



IUMI 2010 ZURICH

12 – 15 September

Take Away Points

by

Uwe-Peter Schieder LPC

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12 TO 15 SEPTEMBER



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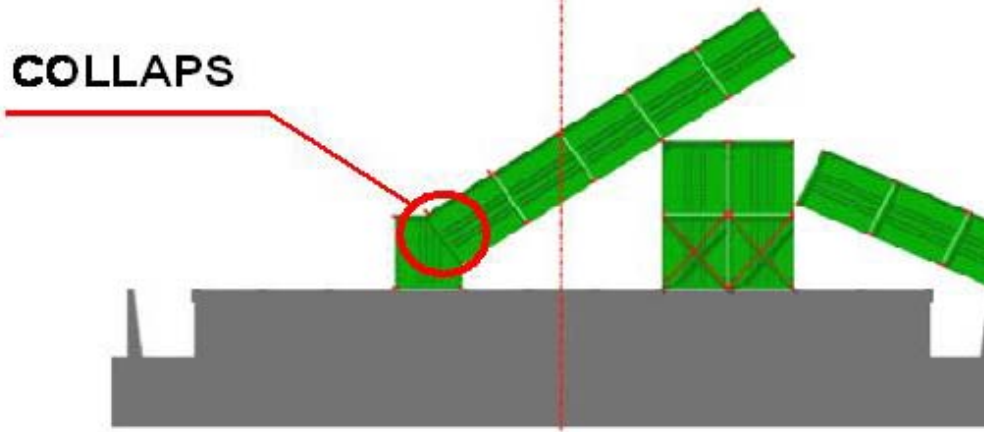


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AFTER ACCIDENT
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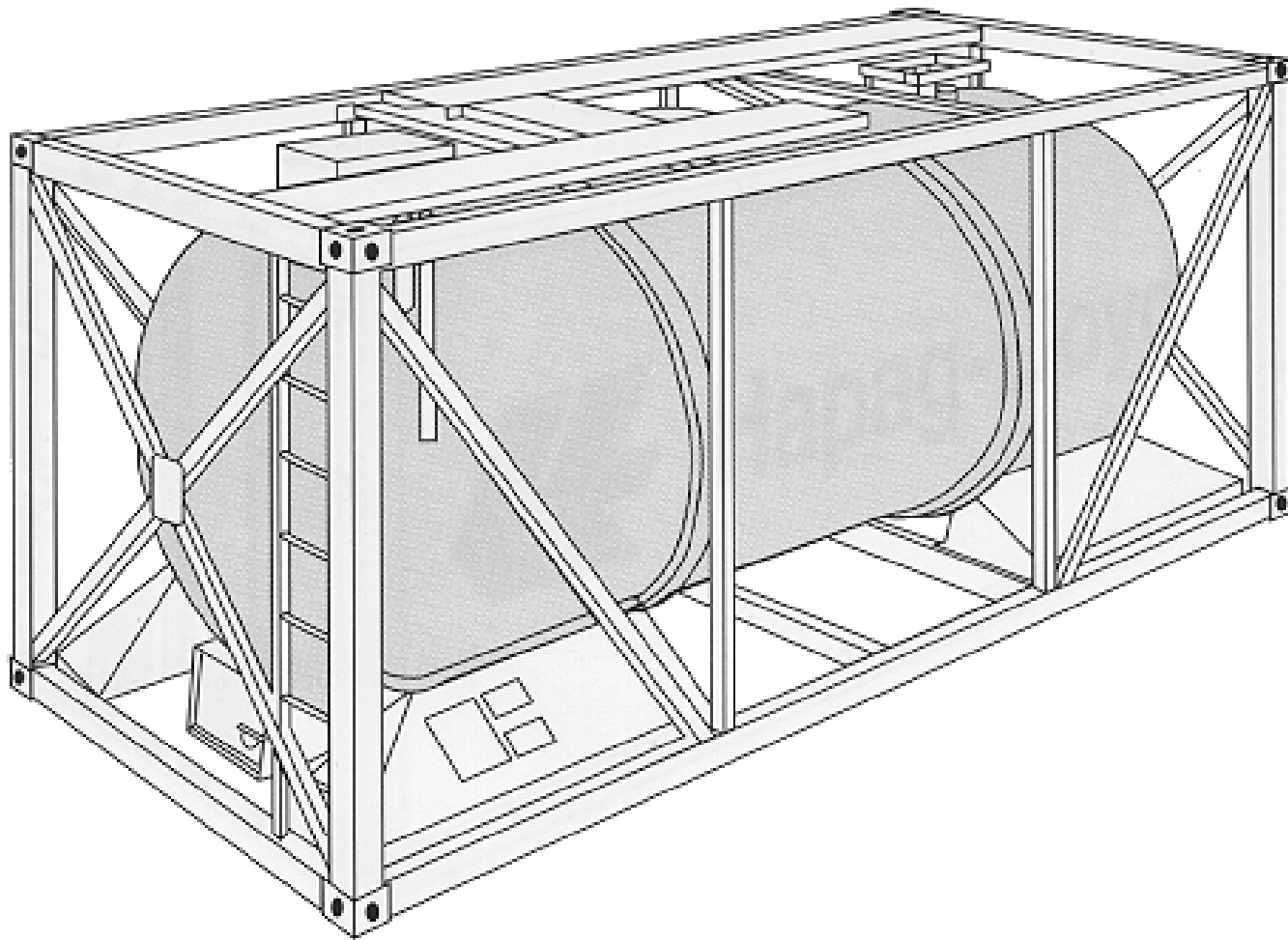
COLLAPSE





