

## TARGET FACTOR<sup>\*)</sup>

The calculation of the Target Factor is divided into two parts:

1. **Generic Factor** - based on elements of the ships profile.
2. **History Factor** - based on the ships inspection history in the Paris MOU.

### 1. Generic Factor

The Generic Factor for an individual ship is calculated by adding together the applicable elements of its profile according to the elements below:

#### **Targeted flag**

A flag whose number of detentions in the last three years exceed its allowable limit based on a fixed yardstick (=7%). Graduated by increasing yardstick in steps of 3%. For example "medium to high risk" means detentions exceeded allowable limit using a yardstick of 10%.

(for detention % ref. Paris MOU Annual report)

Medium risk	(yardstick + 3%)	TF +4
Medium to High risk	(yardstick + 6%)	TF +8
High risk	(yardstick + 9%)	TF +14
Very High risk	(yardstick +12%)	TF +20

#### **Targeted ship type**

(ie liable to expanded inspection)

- i Bulk carrier more than 12 years old.
- ii Gas Carrier more than 10 years old.
- iii Chemical Tanker more than 10 years old.
- iv Oil tanker GT>3000 and more than 15 years old.
- v Passenger ship/ro-ro ferry more than 15 years old (other than ro-ro ferries and HS passenger craft operating in regular service under the provision of Council Dir. 1999/35/EC)

TF +5

#### **Non - EU recognised classification society**

TF +3

A class society not appearing on the list of recognised societies published by EC Commission. If no class is recorded in the database (other than withdrawal / suspension of class for safety reasons) the ship will be assumed to be classed with an EU recognised class society.

#### **Ships more than 12 years old**

Graduated for non-targeted ship types (ref. above) and passenger ships

Age:

>25 years	TF +3
21-24	TF +2
13-20	TF +1

#### **Flag State has not ratified all conventions**

TF +1

Flag states who have not ratified all main conventions.

(Ref. Relevant instruments in Paris Memorandum text, ratification information can be found on [www.imo.org](http://www.imo.org) & [www.ilo.org](http://www.ilo.org))

#### **Targeted Class**

Class with a 3-yr average record of detentions above the average class detention value using the excess of average rate as yardstick. A classification society whose number of detentions with class related deficiencies in the last three years exceeds the average class detention rate. Graduated by increasing the "excess of average" in steps of 2%. E.g. the overall class detention

rate is 2.1% and the detention rate of a classification society is 4.1%, the “excess of average” value is 2%.

(for detention % ref. Paris MOU Blue Book)

≤0%	TF 0
0% - 2%	TF +1
>2% - 4%	TF +2
>4%	TF +3

The Generic Factor is updated when the particulars of the ship change or the status of its existing flag or class change.

## **2. HISTORY FACTOR**

The History Factor is applied to the Generic Factor to reflect the actual condition of the ship found by inspection.

The History Factor is calculated by applying the elements below to each Paris MOU inspection of the ship carried out *in the previous 12 months*

**Entering a region port for the first time in the last 12 months** TF +20  
No inspection recorded in the database in the last 12 months.

**Not inspected in last 6 months** TF +10  
No inspection recorded in the database in the last 6 months.

**Detained** TF +15

### **Number of deficiencies:**

0	TF -15
1 to 5	TF 0
6 to 10	TF +5
11 to 20	TF +10
21+	TF +15

### **Outstanding deficiencies from last inspection**

The value for the outstanding deficiencies is applied only in respect of the latest inspection.

- for each listed action taken “rectify deficiency at next port” or “Master instructed to rectify deficiency before departure” TF+1  
and for every two listed action taken “rectify deficiency within 14 days” and / or “other (specify in clear text)”
- in case “all deficiencies rectified” is noted on the report TF -2

The History Factor is updated at the end of each day.

### **Overall Target Factor**

The Overall Target Factor is calculated by adding the Generic and History Factor but cannot be less than the Generic Factor.

The overall Target Factors are re-calculated at the end of each day.

\*) The TF is in use within the Paris MOU on PSC as a tool for selecting ships eligible for an inspection only.  
The TF is not an indication of the quality of the ship.

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### Example

Date : 20-07-2002  
 Vessel : Paris MOU  
 Flag : Honduras  
 Type : Passenger ship  
 Class : Honduras International Naval Survey and Inspection Bureau  
 Year build : 1958  
 Honduras detention % : 27.71%  
 Average Class detention % : 2.1%  
 HINSIB detention % : 13.04%

#### Inspection history :

Ghent	Belgium	10-07-2001	9 Deficiencies
Rotterdam	The Netherlands	11-09-2001	5 Deficiencies
Hamburg	Germany	15-01-2002	16 Deficiencies
Genoa	Italy	04-07-2002	20 Deficiencies
			- 8 Rectify before departure
			- 10 Rectify within 14 days
			- 2 Other(specify)

### Generic Factor

Targeted flag	Very High Risk	+20
Targeted ship type	Passenger ship	+5
Non - EU recognised classification society	HINSIB	+3
Ships more than 12 years old		+3
Flag State has not ratified all conventions	LL Prot.88, SOLAS Prot.88, ILO 147	+1
Targeted Class	Excess of <u>average 10.94%</u>	+3
		<u>35</u>

### History Factor

Entering a region port for the first time in the last 12 months	0
Not inspected in last 6 months	0
Detained	0
<b>Number of deficiencies</b>	
Rotterdam	0
Hamburg	+10
Genoa	+10
<b>Outstanding deficiencies from last inspection</b>	
“Master instructed to rectify deficiency before departure”	+8
“rectify deficiency within 14 days”	+5
“other (specify in clear text)”	+1
	<u>34</u>

### Overall Target Factor

Generic Factor	: 35
History Factor	<u>: 34</u>
Overall Target Factor	: <b>69</b>

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