

**Commonwealth of Dominica**



**Office of the Maritime Administrator**

**TO: ALL DOMINICA FLAGGED SHIPS, OWNERS, OPERATORS, MASTERS, CREW, RECOGNIZED ORGANIZATIONS, INSPECTORS AND SURVEYORS**

**SUBJECT: New Inspection Regime – TOKYO MOU**

**REFERENCE:**

- (a) TOKYO MOU Press Release dated 15 February 2013**
- (b) CDP-501 Flag State Inspection Program**
- (c) CD-MSC 04-08, as amended – Flag State Inspection Program**

**APPLICABILITY: All Dominica Flagged Vessels, ISM Companies, Owners, and Inspectors**

**PURPOSE:**

The purpose of this Circular is to bring to the attention of all concerned a New Inspection Regime in the Tokyo Memorandum of Understanding that will enter into force on 1 January 2014, the consequential effects the new regime may have on Dominica flagged vessels, and guidance for preparing for inspections under the new regime.

**BACKGROUND:**

At the 23<sup>rd</sup> meeting of the Port State Control Committee in Singapore during January of this year, the Tokyo MOU decided to adopt a New Inspection Regime that is harmonized with the inspection regime recently implemented by the Paris MOU in an effort to harmonize Port State Control procedures between the two regions.

---

**REQUIREMENTS:**

**General**

Under the New Inspection Regime ships will be identified under three categories: High Risk Ships (HRS), Standard Risk Ships (SRS), and Low Risk Ships (LRS) based on a ship risk profile. The ship risk profile will be calculated automatically in the Tokyo MOU's database system (APCIS). Under the New Inspection Regime, different time windows/inspection intervals will be applied 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 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:

1. Performance of the flag of the ship (e.g. Black or White List of flags, status on the completion of the Voluntary IMO Member State Audit Scheme (VIMSAS));
2. Type of ship;
3. Age of ship;
4. Performance of the recognized organization (RO);
5. Performance of the company responsible for ISM management;
6. Number of deficiencies; and
7. Number of detentions.

Time Window and Selection Scheme

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	2-4 months

This 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 will have overriding priority rather than the above priorities under the New Inspection Regime.

### **Applicability**

The above information is applicable to all Dominica flagged ships operating within waters of the Tokyo MOU.

It is important to note that Dominica has not completed the VIMSAS audit which will affect the ship risk profile of Dominica flagged ships. It is also important to note that full compliance with the Flag State Inspection Program and any ancillary programs will help mitigate deficiencies and detentions of Dominica flagged ships.

Compliance with the Flag State Inspection Program will help owners and operators identify areas that need improvement and Dominica Maritime Administration will assist where requested in order to eliminate deficiencies and possible detention.

To request an inspection to help evaluate a vessel's condition or to request an annual safety inspection contact the Department of Inspections for further information. Full disclosure of current or possible issues will be fully supported by Dominica Maritime Administration and additional assistance with Port State Control authorities will also be provided.

It is our Administrations primary goal to enhance the safe and secure operations of Dominica flagged ships to protect seafarers, the environment, and the companies associated with the ship.

Ship owners and operators can check a vessel's ship risk profile on the Tokyo MOU's website ([www.tokyo-mou.org](http://www.tokyo-mou.org)) for an accurate evaluation of a specific vessel or fleet risk assessment. Any additional questions can be directed to the Department of Inspections.

### **Required Action by Owners/Operators**

- 1** Owners and operators are encouraged to review this information and take into consideration the impact of the New Inspection Regime in the Tokyo MOU on their companies and all ships under their ownership and management.
  
- 2** Owners and operators are required to request annual safety inspections for their vessels when the inspection becomes due. For questions about a vessel's annual inspection window, contact the Department of Inspections.

Any questions can be directed to:

**Inspection Department**

Tel: + 1 508 992 7170

e-mail: [Inspection@dominica-registry.com](mailto:Inspection@dominica-registry.com)

**-End-**