Paris MoU New Inspection Regime (NIR)
Paris MoU NIR – PSC Directive 2009/16/EC

THETIS - The Hybrid European Targeting and Inspection System

• Facilitate planning of inspections
• Linked to EU SafeSeaNet providing information on ships
• Indicate ships that have priority for inspection
• Interface with other maritime safety-related databases including:
  - those of EU recognised classification societies
  - Other port State control regimes

Source: EMSA & Paris MoU
Startup of Paris MoU NIR - PSC Directive 2009/16/EC

- RoRo Pax PoO
- Detentions on all Ship Types
- Detentions on Grey List Flags
- Company performance
- RO performance

- START COLLECTING (95/21 still in force)

- START APPLYING (Considering < 3 yrs)
  - Banning
  - Ships Risk Profile (Priority I and II)
  - Regional Commitment
  - Member State Fair Share

- Full implementation with no restrictions

- 2009-06-17

- MoU 32nd Amendment
- Application 01/01/2011
- 3 yrs after enter in force 17/05/2012

- EC Dir 2009/16
- OJ Publication 28/05/2009
- Enter in force +20 days
- 2009/16/EC
- 95/21/EC
Paris MOU – New Inspection Regime (NIR)

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
New Inspection Regime (NIR)

Ship Risk Profile:

- Generic factors:
  - Type of ship
  - Flag
  - RO
  - Company – an important new development

- Historical factors:
  - Detentions
  - Deficiencies

Every ship eligible for a periodic inspection as follows:

- **High Risk Ship (HRS)**: every 5-6 months
- **Standard Risk Ship (SRS)**: every 10-12 months
- **Low Risk Ship (LRS)**: every 24-36 months
Ship risk profile

Targeting and ship risk profile

Targeting

Every day a number of ships will be selected for a port State control inspection throughout the region. To facilitate such selection, the central computer database, known as ‘THETIS’ is consulted by PSCO’s. This information system, hosted by the European Maritime Safety Agency, informs national PSC authorities which ships are due for an inspection. Data on ships particulars and reports of previous inspections
# Ships Risk Profile

<table>
<thead>
<tr>
<th>Generic Parameters</th>
<th>Criteria</th>
<th>Weighting points</th>
<th>Profile</th>
<th>Criteria</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Type of ship</td>
<td>Chemical tankship Gas Carrier Oil tankship Bulk carrier Passenger ship</td>
<td>2</td>
<td>High Risk Ship (HRS)</td>
<td>Standard Risk Ship (SRS)</td>
<td>Low Risk Ship (LRS)</td>
</tr>
<tr>
<td>2 Age of ship</td>
<td>all types &gt; 12 y</td>
<td>1</td>
<td>HRS = 5 points</td>
<td>SRS = not HRS or LRS</td>
<td>LRS = all criteria</td>
</tr>
<tr>
<td>3a Flag</td>
<td>BGW-list Black - VHR, HR, M to HR Black - MR</td>
<td>2</td>
<td></td>
<td>All ages</td>
<td>All ages</td>
</tr>
<tr>
<td>3b IMO-Audit</td>
<td></td>
<td></td>
<td></td>
<td>White</td>
<td>White</td>
</tr>
<tr>
<td>4a Recognized Organisation</td>
<td>Performance</td>
<td>H M L VL</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>4b EU recognized</td>
<td></td>
<td></td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>5 Company</td>
<td>Performance</td>
<td>H M L VL</td>
<td>Very Low</td>
<td>Very Low</td>
<td>Very Low</td>
</tr>
<tr>
<td>Historic Parameters</td>
<td>Number of def. recorded in each insep. within previous 36 months</td>
<td>Deficiencies</td>
<td>Not eligible</td>
<td>(and at least one inspection carried out in previous 36 months)</td>
<td></td>
</tr>
<tr>
<td>6 Number of Detentions within previous 36 months</td>
<td>Detentions</td>
<td>&gt;=2 detentions</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

Paris MoU New Inspection Regime (NIR)
2012-10-19
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# NIR – Ship Risk Calculator

