

# The NIR features:

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- ▼ 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

# NIR: Ship Risk Profile

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- Generic Factors

- Type of Ship
- Flag
- RO
- Company

- Historical Factors

- Deficiencies
- Detentions



**HRS** – High Risk Ship

**SRS** – Standard Risk Ship

**LRS** – Low Risk Ships

(SRP is re-calculated on a daily basis)

# How will ship be a HRS?

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- HRS have Weighting points  $\geq 5$ 
  - Ship Type 2 points  
Chemical, Gas, Oil, Bulk or Passenger Ship
  - 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

Example: Oil Tanker, HR Flag and Low RO performance

# How can ship be a LRS?

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- ▼ Generic Factors:
  - Ship type and age have no influence
  - Flag is white and IMO-Audit (VIMSAS)
  - RO is recognized and high performance
  - Company is high performance
- ▼ Historical Factors over 36 month period:
  - ≤ 5 deficiencies in each inspection
  - No detentions
  - Has been inspected

			High Risk Ship (HRS)		Low Risk Ship (LRS)
			Criteria	Weighting points	Criteria
Type			Oil, Chemical, Gas Bulk, Passenger	2	All types
Age			> 12 yrs	1	All ages
Flag	BGW-list		Black - VHR, HR, M to HR	2	White
			Black – MR	1	
	IMO-Audit		-	-	Yes
Recognized Organization	Performance	H	-	-	High
		M	-	-	-
		L	Low	1	-
		VL	Very Low		-
	recognised		-	-	Yes
Company	Performance	H	-	-	High
		M	-	-	-
		L	Low	2	-
		VL	Very Low		-
Nr of def. recorded in each insp. within pr. 36 months		Deficiencies	Not eligible	-	≤ 5 (and at least 1 insp. carried out in pr. 36 months)
Nr of detentions within pr. 36 months		Detentions	≥ 2 detentions	1	No Detention

**HRS = 5 points**

**\* LRS = all criteria**

**\* SRS = not HRS or LRS**

# Company performance

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## Company Performance Formula:

- Taking into account detention and deficiency history of all ships in a (ISM) 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