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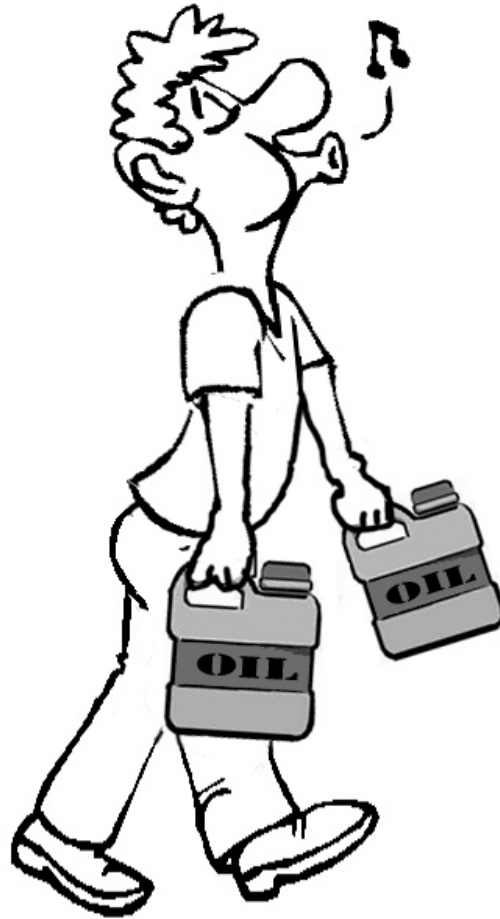
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Paris MOU

