

The Paris MoU New Inspection Regime

IN THIS ISSUE

1 SALIENT FEATURES OF NIR.

- Ship Risk Profile.
- Company Performance
- Time Intervals for Inspections
- Inspection Types
- Banning
- Reporting Obligations
- New Information System

The Paris Memorandum of Understanding (MoU) introduced the New Inspection Regime (NIR) for port state control inspections from 1st January 2011. It replaces the existing Port State Control System (PSC). The NIR is designed to further tighten its net in identifying sub standard ships, which has already resulted in four ships being banned from the PMoU region as reported by Trade Winds.

The NIR was developed in co-operation with the European Union and with a significant contribution from European Maritime Safety



Source: Google Images

Agency (EMSA). The NIR requirements are aligned with the legislative requirements of the new EU directive on Port State Control and with the national legislation of the PMoU Member States.

SALIENT FEATURES OF NIR

The New Inspection Regime has revamped the old system by introducing a new target of inspecting all the ships calling at ports or anchorages in the PMoU region. Additionally, the NIR introduces a new 'Ship Risk Profile'. This takes into account the company performance, which was not considered under the earlier system.

a. Ship Risk Profile

The 'Ship Risk Profile' replaces the earlier 'Target Factor'. Each ship calling the PMoU will be classed as under 'Low Risk Ships' (LRS) or 'High Risk Ships' (HRS). If any ship is of neither class she will be a 'Standard Risk Ship' (SRS). The vessels will be classed considering the following criteria:

- Type of Ship
- Age of the Ship
- Performance of the flag of the ship
- Performance of the recognised organisations
- Number of deficiencies
- Number of detentions

Owners with Low Risk Ships will be rewarded with longer inspection intervals of up to 36 months as against a period of 6 months in the older system.



Source: Google Images

b. Company Performance

The Company's fleet performance is a new parameter in calculating the Ship Risk Profile. An established formula takes into consideration the deficiencies and detentions in the last 36 months of the company's fleet, based on the IMO company number and compare it to the average of all vessels inspected in the PMoU to determine the performance level.

c. Time Intervals for Inspections

There are two categories of inspection under the NIR, a periodic and an additional inspection. The periodic is as follows;

HRS: between 5 to 6 months

SRS: between 10 to 12 months

LRS: between 24 to 36 months



Source: Google Images

The additional inspection will be subject to overriding or unexpected factors depending on the severity of the occurrence.

d. Inspection Types:

The NIR retains the current types of inspections which are initial, more detailed, and expanded inspections. However all ships will now undergo an expanded inspection.

e. Banning (Refusal of access into PMoU region)

The PMoU will widen the banning for multiple detentions from certain ship types to all ship types and extend the banning of black listed flags to the grey listed ones.

The banning criteria for the first and second ban will be amended as follows:

- If the ship flies a black listed flag it will be banned after more than 2 detentions in the last 36 months
- If the ship flies a grey listed flag it will be banned after more than 2 detentions in the last 24 months



Source: Google Images

- Any subsequent detention after the 2nd banning will lead to a ban, regardless of the flag.

Furthermore a time period until the banning can be lifted will be introduced which is as follows,

1. 3 months after the first ban
2. 12 months after the second ban
3. 24 months after the third ban
4. Permanent ban

To lift the 3rd ban more stringent conditions are applied which would have to be fulfilled before the 24 months has elapsed.

f. Reporting Obligations

The NIR has widened the 72 hours arrival notification to all the ships with a HRS profile and also to all bulk carriers, chemical tankers, gas carriers, oil tankers and passenger ships older than 12 years. It is still a requirement that all ships provide a pre-arrival notification 24 hours in advance. All ships are obliged to adhere to the 72 and 24 hour notification periods through Port State in accordance with national requirements.

g. New Information System

The PMoU has launched a new information system called 'Thetis' which will facilitate planning of inspections and will be linked to the Port Call information systems of the PMoU Members which includes the SafeSeaNet (SSN) system for EU Member states.

'Thetis' aims to provide all the information to an inspector of a vessel, by interfacing with a number of other maritime safety-related databases including those of recognised organisations, national information systems and other Port State control regimes.

The PMoU was the first to initiate the PSC inspections and the NIR is definitely a step towards safer and cleaner oceans. The PMoU has initiated the above new regime which will no doubt be followed by other MoUs.

CONTACT INFORMATION

Should the assured have any further queries on the foregoing, please contact:

DGS Marine Management Services Ltd
as Agents to the Managers of the British
European and Overseas P&I/FD&D

Capt. Andreas Efthimiades
Director of Claims

Email: andreas@dgsmarine.co.uk
Office: +357 25 349 100
Mobile: +357 99 478 854

Capt. Nigel Moniz
Divisional Director – London

Email: moniz@dgsmarine.co.uk
Office: +44 (0)20 7283 4230
Mobile: +44 (0)794 410 8174

Mr. Peter Reeves
Senior Executive Consultant

Email: reeves@dgsmarine.co.uk
Office: +44 (0)20 7283 4230
Mobile: +44 (0)798 543 2647