



IMRRA's January 2021 Newsletter

Featuring 2020s:

Vessel PSC Deficiencies Ranked
PSC Deficiencies by Vessel Age & Type
Vessel Age & Detentions Relationship
Vessel's Offered for Trade by Type & Age

Dear colleague,

During the year of the pandemic, 16,689 Liquid Cargo vessels were risk rated by IMRRA's analysts. The average 'Green risk rated vessel was 22%, the corresponding highest risk rated vessel was 60%, over 26% higher than the average fleet risk rating of 34%. Utilizing the Traffic Light Risk Rating system, 73% of the vessels analyzed by IMRRA were Green with 'acceptable risk'. Amber vessels requiring a planned approach, and Red, requiring immediate action, accounted for over 28% of vessels risk rated.

IMRRA closed out 2020 on an extremely positive note, by incorporating Blockchain technology into its vessel risk rating platform. Cyber security is an ever increasing major cause of concern for the shipping industry. By embracing Blockchain, one the best tools available to prevent fraud and data theft, IMRRA is ensuring its vessel risk ratings will always be a trusted source for managing vessel risk. Blockchain's benefits to marinerating.com's end users are increased security. Ensuring IMRRA's vessel risk ratings are accurate, consistent, reliable and safe for all.

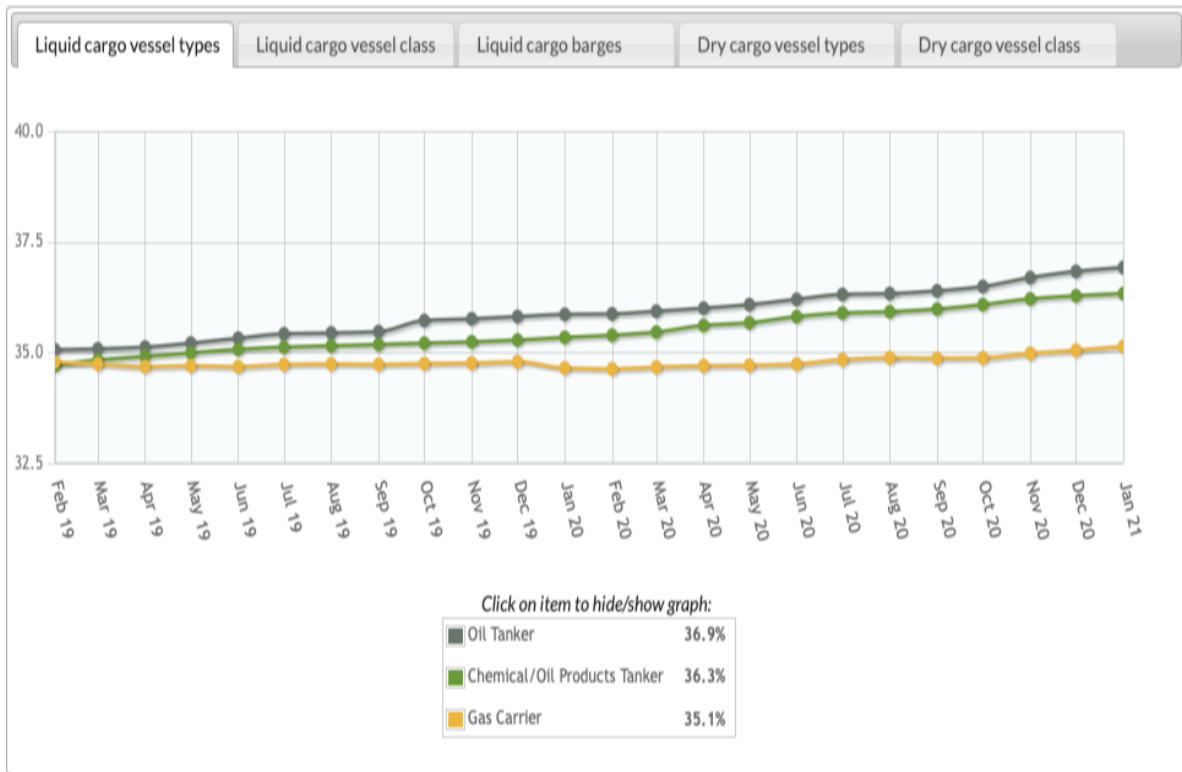
Read on for an executive summary of the vessel safety collected by IMRRA's analysts during 2020.

1. Summary 2020 Vessel Risk Rating Data*

Vessel Data Collected	Monthly Ave.	Total
Vessels Safety Risk Rated	1,517	16,689
DWT Safety Risk Rated	64,194,711	770,336,532
Vessels Higher Risk Amber & Red Safety Rated	389	4,672
Vessels 'Green' Safety Risk Rated	1,001	12,017
Benchmarked 'Average Vessel' Risk Rating	34%	34%
Vessel Casualty Incidents Analyzed	22	260
Vessels Risk Assessed with poor PSC (five or more deficiencies)	47	560
Total Deficiencies	414	4,966
Detentions Assessed	7	87

*The data listed excludes the Dry Cargo risk rating database with over 7,000 vessels.

2. marinerating.com 2020 Risk Rating Trend Table February 2020 to January 2021:



All Liquid cargo vessel types have increased their risk profile over the past 12-months, with the average risk rating increase of 0.83% across all vessel types as viewed in the table below.

