



# TOKYO MOU SECRETARIAT

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Circular letter 2020-2  
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To: Members, co-operating members and observers of the Port State Control Committee of the Tokyo MOU

Subject: **GUIDANCE FOR DEALING WITH IMPACT OF THE OUTBREAK OF THE COVID-19 RELATING TO RELEVANT IMO CONVENTIONS**

## Introduction

Noting the global impact of COVID-19 and considering the relevant IMO Circular Letters, the member Authorities of the Tokyo MOU have agreed to consider the issue of delaying periods for the surveys, inspections and audits, and accept there may be a need to apply flexibility under the special circumstances. As a general principle the following guidelines would be applied on a case by case basis by the relevant port State Authority.

## Guidelines for port States

### Interval of surveys and audits required by conventions

In the event that a ship has not complied with the requirements of the surveys, inspections and audits contained in relevant convention requirements (SOLAS Chapter I Regulation 10 etc.), the ship must provide evidence to the port State that the flag State has agreed to an exceptional delay specific to COVID-19. There should also be evidence that the ship has a plan that covers how the ship will be brought back into the regular survey or audit cycle.

(Where there is no evidence from the flag State, the ship should be treated in the normal manner as per the Tokyo MOU procedures.)

This pragmatic relaxation of requirements should be applied by port States on ships which have exceeded the requirements by not more than three months. Any vessel beyond the grace period of three months should be treated in the normal manner.

### Duration of certificates

In accordance with the relevant convention requirements, the flag State Administration may extend the validity of certificates up to three months or may issue short term certificates, the period of the validity is no more than three months from the expiry date of the full term original certificates. In such case the ship must provide the evidence to the port State that the flag State Administration has agreed to an exceptional delay specific to COVID-19 and that the ship has a plan that covers when the ship will be scheduled to be subject to the renewal survey and audits.

Where there is no evidence from the flag State, the ship should be treated in the normal manner as per the Tokyo MOU procedures.

This pragmatic relaxation of requirements should be applied by port States on ships which have exceeded the requirements by not more than three months. Any vessel beyond the grace period of three months from the expiry date of the full term original certificates should be treated in the normal manner.

### Installation of Ballast Water Management System

In the event that a ship cannot meet the requirements of Regulation B-3 of the Ballast Water Management convention due to delay of dry-docking caused by disruption from COVID-19, the port State should seek confirmation that the flag State has agreed to an exceptional delay specific to COVID-19. There should also be evidence that the ship has a plan that covers how the ship will comply with the requirements of Regulation B-3 of BWM.

This pragmatic relaxation of requirements should be applied by port States on ships which have exceeded the date required by not more than three months. Any vessel beyond the grace period of three months should be treated in the normal manner.

### **Review of the guidance**

This guidance will be reviewed as appropriate to keep aligned with developments of the COVID-19 virus and future initiatives by IMO.