

PARIS MOU New Inspection Regime



PARIS MOU has developed a New Inspection Regime („NIR“).

The new regime will start 01-01-2011.

A new data base and website search engine will be installed.

Germanischer Lloyd likes to inform about the main changes.

About this publication

The PSC region PARIS MOU is implementing a new inspection regime starting on 01.01.2011. The regulations for choosing ships for inspection and the visits onboard will be changed based on regulations set up by the European Commission.

The following information is a compendium about new rules and requirements as far as published by PARIS MOU and/or EMSA.

It outlines the main changes including requirements for reporting on the ships' side. Masters should be informed about these new rules for to act accordingly.

This compendium does not claim to be exhaustive. Further information is available on the website of PARIS MOU under www.parismou.org or of EMSA under www.emsa.europa.eu .

New PARIS MOU Risk Assessment Matrix

With this matrix the risk category of each ship is to be defined

The risk category forms the basis for inspection intervals and reporting requirements



		Profile					
		High Risk Ship (HRS)		Standard Risk Ship (SRS)	Low Risk Ship (LRS)		
Generic parameters		Criteria	Weighting points	Criteria	Criteria		
1	Type of ship	Chemical Tank ship Gas carrier Oil tank ship Bulk carrier Passenger ship	2	Neither high risk nor low risk ship	All types		
2	Age of ship	all types > 12 y	1		All ages		
3a	Flag	BGW-list	Black - VHR, HR, M to HR		2	White	
			Black - MR		1		
3b		IMO-Audit	-		-	Yes	
4a	R.O. (class issuing certificates)	Performance	H		-	-	High
			M		-	-	-
			L		Low	1	-
			VL		Very Low		-
4b		EU recognised	-		-	Yes	
5	Company	Performance	H	-	-	High	
			M	-	-	-	
			L	Low	2	-	
			VL	Very low		-	
Historical parameters							
6	Number of deficiencies recorded in each insp. within previous 36 months	defic.	Not eligible	-	<=5 (and least one inspection carried out in previous 36 months)		
7	Number of detentions within previous 36 months	defic.	>= 2 detentions	1	No detention		

How to use the Matrix

determine risk of a ship:

- **HRS = High Risk Ship,**
SRS = Standard Risk Ship,
LRS = Low Risk Ship
- start with LRS column
- LRS are ships which meet **all** the criteria of the Low Risk Parameters.
- SRS are ships which don't meet all LRS criteria and have less than 5 points in HRS column
- HRS are ships which meet criteria to a total value of 5 or more weighting points.

Generally inspection data of last 36 months out of the PMOU region are counting (for starting 2011 data back to 17th June 2009)

Calculator to be found on PARIS MOU website
<http://www.parismou.org>

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Matrix explanations

abbreviations:

- BGW List = Flag status as per published annual Black-Grey-White Flag List
- RO performance = as per published annual class performance list
- Flag / IMO Audit = flag administration passed voluntary IMO audit
(information about status as per PARIS MOU website)
- R.O. = any classification society issuing certificates on board ship
 - *Clarification by PARIS MOU / EMSA is still pending about the calculation for cases where all certificates are only issued by flag or if various class societies have issued certificates for one ship*

- Company's (= operators) performance

EMSA is going to publish a list of companies (operators) with Low and Very Low Performance

information and calculator to be found on PARIS MOU website under

<http://www.parismou.org>



Company Performance Calculation by EU

A calculation will be carried out on a daily basis about the PSC performance of all ships of a company.

Please note: for the calculation each ISM deficiency counts x 5!

NIR: How can Company be High Performance?

