

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

**NL 96/13 - PARIS/TOKYO/BS/IO MOU NEW JOINT CIC
ON SOLAS CPT.II-1 & TOKYO MOU NIR**

General Information

Refer to : Ship Owners - Operators, PHRS Representatives
Ship Type : All applicable ships
Attached Ref. : 1.PMOU/TMOU/BSMOU/IOMOU CIC Press Releases
2.TMOU NIR Press Release
Action Dates : As per attachments relevant reference

Dear All,

We would like to draw your attention about the following PSC Authorities Inspection Schemes regarding:

Paris - Tokyo - Black Sea - Indian Ocean MOUs new joint CIC on Propulsion & Auxiliary Machinery between 01/09/2013 and 30/11/2013

Paris - Tokyo - Black Sea - Indian Ocean MOU (PMOU-TMOU-BSMOU-IOMOU) member countries agreed to carry out a new 3-month joint Concentrated Inspection Campaign (CIC) between 01/09/2013 and 30/11/2013 with the purpose to ensure compliance with SOLAS Chapter II-1 Propulsion & Auxiliary Machinery.

The scope of this CIC is to be verified in more detail the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems. Special attention will be given to familiarity of the crew with safety and emergency procedures with regard to these systems.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the propulsion and auxiliary machinery installations, some of which are related to documentation, main and auxiliary equipment, crew familiarization and operational controls. For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign.

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When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. In the case of detention, a publication in the monthly detention lists of the MOU web sites will take place.

Tokyo MOU New Inspection Regime valid from 01/01/2014

Tokyo MOU (TMOU) member countries agreed to introduce a New Inspection Regime (NIR) valid from 01/01/2014 in order to replace the existing ships target factor.

Under this NIR that will be harmonized with the Tokyo and Paris MOU regimes, 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).

NIR will apply different time windows for inspection intervals to the corresponding categories of ships in accordance with the risk levels so that high risk ships will be subject to more frequent inspections while the quality/low risk ships will be awarded with a wider time window for inspections.

The Ship Risk Profile will be calculated based on the following elements and using historical data of inspections 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

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The following time windows will be 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 a carried out inspection.

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

- Priority I: The ship shall be inspected in a specific time window.
- Priority II: The ship could be inspected within the time window.

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

PHRS Representatives and Shipowners - Operators are invited to note by complying with the aforementioned developments.

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. - August 07th 2013, Piraeus, Greece

29 July 2013

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON PROPULSION AND AUXILIARY MACHINERY

The Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with SOLAS Chapter II-1. The scope of the CIC is the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems. Special attention will be given to familiarity of the crew with safety and emergency procedures with regard to these systems.

This inspection campaign will be held for three months, commencing from 1 September 2013 and ending on 30 November 2013.

The propulsion and machinery installations will be verified in more detail for compliance with the mentioned scope of the CIC during a regular Port State Control inspection conducted under the regional ship selection criteria within the Paris and Tokyo MoU regions.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the propulsion and auxiliary machinery installations, some of which are related to documentation, main and auxiliary equipment, crew familiarization and operational controls. For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign. The questionnaire has been annexed to this press release.

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU web sites will take place.

It is expected that the Paris and Tokyo MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

Other MoUs will also carry out a CIC on the same topic during this period.

Contact

Paris MOU	Tokyo MOU
<p>Mr. Richard W.J. Schiferli General Secretary Paris MoU on Port State Control PO Box 90653 2509 LR The Hague The Netherlands Tel: +31 (0)70 456 1509 Fax: +31 (0)70 456 1599 E-mail: Richard.Schiferli@parismou.org Web-site: www.parismou.org</p>	<p>Mr. Mitsutoyo Okada Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org</p>

Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 18 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

