

Paris MoU New Inspection Regime (NIR)

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Paris MoU NIR – PSC Directive 2009/16/EC

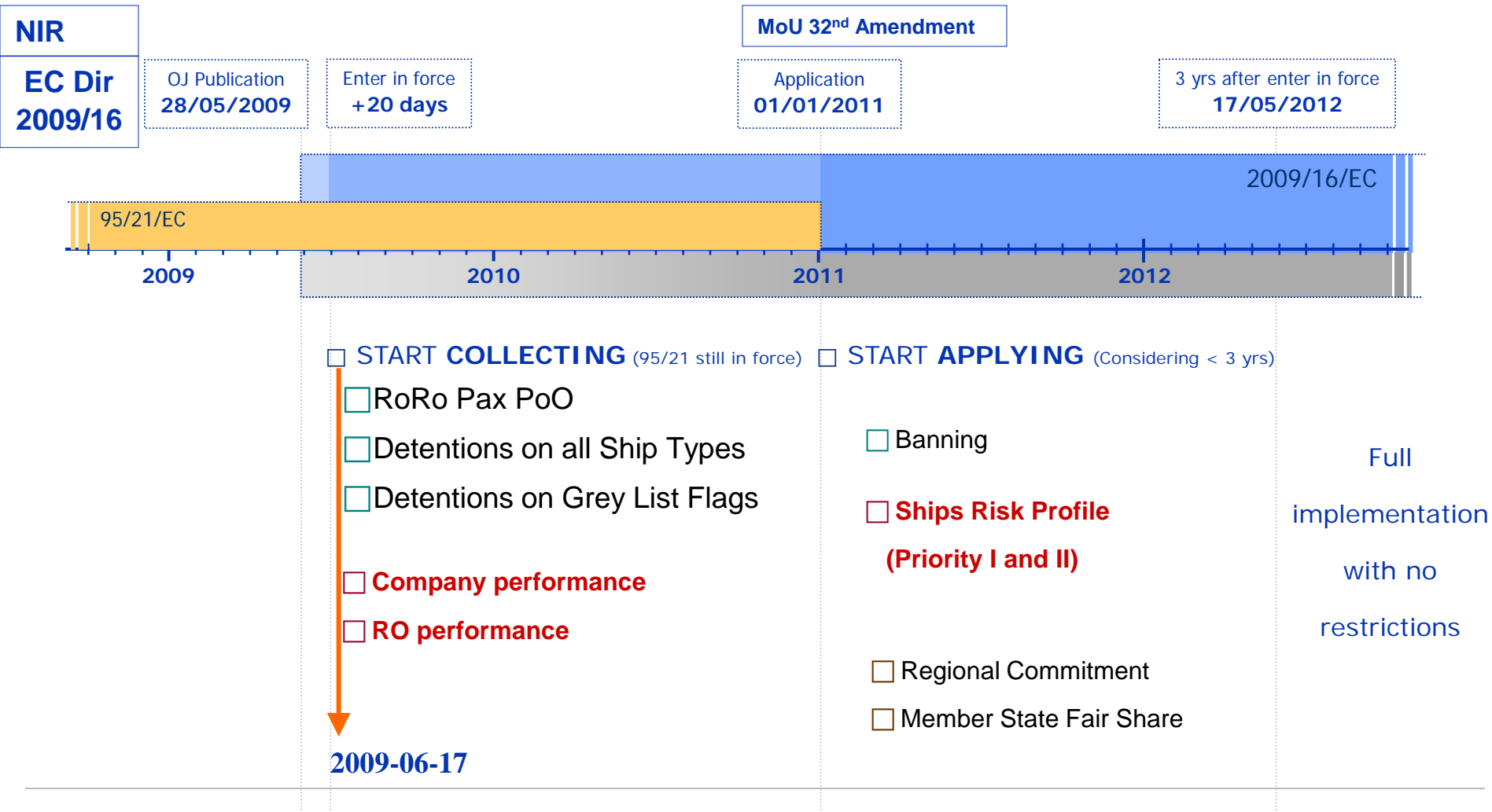


THETIS - The Hybrid European Targeting and Inspection System

- 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



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

Ship Risk Profile recalculated on daily basis

Every ship eligible for a periodic inspection as follows:

