

Phoenix Register of Shipping (PH.R.S.)

NL 91/13 - ISROC NOTICES ABOUT PARIS-TOKYO MOU JOINT 2012 CIC RESULTS ON FSS ARRANGEMENTS & TOKYO MOU 2014 NIR

General Information

Refer to : Ship Owners - Operators, PHRS Representatives
Ship Type : All applicable ships navigating to Paris-Tokyo MOU Region
Attached Ref. : 1.ISROC Circular No.48
2.ISROC Circular No.49
Action Date : 01/01/2014 about Tokyo MOU 2014 NIR

Dear All,

We would like to draw your attention about International Ship Registry of Cambodia (ISROC) new issued and attached Technical Circulars No.48 and 49 regarding:

Paris - Tokyo MOU joint 2012 CIC results on FSS Arrangements during 01/09/2012 to 30/11/2012 Inspection period

ISROC Maritime Authority express a disappointment regarding Fire Safety Systems (FSS) Concentrated Inspection Campaign (CIC) related results due to the fact that this Administration had notified all concerned parties in advance for that Campaign, where an amount of 13% of Cambodian flagged vessels has been detained regarding these "CIC" related deficiencies.

Tokyo MOU 2014 New Inspection Regime (NIR)

Tokyo MOU decided to introduce vessels New Inspection Regime (NIR) starting from 01/01/2014. Under the NIR, ships would be identified into three categories (i.e. high risk ships-HRS, standard risk ships-SRS and low risk ships-LRS) based on ship risk profile, which will be calculated automatically in the PSC database system (APCIS). Moreover, different time windows / inspection intervals would be applied to the corresponding categories of ships in accordance with the risk levels so that high risk ships would be subject to more frequent inspections while the quality/low risk ships would be awarded with a wider time window for inspections.

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PHRS Representatives and Shipowners - Operators are invited to note by complying with ISROC Maritime Authority guidelines that strongly require all necessary measures to be taken in advance regarding International Conventions and ISROC Regulations from all concerned parties related to Cambodian ships, with more strict consciousness on the effect and purpose of the campaign with a view to further ensure the safety of ships and human lives as well as the environmental protection, in order to prevent Cambodian ships from being detained by Port State Control Authorities.

At this point, we would like to thank you for your kind attention remaining at your disposal for any further clarification and/or further assistance you may need, without hesitating to contact with our Technical Dpt. (mail@phrs.gr).

PHRS External Dpt. - July 12th 2013, Piraeus, Greece



THE KINGDOM OF CAMBODIA

ព្រះរាជាណាចក្រកម្ពុជា

ISROC

International Ship Registry of Cambodia

Circular No.48

3RD JULY 2013

T O : DEPUTY REGISTRAR/RECOGNIZED ORGANIZATION/SHIPOWNER/ OPERATOR/MASTER
F R O M : ISROC HEAD OFFICE
SUBJECT : ANNOUNCED RESULT BY TOKYO AND PARIS MOUs “CIC” CAMPAIGN FROM 01/SEP/2012 TO 30/NOV/2012

THE ADMINISTRATION,

FURTHER TO OFFICIAL NOTIFICATION DATED ON 13 JUNE 2012 for the subject of Concentrated Inspection Campaign (CIC) by MOUs from 01/Sep/2012 to 30/Nov/2012, noted that Tokyo MOU and Paris MOU will launch a joint inspection with the purpose to ensure compliance with SOLAS Chapter II-2/ construction fire protection, fire detection and fire extinction arrangements on board ship. The Administration required that all of Cambodia registered ships shall be definitely complying with the requirements of the International Conventions and Relevant Regulations.

TOKYO & PARIS MOUS ANNOUNCED the result of inspection during that period, however, the Administration not satisfied to this result and it was less not much as expectation. Even though the Administration notify to all concerned parties before beginning to the Campaign, many ships flagged Cambodia have been detained with “CIC” category deficiencies. In conclusion, the most CIC-topic related detentions were Panama with 61 (41%), detentions and follow ranked Cambodia with 20 (13%) detentions.