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

If no Inspections,  
Company  
Performance is  
Medium

# NIR: SRP Inspections Intervals

**HRS**



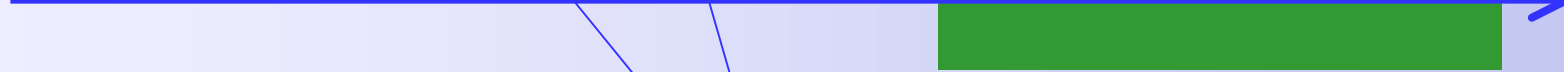
5<sup>th</sup> to 6<sup>th</sup> month

**SRS**



10<sup>th</sup> to 12<sup>th</sup> month

**LRS**



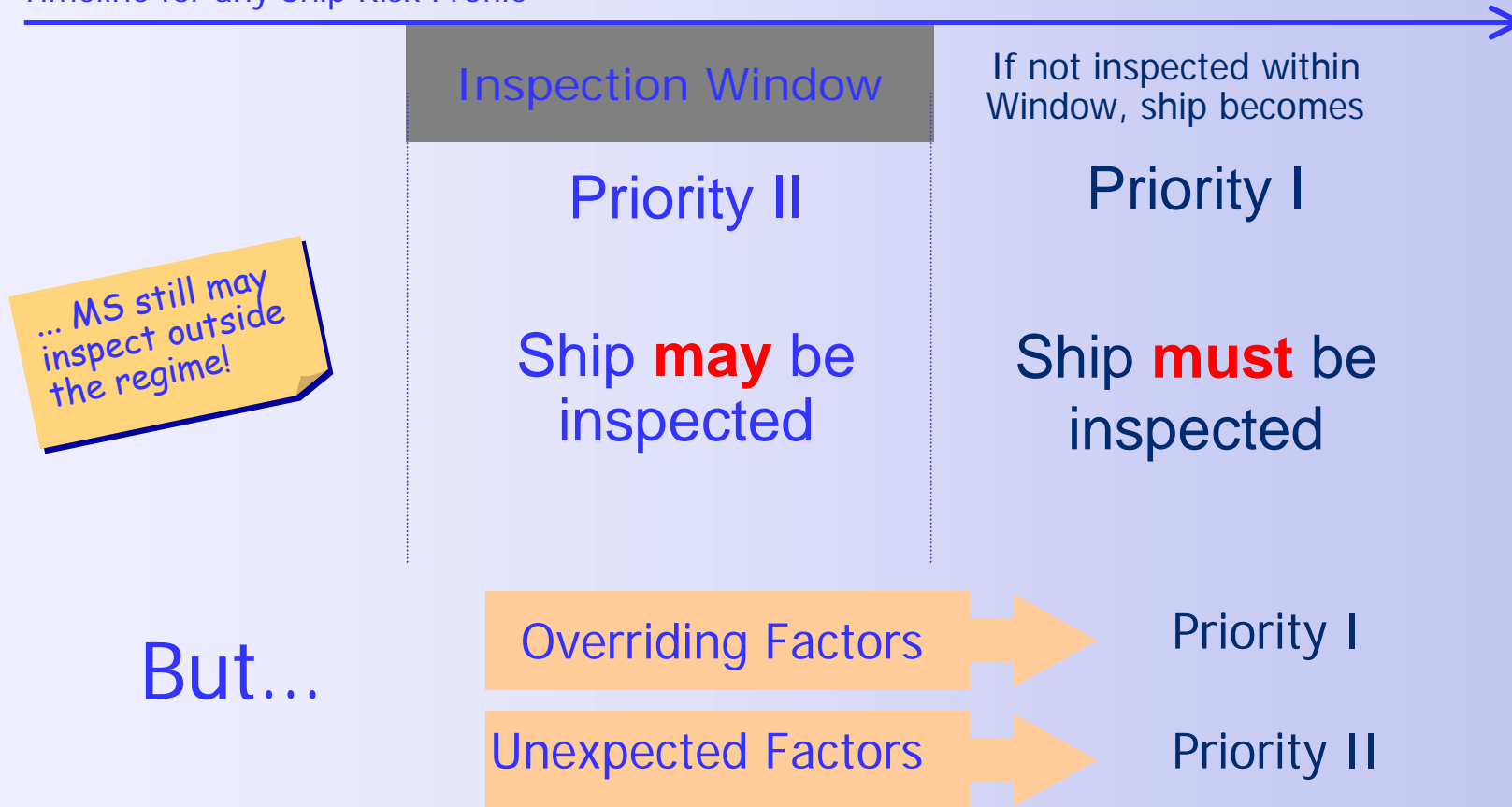
24<sup>th</sup> to 36<sup>th</sup> month

Inspection Window



# NIR: Inspection Priority

Timeline for any Ship Risk Profile



# Additional Inspections

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Other factors can trigger an additional inspection

➤ Overriding factors are Priority I – for example:

- reports by other MoU member (no UF)
- collision, grounding
- illegal discharge
- unsafe manoeuvring
- class suspended or withdrawn
- ship not in database

# Additional Inspections

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- Unexpected factors are Priority II – for example:
  - report by pilots, VTS, master, crew member, others
  - not complying with reporting obligations
  - outstanding deficiencies
  - previously detained ships (after 3 months)
  - cargo problems
  - RO recognition withdrawn

# Types of inspection

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- Initial inspection: LRS and SRS
- More detailed inspection: LRS, SRS and HRS when clear grounds are found
- Expanded inspection: HRS and “risky” ship types > 12 years
  - Bulk carriers
  - Oil tanker, chemical tanker, gas carrier
  - Passenger ships

