

CCS Technical Information

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To: CCS Ship Surveyors, Auditors, Ship Owners and Managers

Information Notice of the New Inspection Regime (NIR) of Tokyo

MOU

Tokyo MOU Secretariat promulgated Press Release on website about the information of the New Inspection Regime (NIR). The information sheet lists the ship risk profile and inspection window, and company performance matrix. The New Inspection Regime will be implemented on 1 January 2014.

As is generally known, Paris MOU had introduced NIR with strengthening of Access Refusals since beginning of 2011. Tokyo MOU modify Ship Risk Profile and Time Windows of NIR from Paris ones for ensuring targeting high-risk ships in order to inspect them more frequently than ships with a lower risk profile minding that Tokyo MOU is no legal-binding, such as without Access Refusals. Compared with Paris MOU, the main difference between them is that:

1. Ship Risk Profile

Parameters		Profile			
		Tokyo MOU		Paris MOU	
		Criteria	Weighting points	Criteria	Weighting points
Flag		Black	1	Black: VHR,HR or M to HR	2
				Black: MR	1
Detentions	Number of Detention within previous 36 months	3 or more detentions	1	2 or more detentions	1
High Risk Ship(HRS)		When sum of weighting points ≥ 4		When sum of weighting points ≥ 5	

2. Time Windows

Ship Risk Profile	Time Window since previous inspection	
	Tokyo MOU	Paris MOU
Low Risk Ships	9 to 18 months	24 to 36 months
Standard Risk Ships	5 to 8 months	10 to 12 months
High Risk Ships	2 to 4 months	5 to 6 months

3. Company Performance

Detention/Deficiency Index	Detention rate/Deficiency points per inspection	
	Tokyo MOU	Paris MOU
Above average	> 1 above Tokyo MOU average	> 2 above Tokyo MOU average
Average	Tokyo MOU average +/- 1%	Tokyo MOU average +/- 2%
Below average	> 1 below Tokyo MOU average	> 2 below Tokyo MOU average

Please refer to the attachment of this Notice for details.

The relevant ship owners and managers should be concerned and take necessary measures.

Attachment 1: Press Release by Tokyo MOU Secretariat

This Notice is published on CCS website (www.ccs.org.cn) and is to be forwarded by CCS branches to shipping companies in relevance to their business area.

Hereby notify the above.

Classed Ship In Service Department
China Classification Society

For any questions, please contact the Classed Ship In Service Dept. of CCS Headquarters without hesitation.

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INFORMATION SHEET OF THE NEW INSPECTION REGIME (NIR)

