

Technical Notice

TD.9262/15

DATED: 25.11.2015

SUBJECT:
**BLACK SEA MOU IS LAUNCHING A NEW
INSPECTION REGIME FROM JANUARY 1ST 2016**

BLACK SEA MOU IS LAUNCHING A NEW INSPECTION REGIME FROM JANUARY 1ST 2016

INSPECTION
REGIME

01.01.2016

BLACK
SEA MOU

INTRODUCTION

The Black Sea Region (BS) MoU at its 16th Port State Control Committee meeting held in Batumi Georgia in April 2015, decided to adopt as of 1st January 2016 a new inspection regime to further harmonize its risk based targeting and inspection system with the already implemented new targeting system at the leading MoUs of Paris and Tokyo.

The BS MoU new inspection regime is based on the combination of ship Risk Profile and Time Windows for clear indication of the order of priority in selection of ships for inspection.

It is important to mention that the Black Sea Information System (BSIS) calculates and displays outputs, concerning the various parameters of targeting (eg company detention index level, ship deficiency index level, etc) using inspection records of BS MoU member authorities stored in the BSIS for members use at the time of selection of ships for inspections.

1. Ship risk profile

1.1 The new BS MoU Ship Risk Profile replaces the existing targeting factor system and categorizes the ships into three risk profiles:

- High Risk Ship (HRS)
- Standard Risk Ship (SRS)
- Low Risk Ship (LRS)

The calculation of a ship's risk profile will be made daily based on PSC inspection data and ship's historical data within previous 36 month period.

The general parameters and Matrix to figure out a ship risk profile are indicated in **Table 1**

- 1.1 **High Risk Ship (HRS)** are ships which meet the criteria of **Table 1** to a total value of 5 or more weighting points
- 1.2 **Low Risk Ship (LRS)** are ships, which meet the criteria of the LRS parameters of **Table 1** and have had at least one inspection in the previous 36 months
- 1.3 **Standard Risk Ship (SRS)** are ships which are neither LRS nor HRS.

- Table 1 -

		PROFILE			
		High Risk Ship (HRS) ¹	Standard Risk Ship (SRS)	Low Risk Ship (LRS)	
General parameters		Criteria	Weighting points ¹	Criteria	
			Black Sea MOU		
Type of ship		Chemical Tanker, Gas Carrier, Oil Tanker, Bulk Carrier	1	All types	
		Ro-Ro Cargo Ship, Passenger Ship	1		
Age of ship		All types > 12 ≤ 24y	1	<12y	
		All types ≥ 25y	2		
Flag	Detention index level ³	Very high	2	Neither LRS nor HRS	
	Detention index level ³	High	1		
Recognized Organization	RO of BS MOU				Yes
	RO related detention Index Level ⁴	High	1		-
Company ²	Company Detention Index Level ⁵	High	2		-

		High Risk Ship (HRS) ¹		Standard Risk Ship (SRS)	Low Risk Ship (LRS)
		Criteria	Weighting points ¹	Criteria	Criteria
Deficiencies	Deficiency index level ⁶	Very high	1	Neither LRS nor HRS	Low
Detentions	Number of detentions within last 36 months	3 or more detentions	2	Neither LRS nor HRS	No detention
		2 detentions	1		

1. When sum of weighting points: ≥ 4 points
2. Company: DOC holder (i.e. ISM company number)
3. Flag detention index level: Very high > 2.0, High > 1.1 and < 2.0
4. RO related detention index level: High > 1.1
5. Company detention index level: High > 1.1
6. Ship deficiency index level: Very high > 2.0, Low < 1.0

2. Inspection and Selection Scheme

2.1 Every ship is eligible for a periodic inspection as follows:

- High Risk Ship (HRS) every 2-4 months after the last inspection in the BS MoU area
- Standard Risk Ship (SRS) every 5-8 months after the last inspection in the BS MoU area.
- Low Risk Ship (LRS) every 9-18 months after the last inspection in the BS MoU area.

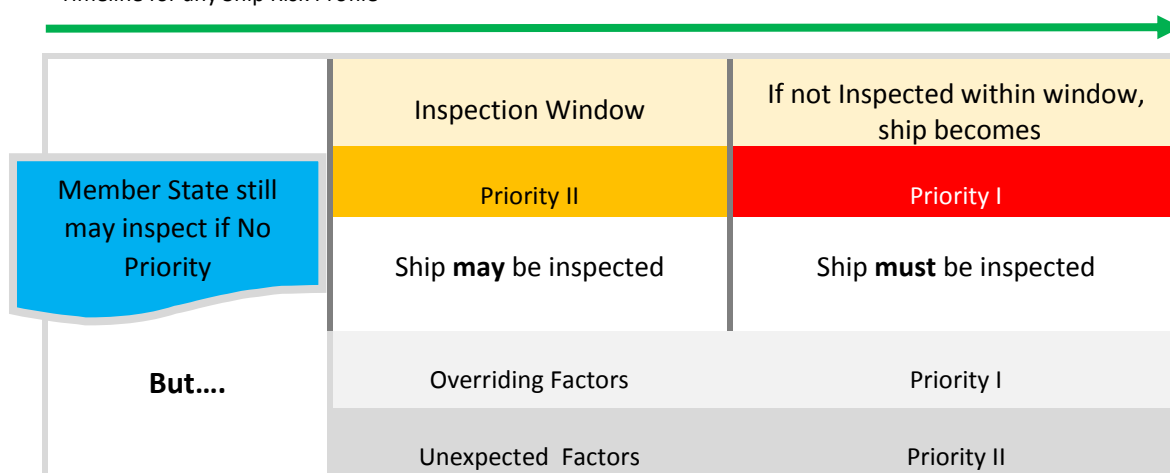
Note: Last inspection could be a periodic inspection or an additional inspection that could be triggered by **overriding or unexpected factors** presented in between periodic inspections.

2.2 Selection of inspection follows below priorities (see also **Table 2**)

- **Priority I:** ships must be inspected, for which time window has been closed or there is an overriding factor.
- **Priority II:** ships may be inspected, which is within time window or there is an unexpected factor.
- **No priority:** before the window opens for any risk profile and there are no overriding or unexpected factors logged, the ship has **no priority** status and member States are not obliged to perform an inspection on such a ship, but if deemed appropriate may still select for inspection to do so.

- Table 2 -

Timeline for any Ship Risk Profile



3. Overriding Factors – Priority I / Unexpected Factors – Priority II

Overriding factors – Priority I

- Collision
- Illegal discharge
- Unsafe maneuvering
- Suspended or withdrawn class
- On the BS MoU Monthly Ship Watch List
- Ships reported by another Member State excluding unexpected factors
- Ships refused to access into the Paris MoU ports

Unexpected factors – Priority II

- Outstanding deficiencies (except those with code 16 (within 14 days) and code 17 (before departure))
- Previously detained ships (3 months after the detention)
- Ships with increased risk level
- Cargo problems (in particular noxious or dangerous cargo)
- Ships carrying certificates issued by non recognized by BS MoU organization
- Complaint
- Ships operating in a manner to pose a danger
- Ships not complying with reporting obligations
- Ships reported for navigation problems

Ch. Efstathiou
Technical Director



INSB Class
International Naval Surveys Bureau