on Port State Control

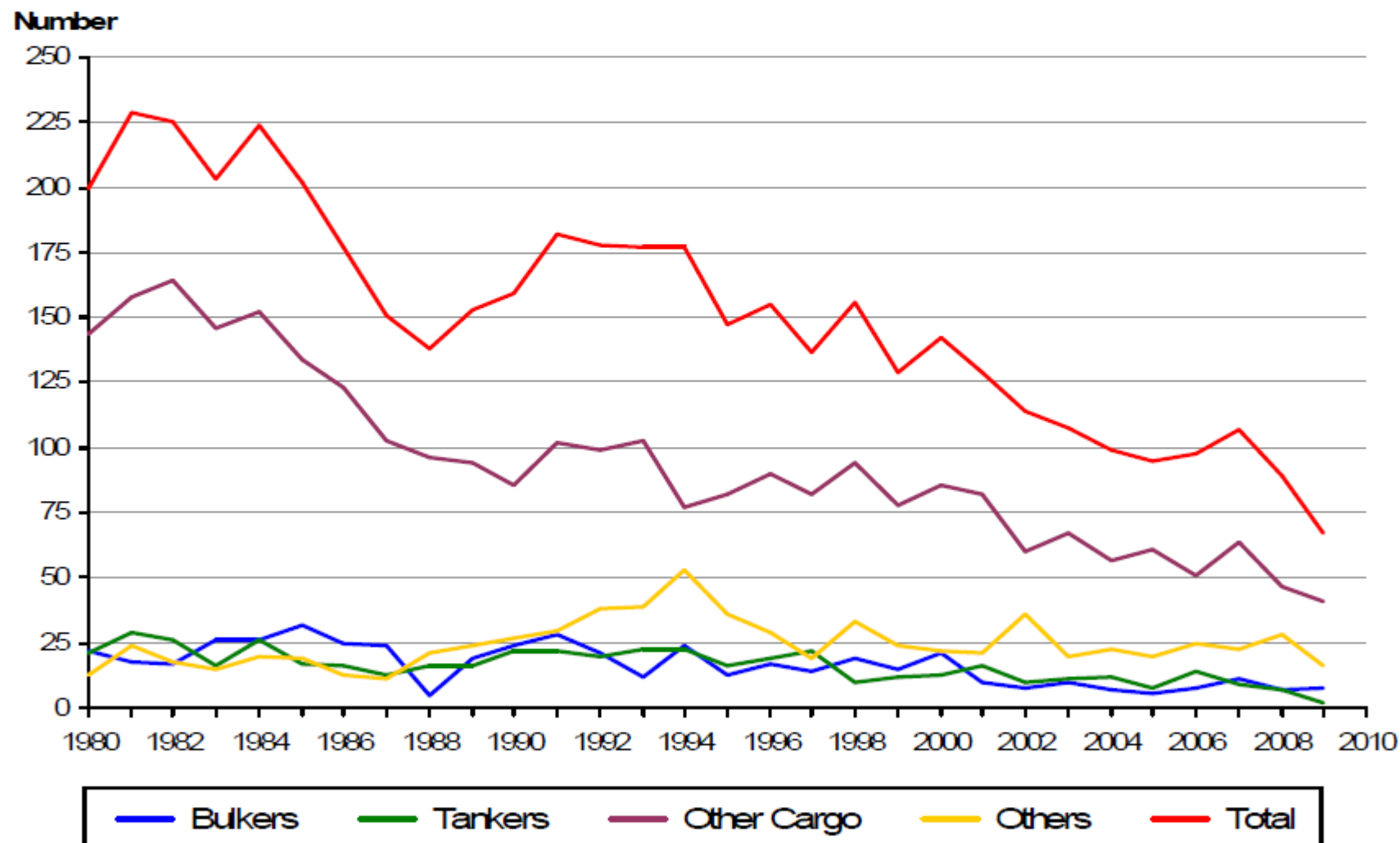


Total Losses 1980 – 2009

By Number (vessels > 500 GT)



IUMI
International Union of
Marine Insurance



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<http://www.parismou.org/ParisMOU/New+Inspection+Regime/default.aspx>



Paris MOU

on Port State Control

The Paris Memorandum of Understanding on Port State Control



What's new

Organisation

Publications

Contact

Links

Members

The New Inspection Regime (NIR) of the Paris Memorandum of Understanding

With the introduction of the NIR the PMoU will change its target of inspecting 25% of individual ships calling at each member State to a shared commitment for full coverage of inspecting all ships visiting ports and anchorages in the PMoU region as a whole.

The Target Factor will be replaced by the Ship Risk Profile. The Ship Risk Profile classifies ships into Low Risk Ships (LRS) and High Risk Ships (HRS). If a ship is neither Low Risk or High Risk it is classified as Standard Risk Ship (SRS).

