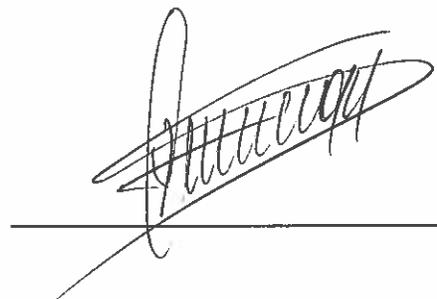
REPUBLIC OF LATVIA



MR. ARTURAS KUNGYS

ON BEHALF OF THE MINISTER OF
TRANSPORT AND COMMUNICATIONS

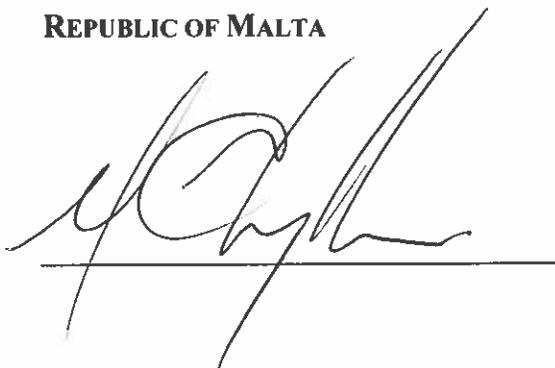
REPUBLIC OF LITHUANIA



CAPT. MARK A. CHAPPELLE

ON BEHALF OF MINISTER FOR
TRANSPORT AND INFRASTRUCTURE

REPUBLIC OF MALTA



MR. JOSEPH BIGLER

ON BEHALF OF THE MINISTER OF
TRANSPORTATION AND
COMMUNICATIONS

REPUBLIC OF MARSHALL ISLANDS



MR. MARK FREQUIN

ON BEHALF OF THE MINISTER OF
INFRASTRUCTURE AND THE
ENVIRONMENT

NETHERLANDS



MR. KEITH MANCH

ON BEHALF OF THE MINISTER OF
TRANSPORT

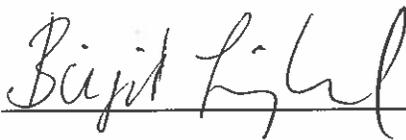
NEW ZEALAND



MRS. BIRGIT LØYLAND

ON BEHALF OF THE MINISTER OF TRADE
AND INDUSTRY

KINGDOM OF NORWAY



MR. PAUL M. UNAS

ON BEHALF OF THE MINISTER FOR
TRANSPORT

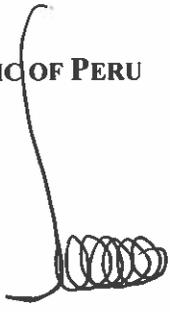
**INDEPENDENT STATE OF PAPUA NEW
GUINEA**



