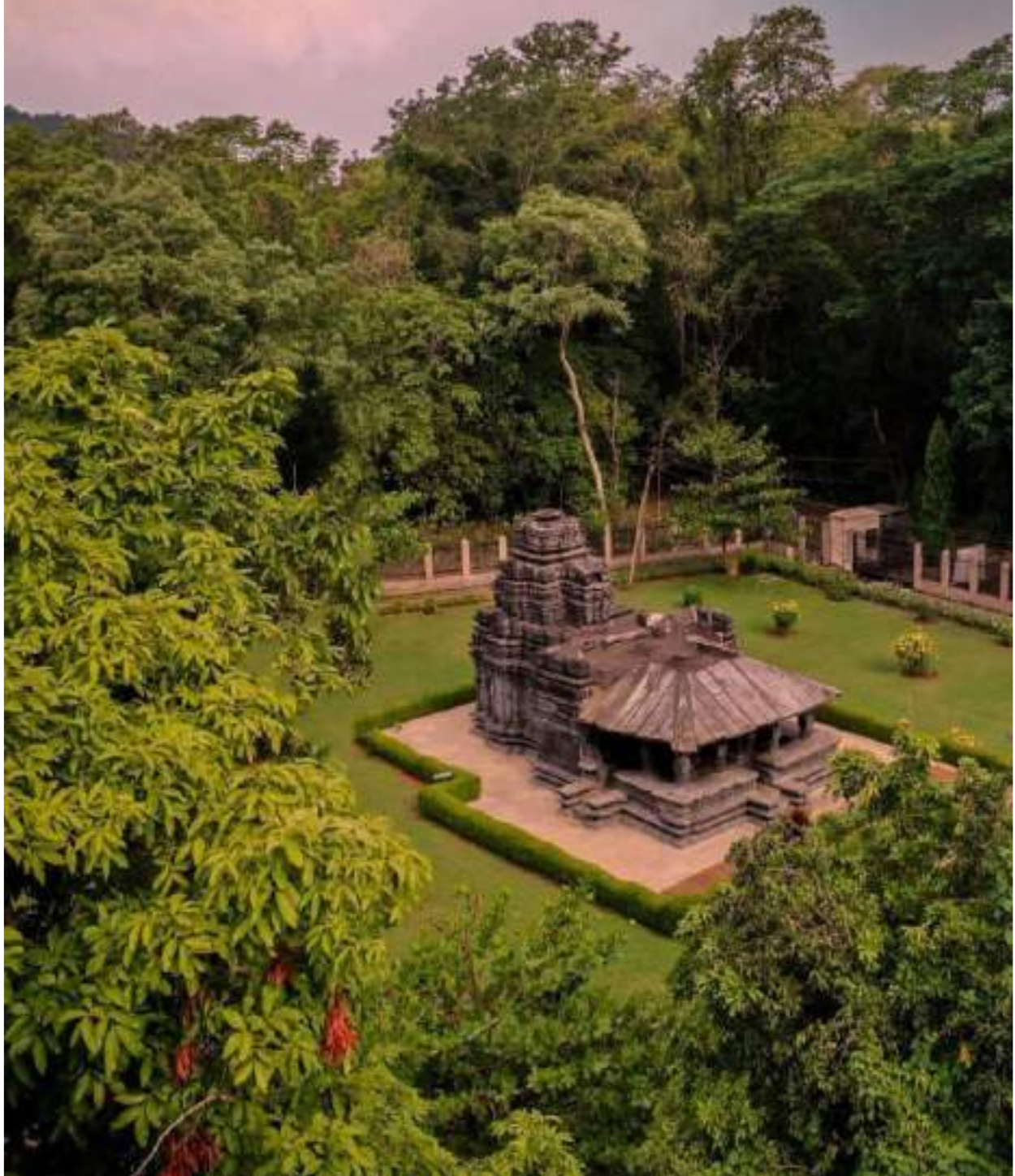


# Annual Report 2025



INDIAN OCEAN

***The Mahadev Temple at Tambdi Surla,  
the oldest standing temple in Goa, India***



## Chair's Message



It is with great pride and responsibility that I present this message for the 2025 Annual Port State Control Report of the Indian Ocean Memorandum of Understanding (IOMOU). As the Chair, I am privileged to represent an organization that stands steadfast in its mission to uphold maritime safety, protect the marine environment, and ensure fair labour conditions onboard vessels. This year has been particularly significant, marked by the celebration of 25 years of collaboration, innovation, and commitment within the IOMOU. Our member Authorities, through their unwavering dedication, have upheld the values that define the essence of this organization. The data and analysis in this report not only reflect our collective efforts but also serve as a testament to the ongoing challenges and progress in ensuring compliance with international conventions.

In this context, recent developments at the International Maritime Organization have been particularly encouraging. The growing momentum towards the ratification of the Cape Town Agreement of 2012 brings the international community closer to its entry into force, marking a significant milestone in enhancing the safety of fishing vessels globally. Alongside this progress, ongoing discussions within the IMO on maritime digitalization, decarbonization of shipping, and strengthened regulatory oversight continue to shape the future of the maritime sector and reinforce the importance of effective port State control regimes.

The IOMOU has made remarkable strides in addressing emerging issues, including the inspection of fishing vessels, which aligns with our broader goal of combating illegal, unreported, and unregulated (IUU) fishing. Such initiatives, coupled with our expert training programs, CIC like every year aligning with other MoUs, underscore the importance of capacity-building and knowledge-sharing among our members.

As we reflect on the year 2025, I extend my gratitude to all Port State Control Officers, secretariat, and supporting organizations whose contributions are indispensable to the success of our endeavors. The IOMOU remains committed to strengthening regional cooperation and aligning with global standards to create a safer and more sustainable maritime domain.

Let us continue to navigate these waters with determination, foresight, and unity. Together, we can ensure that the Indian Ocean region remains a leader in port state control excellence.

Capt. T. Gqabu