CIC on Propulsion and Auxiliary Machinery

From 01/09/2013 to 30/11/2013

Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

No.	QUESTION	Yes	No	N/A
DOCUMENTATION				
1	Are instructions and manuals for ship machinery essential to safe operation, written in a language understood by the ship's personnel?	<input type="checkbox"/>	<input type="checkbox"/>	
2	If the ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MAIN ENGINE AND AUXILIARY ENGINES				
3	Do the Oil Mist Detectors or any other automatic shut-off arrangements for the main engine and auxiliary engines appear to be in working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are protective arrangements for machinery in place to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards?	<input type="checkbox"/>	<input type="checkbox"/>	
5	Does propulsion machinery and essential auxiliaries appear to be in operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	
6	Is cleanliness of the Engine Room, including bilges satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
AUXILIARY MACHINERY				
7	Do the Main or Auxiliary Boilers and Boiler Feed Systems appear to be in safe working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Do the emergency sources of power and emergency lighting appear to be in working order?	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the bilge pumping arrangements appear to be in good working order?	<input type="checkbox"/>	<input type="checkbox"/>	
OPERATIONAL CONTROLS				
10	Where an emergency steering drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Where an emergency operational drill to main engine was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GENERAL				
12	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes:

* The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection Form B and include the deficiency code as indicated in the question.

* For questions combined with the conjunction "and", if the box "YES" is marked, means all the parts in the question are in compliance. If Any part of the question is not as required, the box should be marked "NO".

29 July 2013

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON PROPULSION AND AUXILIARY MACHINERY

The Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with SOLAS Chapter II-1. The scope of the CIC is the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems. Special attention will be given to familiarity of the crew with safety and emergency procedures with regard to these systems.

This inspection campaign will be held for three months, commencing from 1 September 2013 and ending on 30 November 2013.

The propulsion and machinery installations will be verified in more detail for compliance with the mentioned scope of the CIC during a regular Port State Control inspection conducted under the regional ship selection criteria within the Paris and Tokyo MoU regions.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the propulsion and auxiliary machinery installations, some of which are related to documentation, main and auxiliary equipment, crew familiarization and operational controls. For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign. The questionnaire has been annexed to this press release.

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU web sites will take place.

It is expected that the Paris and Tokyo MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

Other MoUs will also carry out a CIC on the same topic during this period.

Contact

Paris MOU	Tokyo MOU
<p>Mr. Richard W.J. Schiferli General Secretary Paris MoU on Port State Control PO Box 90653 2509 LR The Hague The Netherlands Tel: +31 (0)70 456 1509 Fax: +31 (0)70 456 1599 E-mail: Richard.Schiferli@parismou.org Web-site: www.parismou.org</p>	<p>Mr. Mitsutoyo Okada Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org</p>

Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 18 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	



CIC ON PROPULSION AND AUXILIARY MACHINERY

Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

No.	QUESTION	Yes	No	N/A
DOCUMENTATION				
1	Are instructions and manuals for ship machinery essential to safe operation, written in a language understood by the ship's personnel?	<input type="checkbox"/>	<input type="checkbox"/>	
2	If the ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MAIN ENGINE AND AUXILIARY ENGINES				
3	Do the Oil Mist Detectors or any other automatic shut-off arrangements for the main engine and auxiliary engines appear to be working satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are protective arrangements for machinery in place to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards?	<input type="checkbox"/>	<input type="checkbox"/>	
5	Does propulsion machinery and essential auxiliaries appear to be in operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	
6	Is cleanliness of the Engine Room, including bilges satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
AUXILIARY MACHINERY				
7	Do the Main or Auxiliary Boilers and Boiler Feed Systems appear to be in safe working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Do the emergency sources of power and emergency lighting appear to be working satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the bilge pumping arrangements appear to be in good working order?	<input type="checkbox"/>	<input type="checkbox"/>	
OPERATIONAL CONTROLS				
10	Where an emergency steering drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Where an emergency operational drill to main engine was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes:

The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and", if the box "YES" is marked, means all the parts in the question are in compliance. If any part of the question is not as required, the box should be marked "NO".

PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON PROPULSION AND AUXILIARY MACHINERY

The six member Authorities of the Black Sea Memorandum of Understanding on Port State Control (the Republic of Bulgaria, Georgia, Romania, Russian Federation, the Republic of Turkey and Ukraine) will start a concentrated inspection campaign on Propulsion and Auxiliary Machinery. The three-month campaign will start on September 1, 2013 and end on November 30, 2013 under co-ordination of the State Inspectorate of Ukraine for Maritime and Inland Water Transport Safety. The campaign will be conducted simultaneously with the Paris MOU, Tokyo MOU and other MOUs.