The company performance criteria for the calculation of the Ship Risk Profile is a new parameter in the PMoU. The PMoU has established a formula which takes into consideration the deficiencies and detentions in the last 36 months of the company's fleet, based on the IMO company number and compares it to the average of all vessels inspected in the PMoU to determine the performance level. The companies will be ranked into very low, low, medium and high. Any Refusal of Access (Ban) will have a negative impact on the ranking of the company will be subject to more in-depth and more frequent inspections.

[Download the explanatory NIR text](#)



Related tools and scheme's:

[Ship Risk Profile Calculator](#)

[Company Performance Calculator](#)

[Ship Risk Profile Scheme](#)

Related documents

[SC Reporting Obligations](#)
Information for State authorities, ship owners, masters, agents or operators of ships.

[NIR explanatory text](#)

Other

[Frequently asked questions](#)

<http://www.parismou.org/ParisMOU/New+Inspection+Regime/default.aspx> (1 van 2) [30-6-2010 12:22:31]



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$$z(x) = x \left(\tan \alpha_0 + \frac{mg}{\beta v_0 \cos \alpha_0} \right) + \frac{m^2 g}{\beta^2} \ln \left(1 - \frac{\beta}{m} \frac{x}{v_0 \cos \alpha_0} \right)$$

$$\Rightarrow \tan \alpha_0 + \frac{mg}{\beta v_0 \cos \alpha_0} - \frac{m^2 g}{\beta^2} \frac{\beta}{m} \frac{1}{v_0 \cos \alpha_0} \frac{1}{1 - \frac{\beta}{m} \frac{x_{\text{höchst}}}{v_0 \cos \alpha_0}} = 0$$

$$\Rightarrow x_{\text{höchst}} = \frac{1}{2} \frac{v_0^2 \sin(2\alpha_0)}{g + \frac{\beta v_0 \sin \alpha_0}{m}} \Rightarrow z_{\text{max}} = z(x_{\text{höchst}})$$