**VADM. MANUEL SANTIAGO VASCONES
MOREY**

GENERAL DIRECTOR OF CAPTAINCIES
AND COASTGUARDS

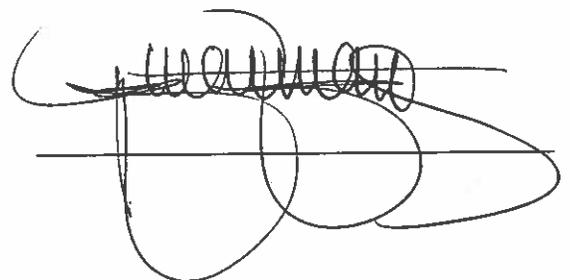
REPUBLIC OF PERU



DR. MARCIAL QUIRICO C. AMARO III

ON BEHALF OF

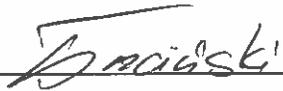
REPUBLIC OF THE PHILIPPINES



MR. MARCIN TRZCIŃSKI

ON BEHALF OF THE MINISTER OF
MARITIME ECONOMY AND INLAND
NAVIGATION

REPUBLIC OF POLAND



MR. VICTOR OLERSKIY

DEPUTY MINISTER OF TRANSPORT

RUSSIAN FEDERATION



HON. PETER GAŠPERŠIČ

MINISTER OF INFRASTRUCTURE

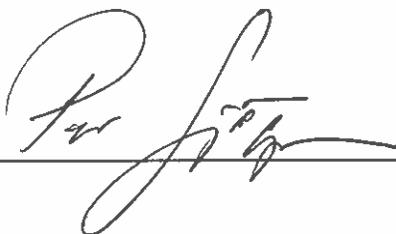
REPUBLIC OF SLOVENIA



MR. PER SJÖGREN

ON BEHALF OF THE MINISTER FOR
INFRASTRUCTURE

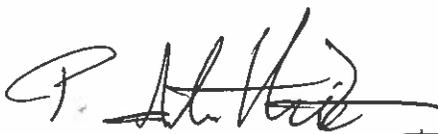
KINGDOM OF SWEDEN



MR. PICHIT AKRATHIT

DEPUTY MINISTER OF TRANSPORT

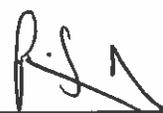
KINGDOM OF THAILAND



MR. PATRICK DOLBY

ON BEHALF OF THE MARITIME AND
COASTGUARD AGENCY

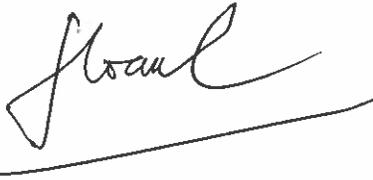
**UNITED KINGDOM OF GREAT BRITAIN
AND NORTHERN IRELAND**



MR. NGUYEN HOANG

ON BEHALF OF THE MINISTRY OF
TRANSPORT

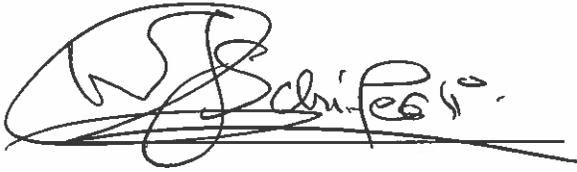
SOCIALIST REPUBLIC OF VIETNAM



MR. RICHARD W.J. SCHIFERLI

SECRETARY GENERAL

**PARIS MEMORANDUM OF
UNDERSTANDING ON PORT STATE
CONTROL**



MR. HIDEO KUBOTA

SECRETARY

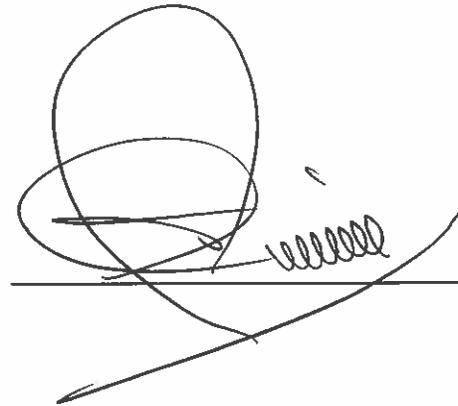
**TOKYO MEMORANDUM OF
UNDERSTANDING ON PORT STATE
CONTROL**



MR. FERNANDO A. SOLORIZANO

ON BEHALF OF THE PANAMA MARITIME
AUTHORITY

PANAMA

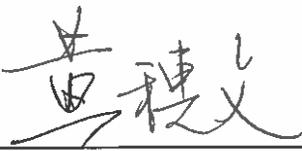


THE FOLLOWING OBSERVERS WHOSE SIGNATURES FOLLOW, HAVE PARTICIPATED IN THIS CONFERENCE:

