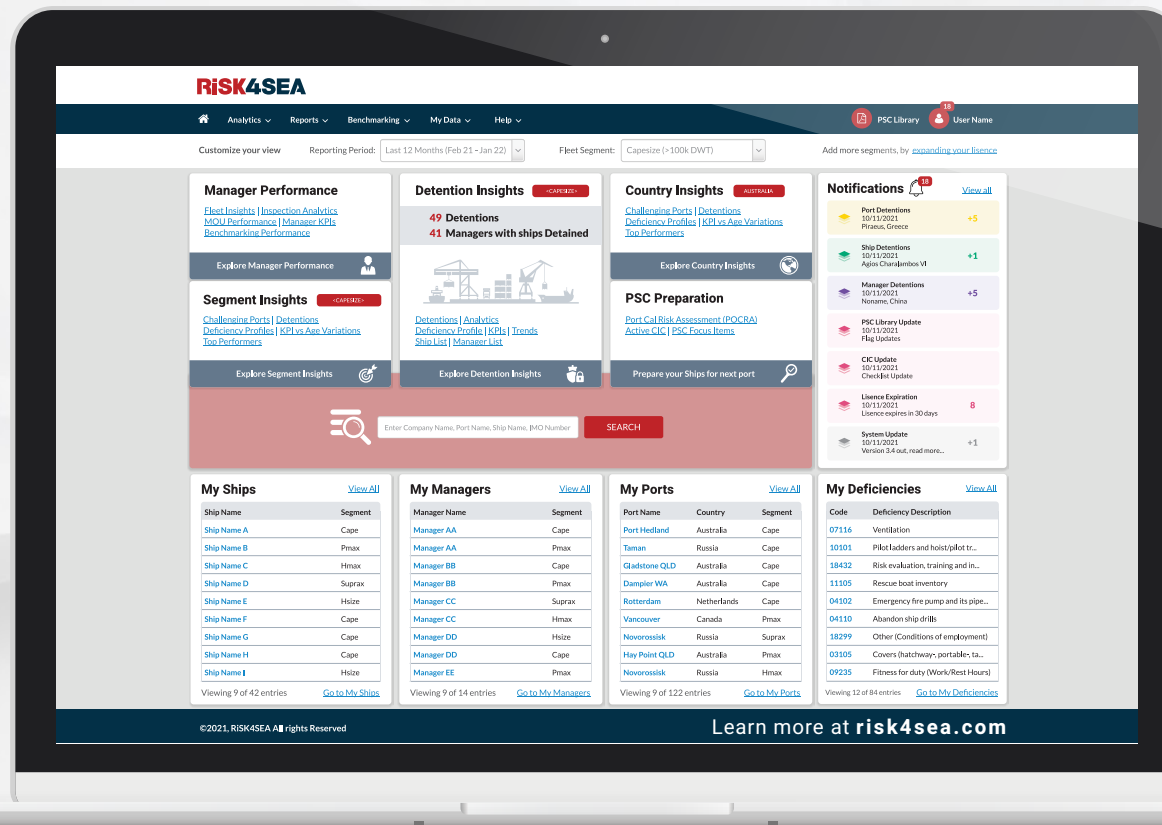


RiSK4SEA

PSC Primary KPIs

Deficiency Per Inspection (DPI) & Detention Rate (DER) CY 2022



► Paris MOU ► Tokyo MOU ► USCG ► Global

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PSC DPI / DER KPIs for Calendar Year 2022

Deficiency Per Inspection (DPI)

