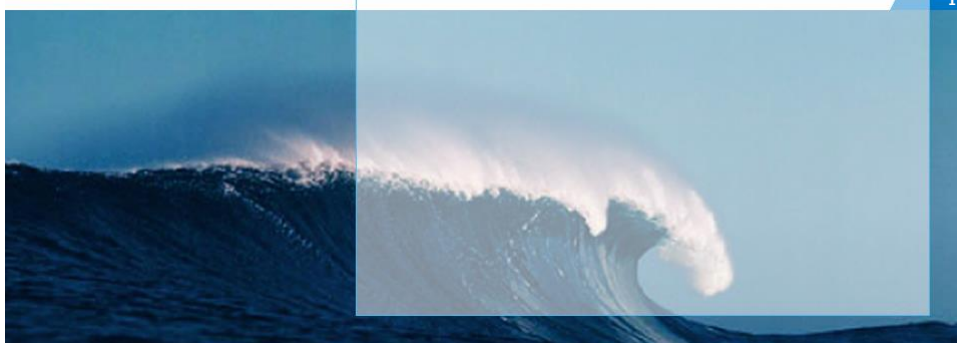


## MED MoU PSC SEMINAR Lisbon 16-19 June 2014

### New Inspection Regime

1



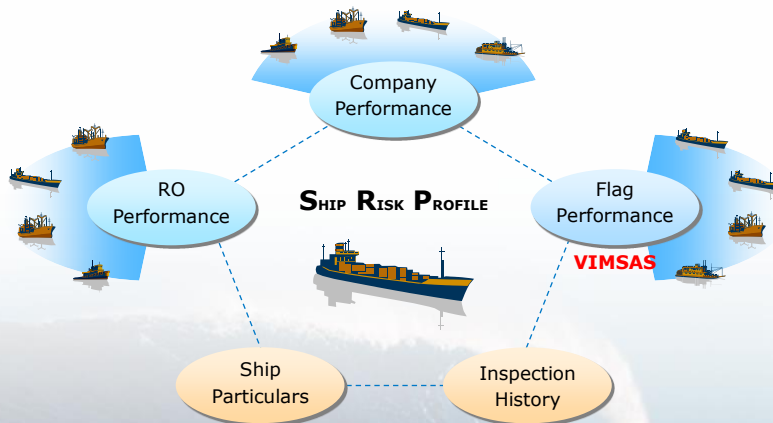
### Where to look?

- Ship Risk Profile  
*Section 3.2, Annex 7 of the Memorandum / PSC Directive (2009/16/EC) – Article 10, Annex I and II*
- Company performance  
*Annex 7 of the Memorandum / PSC Directive (2009/16/EC) – Article 10 – Annex I and Implementation Regulation on company performance*
- Inspection and Selection Scheme  
*Section 3.2 and Annex 8 of the Memorandum / PSC Directive (2009/16/EC) – Article 11, 12 and Annex I*

2



## Basic PSC Process – SRP Calculations



3

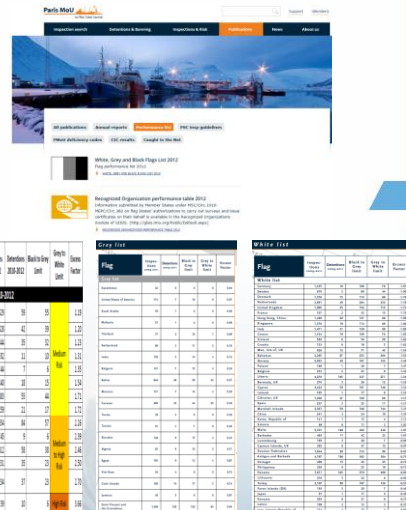


Examples for  
Measurement  
of  
performance

4

## NIR: How to know Flag Performance?

- Consult Paris MoU website  
[www.parismou.org](http://www.parismou.org)
- Calculated taking in account previous 3 years
- Calculated each year
- Also covered by implementing Regulation



The screenshot shows the Paris MoU website interface. It includes a search bar, a navigation menu, and a main content area displaying a table of Flag Performance data. The table is titled 'Flag Performance' and lists various flags and their corresponding performance metrics. The table is divided into two main sections: 'Black List 2012-2013' and 'White List 2012-2013'. The 'Black List' section lists flags such as Cambodia, Georgia, Liberia, and others, along with their respective performance scores. The 'White List' section lists flags such as Albania, Andorra, Argentina, and others, along with their respective performance scores. The table also includes columns for 'Flag', 'Performance', 'Black List', and 'White List'.

5

## NIR: How to know RO Performance?

- Consult Paris MoU Website  
[www.parismou.org](http://www.parismou.org)
- Calculated taking in account previous 3 years
- Calculated each year
- RO Performance is the RO, not the Class
- Paris MoU calculation, not the EU Directive



The screenshot shows the Paris MoU website interface. It includes a search bar, a navigation menu, and a main content area displaying a table of RO Performance data. The table is titled 'Recognized Organization' and lists various organizations and their corresponding performance metrics. The table is divided into two main sections: 'Recognized Organization' and 'Recognized Organization'. The 'Recognized Organization' section lists organizations such as American Bureau of Shipping (ABS), Det Norske Veritas (DNV), Lloyd's Register (LR), and others, along with their respective performance scores. The 'Recognized Organization' section lists organizations such as Bureau Veritas (BV), RINA, and others, along with their respective performance scores. The table also includes columns for 'Recognized Organization', 'Performance', and 'Recognized Organization'.