High Risk Ship (HRS)

Standard Risk Ship (SRS)

Low Risk Ship (LRS)

every 5-6 months

every 10-12 months

every 24-36 months

Paris MOU – Targeting

- ✓ Inspection efforts
- ✓ Inspections
- ✓ Ship risk profile
 - > Flags meeting low risk criteria
 - > Ship risk profile calculator

The Paris Memorandum of Understanding on Port State Control

[Inspection efforts](#) > [Inspections](#) > [Ship risk profile](#)

Ship risk profile

Targeting and ship risk profile

- > [Targeting](#)
- > [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

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Additional documentation

-  [Paris MoU Annex 7 Ship Risk Profile](#)
-  [Paris MoU Annex 8 Inspection and Selection Scheme](#)
-  [Paris MoU Annex 11 Inspection Commitments of Authorities](#)

Read also

- > [Company performance](#)
- > [Periodic & additional inspections](#)
- > [Selection scheme](#)
- > [Unexpected factors](#)
- > [Overriding factors](#)

Ship risk profile calculator
You are advised to fill the ship risk profile calculator

Ship risk profile calculator

> [Ship risk profile calculator](#)

Ships Risk Profile

					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 tankship Gas Carrier Oil tankship Bulk carrier Passenger ship	2	neither a high risk nor a 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
3b		IMO-Audit			-	-		Yes
4a	Recognized Organisation	Performance	H	-	-	-		High
			M	-	-	-		-
			L	Low	1	-		-
			VL	Very Low		-		-
4b			EU recognized			-		-
5	Company	Performance	H	-	-	-		High
			M	-	-	-		-
			L	Low	2	-		-
			VL	Very Low		-		-
Historic Parameters								
6		Number of def. recorded in each insp. within previous 36 months	Deficiencies	Not eligible	-		<= 5 (and at least one inspection carried out in previous 36 months)	
7		Number of Detentions within previous 36 months	Detentions	>=2 detentions	1		No detention	

neither
a high
risk nor
a low
risk
ship

HRS = 5 points

SRS = not HRS or LRS

LRS = all criteria

NIR – Ship Risk Calculator

Generic Parameters

Type of Ship	<input type="text" value="Oil tankship"/>
Is the ship older than 12 years?	<input type="text" value="Yes"/>
Flag (1)	<input type="text" value="Grey"/>
Is the Flag IMO-Audited? (2)	<input type="text" value="No"/>
Recognised Organization Performance (3)	<input type="text" value="High"/>
Is the RO EU recognised? (4)	<input type="text" value="Yes"/>
ISM Company Performance (5)	<input type="text" value="Medium"/>

Historical Parameters in the last 36 months

At least one inspection?	<input type="text" value="Yes"/>
All inspections with 5 or less deficiencies?	<input type="text" value="No"/>
Number of detentions	<input type="text" value="None"/>

Result

Points for HRS

Can be LRS?

2	YES
1	YES
0	NO
n.a.	NO
0	YES
n.a.	YES
0	NO
n.a.	YES
0	YES

3 NO

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

deficiency index	Deficiency points per inspection
above average	> 2 above PMoU average
Average	PMoU average \pm 2
below average	> 2 below PMoU average

detention index	Detention rate
above average	> 2 above PMoU average
average	PMoU average \pm 2%
below average	> 2 below PMoU average

Paris MoU -NIR

How can a company be high performance?

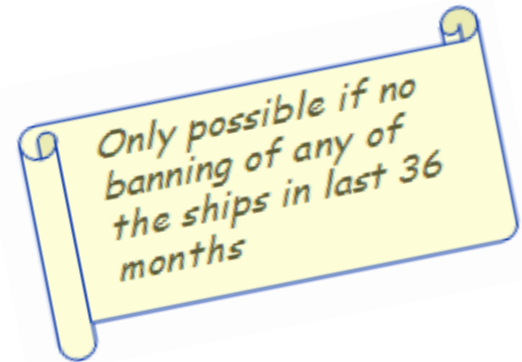
- Must have Deficiency Index below average

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

(*) 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

How many PSC inspections has the fleet undergone in the Paris MoU region?