Segments	Paris MOU					Tokyo MOU					USCG					Global				
Age group	0-5	6-10	11-15	16-20	20+	0-5	6-10	11-15	16-20	20+	0-5	6-10	11-15	16-20	20+	0-5	6-10	11-15	16-20	20+
Dry Bulk Ships																				
Handysize (<35k DWT)	0.62	1.73	3.39	3.90	4.48	2.15	1.42	1.81	1.93	2.23	-	0.48	0.67	0.81	1.67	1.64	1.17	1.75	2.08	3.24
Handymax (35-50k DWT)	1.66	2.34	3.48	4.23	4.56	0.86	1.21	1.35	1.89	2.14	0.15	0.56	0.97	1.00	-	0.69	1.06	1.52	2.10	2.61
Supramax (50-67k DWT)	1.63	2.48	3.72	4.40	3.73	0.80	1.21	1.37	1.47	1.56	0.25	0.63	1.15	1.16	1.57	0.64	1.03	1.56	1.56	1.83
Panamax (67-100k DWT)	1.54	2.18	3.46	3.53	3.31	0.91	1.24	1.38	1.48	1.66	0.21	0.70	1.20	0.81	0.78	0.80	1.10	1.50	1.59	2.07
Cape (>100k DWT)	1.21	1.41	2.57	2.17	4.20	0.50	0.73	1.23	1.17	1.51	0.17	0.22	1.40	-	3.50	0.55	0.74	1.51	1.38	2.31
General Cargo	1.26	2.13	2.39	2.88	4.32	1.45	1.17	1.93	2.27	2.56	0.15	0.29	1.05	0.60	0.95	1.20	1.25	1.85	2.36	3.75
Tankers																				
Small Product (<25k DWT)	0.45	1.05	2.03	2.39	3.06	0.58	1.00	1.24	1.20	1.84	0.08	0.13	0.55	0.31	1.00	0.50	0.98	1.31	1.48	2.23
MR1/MR2 (25 – 60k DWT)	0.63	0.92	2.11	2.10	4.88	0.48	0.70	0.78	1.20	1.45	0.23	0.21	0.61	0.46	0.39	0.42	0.63	1.03	1.34	2.26
LR1/LR2 (60-125k DWT)	0.37	0.61	1.91	2.49	5.20	0.66	0.93	1.24	1.72	2.00	0.32	0.18	0.45	0.53	-	0.38	0.56	1.10	1.57	3.27
Suezmax (125-200k DWT)	0.52	0.44	1.46	1.44	1.88	0.50	0.22	0.50	2.13	2.56	0.06	0.14	0.33	0.50	-	0.31	0.36	0.71	1.30	1.96
VLCC (>200k DWT)	0.23	0.90	1.00	0.20	-	0.40	0.81	0.45	1.44	1.53	0.13	0.52	0.58	-	-	0.27	0.73	0.59	1.14	1.28
LNG/Gas Carriers	0.22	0.65	1.02	0.57	1.67	0.43	0.29	0.24	0.05	1.00	0.13	0.43	-	0.30	-	0.23	0.43	0.56	0.38	1.21
LPG carrier	0.49	0.65	1.15	2.33	2.66	0.52	0.63	0.60	0.59	1.58	0.18	0.15	0.67	1.27	1.08	0.38	0.45	0.74	1.20	1.83
Containers																				
Feeders (<10k DWT)	1.00	-	3.09	2.02	3.03	1.45	1.89	1.33	1.35	1.83	-	-	5.40	-	0.90	1.13	1.89	3.18	1.89	2.88
Large (10-90k DWT)	0.48	1.37	1.90	2.65	3.45	0.44	0.77	1.17	1.26	1.34	0.08	1.00	0.57	0.72	0.75	0.43	0.71	1.13	1.38	1.80
Ultra Large (>90k DWT)	0.45	1.10	1.26	2.20	4.00	0.43	0.56	0.73	1.11	1.08	0.08	0.49	0.20	0.61	0.80	0.39	0.62	0.72	1.16	1.35

Notes

- **Deficiency Per Inspection** = 100 x (sum of deficiencies recorded for the period, age group & regime) / (sum of inspections recorded for the period, age group & regime)
- **Period of Analysis:** Inspections occurred between 01/01 to 31/12 of 2022 | each of the respective regimes
- **Font Color:** Green Font indicates the lowest value while red font indicates the highest value of the Fleet segment in the respective regime
- **Blank Cells:** “ - ” indicates no deficiencies or detentions in the specific age group of the respective regime

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RISK4SEA is a SaaS platform illuminating PSC performance to Prepare/Assess inspections, Benchmark against competition and Automate functions and alerts to eliminate detentions and minimize OPEX.

PSC DPI / DER KPIs for Calendar Year 2022

Detention Rate (DER)

