



INTERNATIONAL SHIP CLASSIFICATION

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CIRCULAR



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INTRODUCTION OF TARGET FACTOR FOR SHIPS IN TOKYO MOU ON PORT STATE CONTROL

INTRODUCTION

1. Since the implementation of allocating ships with a Target Factor (TF) in Paris MOU on Port State Control in July 2003, the Port State Controls within the European region has been using the TF as a tool for identifying ships for inspection. Essentially within the Paris MOU, the TF of a ship is determined based on its Generic Factor (dependent on the elements of the ship profile) and History Factor (dependent on ship's inspection history in the Paris MOU). The value of the TF does not have a direct implication on the quality and condition of the ship.

2. As the Paris MOU has traditionally been a blueprint for the introduction of regional regimes of Port State Control in the Asia Pacific Rim (Tokyo MOU), similar practices are therefore also being adopted for the Tokyo MOU. The recently concluded Tokyo MOU Port State Control Committee Meeting in Canada from 25 to 28 Sep 2006 has given its approval to publish the ship TF and real time on-line monthly detention list on the MOU website. The TF was published with effect from 01 Oct 2006, while the real time on-line monthly detention list will be launched on 01 Jan 2007.

TARGET FACTOR

3. Out of the various components of the TF, there are essentially 4 important components that our Society's surveyors can create an impact:

a. **Deficiencies** As the TF value will increase for each new deficiency identified, our surveyors could assist by performing a thorough survey to identify as many deficiencies as possible during their attendance onboard. As a pre-requisite, this would require our surveyors to equip themselves with more knowledge and understandings of the International Codes and Conventions, and to be up to speed with any amendments and new regulations. Head Office shall continue to provide assistance and make available ready information through our Circulars which will be posted in our Society's website.

b. **Outstanding Deficiencies** As the TF value will also increase for each outstanding deficiency based on the previous inspections, our surveyors could assist by thoroughly reviewing the past PSC inspection reports to ensure that the deficiency has been rectified during their attendance onboard. If there are any deficiencies still being listed as outstanding even though they have been rectified, the attending surveyor shall advise the owner to invite the relevant Port State Control Officer onboard to close the item.

c. **Detentions and Ship Flag** Each detention will increase the TF value. The higher the frequency of detention, the higher will be the TF value allocated to the flag. Hence, these 2 components are directly dependent of each other. Notwithstanding, the eventual root cause would still be attributed to the deficiencies identified during inspections. Hence, if the deficiencies could be eliminated as much as possible, the probability of having a high TF would reduce as a consequence.

CONCLUSION

4. While the Society could facilitate to provide the necessary technical expertise, a great deal will depend upon the owners' willingness to take a pro-active approach to ensure compliance with the International Codes and Conventions. Only with the combined efforts would we be able to upkeep and maintain good records for our Society and the Flag States.

Appendix I: 4 Important Components of Target Factor

APPENDIX I – 4 IMPORTANT COMPONENTS OF TARGET FACTOR

Ship Flag

Excess of average detention, based upon 3 year rolling average figures
+1 for each percentage point in excess (decimal number rounded up)

Deficiencies

0.6 points for each deficiency found in last 4 initial inspections
or follow up with new deficiency (decimal number rounded up)

Detentions

Depending on number of detentions during the last 4 initial inspections
or follow up with new deficiency:

- 1 detention - 15 points;
- 2 detentions - 30 points;
- 3 detentions - 60 points;
- 4 detentions - 100 points

Outstanding Deficiencies

A deficiency recorded in the System in the initial inspection or associated follow-up
ones and not marked as rectified (Code 10) 2 points for each outstanding deficiency

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