

**Annex 7**

**NEW INSPECTION REGIME (NIR)**

**Ship Risk Profile**

1. All ships in the information system are assigned either as high, standard or low risk based on generic and historic parameters.
2. Table 1 shows the criteria within each parameter for each ship risk profile.
3. Each criterion has a weighting which reflects the relative influence of each parameter on the overall risk of the ship.
4. High Risk Ships (HRS) are ships which meet criteria to a total value of 4 or more weighting points.
5. Low Risk Ships (LRS) are ships which meet all the criteria of the Low Risk Parameters and have had at least one inspection in the previous 36 months.
6. Standard Risk Ships (SRS) are ships which are neither HRS nor LRS.
7. A ship's risk profile is recalculated daily or weekly taking into account changes in the more dynamic parameters such as age, the 36-month history and company performance.

*\*This text contains the 2nd amendments adopted on 10 October 2019 and take effect from same date.*

**Table 1: Ship Risk Profile**

Parameters		Profile					
		High Risk Ship (HRS) (When sum of weighting points >=4)		Standard Risk Ship (SRS)	Low Risk Ship (LRS)		
Generic Parameters Criteria		Criteria	Weighting points	Criteria	Criteria		
1	Type of ship	Chemical tanker Gas Carrier Oil tankship Bulk carrier Passenger ship, Container ship	2	Neither a high risk or a no risk ship	All types		
2	Age of ship	all types > 12 years	1		All ages		
3	Flag	BGW-List <sup>1</sup>	Black – VHR, HR, MR		1	White	
		IMO Audit <sup>2</sup>	-		-	Yes	
4	Recognized Organizations	Performance <sup>4</sup>	H		-	-	High
			M		-	-	-
			L		Low	1	-
			VL		Very Low	-	-
	ROs recognized by 1 or more AMoU members <sup>4</sup>		-		-	Yes	
5	Company Performance <sup>5</sup>		H		-	-	High
			M	-	-	-	
			L	Low	2	-	
			VL	Very Low No inspection within previous 36 months	-	-	
Historic Parameters							
6	Deficiencies	No. of deficiencies recorded in each inspection within previous 36 months	How many inspections were there which recorded over 5 deficiencies?	No. of inspections which recorded over 5 deficiencies	All inspections have 5 or less deficiencies (and at least one inspection carried out within previous 36 months)		
7	Detentions	Number of Detention within previous 36 months	3 or more detentions	1	No Detention		

1. The Black, Grey and White list for flag State performance is established annually taking account of the inspection and detention history over the preceding three calendar years and is adopted by the Abuja MoU Committee to publish in the Annual Report.

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2. The status on completion of IMO Audit will be based on updated information obtained by the Abuja MoU Secretariat.
3. Recognized Organizations of Abuja MoU are those recognized by at least one member Authority of the Abuja MoU, a list of which is provided on the web-site.
4. The performance of all Recognized Organizations is established annually taking account of the inspection and detention history over the preceding three calendar years and is adopted by the Abuja MoU Committee to publish in the Annual Report.
5. Company performance takes account of the detention and deficiency history of all ships in a company's fleet while that company was the ISM company for the ship. Companies are ranked with a "very low, low, medium or high" performance. The calculation is made daily on the basis of a running 36-month period. There is no lower limit for the number of inspections needed to qualify except a company with no inspections in the last 36 months will be given 2 weighting points.

## Annex 8

### Selection Scheme

1. Based on a Ship's Risk Profile the Inspection and Selection Scheme determines the scope, frequency and priority of inspections.
2. Periodic Inspections are carried out at intervals determined by the Ship Risk Profile.
3. Overriding or unexpected factors might trigger an inspection in between periodic inspections. This category of inspection is referred to as an Additional Inspection.
4. Ships become due for periodic inspection in the following time windows:

**Table 2: Time Windows**

Ship Risk Profile	Time Window since previous inspection in the Abuja MoU Region
Low Risk Ships	9 to 18 months
Standard Risk Ships	5 to 8 months
High Risk Ships	2 to 4 months

5. Periodic Inspections and Additional Inspections count equally. Therefore, the time span for the next periodic inspection re-starts after an additional inspection.
6. The selection scheme is divided into two priorities:
 

Priority I: ships must be inspected because either the time window has closed or there is an overriding factor.

Priority II: ships may be inspected because they are within the time window or the port State considers an unexpected factor warrants an inspection.
7. If a Priority II periodic inspection is not performed the ship remains Priority II until the time window closes and the ship becomes Priority I.
8. In the case of Unexpected Factors, the need to undertake an additional inspection is left to the discretion of the Authority. If such a Priority II inspection is not performed it remains a Priority II ship if and when it arrives in another MoU port unless the Authority judges that any relevant information that it has received does not warrant being passed on.
9. The priority and the level of selection will be shown for each ship in the Abuja MoU information system.
10. The category and type of inspection carried out is determined by the matrix in Table 3 below:

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**Table 3: Selection Scheme**

<b>Priority</b>	<b>Level</b>	<b>Category of Inspection</b>
<b>Priority I</b> Ship must be Inspected	Overriding factor	Additional
	HRS not inspected in last 6 months	Periodic
	SRS not inspected in last 12 months	Periodic
	Ship not inspected in last 36 months	Periodic
<b>Priority II</b> Ship may be Inspected	HRS not inspected in last 5 months	Periodic
	Ship with unexpected factors	Additional
	SRS not inspected in last 10 months	Periodic
	LRS not inspected in last 24 months	Periodic

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