## Generic Parameters

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
<th>Points for HRS</th>
<th>Can be LRS?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Ship</td>
<td>Oil tankship</td>
<td>2</td>
<td>YES</td>
</tr>
<tr>
<td>Is the ship older than 12 years?</td>
<td>Yes</td>
<td>1</td>
<td>YES</td>
</tr>
<tr>
<td>Flag (1)</td>
<td>Grey</td>
<td>0</td>
<td>NO</td>
</tr>
<tr>
<td>Is the Flag IMO-Audited? (2)</td>
<td>No</td>
<td>n.a.</td>
<td>NO</td>
</tr>
<tr>
<td>Recognised Organization Performance (3)</td>
<td>High</td>
<td>0</td>
<td>YES</td>
</tr>
<tr>
<td>Is the RO EU recognised? (4)</td>
<td>Yes</td>
<td>n.a.</td>
<td>YES</td>
</tr>
<tr>
<td>ISM Company Performance (5)</td>
<td>Medium</td>
<td>0</td>
<td>NO</td>
</tr>
</tbody>
</table>

## Historical Parameters in the last 36 months

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
<th>Points for HRS</th>
<th>Can be LRS?</th>
</tr>
</thead>
<tbody>
<tr>
<td>At least one inspection?</td>
<td>Yes</td>
<td>n.a.</td>
<td>YES</td>
</tr>
<tr>
<td>All inspections with 5 or less deficiencies?</td>
<td>No</td>
<td>n.a.</td>
<td>NO</td>
</tr>
<tr>
<td>Number of detentions</td>
<td>None</td>
<td>0</td>
<td>YES</td>
</tr>
</tbody>
</table>

## Result

The Ship is a SRS because it’s neither LRS nor HRS
NIR - Company Performance

Company Performance Formula:

- Taking into account detention and deficiency history of all ships in a (ISM – DOC holder) company’s fleet
- Calculated daily over a 36 month period
- ISM deficiencies 5 points. Others 1 point
- Refusal of access (banning): above average detention index
- Performance: high, medium, low, very low

<table>
<thead>
<tr>
<th>deficiency index</th>
<th>Deficiency points per inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>above average</td>
<td>&gt; 2 above PMoU average</td>
</tr>
<tr>
<td>Average</td>
<td>PMoU average ± 2</td>
</tr>
<tr>
<td>below average</td>
<td>&gt; 2 below PMoU average</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>detention index</th>
<th>Detention rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>above average</td>
<td>&gt; 2 above PMoU average</td>
</tr>
<tr>
<td>average</td>
<td>PMoU average ± 2</td>
</tr>
<tr>
<td>below average</td>
<td>&gt; 2 below PMoU average</td>
</tr>
</tbody>
</table>
How can a 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

\[
\text{Detention Index} = \frac{\text{No. of detentions of ALL Ships}}{\text{No. of inspections in ALL Ships}} \quad (\text{in last 36 months})
\]
# Company Performance Calculator

## Company Inspection History in the Last 36 Months

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>How many PSC inspections has the fleet undergone?</td>
<td>48</td>
</tr>
<tr>
<td>In how many detentions have these inspections resulted?</td>
<td>2</td>
</tr>
<tr>
<td>How many <strong>Non</strong> ISM deficiencies have been recorded during these inspections?</td>
<td>65</td>
</tr>
<tr>
<td>How many ISM deficiencies have been recorded during these inspections?</td>
<td>4</td>
</tr>
<tr>
<td>Has a refusal of access order been issued to any ship of the fleet?</td>
<td>No</td>
</tr>
</tbody>
</table>

## Company Performance

<table>
<thead>
<tr>
<th>Detention Index</th>
<th>Deficiency Index</th>
<th>Company Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above Average</td>
<td>Above Average</td>
<td>Very Low</td>
</tr>
<tr>
<td>Above Average</td>
<td>Average</td>
<td>Low</td>
</tr>
<tr>
<td>Above Average</td>
<td>Below Average</td>
<td></td>
</tr>
<tr>
<td>Average</td>
<td>Above Average</td>
<td></td>
</tr>
<tr>
<td>Average</td>
<td>Average</td>
<td>Medium</td>
</tr>
<tr>
<td>Below Average</td>
<td>Below Average</td>
<td></td>
</tr>
<tr>
<td>Below Average</td>
<td>Below Average</td>
<td>High</td>
</tr>
</tbody>
</table>