Segments	Paris MOU					Tokyo MOU					USCG					Global				
Age group	0-5	6-10	11-15	16-20	20+	0-5	6-10	11-15	16-20	20+	0-5	6-10	11-15	16-20	20+	0-5	6-10	11-15	16-20	20+
Dry Bulk Ships																				
Handysize (<35k DWT)	-	6.5%	6.9%	6.6%	8.7%	4.2%	1.5%	3.2%	5.3%	3.9%	-	-	2.5%	-	-	3.4%	1.7%	3.1%	3.7%	4.7%
Handymax (35-50k DWT)	2.4%	3.1%	3.9%	7.0%	10.9%	1.4%	1.4%	3.5%	-	3.6%	-	1.1%	5.9%	-	-	0.91%	1.2%	2.7%	2.4%	4.1%
Supramax (50-67k DWT)	2.3%	2.7%	7.9%	6.5%	3.3%	1.9%	1.2%	2.6%	3.0%	3.0%	-	2.6%	3.4%	5.4%	-	1.2%	1.1%	2.7%	2.6%	2.4%
Panamax (67-100k DWT)	0.86%	3.3%	2.7%	6.9%	-	1.0%	1.4%	2.6%	1.3%	2.6%	-	-	6.6%	4.7%	11.1%	0.65%	1.3%	2.4%	2.2%	3.8%
Cape (>100k DWT)	1.8%	-	3.3%	2.8%	-	0.42%	0.82%	2.3%	3.3%	-	-	-	3.3%	-	50.0%	0.55%	0.78%	2.6%	2.5%	1.4%
General Cargo	2.7%	3.1%	3.5%	4.2%	9.4%	2.1%	1.3%	3.7%	6.2%	5.7%	-	2.4%	4.2%	1.7%	7.8%	1.8%	1.9%	2.9%	4.5%	6.4%
Tankers																				
Small Product (<25k DWT)	-	1.8%	4.1%	3.5%	6.8%	0.37%	1.3%	4.0%	2.4%	7.0%	-	-	3.5%	-	-	0.21%	1.0%	3.3%	2.5%	5.9%
MR1/MR2 (25 – 60k DWT)	1.0%	0.73%	2.8%	1.7%	4.8%	1.0%	1.7%	0.28%	1.4%	7.6%	-	-	1.2%	-	-	0.65%	0.70%	0.95%	1.1%	7.3%
LR1/LR2 (60-125k DWT)	-	-	3.0%	2.8%	20.0%	-	2.1%	1.0%	6.6%	19.1%	-	-	-	-	-	-	0.62%	1.2%	2.7%	16.2%
Suezmax (125-200k DWT)	1.2%	-	5.8%	-	-	4.6%	-	-	18.8%	-	-	-	-	-	-	1.2%	-	2.0%	2.5%	-
VLCC (>200k DWT)	-	-	-	-	-	-	-	-	11.1%	13.3%	-	-	-	-	-	-	-	-	8.1%	11.1%
LNG/Gas Carriers	-	-	2.3%	-	-	-	-	-	-	5.0%	-	3.6%	-	-	-	-	0.86%	0.97%	-	3.5%
LPG carrier	-	0.86%	-	2.4%	6.4%	-	-	2.1%	2.0%	2.7%	-	-	-	6.7%	-	-	0.28%	0.70%	2.1%	3.5%
Containers																				
Feeders (<10k DWT)	-	-	8.7%	5.0%	4.5%	-	11.1%	-	1.1%	1.9%	-	-	20.0%	-	-	-	11.1%	6.6%	2.2%	3.5%
Large (10-90k DWT)	-	-	1.7%	3.6%	6.3%	0.61%	0.84%	2.1%	2.3%	1.7%	-	-	3.2%	3.0%	0.74%	0.47%	0.57%	2.0%	2.2%	2.5%
Ultra Large (>90k DWT)	-	1.8%	-	-	-	-	0.48%	0.38%	3.2%	-	-	-	-	2.3%	-	-	0.69%	0.20%	2.0%	-