## Foreword by the Secretary



The maritime domain continues to serve as the backbone of global trade, facilitating more than 80 per cent of international commerce. In an era marked by geopolitical uncertainty, evolving environmental imperatives, digital transformation, and complex supply chains, the responsibility to ensure safe, secure, and environmentally sound shipping has never been greater. The global maritime community stands at a pivotal juncture — balancing growth with sustainability, innovation with compliance, and efficiency with accountability. Port State Control (PSC) remains one of the most effective international mechanisms to verify that ships calling at our ports comply with the requirements of international conventions relating to safety of life at sea, prevention of marine pollution, and the welfare of seafarers.

In this broader horizon of shared responsibility, regional cooperation through Memoranda of Understanding plays a critical role in maintaining harmonized inspection standards and promoting uniform enforcement across jurisdictions.

Within this global framework, the Indian Ocean Memorandum of Understanding on Port State Control (IOMOU) has continued to strengthen its role as a proactive and responsible regional partner. The year 2025 has been one of consolidation, reform, and forward-looking initiatives aimed at enhancing inspection quality, harmonization, and technical capacity among our Member Authorities.

Our 28<sup>th</sup> Annual Committee Meeting held in Maputo, Mozambique, from 11 to 15 August 2025, marked an important milestone in this journey. The deliberations reflected both the challenges before us and the collective determination of the Member Authorities to address them decisively. Several important PSC-related decisions were adopted with a view to achieving better harmonization with other regional MoUs, particularly in areas of inspection procedures, information exchange, and enforcement consistency. These decisions reinforce our shared commitment to eliminating substandard shipping while ensuring fairness and transparency in inspections.

A notable area of emphasis during the year has been the strengthening of Enhanced Inspection Programmes. Special attention has been directed towards the detection of fraudulent certificates, forged statutory documentation, and the carriage of illegal cargoes and unauthorized passengers. These emerging trends pose significant safety, security, and reputational risks to the maritime sector. Through coordinated targeting, intelligence sharing, and inspector training, IOMOU has taken all the concrete steps to address these concerns effectively.