In how many detentions have these inspections resulted?

How many **Non** ISM deficiencies have been recorded during these inspections?

How many ISM deficiencies have been recorded during these inspections?

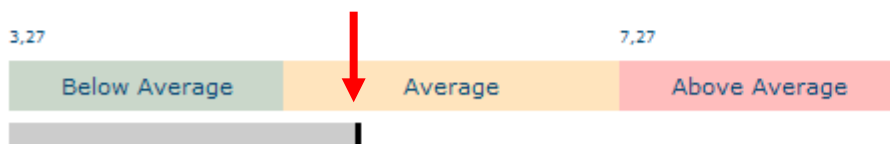
Has a refusal of access order been issued to any ship of the fleet?⁽¹⁾

Company Performance

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	Medium
Average	Average	
Average	Below Average	
Below Average	Average	High
Below Average	Below Average	

Company Detention Index

Paris MoU Average Detention Ratio⁽²⁾ = 5.27 % (detentions per inspections)



Company Detention Ratio = 4.2 % (detentions per inspection)

DETENTION INDEX IS AVERAGE

Company Deficiency Index

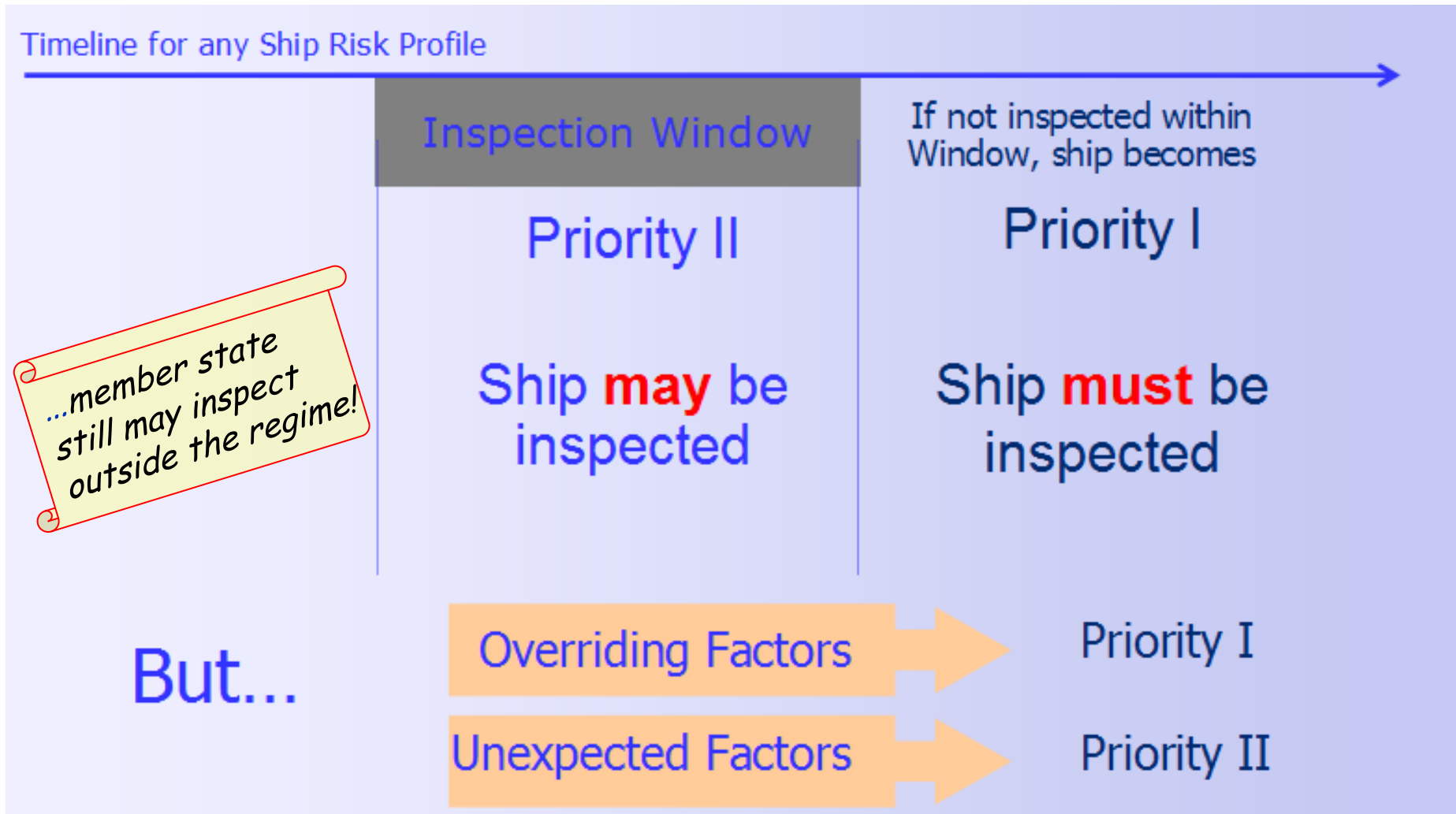
Paris MoU Average Deficiency Ratio⁽²⁾ = 3.97 (points per inspection)