# Types of inspection

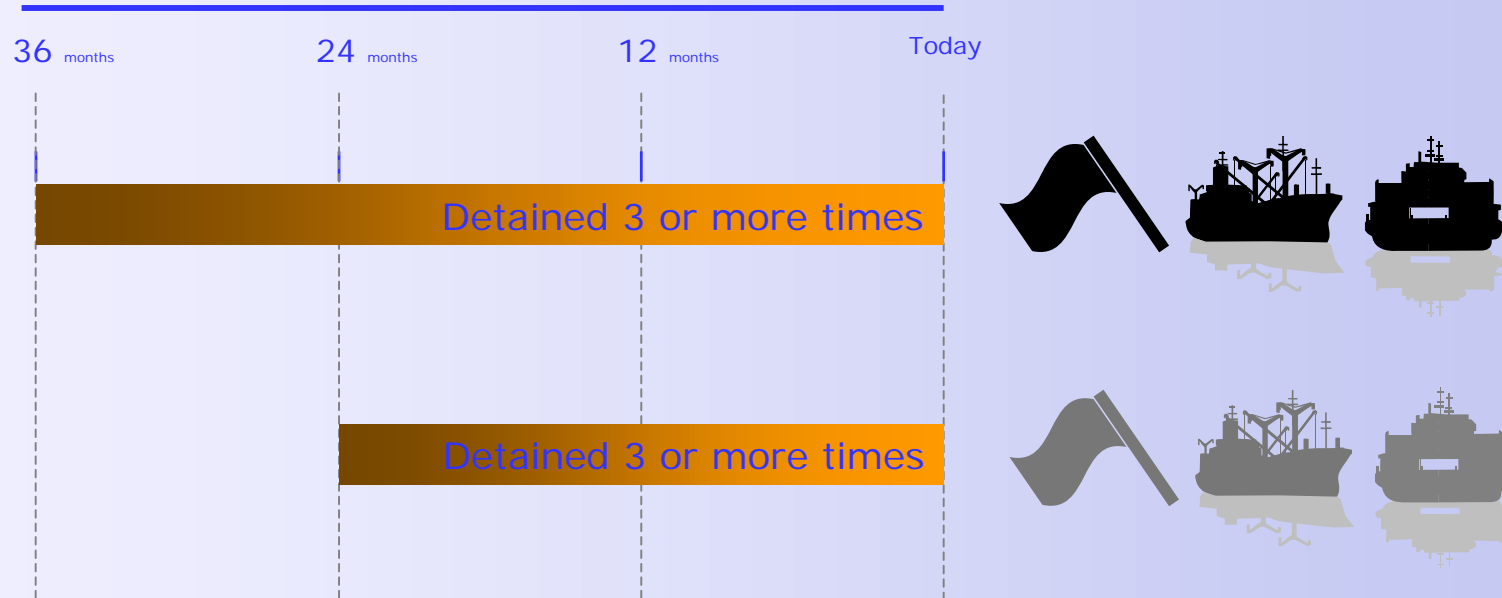
Category	Ship Risk Profile	Inspection Type		
		Initial	More detailed	Expanded
Periodic	HRS	NO	NO	YES
	SRS	YES	If clear grounds are found	If the ship is of a risk ship type and more than 12 years old
	LRS			
Additional: overriding or unexpected factor	All	NO	YES	According to the professional judgement of the PSCO if HRS or SRS/LRS of a risky ship type and more than 12 years old

# Expanded inspection

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- Inspection of specific items in risk areas, also taking into account ILO, ISM, STCW and operational controls
- Matrix for each risk area
- General matrix for all ships
- Specific matrix for
  - Bulk carriers
  - Oil tanker, chemical tanker, gas carrier
  - Passenger ships

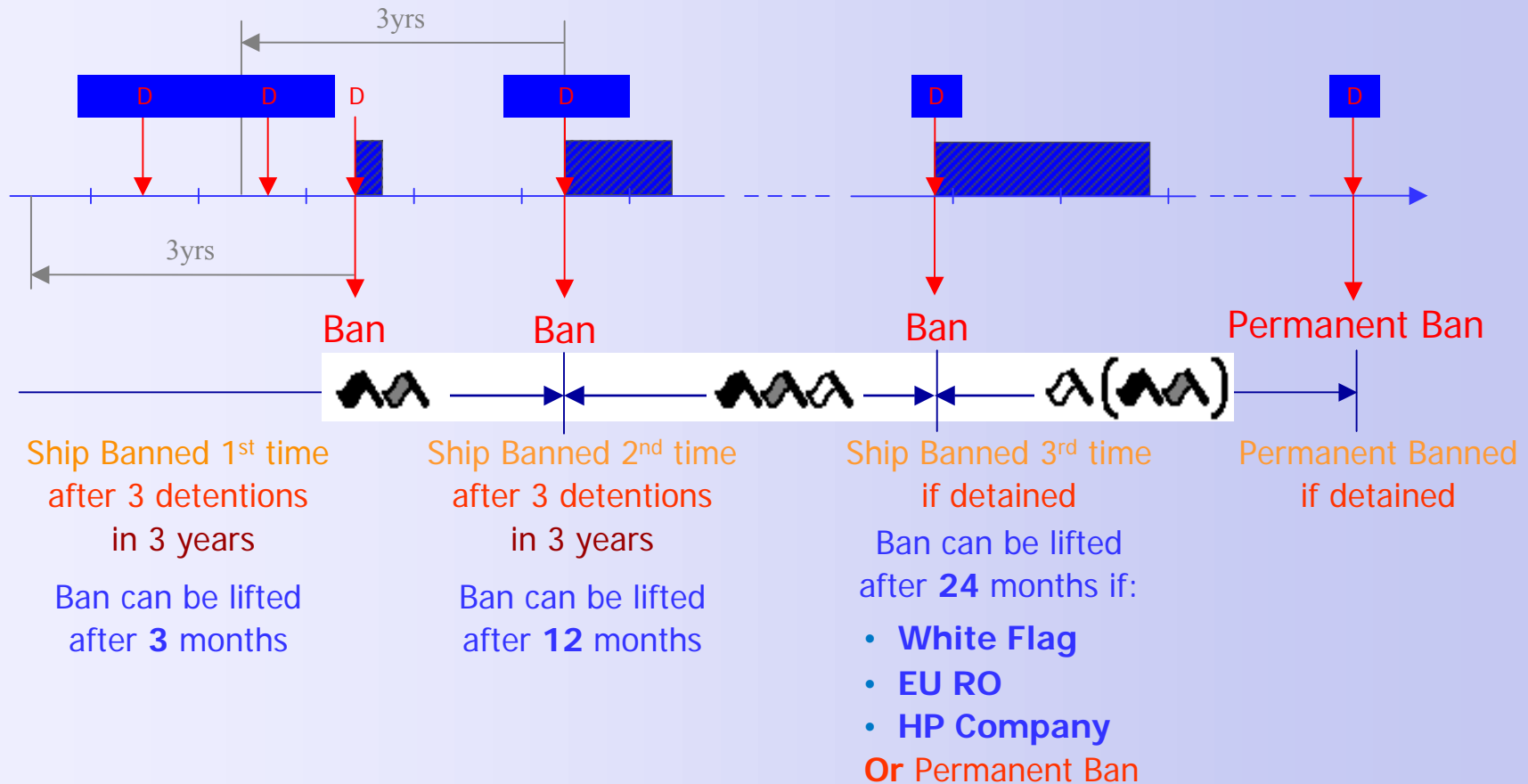
# Refusal of Access (Banning)