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THE PARIS MEMORANDUM OF UNDERSTANDING ON PO

PORT STATE CONTROL In the offing





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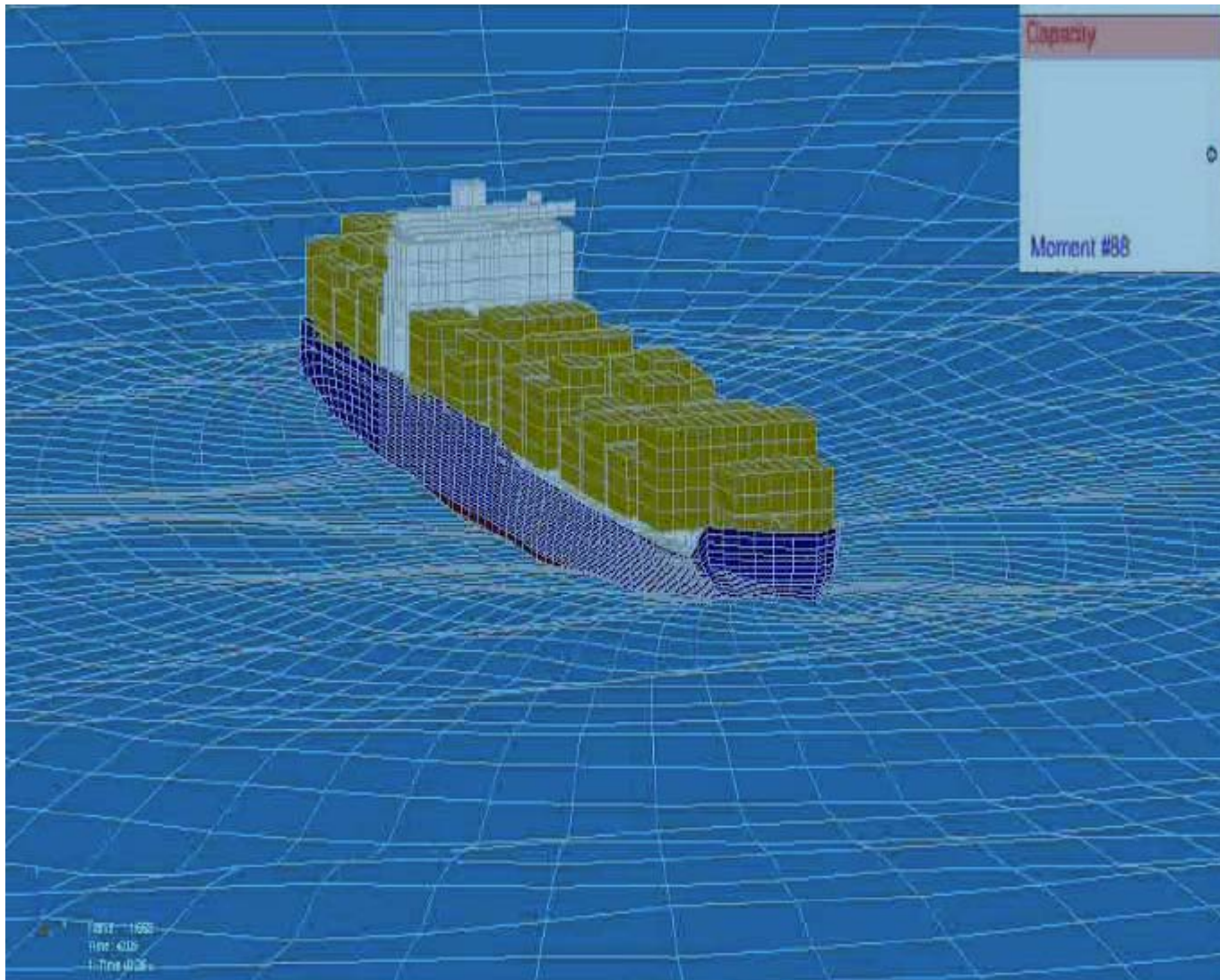