Company Deficiency Ratio = 1.77 (points per inspection)

DEFICIENCY INDEX IS BELOW AVERAGE

Paris MoU –NIR: Inspection Priority



Source: Pars MoU

NIR - Additional inspections (examples)

• **Overriding factors - Priority I**

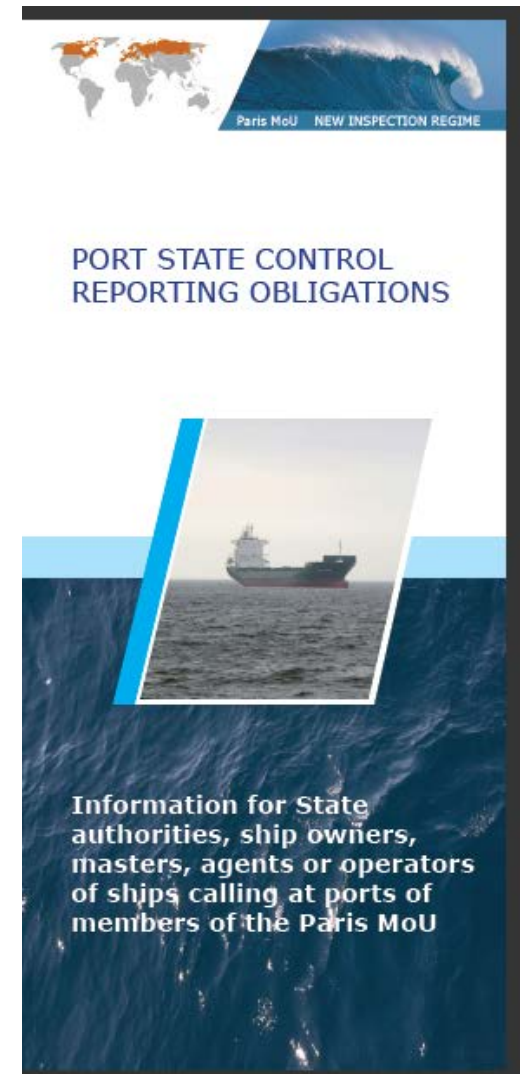
- collision
- illegal discharge
- unsafe manoeuvring
- suspended or withdrawn class
- not in database