- Must have **Deficiency Index** below average

$$\text{Deficiency Index} = \frac{\text{No. of deficiencies(*) in ALL inspections in ALL Ships}}{\text{No. of inspections in ALL Ships}} \quad (\text{in last 36 months})$$

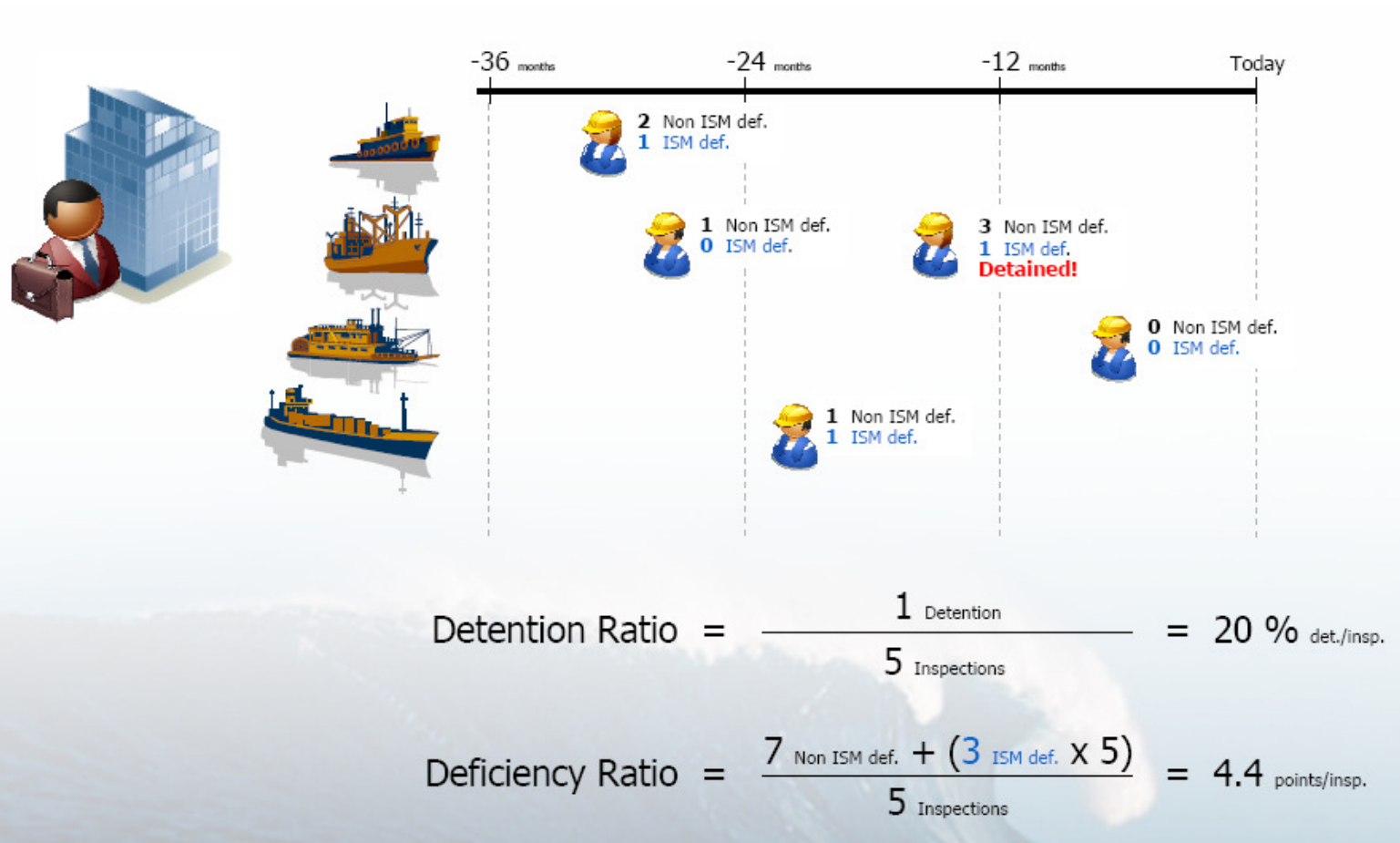
(*) each ISM deficiency counts as 5.