The implementation and monitoring of Concentrated Inspection Campaigns (CICs), aligned with global PSC priorities, have continued to serve as a vital tool in raising awareness and ensuring focused compliance in specific thematic areas. These campaigns not only enhance enforcement but also provide valuable data to identify systemic gaps and areas requiring capacity-building support.

On the margins of the recent session of the IMO Sub-Committee on Implementation of IMO Instruments (III-11), the IOMOU further strengthened its commitment to enhanced information sharing and transparency. An agreement was signed with the Secretary-General to support the development of an Overarching Database, aimed at facilitating improved exchange of port State control information and analytical capabilities among the MoU regimes. This important step will contribute to greater harmonization of inspection practices and more effective monitoring of maritime compliance globally.

IOMOU takes pride in its sincere and active involvement in promoting Port State Control inspections of fishing vessels. Recognizing the unique safety, labor, and regulatory challenges associated with this segment, the Memorandum has taken practical measures to strengthen regional cooperation in this area. Additional activities have been initiated to explore and establish funding provisions dedicated to PSC inspections of fishing vessels, thereby supporting Member Authorities in expanding oversight over this important yet often under-regulated sector.

The entry into force of the Cape Town Agreement of 2012 (CTA12) is now within reach, representing a historic development in enhancing safety standards for fishing vessels worldwide. The steady progress towards its implementation reflects the collective resolve of the international community, and IOMOU remains committed to supporting its effective enforcement within our region.

Capacity building has remained central to our mission. I am pleased to highlight joint PSCO Seminar for the Tokyo MoU and the Indian Ocean MoU PSCOs, was hosted by the Australian Maritime Safety Authority from 24-28 February 2025, at Gold Coast, Australia. This initiative represents a significant step in strengthening technical expertise, promoting uniform inspection standards, and fostering peer learning among Member Authorities. Continued investment in training and knowledge exchange will remain essential as regulatory frameworks evolve and inspection methodologies become increasingly sophisticated.

At the same time, the global fleet profile presents new concerns. A growing number of ageing vessels continue to operate, with some shipowners and managers reportedly deferring renewal or technological upgrades while awaiting clearer regulatory or technological pathways. This trend requires heightened vigilance. Older tonnage, if inadequately maintained or retrofitted, may present increased safety and environmental risks. IOMOU will continue to apply risk-based targeting and inspection strategies to ensure that safety standards are upheld without compromise.

Looking ahead, our priorities remain clear: enhancing harmonization with sister MoUs, strengthening data-driven targeting, supporting Member Authorities through training and technical cooperation, expanding oversight to fishing vessels, and addressing emerging compliance challenges in a balanced and transparent manner.

The achievements recorded in this Annual Report are the result of the collective efforts of our Member Authorities, Port State Control Officers, the Secretariat, and our valued partner organizations and finally guidance as received from the Chair and the Committee. Their professionalism, dedication, and commitment to maritime safety and environmental protection form the foundation of IOMOU's continued credibility and effectiveness.

As we navigate an increasingly complex maritime landscape, our shared objective remains unchanged — to eliminate substandard shipping, protect the marine environment, and safeguard the welfare of seafarers through cooperation, consistency, and unwavering commitment to international standards.

I am confident that with continued collaboration and mutual trust, IOMOU will further strengthen its contribution to safer and cleaner seas across the Indian Ocean region.

Achintya B Dutta

Secretary

Indian Ocean Memorandum of Understanding on Port State Control (IOMOU)

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# INTRODUCTION

## GENERAL

The Indian Ocean Memorandum of Understanding (IOMOU) on port State control (PSC) in the Indian Ocean region was finalized on the basis of the first preparatory meeting held in India in October 1997 and the second meeting in June 1998 in South Africa. The second meeting was attended by Australia, Bangladesh, Djibouti, Eritrea, Ethiopia, India, Iran, Kenya, Maldives, Mauritius, Mozambique, Myanmar, Oman, Seychelles, South Africa, Sri Lanka, Tanzania and Yemen.

