

ANNEX 9

SELECTION CRITERIA (TARGET FACTOR)

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 Med MoU

1 Generic Factor

The Generic Factor for an individual ship is calculated by adding together the relevant elements of its profile:

- Targeted flag
- Targeted ship type
- Non IACS member classification society
- Ships age

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

2 History Factor

The History Factor is applied to the Generic Factor to reflect the actual condition of the ship found following PSC inspections.

The History Factor is calculated by applying the elements below to each Med MoU inspection of the ship carried out:

- Inspection interval
- Detained
- Number of deficiencies
- Outstanding deficiencies

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

4 Regardless of the target factor value the following ships shall be considered as overriding priority for inspection:

1. Ships which have been reported as overriding priority by pilots or port authorities in accordance with section 1.5 of the Memorandum;
2. Ships carrying dangerous or polluting goods, which have failed to report all relevant information concerning the ship's particulars, the ship's movements and concerning the dangerous or polluting goods being carried to the competent authority of the port and coastal State;
3. Ships which have been the subject of a report or notification by another Authority;
4. Ships which have been the subject of a report or complaint by the master, a crew member, or any person or organization with a legitimate interest in the safe

operation of the ship, shipboard living and working conditions or the prevention of pollution, unless the Authority concerned deems the report or complaint to be manifestly unfounded; the identity of the person lodging the report or complaint must not be revealed to the master or the shipowner of the ship concerned;

5. Ships which have been:
 - i. involved in a collision, grounding or stranding on their way to the port,
 - ii. accused of an alleged violation of the provisions on discharge of harmful substances or effluents,
 - iii. maneuvered in an erratic or unsafe manner whereby routing measures, adopted by the IMO, or safe navigation practices and procedures have not been followed, or
 - iv. otherwise operated in such a manner as to pose a danger to persons, property or the environment;
6. Ships which have been suspended or withdrawn from their class for safety reasons in the course of the preceding 6 months;
 - Ships which cannot be identified in the THETIS-Medⁱ information system.

5 The Authorities will give priority for inspection to the ships with the higher Target Factor as indicated by the THETIS-Medⁱ system. The criteria and their weight are indicated in table 1 of this annex. The Target Factor of the ship will be the sum of all applicable criteria points. Full implementation of the targeting System will become applicable when statistical data for all criteria is available in the THETIS-Medⁱ system. The following elements are relevant for the targeting factor:

- .1 Ships visiting a port of a State, the Authority of which is a signatory to the Memorandum, for the first time or after an absence of 12 months or more.
- .2 Ships not inspected by any Authority within the previous 6 months;
- .3 Ships whose statutory certificates on the ship's construction and equipment, issued in accordance with the Conventions, and the classification certificates, have been issued by a non IACS organization;
- .4 Ships flying the flag of a State appearing in the blacklist as published in the annual report of the MoU;
- .5 Ships which have been permitted by the Authority to leave a port of its State on certain conditions:
 - i. deficiency to be rectified before departure;
 - ii. deficiency to be rectified at the next port;
 - iii. deficiencies to be rectified within 14 days;
 - iv. deficiencies for which other conditions have been specified;
 - v. if ship related action has been taken and all deficiencies have been rectified;
- .6 Ships for which deficiencies have been recorded during a previous inspection, according to the number of deficiencies;
- .7 Ships which have been detained in a previous port;

ⁱ PSCC23/16 - replacing all references to MEDSIS to be THETIS-Med

- .8 Ships flying the flag of a non-party to a relevant instrument;
 .9 Other ships above 13 years old.

TABLE 1

CRITERIA	TARGET FACTOR
Ship Age	0 - 5 years: 0 point 6 - 10 years: 5 points 11-15 years: 10 points 16 - 20 years: 10 + 1 point for each year exceeding 15 years >20 years: 15 + 2 points for each year exceeding 20 years
Ship type	4 points for ships with type codes 13, 30, 40, 55, 60, 61, 70, 71 and of 15 years of age and over 0 points for all others
Ship flag - Excess of average detention, based upon 3 year rolling average figure	+1 point 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 in last 4 inspections: 1 detention - 15 points 2 detentions - 30 points 3 detentions - 60 points 4 detentions - 100 points
Classification Society - non IACS	10 points
Outstanding deficiencies (A deficiency recorded in the <u>THETIS-Medⁱ</u> in the last inspection and not marked as rectified (Code10))	2 points for each outstanding deficiency
Time since last inspection: 6 - 12 months 12 - 24 months Over 24 months or never inspected in Med MoU region (including new ships)	3 points 6 points 50 points
Calculation method	The target factor is the sum of the TFV Values Calculated daily
Priority level Target Factor 101 - 41 - 100 11 - 40 0 - 10	Priority 1 (very high) Priority 2 (high) Priority 3 (medium) Priority 4 (low)