- Must have **Detention Index** below average

$$\text{Detention Index} = \frac{\text{No. of detentions of ALL Ships}}{\text{No. of inspections in ALL Ships}} \quad (\text{in last 36 months})$$

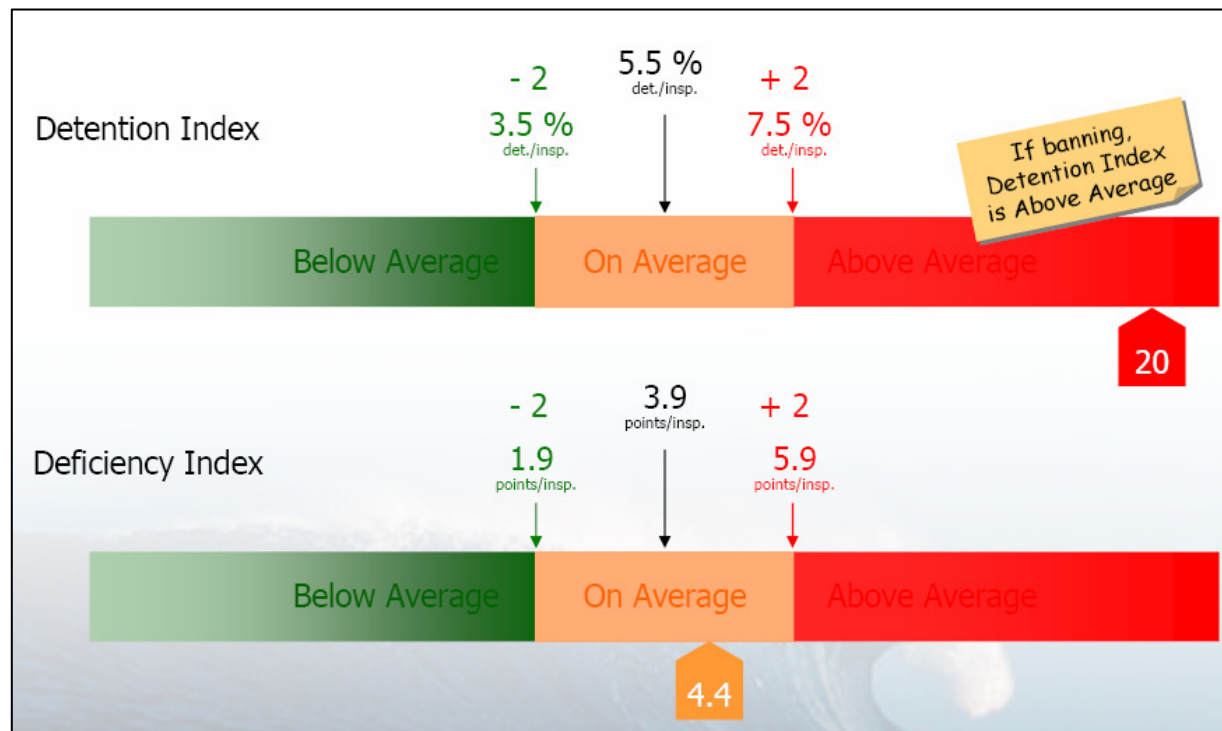
Only possible if no
banning of any of
the ships in last 36
months

Calculate Company Ratio



Calculation of Average Ratio within last 3 years

- Calculation of Average Ratio for Detention Index and for Deficiency Index by EU
- Determination of Company Indexes as per example:



Company Calculation for use in the Risk Matrix

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

If no Inspections,
Company
Performance is
Medium

Inspection intervals

High risk ships to be inspected every 6 months

- eligible after 5 months elapsed...

Standard risk ships to be inspected every 12 months

- eligible after 10 months elapsed...

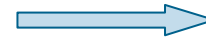
Low risk ships to be inspected every 36 months

- eligible after 24 months elapsed...