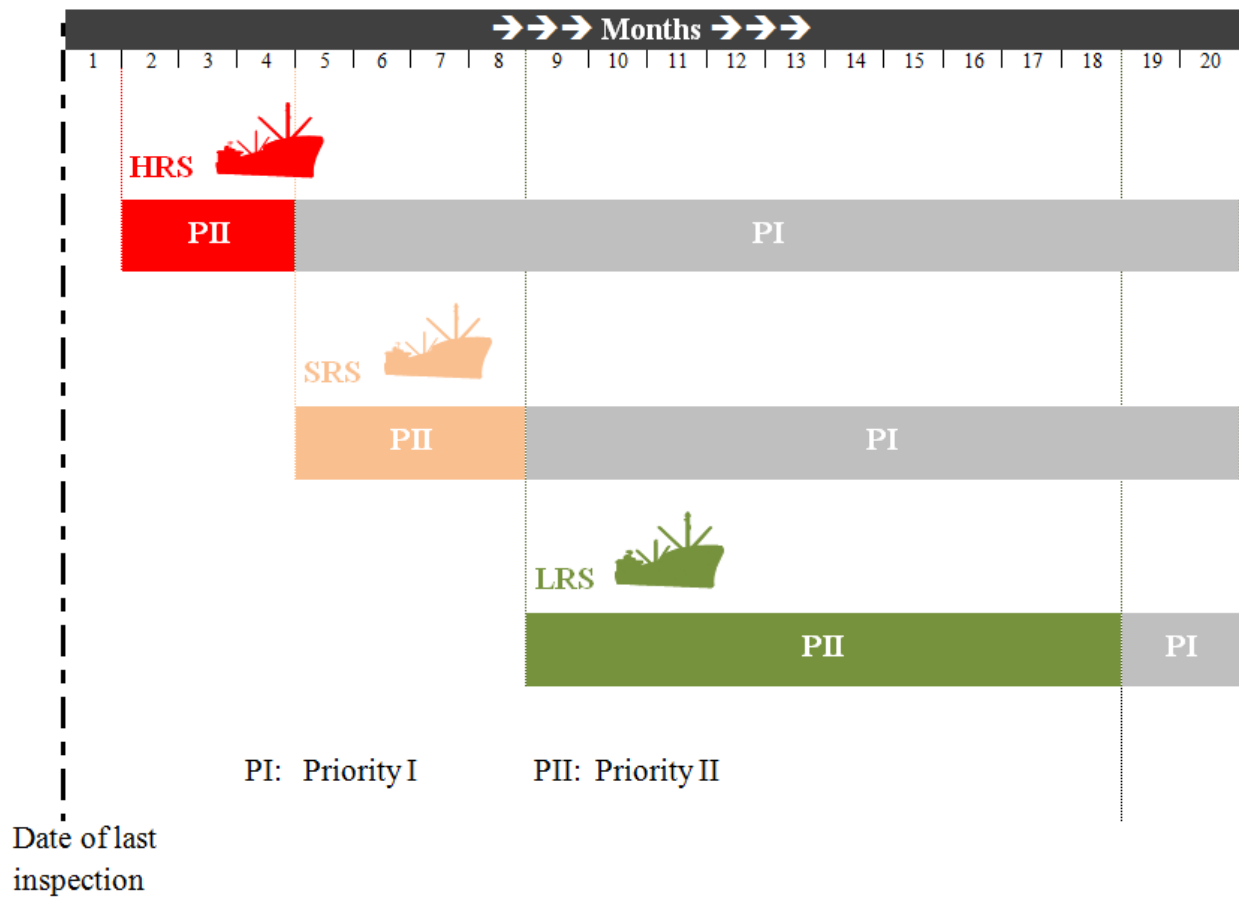
1. SHIP RISK PROFILE

Parameters		Profile			
		High Risk Ship (HRS) (When sum of weighting points ≥ 4)		Standard Risk Ship (SRS)	Low Risk Ship (LRS)
		Criteria	Weighting points	Criteria	Criteria
Type of Ship		Chemical tanker, Gas Carrier, Oil tanker, Bulk carrier, Passenger ship	2	Neither LRS nor HRS	-
Age of Ship		All types > 12y	1		-
Flag	BGW-list ¹⁾	Black	1		White
	VIMSAS ²⁾	-	-		Yes
Recognized Organization	RO of Tokyo MOU ³⁾	-	-		Yes
	Performance ⁴⁾	Low Very Low	1		High
Company performance ⁵⁾		Low Very Low	2		High
Deficiencies	Number of deficiencies recorded in each inspection within previous 36 months	How many inspections were there which recorded over 5 deficiencies?	No. of inspections which recorded over 5 deficiencies		All inspections have 5 or less deficiencies (at least one inspection within previous 36 months)
Detentions	Number of Detention within previous 36 months	3 or more detentions	1		No detention

1) The Black, Grey and White list for flag State performance is established annually taking account of the inspection and detention history over the preceding three calendar years and is adopted by the Tokyo MOU Committee as published in the Annual Report.

- 2) The status on completion of VIMSAS will be based on updated information obtained by the Tokyo MOU.
- 3) Recognized Organizations of Tokyo MOU are those recognized by at least one member Authority of the Tokyo MOU, a list of which is provided on the web-site.
- 4) The performance of all Recognized Organizations is established annually taking account of the inspection and detention history over the preceding three calendar years and is adopted by the Tokyo MOU Committee as published in the Annual Report.
- 5) Company performance takes account of the detention and deficiency history of all ships in a company's fleet while that company was the ISM company for the ship. Companies are ranked as having a "very low, low, medium or high" performance. The calculation is made daily on the basis of a running 36-month period. There is no lower limit for the number of inspections needed to qualify except a company with no inspections in the last 36 months will be given a "medium performance". (see the last page)

2. SHIP RISK PROFILE INSPECTION WINDOW



Priority I: ships must be inspected because the time window has closed.

Priority II: ships may be inspected because they are within the time window of inspection.

3. COMPANY PERFORMANCE

Company performance is determined based on the deficiency index and the detention index.

$$\text{Deficiency ratio} = \frac{\text{No. of ISM deficiencies} * 5 + \text{No. of non-ISM deficiencies} * 1}{\text{No. of inspections}}$$

$$\text{Detention ratio} = \frac{\text{No. of detentions}}{\text{No. of inspections}}$$

Deficiency Index	Deficiency points per inspection
Above average	> 1 above Tokyo MOU average
Average	Tokyo MOU average +/- 1%
Below average	> 1 below Tokyo MOU average

Detention Index	Detention rate
Above average	> 1 above Tokyo MOU average
Average	Tokyo MOU average +/- 1%
Below average	> 1 below Tokyo MOU average

Company Performance Matrix

Detention Index	Deficiency Index	Company Performance
Above average	Above average	Very Low
Above average	Average	Low
Above average	Below average	
Average	Above average	
Below average	Above average	
Average	Average	Medium
Average	Below average	
Below average	Average	
Below average	Below average	High