STRONGLY REQUIRES THAT the Regulations by the International Ship Registry of Cambodia in every aspect and all concerned parties such as Deputy Registrars, Recognized Organizations, Shipowners, Operators and Masters related to Cambodian ships, with more strict consciousness on the effect and purpose of the campaign with a view to further ensuring the safety of ships and human lives as well as the environmental protection, should be taking all necessary measures in advance for targeted

items in order to prevent the Cambodian ship from being detained by the Port State Control Inspections.

AS MEASUREMENT OF ENHANCED POLICY, The Administration will analyze ship's detention record and deficiencies related with "CIC" Category specially, reflect it to evaluation of RO's performance and verification/monitoring in order to reduce ship's detention.

For this purpose, The Administration will enhance the Cambodia G.F.I.(General Flag Inspection) system, expand to inspected ships to remove the potential deficiencies.

In this regard, enclosed herewith kindly find the press release and your kind confirmation on due receipt of this official circulation will be highly appreciated, accordingly.

Enclose file: Press Release CIC FSS results.pdf

Sincerely yours,

Mr. Chun Hee, Lee

Director General of Technical Department

Head Office of

International Ship Registry of Cambodia as

Flag State Administration of the Royal Government of the Kingdom of Cambodia

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PRESS RELEASE

COMPLIANCE OF FIRE SAFETY SYSTEM REQUIREMENTS ONBOARD FOUND NOT SATISFACTORY

Fire safety has been one of the top three categories of deficiencies recorded during PSC inspections for many years. For the purpose of verifying compliance of fire safety system requirements and raising awareness of fire safety related issues, member Authorities of the Tokyo MOU undertook a Concentrated Inspection Campaign on Fire Safety System (FSS) from 1 September to 30 November 2012.

During the three-month period, a total of 8,274 PSC inspections were conducted by the eighteen member Authorities, of which 6,606 were related to a CIC inspection. There were a total of 217 detentions recorded during the CIC inspections, among which 150 or 69% of them were detained as the direct results of the CIC. The CIC-topic related detention rate is 2.3% while the overall CIC detention rate 3.3%. A total of 4,279 CIC related deficiencies were recorded. The most significant deficiencies found during the campaign were related to fire-fighting equipment and appliances 659 (15.40%), followed by ready availability of fire-fighting equipment 470 (11%) and fire detection and alarm system 410 (9.58%).

The most CIC inspections relating to ship type were conducted on bulk carriers with 2,124 (32%) inspections, followed by general cargo/multi-purpose ships with 1,639 (25%) inspection and container ships with 1,136 (17%) inspections. 81 (54%) of the CIC-topic related detentions were due to general cargo/multi-purpose ships and 34 (23%) were bulk carriers.

The most CIC inspections relating to flag were carried out on ships under the flags of Panama with 2,095 (32%) inspections, Hong Kong (China) with 634 (10%) inspections, Liberia with 468 (7%) inspections, Singapore with 393 (6%) inspections, Republic of Korea with 333 (5%) inspections and Marshall Islands with 327 (5%) inspections. Flags with the most CIC-topic related detentions were Panama with 61 (41%) detentions and Cambodia with 20 (13%) detentions. The flags with the highest

CIC-topic related detention rate were Equatorial Guinea with 50% (1 detention out of 2 inspections), Tanzania with 33% (4 detentions out of 12 inspections), Cook Islands with 33% (1 detention out of 3 inspections) and Togo with 25% (1 detention out of 4 inspections).

Although the overall results of the CIC is generally satisfactory, giving the fact that nearly 70% of the detentions was CIC-topic related during the campaign period, the industry has not achieved an acceptable level of compliance with the relevant fire safety system requirements. This campaign was carried out jointly with the Paris MOU and also with participation by regional PSC regimes of the Black Sea MOU, the Indian Ocean MOU, the Mediterranean MOU and the Viña del Mar Agreement.

The detailed analysis of the results of the campaign will be considered by the Port State Control Committee in October 2013 and will be presented to the Sub-Committee on Flag State Implementation of the IMO.