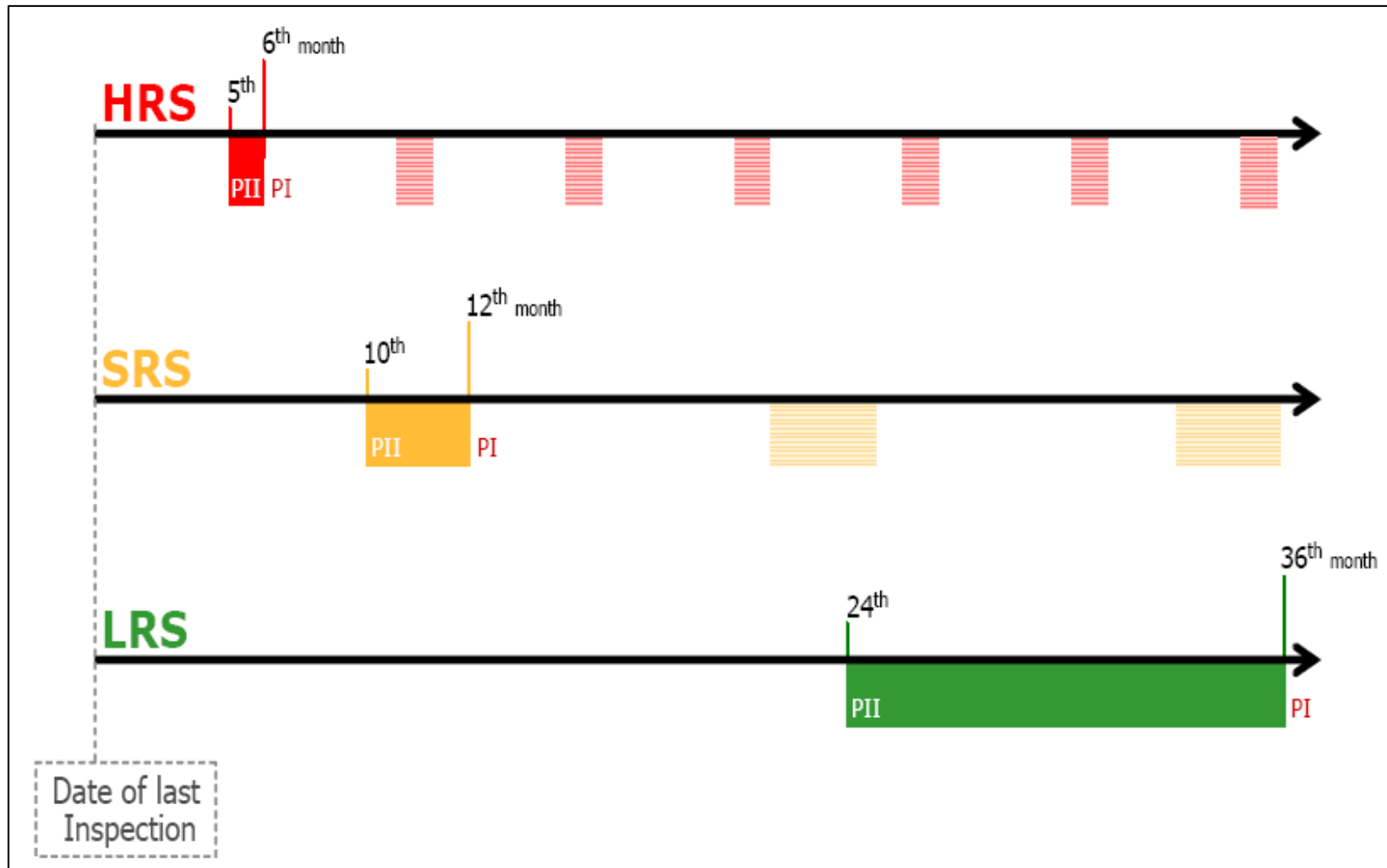
... since the last inspection in the PARIS MOU region

(if no overriding or unexpected factors apply)

A vessel may be inspected if the time windows opens (Priority II), but must be inspected if the time window is closed (Priority I).



Inspection windows



Overriding / unexpected factors

(examples)

Overriding factors (e.g.)

- if class suspended or withdrawn since last inspection
- ships with accidents while enroute to port
- ships not identified in the data base

compulsory inspection by PSC

Unexpected factors (e.g.)