• **Unexpected factors – Priority II**

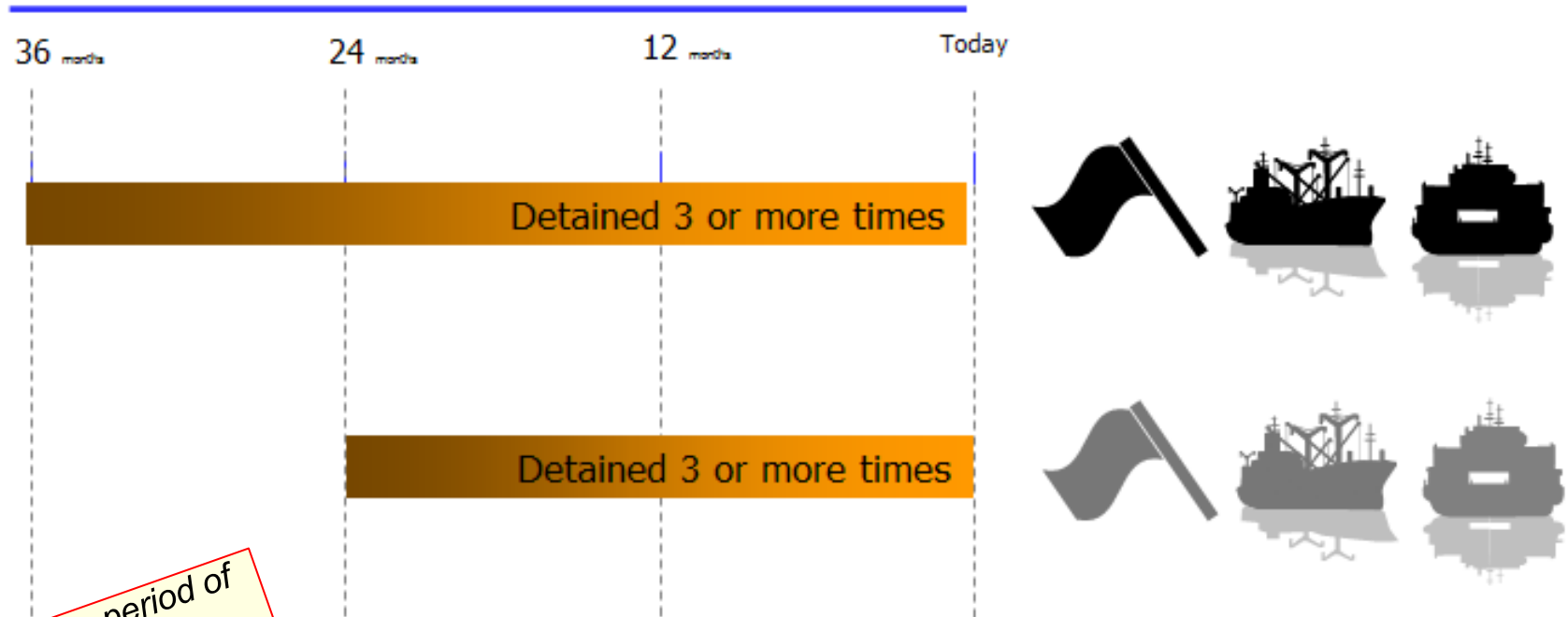
- outstanding deficiencies
- previously detained ships (after 3 months)
- complaint
- cargo problems
- recommended pilotage scheme not followed in entrance to Baltic Sea