Ms. SOI MAN WONG

ON BEHALF OF THE SECRETARY FOR
TRANSPORT AND PUBLIC WORKS

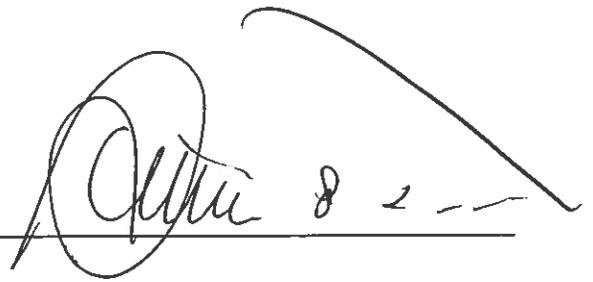
MACAO, CHINA



HON. SEMISI KIOA LAFU SIKA

MINISTER OF INFRASTRUCTURE AND
TOURISM

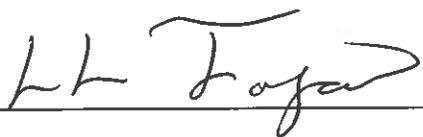
KINGDOM OF TONGA



REAR ADMIRAL LINDA FAGAN

ON BEHALF OF THE UNITED STATES
COAST GUARD

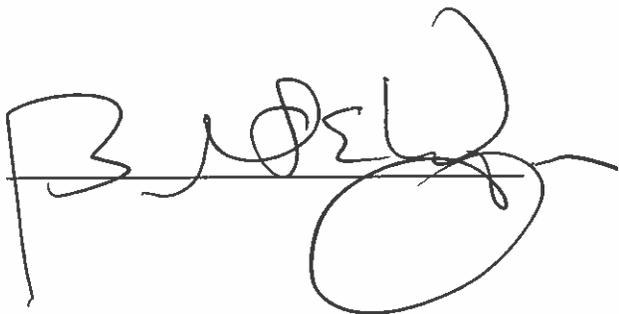
UNITED STATES OF AMERICA



MR. BRANDT WAGNER

ON BEHALF OF THE DIRECTOR-GENERAL

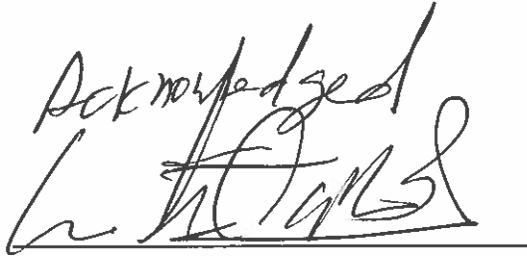
INTERNATIONAL LABOUR OFFICE



MR. KITACK LIM

SECRETARY-GENERAL

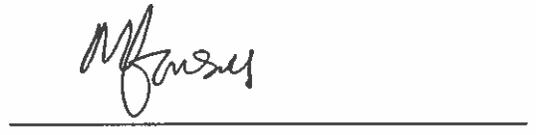
**INTERNATIONAL MARITIME
ORGANIZATION**

Acknowledged


MRS. MFON EKONG USORO

SECRETARY GENERAL

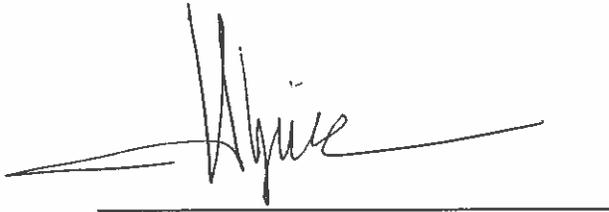
**ABUJA MEMORANDUM OF
UNDERSTANDING ON PORT STATE
CONTROL**



MR. HUSEYIN YUCE

SECRETARY

**MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL IN THE
BLACK SEA REGION**



MRS. JODI BARROW

SECRETARY GENERAL

**CARIBBEAN MEMORANDUM OF
UNDERSTANDING ON PORT STATE
CONTROL**



CAPT. MARK A. CHAPELLE

ON BEHALF OF THE SECRETARY

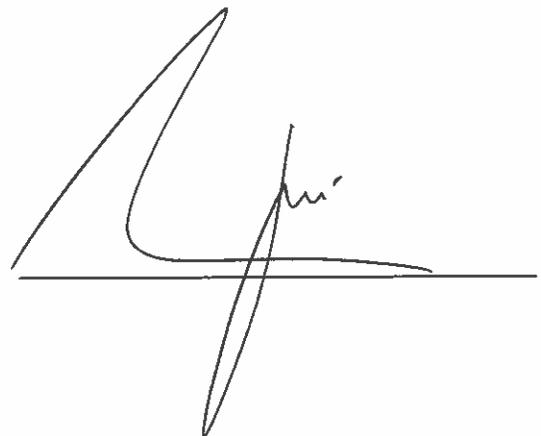
**MEDITERRANEAN MEMORANDUM OF
UNDERSTANDING ON PORT STATE
CONTROL**



CAPTAIN MANUEL COFRÉ

ON BEHALF OF THE SECRETARY

**VIÑA DEL MAR AGREEMENT ON PORT
STATE CONTROL**



MR. JOSEPH RIVA

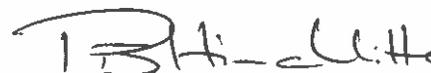
ON BEHALF OF THE SECRETARY
GENERAL

**INTERNATIONAL ASSOCIATION OF
CLASSIFICATION SOCIETIES**

MR. PETER HINCHLIFFE

SECRETARY GENERAL

**INTERNATIONAL CHAMBER OF
SHIPPING**



MR. BRANKO BERLAN

ON BEHALF OF THE

**INTERNATIONAL TRANSPORT
WORKERS' FEDERATION**

