

# JAPAN P&I NEWS

外航組合員各位

## 台湾一入港時における中国、香港、マカオとつながりのある特定の船舶に対する新たな要件

台湾のコレスポンデント Taiwan Maritime Services Ltd.から、台湾への入港時における中国本土（以下「中国」）、香港、マカオとつながりのある特定の船舶に対する新たな要件についての情報を入手しましたのでご案内します。

2025年3月31日以降、中国、香港、またはマカオに関連する船舶は、台湾への直接運航許可（direct voyage permits）または事業登録を申請する際に国家安全保障の審査対象になっています。

### 審査対象

中国、香港、マカオに関連する船舶のうち、以下の船舶が審査対象となります。

1. サブスタンダード船：国際条約の基準を満たさない船舶（船籍がカメルーン、タンザニア、モンゴル、トーゴ、シエラレオネなどでみられる）
2. 特定の種類の船舶：Ro-Ro 船、半潜水艇、プラットフォーム船、重量物運搬船、クレーン船、石油タンカー、プロダクトタンカー、LPG 船など

※ 中国、香港、またはマカオに関連する船舶とは、中国籍、香港籍の船舶だけでなく、所有者または運送人がこれらの法域に登録されている外国船籍も含まれます。また、当局が評価した結果、これらの地域で建造された船舶、またはこれらの地域への資本・所有権のつながりを持つ船舶も審査対象となります。

審査プロセスなどの詳細については、添付の Taiwan Maritime Services Ltd.のサーキュラーをご参照ください。

以上

添付資料： Circular—Additional checks from direct trading between China and Taiwan 2025 (Taiwan Maritime Services Ltd.)

## **Circular to Members – Taiwan: New Security Review Requirements for Certain Vessels with PRC/Hong Kong/Macau Connections**

With effect from 31 March 2025, vessels with connections to Mainland China, Hong Kong or Macau are subject to national security review when applying for direct voyage permits or business registration in Taiwan.

### **Scope of Application**

- Vessels concerned include:
  1. *Substandard vessels* (currently understood to mean ships registered under “black flag” registries such as Cameroon, Tanzania, Mongolia, Togo, Sierra Leone), and
  2. *Specific vessel types*: drive-on/drive-off vessels, semi-submersibles, platform vessels, heavy-lift carriers, crane ships, oil tankers, product tankers, LPG carriers, etc.
- “Mainland China, Hong Kong or Macau background” applies not only to vessels flying the PRC/Hong Kong flag, but also to foreign-flagged ships whose **owners or carriers are registered** in these jurisdictions.
- The review will also apply to vessels built in, or with capital/ownership links to, these regions, as assessed by the authorities.

### **Review Process**

- Applications involving such vessels are referred to Taiwan’s National Security Bureau, Ministry of National Defense, Mainland Affairs Council, and Coast Guard for joint review.
- The procedure is **non-transparent**, no enquiries can be made during the review, and no clear indication has been given of the time required for completion.
- **Each application is considered individually**; once approval is granted, the direct voyage permit will only be valid for a fixed period, after which a new application must be submitted.
- The application review may be conducted in accordance with the MPB’s “Application and Review Procedures for Mainland Chinese Working Vessels Entering Taiwan,” with

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the assistance of a local agent in filing the application.

### Practical Guidance

- The Maritime and Port Bureau has advised that applications should be lodged **at least 30 days in advance** to reduce the risk of delay to vessel operations.
- Operators should prepare the relevant ownership and carrier details in advance, as the MTNet system will require this information in new dedicated fields.

### Summary

This development is understood to be administrative rather than legislative, but in practice it imposes significant additional lead time for vessels with PRC/Hong Kong/Macau links calling at Taiwan under direct voyage permits. Members are therefore strongly encouraged to allow ample time for applications and to anticipate possible delays.

We will continue to monitor developments and update Members if further clarification or formal guidance is issued by the Taiwanese authorities.

Shall Club and members have further inquiries of the new national security review, please feel free to contact our office, Taiwan Maritime Services Ltd. as the correspondent of Club in Taiwan. Urgent 24/7 contact hotline is +886 983 345693.

Taiwan Maritime Services Ltd.