Notes

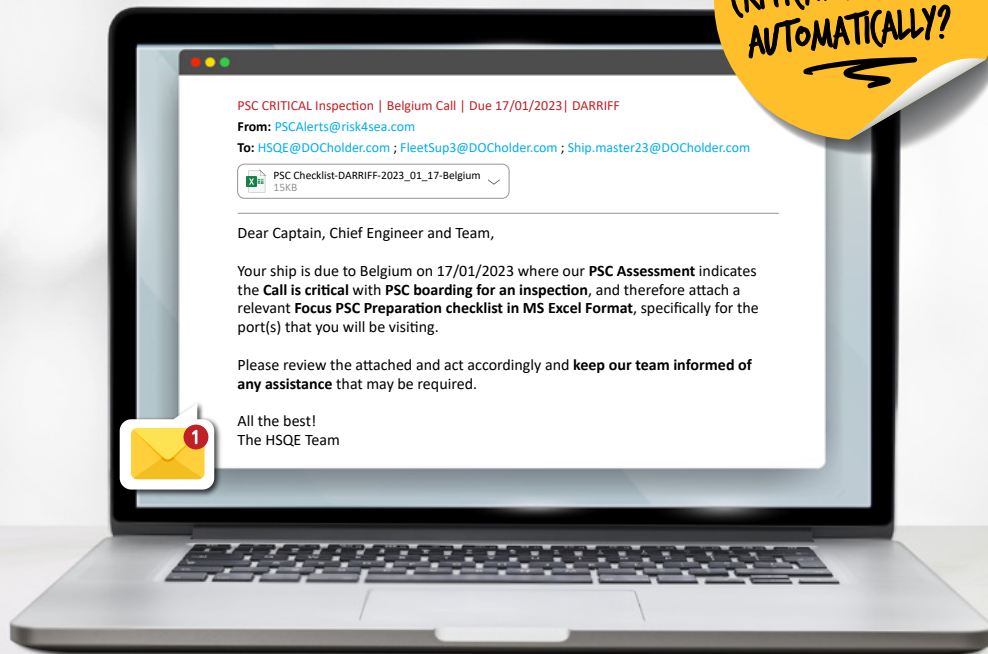
- **Detention Rate** = 100 x (number of detentions for the period, age group & regime) / (sum of inspections recorded for the period, age group & regime)
- **Period of Analysis:** Inspections occurred between 01/01 to 31/12 of 2022 | each of the respective regimes
- **Font Color:** Green Font indicates the lowest value while red font indicates the highest value of the Fleet segment in the respective regime
- **Blank Cells:** “ - ” indicates no deficiencies or detentions in the specific age group of the respective regime

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RISK4SEA

CAN YOU IDENTIFY
CRITICAL PSC CALLS?
AUTOMATICALLY?



Automation License will

- ✓ Allow for Call planning and multiport PSC assessments
- ✓ Identify when PSC inspections will take place
- ✓ Identify Critical and Challenging PSC Calls
- ✓ E-mail advance alerts to Ship/Office PICs
- ✓ Provide Monthly PSC Inspections Reviews & LTBL
- ✓ Eliminate Detentions & Minimise OPEX

95%
SUCCESS

www.risk4sea.com/DEP

Illuminating PSC Performance

Introducing **1-click Ship, Manager & Port Specific POCRA**

POCRA			
Preparational Checklist	Active CIC	Export to Excel	
Port Call Risk Assessment (POCRA) for Ship, Port, UNLocode Low Risk Items NOT Visible			
#	Inspection Probability Factors	Value	Risk Remarks
Ship Related Factors (ShipName, YoB 2010)			
1	MoU Ship Priority / Risk Status as per MoU	HRS	!
2	Inspection Window Open Date	5/7/2022	! Last Inspection old
3	Inspections % within Window Open Date - L12M	72%	! Inspection within window
Manager Related Factors (ManagerName, Country)			
5	Manager Risk Status within MoU/PSC Regime - L36M	Average	! Average Performance in MoU
Port Related Factors (PortName, Country)			
8	Ship Inspected % of Ship Called Ratio - L12M	81%	! High inspection Ratio
9	Ship Re-inspected % in Same Port Ratio - L12M	37%	! Avg. repeated inspections
Inspection Probability Assessment		Inspection is CERTAIN	
#	Inspection Severity Factors	Value	Remarks
Ship Related Factors (ShipName, YoB 2010)			
13	Ship vs Port # of common detainable DEF codes	4	! Above Average
14	Ship vs Port # of Top 20 common DEF codes	3	! Elevated Risks
Manager Related Factors (ManagerName, Country)			
15	Manager Inspections in MoU/PSC Regime	4	! Detentions within MoU - L36M
18	Manager vs Port # of common detainable DEF codes	5	! Detainable code with port > 1
19	Manager vs Port # of Top 20 common DEF codes	9	! Value > 50% Avg. common codes
Port Related Factors (PortName, Country)			
20	Ship vs Port # of common DEF codes of CIC into force	2	! Check CIC in effect Tab
21	Manager vs Port # of common DEF codes of CIC into force	3	! Check CIC in effect Tab
22	# of DEF codes required to reach 80% of TTL Defcs of Port	64	! Value > 150% of Global Avg.
25	Port Corruption Risk	Increased	! Reports for corruption practices
Inspection Severity Assessment		Inspection Severity is SIGNIFICANT	
Overall Port Call Risk Assessment (POCRA) Status		Call risk is CRITICAL	

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Client List ▼

RISK4SEA is a **SaaS** platform illuminating PSC performance to **Prepare/Assess** inspections, **Benchmark** against competition and **Automate** functions and alerts to **eliminate detentions** and **minimize OPEX**. Explore more at www.risk4sea.com