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

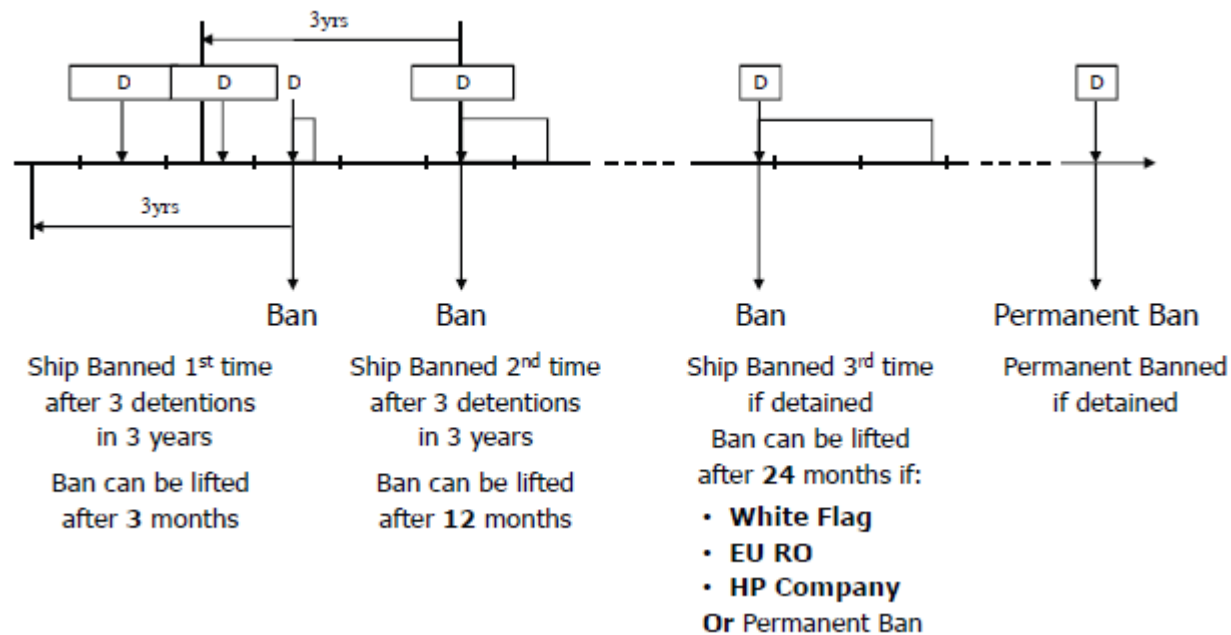


Minimum period of
ban which
increases at each
banning

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

	2010						2011					
	Number of Inspections		Number of Detentions		Detention Percentage		Number of Inspections		Number of Detentions		Detention Percentage	
	Paris MoU	DNV	Paris MoU	DNV	Paris MoU	DNV	Paris MoU	DNV	Paris MoU	DNV	Paris MoU	DNV
Initial	10742	1423	30	1	0,28 %	0,07 %	4685	679	0	0	0,00 %	0,00 %
More detailed	9811	853	629	32	6,41 %	3,75 %	9944	1062	456	28	4,59 %	2,64 %
Expanded	1831	300	85	13	4,64 %	4,33 %	3042	383	175	6	5,75 %	1,57 %
Total	22384	2576	744	46	3,32 %	1,79 %	17671	2124	631	34	3,57 %	1,60 %

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).