During the campaign period, member Authorities of the BS MOU will inspect in conjunction with routine port State control inspections and within the resources available, as many ships as possible, to ensure compliance with SOLAS Chapter II-1. The scope of the CIC is the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems.

Furthermore the CIC is aimed at verifying that the master, officers, engineers and other crew members are familiar with equipment and have received proper training for carrying out their duties.

For the purpose of interregional harmonization of the actions, the Black Sea MOU will use the model of relevant Questionnaire developed by the Paris & Tokyo MOUs with a checklist of selected areas to verify critical areas for the propulsion and auxiliary machinery installations, some of which are related to documentation, main and auxiliary equipment, crew familiarization and operational controls. For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign.

If deficiencies are found, actions by the PSCOs may vary from recording a deficiency and instructing a master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. All inspection data will be entered in the Black Sea Information System and published on the MOU web-site.

The results of the campaign will be analyzed and presented to the Black Sea MOU Committee for further submission to the IMO.

31 July 2013

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PRESS RELEASE

Concentrated Inspection Campaign(CIC) on the Propulsion and Auxiliary Machinery from 01 September to 30 November 2013

The member Authorities of the Indian Ocean Memorandum of Understanding (IOMOU) will embark on a concentrated inspection campaign (CIC) on Propulsion and Auxiliary Machinery. The three month campaign will start on September 1, 2013 and end on November 30, 2013.

During the campaign period, member Authorities of the IOMOU will inspect within the resources available, as many ships as possible in conjunction with routine port State control inspections. The purpose of the campaign on Propulsion and Auxiliary Machinery is to get a detailed view of the compliance of the relevant regulations. Chapter II-1: Construction-Structure, Subdivision and Stability, Machinery and Electrical installations of SOLAS 74 with its amendments applies to all ships, irrespective of type. New and existing vessels shall comply with the requirements of the Convention as appropriate.

For this purpose, port State control officers (PSCOs) will apply a questionnaire listing a number of items to be covered during the concentrated inspection. The questionnaire has been annexed to this press release.

All deficiencies found, will be recorded by the PSCOs. The results of the campaign will be analyzed and findings will be presented to the Committee for submission to the International Maritime Organization.

15 July 2013

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CIC on Propulsion and Auxiliary Machinery

Inspection Authority			
Ship Name		IMO No.	
Date of Inspection		Inspection Port	

No.	QUESTION	Yes	No	N/A
DOCUMENTATION				
1	Are instructions and manuals for ship machinery essential to safe operation, written in a language understood by the ship's personnel? (Code 10136).	<input type="checkbox"/>	<input type="checkbox"/>	
2	If the ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness? (Code 01303).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MAIN ENGINE AND AUXILIARY ENGINES				
3	Do the Oil Mist Detectors or any other automatic shut-off arrangements for the main engine and auxiliary engines appear to be working satisfactory? (Code 13101, Code 13102)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are protective arrangements for machinery in place to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards? (Code 09233, Code 02108)	<input type="checkbox"/>	<input type="checkbox"/>	
5	Does propulsion machinery and essential auxiliaries appear to be in operational condition? (Code 13101, Code 13102).	<input type="checkbox"/>	<input type="checkbox"/>	
6	Is cleanliness of the Engine Room, including bilges satisfactory? (Code 09232).	<input type="checkbox"/>	<input type="checkbox"/>	
AUXILIARY MACHINERY				
7	Do the Main or Auxiliary Boilers and Boiler Feed Systems appear to be in safe working order? (Code 08109, Code 13107).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Do the emergency sources of power and emergency lighting appear to be working satisfactory? (Code 04114, Code 04103)	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the bilge pumping arrangements appear to be in good working order? (Code 13104).	<input type="checkbox"/>	<input type="checkbox"/>	
OPERATIONAL CONTROLS				
10	Where an emergency steering drill was witnessed, was it found to be satisfactory? (Code 02105)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Where an emergency operational drill to main engine was witnessed, was it found to be satisfactory? (Code 13101, Code 13108).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes:

The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and", if the box "YES" is marked, means all the parts in the question are in compliance. If any part of the question is not as required, the box should be marked "NO".



TOKYO MOU SECRETARIAT

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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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