OR...

- Jump detentions
- Fail to call to agreed repair yard

# Multiple Banning (Example for Black Flag, for Grey Flag is 2 yrs)





# Reporting Obligations

- 72H Before ETA if eligible for Expanded Inspection
- 24H Before ETA for every ship
- ATA and ATD within a reasonable time



# Information system

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- SIRENaC system replaced by THETIS
- THETIS developed by EMSA to support NIR:
  - Targeting (SRP and Priority)
  - Company performance
  - Fair share between MoU members
  - Banning

# Training and PR activities

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- PSC seminars and Expert Training
- Train the Trainer courses by EMSA on THETIS and NIR
- Distant learning packages for PSCOs on NIR, including assessment (Videotel)
- Presentations to other MoUs and industry organizations

# Information?

<http://www.parismou.org/ParisMOU/New+Inspection+Regime/default.aspx>



## Paris MOU

on Port State Control

The Paris Memorandum of Understanding on Port State Control



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### The New Inspection Regime (NIR) of the Paris Memorandum of Understanding

With the introduction of the NIR the PMoU will change its target of inspecting 25% of individual ships calling at each member State to a shared commitment for full coverage of inspecting all ships visiting ports and anchorages in the PMoU region as a whole.

The Target Factor will be replaced by the Ship Risk Profile. The Ship Risk Profile classifies ships into Low Risk Ships (LRS) and High Risk Ships (HRS). If a ship is neither Low Risk or High Risk it is classified as Standard Risk Ship (SRS).

The company performance criteria for the calculation of the Ship Risk Profile is a new parameter in the PMoU. The PMoU has established a formula which takes into consideration the deficiencies and detentions in the last 36 months of the company's fleet, based on the IMO company number and compares it to the average of all vessels inspected in the PMoU to determine the performance level. The companies will be ranked into very low, low, medium and high. Any Refusal of Access (Ban) will have a negative impact on the ranking of the company will be subject to more in-depth and more frequent inspections.

[Download the explanatory NIR text](#)




**Related tools and scheme's:**

-  [Ship Risk Profile Calculator](#)
-  [Company Performance Calculator](#)
-  [Ship Risk Profile Scheme](#)

**Related documents**

-  [SC Reporting Obligations](#)  
Information for State authorities, ship owners, masters, agents or operators of ships
-  [NIR explanatory text](#)

**Other**

-  [Frequently asked questions](#)

<http://www.parismou.org/ParisMOU/New+Inspection+Regime/default.aspx> (1 van 2) [30-6-2010 12:22:31]