



INFO BULLETIN Nr. 06/2026, 22.10.2026

Subject: “Tokyo MOU — Revised Methodology for Calculating Flag State and Recognized Organization Performance”

Reference: Tokyo MOU Secretariat, Press Release dated 9 October 2026 — “Tokyo MOU’s Changing of the Method of Calculation of the Performance on Flag and RO.”, (<https://www.tokyo-mou.org/wp/wp-content/uploads/flag-and-RO-performance-PRESS.pdf>) attached.

To: GB ISR Deputy Registrars, Flag State Surveyors, Shipowners, Ship Management Companies and Recognized Organizations

1. Purpose and reference

1.1 The Guinea-Bissau International Ships Registry (GB ISR) draws attention to the **Tokyo MOU Secretariat’s Press Release dated 9 October 2026**, entitled “*Tokyo MOU’s Changing of the Method of Calculation of the Performance on Flag and RO.*” The Press Release announces a revision of the methodology for determining Flag State and Recognized Organization (RO) performance, as published in the Tokyo MOU Annual Report and used in calculating the **Ship Risk Profile under the New Inspection Regime (NIR)** for port State control inspection targeting.

2. Revised performance calculation

2.1 Flag State and RO performance will be determined by comparing their respective detention rates with the applicable regional average detention rate:

Performance category Detention-rate criterion

High	Below the regional average detention rate
Medium	Equal to or above the regional average, but below twice that average
Low	Equal to or above twice the regional average

2.2 Calculations will generally use data from the latest three calendar years. Transitional data periods will apply to RO performance and its corresponding regional benchmark, as described below. For each inspection, only one detention will be counted for each Flag State or RO, irrespective of the number of related detainable deficiencies.

2.3 A specific calculation rule will apply where the number of inspections during the assessment period is below the critical inspection threshold, defined in the Press Release as 100 divided by the regional average detention rate. In such cases, performance will be classified by the number of detentions recorded during that period:

- **No detention:** High performance.
- **One detention:** Medium performance.
- **More than one detention:** Low performance.



3. Identification of the “related RO”

3.1. The revised RO performance calculation will use the concept of the “**related RO**”, replacing the use of the “responsible RO” for this purpose. Where a detainable deficiency relates to a statutory certificate, and the latest issuance or endorsement of that certificate was carried out by an RO, that organization will be identified as the related RO. The statutory certificate associated with the deficiency will be identified using the Tokyo MOU’s “Background Table for RO Relation.”¹ The Tokyo MOU will continue collecting information on the responsible RO for its internal use.

4. Implementation schedule and transitional arrangements

4.1. **From 1 January 2027:** Collection of RO-relation data will commence. For initial inspections conducted on or after that date, where a detainable deficiency is recorded, the Port State Control Officer will select the related statutory certificate using the Background Table. Collection of Flag State data will remain unchanged.

First assessment under the revised methodology — performance year 2027:

Assessment/publication stage	Applicable period or date
Flag State performance data	1 January 2025–31 December 2027
RO performance data and corresponding regional benchmark	1 January–31 December 2027
Publication in the Tokyo MOU Annual Report	Approximately 1 May 2028
Application to NIR ship risk profiling and inspection selection	1 July 2028 or thereafter

4.2 For the second RO assessment, the data period will be **1 January 2027–31 December 2028**. Thereafter, the standard three-calendar-year assessment period will apply. Under the announced annual cycle, performance results will be published approximately 1 May each year and applied to NIR ship risk profiling on or after 1 July of that year.

5. Consideration by GB ISR stakeholders

5.1. GB ISR Deputy Registrars, Flag State Surveyors, Recognized Organizations, Shipowners and Ship Management Companies are invited to take due account of the revised methodology and implementation schedule, particularly in relation to PSC preparedness, statutory certification, monitoring of detainable deficiencies and the assessment of Flag State and RO performance within the Tokyo MOU region.

5.2. The revised methodology concerns performance assessment and inspection targeting; it does not alter the substantive statutory requirements applicable to ships under the relevant international instruments.

5.3 Shipowners, Ship Management Companies and Masters are advised to verify that statutory certificates and their required endorsements are duly completed, valid and readily available for port

¹ The *Background Table for RO Relation* is a reference tool used within the Tokyo Memorandum of Understanding (Tokyo MOU) framework to link detainable deficiencies found during port state control inspections to the relevant statutory certificates issued by Recognized Organizations (ROs).



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State control inspection, with the issuing or endorsing authority or Recognized Organization clearly identifiable. Particular attention should be given to the traceability of the latest issuance or endorsement, as, from 1 January 2027, the Tokyo MOU will collect RO-relation data by linking detainable deficiencies to the relevant statutory certificates through its "Background Table for RO Relation." Any identified omissions or inconsistencies should be promptly referred to the competent issuing or endorsing entity for verification and, where necessary, rectification, in coordination with GB ISR Technical Division, to support statutory compliance and accurate identification of the related RO.

For the Guinea-Bissau International Ships Registry

Authorized Signatory:

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