- reportings by pilots
- ships with detention more than 3 months ago
- ships with outstanding deficiencies with action codes except „17“ and „16“

additional inspection up to professional judgement of PSC authority



Master's obligations

announcement of arrival :

at any time within PARIS MOU region

24 hours prior arrival: ETA/ETD incl. ships's ID - data and no. of persons onboard

if the time window for next inspection is open

and the ship's status is HRS or it is a passenger ship, tanker or bulkcarrier older than 12 years (mandatory expanded inspection by PSC)

72 hours prior to arrival: ETA/ETD + further information



72 hours pre-arrival reporting

vessel information about

- ship data
- port identification (code)
- ETA / ETD
- planned port operations
- planned surveys and substantial repair works
- date of last expanded inspection within PARIS MOU
- for tankers additionally: hull configuration / double or single hull
tank conditions / full or empty or inerted
volume and nature of cargo

Master's obligations

- Reporting to port authorities for forwarding into PSC info systems
- Each country will have its own system or office to report to
- Local Agents should be contacted for information

(„SafeSeaNet“ data system is only accessible for member state authorities)

ATA/ATD (actual time ..) has to be entered by port authority into „SafeSeaNet“ data base

Further new regulations

- PSC can determine a „stoppage of operation“ similar to a detention if cargo operations form a hazard
- Inspections can be carried out also on vessels at anchorage
- Pilots and other port authorities have to inform PSC about anomalies on board ships



Amended banning rules

Banning within EU ports („Refusal of Access“)

Applicable for all ship types

- flying a Black List flag and detained more than twice within 36 months
- flying a Grey List flag and detained more than twice within 24 months
(banning order at third detention's release)

Minimum duration of banning:

- 1st time: 3 months
- 2nd time: 12 months
- 3rd time: 24 months plus certain requirements in view of flag, RO and company performance

Refusal of access covers ports and anchorages

Information about risk calculation

PARIS MOU provides calculators for risk level and a Company Performance Calculator

Paris MOU The Paris Memorandum of Understanding on Port State Control
on Port State Control

What's new Organisation Publications Contact Links Members

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Visitor locations
ClustrMaps™ Click to see

Inspection database
Search the Paris MoU inspection database

Facts & Figures
Check the latest facts & figures

Monthly detention list
Download the monthly detention list

Publications
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Caught in the net
Visit the caught in the net

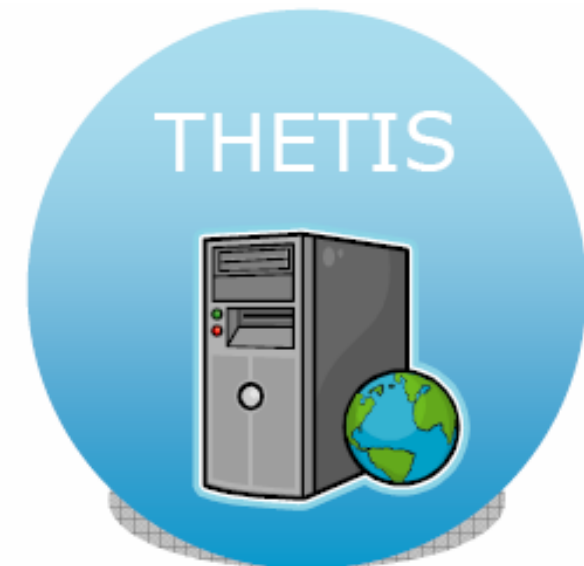
Detained ships in the spotlight
Browse the detained ships in the spotlight

New Inspection Regime:
In May 2009 the principles of the New Inspection Regime (NIR) were adopted by the Paris Memorandum of Understanding at its 42nd Committee meeting. The NIR will replace the existing PSC regime on 1 January 2011. The *Ship Risk Profile* and the *Company Performance Indicator* are an important part of the inspection regime. You can calculate the *Ship Risk Profile* and the *Company Performance Indicator*.

Information in the Internet

New PARIS MOU information system „THETIS“ with part-access in the Internet:

- search date base for inspections
- risk profile and eligibility to inspections per ship
- flag, class and operator's performance tables
- statistics



informations are provided as far as publications by the secretariat of PARIS MOU or the EMSA / EU were available

if you have further questions please contact GL under

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