Ranked	Vessel Type	Feb-20	Jan-21	Risk Increase
1	Oil Tanker	35.87%	36.93%	1.06%
2	Chemical/Oil Products Tanker	35.39%	36.33%	0.94%
3	Gas Carrier	34.63%	35.14%	0.51%

Oil Tankers and Chemical/Oil Products Tankers vessel risk has been building since January 2019. The Risk Rating Trends table also includes vessel class types and can be viewed with free 12-month trial subscription. No financial details are taken during the free trial sign-up. Click [here](#) click here to register.

3. Most Common PSC Deficiencies Ranked 2020



Ranked	Most Common Deficiencies	2020	Breakdown
1	Fire Safety	709	14%
2	Life Saving Apparatus	541	11%
3	Safety of Navigation	532	11%
4	Labour Conditions	526	11%
5	Certificate and Documentation	517	10%
6	Pollution Prevention	401	8%
7	Emergency Systems	264	5%
8	Propulsion and Auxiliary Machinery	262	5%
9	Water/Watertight Conditions	248	5%
10	Structural Conditions	202	4%
11	ISM	200	4%
12	Living and Working Conditions	193	4%
13	Radio Communications	114	2%
14	Other	111	2%
15	Cargo Operations inc. Equipment	59	1%
16	Alarms	46	1%
17	Dangerous Goods	22	0.4%
18	MLC	19	0.4%
	Total	4,966	

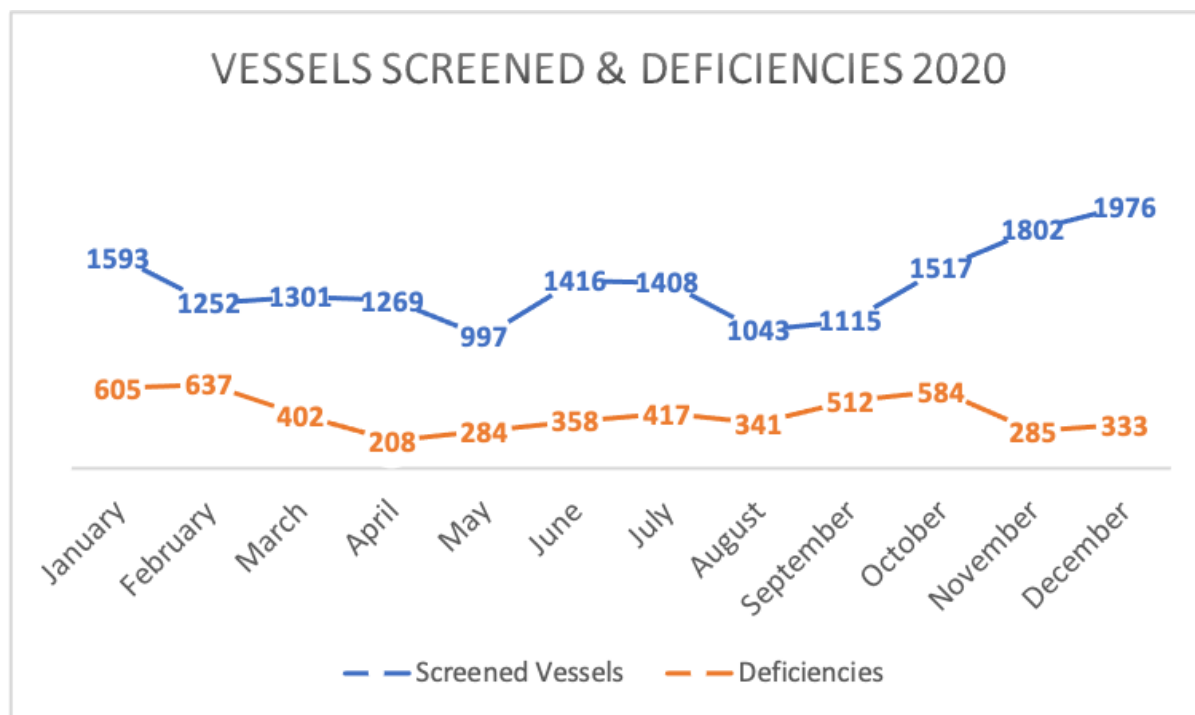
4. Most Frequently Traded Liquid Cargo Vessels 2020

Breakdown of vessels, and their age. The data is based on vessels risk rated during 2020, delivering an insight on the age of vessels offered for 'trade'.

Rank	Vessel Age	Breakdown
1	10-15 years	39%
2	5-10 years	19%
3	15-20 years	18%
4	≤ 5 years	15%
5	20-25 years	5%
6	≥ 25 years	4%



5. Vessels Risk Rated and Recorded Deficiencies



Why does IMRRA collect in depth vessel PSC Data?

PSC information is classed as a Dynamic source of vessel safety data. IMRRA's clients will often ask the following questions regarding the PSC performance of a vessel for a risk rating report.

- Some PSC Authorities are stricter in enforcing the rules compared to others - we need to work with a vessel that is not susceptible for arrest.
- Is this vessel high risk for a PSC arrest or detention?
- How many defects & non-conformities or detentions have been recorded in the past 36-months?
- What is IMRRA's risk rating for the technical manager?
- How good is the performance of the technical manager and its entire fleet?

The definition of Dynamic, and how it applies to PSC data is taken from safety risk events. The frequency and severity of PSC events can have a major impact on vessel safety and performance.

IMRRA's Analysts look for improvements as required by the vessel's PSC deficiencies documentation. If the deficiencies have been rectified, it can result with a lower vessel risk rating because the vessel being managed safely. Higher vessel risk ratings will be attributed to vessels if the deficiencies have not been rectified.

If you have any questions regarding the information in this email, please get in touch, all the answers are free!

Regards,



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