

CCS 技术通告

Technical Information

(2013 年) 技术通告第 7 号总第 41 号

2013 年 2 月 19 日 (共 1+5 页)

发：本社总部有关处室，本社验船师、审核员，船东和管理公司

东京备忘录自 2014 年 1 月 1 日起实施新检查机制 (NIR) 的通告

各有关船公司：

东京备忘录秘书处 2013 年 2 月 15 日发布了通告，通知东京备忘录将于 2014 年 1 月 1 日起实施新检查机制 (NIR)。根据新机制，船舶基于风险系数被划分为三个类别 (即高风险船舶—HRS，标准风险船舶—SRS，低风险船舶—LRS)，风险系数由港口国监督数据库系统 (APCIS) 自动计算。根据这一机制，依据风险等级，不同时间窗口/检查时间间隔适用于不同类别的船舶，即高风险船舶会接受更频繁的检查而标准/低风险的船舶将获得更长的检查时间窗口。详见本通告附件。

请船公司予以关注并采取必要措施。

本通告在本社网站 (www.ccs.org.cn) 上发布，并由各分社转发所辖区域内的有关船公司。

特此通告！

中国船级社营运入级处

本通知在实施过程中如有任何疑问，请与总部：营运入级处 联系。

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通告

东京备忘录自 2014 年 1 月 1 日起推行新检查机制（NIR）

上月在新加坡召开的第 23 次港口国监督委员会会议上，亚太区域港口国监督谅解备忘录（东京备忘录）决定自 2014 年 1 月 1 日起，推行新的检查机制（NIR）进行选船。按照第二届巴黎和东京备忘录联合部长级会议部长们的要求，为使两备忘录港口国监督程序达到最高水平的协调一致，借鉴巴黎备忘录近年来实施的 NIR 机制，东京备忘录的新检查机制（NIR）就此推出。东京备忘录将于 2013 年 10 月在日本东京召开的下次会议上通过相关文件。

根据新检查机制（NIR），船舶基于风险系数被划分为三个类别（即高风险船舶—HRS，标准风险船舶—SRS，低风险船舶—LRS），风险系数由港口国监督数据库系统（APCIS）自动计算。根据这一机制，依据风险等级，不同时间窗口/检查时间间隔适用于不同类别的船舶，即高风险船舶会接受更频繁的检查而标准/低风险的船舶将获得更长的检查时间窗口。

船舶风险系数

现有的船舶目标因素将被船舶风险系数取代。船舶风险系数将基于以下要素、通过运用在此区域过去三年的检查历史数据计算：

- 船旗表现（例如黑或白名单船旗，国际海事组织成员国自愿审核机制(VIMSAS)的完成情况）
- 船型
- 船龄
- 认可组织（RO）的表现
- ISM 管理公司的表现
- 缺陷数量
- 滞留数量

时间窗口和选择流程

以下是根据风险等级为船舶划分的时间窗口：

船舶风险系数	时间窗口 从上一次检查
低风险船舶	9 至 18 个月
标准风险船舶	5 至 8 个月
高风险船舶	2 至 4 个月

当船舶完成一次港口国检查后，船舶的时间窗口周期将重新计算。

检查有两类优先级，根据以下标准定义：

优先级 I: 船舶时间窗口已经关闭，应该被检查。

优先级 II: 船舶处于在时间窗口内，可以被检查。

如确定有其它更严重的因素（如表现欠佳的船舶），该船舶可有高于 **NIR** 的检查优先级。

2013 年 2 月 15 日

联系方式

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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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