### Company Detention Index

Paris MoU Average Detention Ratio\(^{(2)}\) = **5.27\%** (detentions per inspections)

\[
\text{Detention Index} = \frac{3.27}{7.27} = 4.2\%
\]

**DETECTION INDEX IS AVERAGE**

### Company Deficiency Index

Paris MoU Average Deficiency Ratio\(^{(2)}\) = **3.97** (points per inspection)

\[
\text{Deficiency Index} = \frac{1.97}{5.97} = 0.33\%
\]

**DEFICIENCY INDEX IS BELOW AVERAGE**
Paris MoU –NIR: Inspection Priority

Timeline for any Ship Risk Profile

- **Inspection Window**
  - **Priority II**
    - Ship *may be inspected*
  - **Priority I**
    - Ship *must be inspected*

But...

- **Overriding Factors**
  - Priority I
- **Unexpected Factors**
  - Priority II

...member state still may inspect outside the regime!

Source: Paris MoU
NIR - Additional inspections (examples)

• **Overriding factors - Priority I**
  - collision
  - illegal discharge
  - unsafe manoeuvring
  - suspended or withdrawn class
  - not in database

• **Unexpected factors – Priority II**
  - outstanding deficiencies
  - previously detained ships (after 3 months)
  - complaint
  - cargo problems
  - recommended pilotage scheme not followed in entrance to Baltic Sea
NIR – Reporting Obligations

- 72 hours before ETA if eligible for Expanded Inspection
- 24 hours before ETA for every ship
- ATA and ATD within reasonable time
NIR - Banning

Minimum period of ban which increases at each banning

OR...

• Jump detentions
• Fail to call to agreed repair yard
NIR - Multiple Banning*: Example for Black Flag

*for Grey Flag is 2 yrs

Source: Paris MoU
Table Inspections/Detentions, 2010 vs 2011

<table>
<thead>
<tr>
<th></th>
<th>Number of Inspections</th>
<th>Number of Detentions</th>
<th>Detention Percentage</th>
<th>Number of Inspections</th>
<th>Number of Detentions</th>
<th>Detention Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial</td>
<td>10742</td>
<td>1423</td>
<td>30</td>
<td>1</td>
<td>0,28 %</td>
<td>0,07 %</td>
</tr>
<tr>
<td>More detailed</td>
<td>9811</td>
<td>853</td>
<td>629</td>
<td>32</td>
<td>6,41 %</td>
<td>3,75 %</td>
</tr>
<tr>
<td>Expanded</td>
<td>1831</td>
<td>300</td>
<td>85</td>
<td>13</td>
<td>4,64 %</td>
<td>4,33 %</td>
</tr>
<tr>
<td>Total</td>
<td>22384</td>
<td>2576</td>
<td>744</td>
<td>46</td>
<td>3,32 %</td>
<td>1,79 %</td>
</tr>
</tbody>
</table>

In comparison with the average of Paris MoU, DNV’s fleet had:

- **Less detentions after a more detailed inspection:**
  - More detailed inspections increased by 25% for DNV vs 1.4% for Paris MoU
  - Lower detention percentage: DNV 2.6% vs 4.6% of Paris MoU

- **Less detentions after an expanded inspection:**
  - DNV’s detention percentage was reduced from 4.3% to 1.6%
  - Paris MoU detention percentage has increased from 4.64% to 5.75%

- **Lower overall detention ratio (detention % of total inspections).**
  - DNV 1.60% vs 3.57% for Paris MoU

**Conclusion:**

The New Inspection Regime (NIR) in Paris MoU had positive results for DNV Fleet,
More on NIR..

• Follow this link:

  • http://www.emsa.europa.eu/end185d007d002d001d002.html
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