

Prior to vessel entry in Paris MOU region

- Determine **ship risk profile** from online calculator* (see also 1, opposite)
- Determine **company performance** from online calculator* (see also 2 opposite)
- Note when vessel was last inspected in the region
- Establish time window of inspection according to **ship risk profile** (see 4 inside)
- Ascertain if vessel is eligible for inspection and, if so, which type of inspection (see 3 and 4 inside)
- Identify **vessel selection scheme** (see 4 inside)
- Note type of inspection vessel eligible for (see 3 inside)
- Is there a possibility vessel eligible for additional inspection (see 3 inside)
- If vessel is eligible for **expanded inspection**, comply with reporting obligations and notify Port State at port of call 72 hours and 24 hours before arrival (see 4 inside)
- Ensure sufficient time in operating schedule for **expanded inspection** to be carried out (typically 8 hours for Cape size bulk carrier by two Port State Control Officers – PSCOs).

Actions in cases of detention

- Master to notify owners and class immediately following vessel detention
- Master/owner has right of appeal against detention
- Correct all deficiencies and notify PSC when deficiencies are rectified.

Refusal of access (banning)

- Ensure awareness of the history of the vessel. Has the ship been subject to any previous banning orders in the Paris MOU?

*See also back page for useful online information

Useful sources of information

A ship's risk profile can be calculated at www.parismou.org and www.emsa.europa.eu

A company's performance can be calculated at www.parismou.org and www.emsa.europa.eu

Information on flag states and recognised organisations www.parismou.org

For additional guidance please refer to the Maritime and Coastguard Agency's website www.mcga.gov.uk

The Paris MOU region

The Paris MOU region covers the European coastal States and the coastal States of the North Atlantic basin from North America to Europe. The current 27 Member States of the Paris MOU region are, in alphabetical order: Belgium, Bulgaria, Canada, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, The Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovenia, Spain, Sweden and the United Kingdom.

Acknowledgements: Paul Davidson, Brookes Bell

UK P&I CLUB
IS MANAGED
BY **THOMAS
MILLER**

For further information please contact:
Loss Prevention Department, Thomas Miller P&I Ltd
Tel: +44 20 7204 2307. Fax +44 20 7283 6517
Email: lossprevention.ukclub@thomasmiller.com

Paris MOU New Inspection Regime – Aide-memoire

Guidance to masters, owners and operators on new reporting obligations and targeting system



UK P&I CLUB
IS MANAGED
BY **THOMAS
MILLER**

The new system – what has altered?

The new inspection regime of the Paris Memorandum of Understanding on Port State Control (PSC) came into force on 1 January 2011 for all member states.*

A new targeting system is used to determine how often a ship is selected for inspection, to replace the previous regime of inspecting a percentage of individual vessels. This relies on the **ship risk profile** and **company performance**.

The inspection regime imposes **new reporting obligations on the master** for every ship arriving in, and leaving, ports or anchorages in the Paris MOU.

1. Ship risk profile

The ship risk profile – which replaces the existing 'target factor' – classifies ships into three categories based on details of inspections of a ship in the past 36 months (from June 2009) in the MOU area.

The categories are: **low risk, standard risk** or **high risk ships (LRS, SRS, HRS)**.

The criteria for this profile are:

- Performance of the company responsible for the ISM management
- Type and age of ship
- Number of deficiencies
- Number of detentions
- Performance of the flag of the ship
- Performance of the recognised organisation(s).

A ship's risk profile can be calculated at www.parismou.org and www.emsa.europa.eu

2. Company performance

A new parameter in the Paris MOU inspection regime, this refers to the performance of the company responsible for the ISM management. This takes into consideration the deficiencies and detentions in the last 36 months of the

*For the Paris MOU region coverage, see back page.

company's fleet, based on the IMO company number.

The company is compared to the average of all vessels inspected in the Paris MOU in order to determine the performance level. The company will be ranked as very low, low, medium or high. Any ban (refusal of access) of one of its ships will have a negative effect on the the company's ranking.

A company's performance can be calculated at www.parismou.org and www.emsa.europa.eu

3. Inspection types

Periodic inspections are determined by the time window (see 4. Inspection frequency below).

Periodic inspections types are: **Initial; More detailed**, and; **Expanded**:

LRS – Initial (More detailed if 'clear grounds' established)

SRS – Initial (More detailed if 'clear grounds' established)

HRS – Expanded inspection.

Additionally, bulk carriers, chemical carriers, gas carriers, oil tankers and passenger ships older than 12 years will undergo an **expanded inspection**.

Additional inspections are triggered by overriding or unexpected factors, depending on the severity of the occurrence, regardless of the time window.

Overriding is Priority I and will be inspected. Examples: collision, stranding or grounding *en route*; class withdrawn; operated in unsafe manner.

Unexpected is Priority II and may be inspected. Examples: reported by pilot, agent etc; certificates issued by recognised organisation from whom recognition has been withdrawn; failure to comply with reporting requirements.

4. Inspection frequency (time window)

The time window is set according to the **ship risk profile**:

LRS – Between 24-36 months after last inspection

SRS – Between 10-12 months after the last inspection

HRS – Between 5-6 months after the last inspection.

The time span for the next periodic inspection re-starts after any inspection in the Paris MOU region. When the time window opens, a ship becomes **Priority II** and **can** be selected for a periodic inspection. If the time window has passed a ship is **Priority I** and **will** be inspected.

5. Reporting obligations

The master of a **high risk ship** (or bulk carrier, chemical tanker, gas carrier, passenger ship or oil tanker more than 12 years old) **must** notify the PSC authority of its arrival at the port or anchorage 72 hours in advance, or before departure if the intended voyage is less than 72 hours. All ships **must** provide an arrival notification at least 24 hours in advance, or on departure if the intended voyage is less than 24 hours.

The responsibility for complying with mandatory reporting requirements rests with the master.

6. Refusal of access (banning)

The MOU has widened banning for multiple detentions from certain ship types to all ship types and extended the flag from the black to the grey listed ones. The banning criteria for the first and second ban will be amended as follows:

- Black listed flag – banned after more than 2 detentions in previous 36 months
- Grey listed flag – banned after more than 2 detentions in previous 24 months
- Jumping detention
- Failure to call at indicated repair yard

Any subsequent detention after a second ban will lead to a ban, irrespective of flag. A ban can be lifted: 3 months after the first ban; 12 months after the second ban, and; 24 months after the third ban.

Following a third refusal of access, a vessel is permanently banned if, after 24 months, the vessel is not registered with a white flag, EU recognised class and managed by a high performing company.

A refusal of access order remains on record for the life of the ship, irrespective of any change of owner, flag and/or class.