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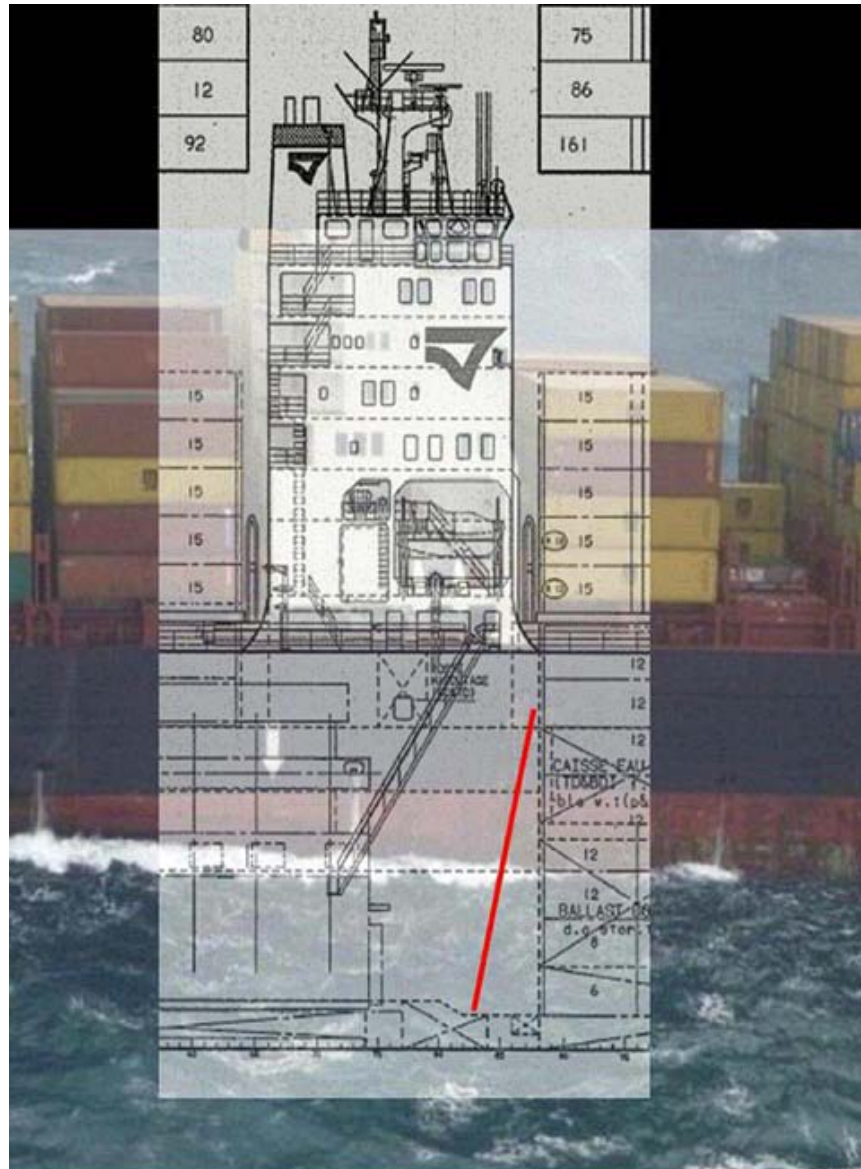
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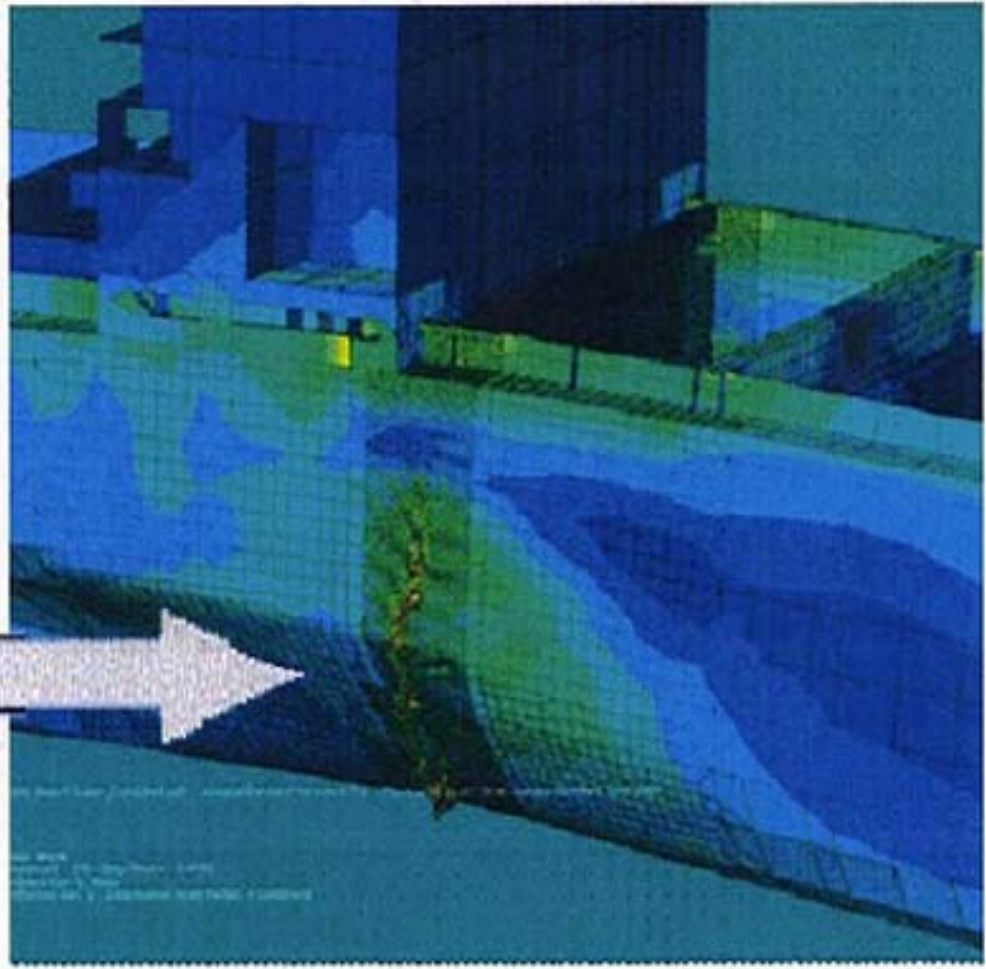
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