6

## NIR: Ship Risk Profile

- Generic Factors
  - Type of Ship
  - Age of Ship
  - Flag
  - RO
  - Company
- Historical Factors
  - Deficiencies
  - Detentions



**HRS** – High Risk Ship

**SRS** – Standard Risk Ship

**LRS** – Low Risk Ships

7

## NIR: How will Ship be HRS?

- HRS have Weighting points  $\geq 5$ 
  - Ship Type  
Chemical, Gas, Oil, Bulk or Passenger Ship 2 points
  - Ship Age > 12 yrs 1 point
  - VHR, HR and MR to HR Flag 2 points
  - MR Flag 1 point
  - Very Low or Low RO Performance 1 point
  - Very Low or Low Company Performance 2 points
  - Detentions in previous 36 months  $\geq 2$  1 point

8

Examples: Oil Tanker, HR Flag and Low RO performance

General cargo, HR Flag, Low Comp. Performance, Age

## NIR: How can Ship be LRS?

- Generic Factors
  - Ship Type and Age have no influence
  - Flag is **White** and **IMO-Audit** (not simply volunteered)
  - RO is **recog.** at least by one PMoU and **High Performance**
  - Company is **High Performance**
- Historical Factors
  - **Equal or less than 5 deficiencies** in each inspection in previous 36 months
  - **No detentions** in previous 36 months
  - **Has been** inspected in previous 36 months

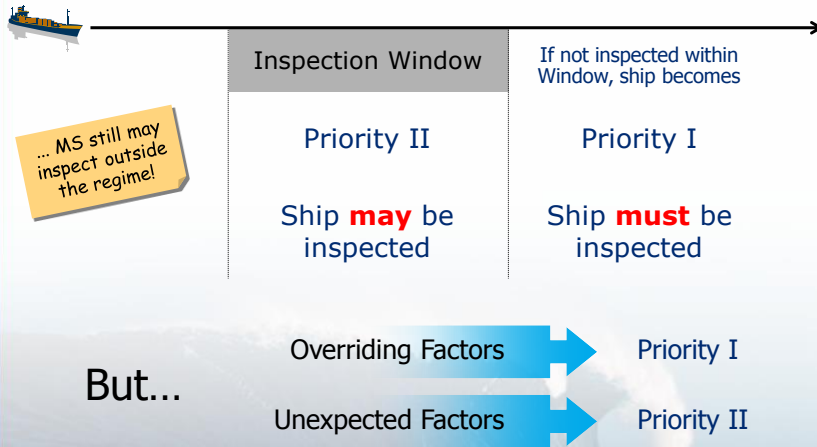
9

## NIR: How will Ship be SRS?

If neither a **LRS** or a **HRS**!

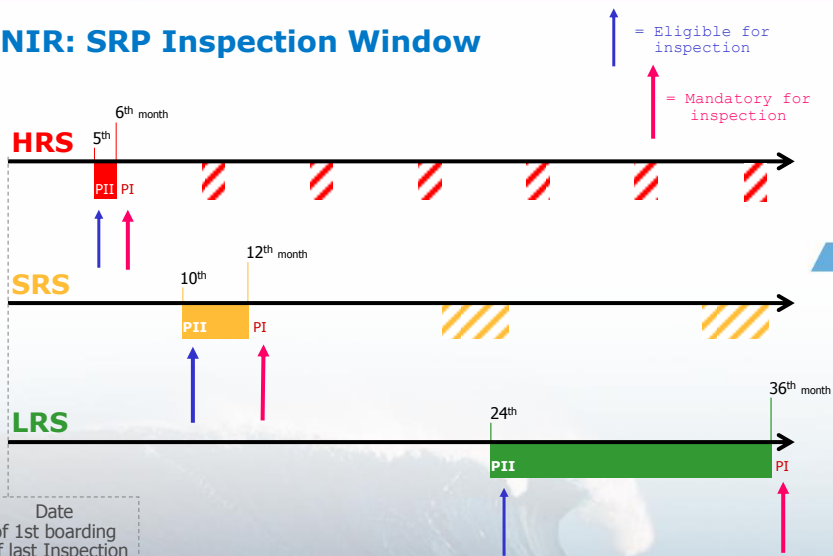
10

## NIR: Inspection Priority



11

## NIR: SRP Inspection Window



12

### In a nutshell, NIR consequences:

- Improved targeting  
Risk based targeting
- Less flexibility for MS in selecting ships for inspection  
SRP, PI and PII, Overriding Factors, Unexpected Factors
- Regional commitments vs national commitments  
Fair Share, Postponement
- Further refusal of access provisions  
Banning, All ship types
- Benchmarking of Flags, RO's and Companies  
Inspection Intervals, Company and ROs Performance
- Widened scope from ports to ports and anchorages  
Full coverage of ships visiting Paris MoU region

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### Questions ?

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