30 April 2013

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ISROC

International Ship Registry of Cambodia

Circular No.49

3RD JULY 2013

T O : DEPUTY REGISTRAR/RECOGNIZED ORGANIZATION/SHIPOWNER/ OPERATOR/MASTER
F R O M : ISROC HEAD OFFICE
SUBJECT : TOKYO MOU LAUNCH A NEW INSPECTION REGIME(NIR) FROM 1st JAN 2014

THE ADMINISTRATION,

NOTING THAT Tokyo MOU decided to introduce a New Inspection Regime (NIR) for selection of ships from 1 January 2014. Bearing in mind the request by the Ministers at the 2nd Joint Ministerial Conference of the Paris and Tokyo Memoranda to harmonize PSC procedures to the highest level between the two regions, the Tokyo MOU NIR was developed by taking advantage of the one introduced in the Paris MOU a couple of years ago. Tokyo MOU will adopt related instruments in the next meeting held in October 2013 in Tokyo, Japan.

Under the NIR, ships would be identified into three categories (i.e. high risk ships-HRS, standard risk ships-SRS and low risk ships-LRS) based on ship risk profile, which will be calculated automatically in the PSC database system (APCIS). Under the NIR, different time windows/inspection intervals would be applied to the corresponding categories of ships in accordance with the risk levels so that high risk ships would be subject to more frequent inspections while the quality/low risk ships would be awarded with a wider time window for inspections.

REQUIRES THAT all of Cambodia registered ships shall be definitely complying with the requirements of the International Conventions and Relevant Regulations as applicable and the Regulations by the International Ship Registry of Cambodia in every aspect and all concerned parties such as Deputy Registrars, Recognized Organizations, Shipowners, Operators and Masters related to Cambodian ships, with more strict consciousness on the effect and purpose of the new system with a

view to further ensuring the safety of ships and human lives as well as the environmental protection, should be taking all necessary measures in advance based on changed system in order to prevent the Cambodian ship from being detained by the Port State Control Inspections.

In this regard, enclosed herewith kindly find the press release and your kind confirmation on due receipt of this official circulation will be highly appreciated, accordingly.

Enclose file: Press Release (NIR).pdf

Sincerely yours,

Mr. Chun Hee, Lee

Director General of Technical Department

Head Office of

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PRESS RELEASE

TOKYO MOU WILL INTRODUCE A NEW INSPECTION REGIME (NIR) FROM 1st JANUARY 2014

At the 23rd meeting of the Port State Control Committee in Singapore last month, the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU) decided to introduce a New Inspection Regime (NIR) for selection of ships from 1 January 2014. Bearing in mind the request by the Ministers at the 2nd Joint Ministerial Conference of the Paris and Tokyo Memoranda to harmonize PSC procedures to the highest level between the two regions, the Tokyo MOU NIR was developed by taking advantage of the one introduced in the Paris MOU a couple of years ago. Tokyo MOU will adopt related instruments in the next meeting held in October 2013 in Tokyo, Japan.

Under the NIR, ships would be identified into three categories (i.e. high risk ships-HRS, standard risk ships-SRS and low risk ships-LRS) based on ship risk profile, which will be calculated automatically in the PSC database system (APCIS). Under the NIR, different time windows/inspection intervals would be applied to the corresponding categories of ships in accordance with the risk levels so that high risk ships would be subject to more frequent inspections while the quality/low risk ships would be awarded with a wider time window for inspections.

Ship Risk Profile

The existing ship targeting factors will be replaced by the Ship Risk Profile. The Ship Risk Profile will be calculated based on the following elements and using historical data of inspections in the region during a 3-year period:

- Performance of the flag of the ship (e.g. Black or White List of flags, status on completion of the Voluntary IMO Member State Audit Scheme (VIMSAS))
- Type of ship
- Age of ship
- Performance of the recognized organizations (RO)
- Performance of the company responsible for ISM management
- Number of deficiencies
- Number of detentions

Time Window and Selection Scheme

The following time windows are assigned to ships based on the risk levels:

Ship Risk Profile	Time Window since previous inspection
Low Risk Ships	9 to 18 months
Standard Risk Ships	5 to 8 months
High Risk Ships	2 to 4 months

The cycle of time window will be re-started for the ship after an inspection.

There are two categories of priority for inspections, which are defined in accordance with the following criteria:

Priority I: The ship should be inspected, time window for which has been closed.

Priority II: The ship could be inspected, which is within the time window.

Should any overriding factors (e.g. under-performing ship) be identified, the ship would have overriding priority rather than above NIR for inspection.

15 February 2013

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