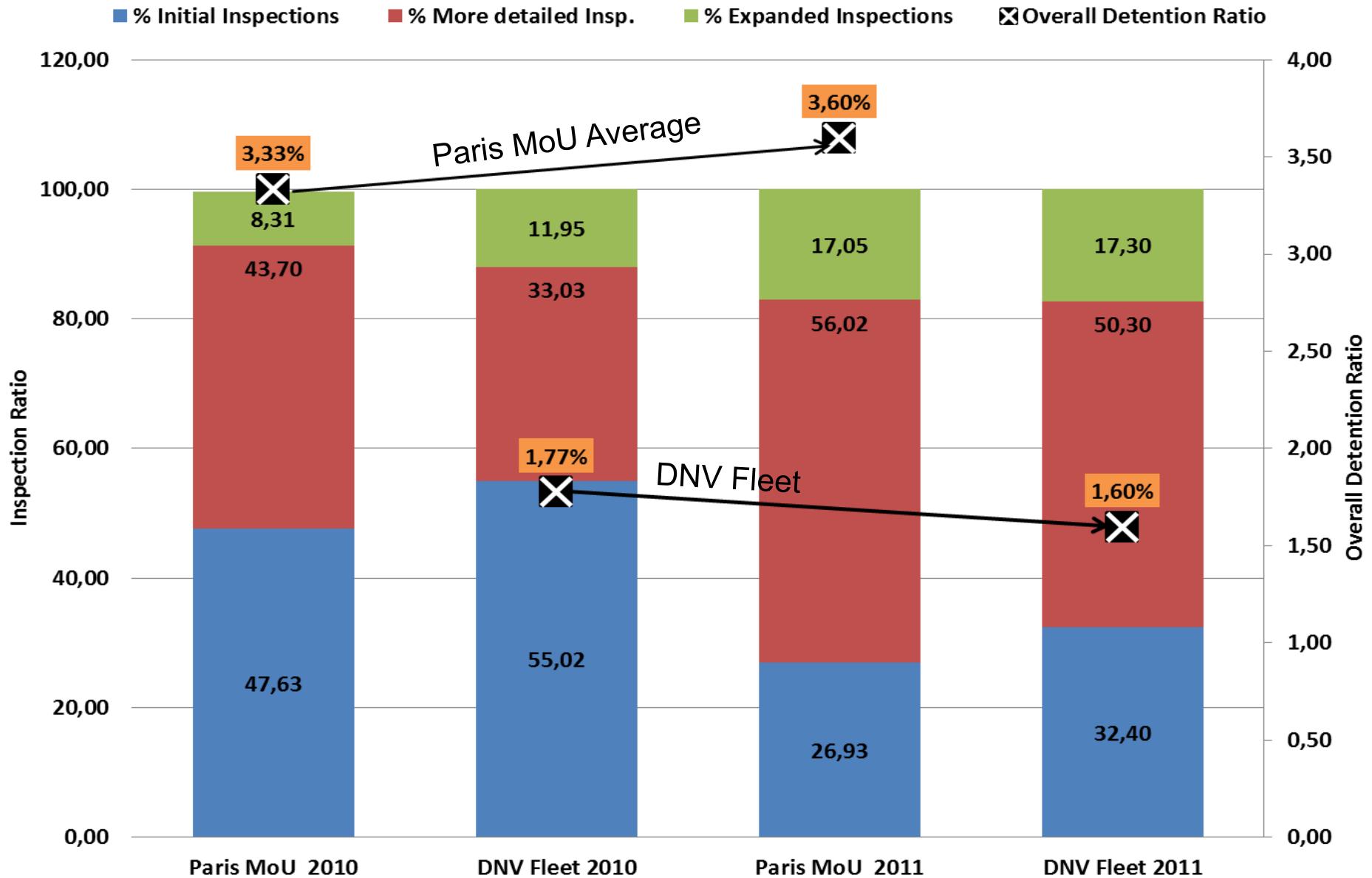
- DNV 1.60% vs 3.57% for Paris MoU

	Paris MoU	DNV
initial	-6057	-744
reduction by	-56 %	-52 %
more detailed	133	209
increase by	1,36 %	24,50 %
expanded	1211	83
increase by	66 %	28 %

Conclusion:

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

Inspection Ratio per Inspection Type in Paris MoU 2010 & 2011



More on NIR..

- Follow this link:
- <http://www.emsa.europa.eu/end185d007d002d001d002.html>



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New Inspection Regime (NIR) & Ship Risk Profile (SRP) Calculator



The New Inspection Regime called NIR was adopted by the Paris Memorandum of Understanding at its Committee meeting held in Reykjavik, Iceland (May 2009). The NIR was developed by a task force led by the EC. The factual leadership of this task force was delegated to EMSA. The NIR is also the main element of the recast [Port State Control Directive 2009/16/EC](#) which has been published in the Official Journal 28.05.09.

As the NIR is no longer based on the individual 25% quota, a "fair share" scheme was developed. The fair share scheme is a ratio of individual ship calls in a Member State to the individual ship calls of all Member States. A key element for the implementation of the NIR will be the recording of Port call information. This Port call information is also important for the planning of inspections and resources by the Member States. The Port call information must be introduced by the Member States into SafeSeaNet, and will be then transferred to the new database for Port State Control. The project to develop the new database for Port State Control, named [THETIS](#), which will replace the existing SIRENaC system, is managed by EMSA.

The targeting of ships will no longer be based on a Target Factor but on a "[Ship Risk Profile](#)" (SRP). The SRP Calculator evaluates if a ship will be considered as High Risk Ship (HRS), Standard Risk Ship (SRS) or Low Risk Ships (LRS). A new element which will help to categorise a ship is the inclusion of the performance of the ISM Company. Companies will, as the flag and recognised organisation, be ranked. This ranking is done in four distinct grades: "above average", "average", "low" and "very low". The [Company Performance \(CP\) Calculator](#) will take historical events such as detentions, deficiencies and good inspections of the complete fleet of that company into account. THETIS will re-calculate the SRP on a daily basis, taking the latest inspection information into account.

Related Documents

Legislation

› [Directive 2009/16/EC](#)

Ship Risk Profile Calculator

🔗 [The Ship Risk Profile Calculator](#)

🔗 [The Company Performance \(CP\) Calculator](#)

The SRP dummy calculator is a tool to allow users to assess the particulars of ships and determine the future risk profile in accordance with the Directive.

The CP Calculator is another tool to help users to determine the Company Performance which is a required element to achieve the SRP result.

According to Directive 2009/16/EC article 10 and Annex II a risk profile will be created for each ship in the Port State Control database. The database

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