The port State control system aims to verify whether foreign flagged ships calling at a port of a State comply with applicable International Maritime Conventions. Each Authority ensures that the foreign merchant ships visiting its ports comply with the standards articulated in the relevant Conventions and all amendments thereto in force. When ships are found not to be in substantial compliance with the applicable regulations, laws or relevant Conventions requirements, the PSC system imposes actions to ensure they are brought into compliance. Ships to be inspected are selected on the basis of targeting criteria outlined in the Memorandum and a non-discriminatory policy is observed.

Under the Memorandum, each Authority will establish and maintain an effective system of PSC regime. The mission of the IOMOU among the maritime authorities responsible for port State control in the Indian Ocean region is to promote the effective implementation of an improved and harmonized system of PSC by uniform application, of relevant International Maritime Organization (IMO)/International Labour Organization (ILO) instruments on ships operating in the region.

This will be accomplished through the establishment and maintenance of a harmonized system of PSC by the member Authorities, and the effective operation of the Committee, the Secretariat and the IOCIS. Of particular importance is the cooperation and the exchange of information between the members of the Memorandum of Understanding (MOU) and with other regional PSC regimes.

Following are the relevant instruments on which regional port State control is based, together with the protocols and amendments to these conventions and related codes of mandatory status as and when they enter into force:

- The International Convention on Load Lines, 1966
- The International Convention for the Safety of Life at Sea, 1974 (SOLAS 74)
- The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78)
- The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW 78)
- The Convention on the International Regulations for Preventing Collisions at Sea, 1972
- The International Convention on Tonnage Measurement of Ships, 1969
- The Merchant Shipping (Minimum Standards) Convention, 1976 (ILO Convention No. 147)
- The Maritime Labour Convention, 2006 (MLC, 2006)
- The International Convention on the Control of Harmful Anti-fouling Systems on Ships 2001
- The International Convention on Civil Liability for Bunkers Pollution Damager, 2001 (Bunkers Convention)
- Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC Protocol 1992)
- The International Convention for the control and Management of Ships' Ballast Water and Sediments. 2004 (BWM 2004)
- Cape Town Agreement 2012, (CTA12)
- the Nairobi International Convention on the Removal of Wrecks, 2007 (NAIROBI WRC 2007)
- Hong Kong International Convention for the Safe and environmentally sound recycling of ships, 2009 (HONG KONG CONVENTION)

## MEMBERS, OBSERVERS & OBSERVER ORGANIZATION

The Committee meetings are attended by the member Authorities as well as Observer States and organizations.

As of December 2025, the following countries, states and organizations are observers and parties to the Memorandum:

### Countries that are party to the Memorandum:

- Australia
- Bangladesh
- Comoros
- Eritrea
- France (La Reunion)
- India
- Iran
- Kenya
- Madagascar
- Maldives
- Mauritius
- Mozambique
- Myanmar
- Oman
- Seychelles
- Sri Lanka
- South Africa
- Sudan
- Tanzania
- Yemen

### Observer organizations:

- Black Sea Memorandum of Understanding
- Caribbean Memorandum of Understanding
- Riyadh Memorandum of Understanding
- Paris Memorandum of Understanding
- Tokyo Memorandum of Understanding
- West & Central Africa Memorandum of Understanding
- The International Maritime Organization
- The International Labor Organization
- United States Coast Guard
- Mediterranean Memorandum of Understanding
- Equasis

### Observer State of the IOMOU:

- Ethiopia

## IOMOU SECRETARIAT

The Secretariat of the Indian Ocean Memorandum of Understanding (IOMOUS) is based at Goa in India. The Secretariat is governed by and accountable to the Committee of the IOMOU on port State control. It acts under the direction of the Committee and assists the Committee in its activities including conducting meetings.

The IOMOU Secretariat is headed by the Secretary Mr. Achintya B. Dutta, assisted by the Office Manager Mrs. Priyanka Sawant, Office Assistant Mrs. Purvi P. Kesarkar and Data Management Assistant Ms. Sushmita Naik.

### CONTACT DETAILS

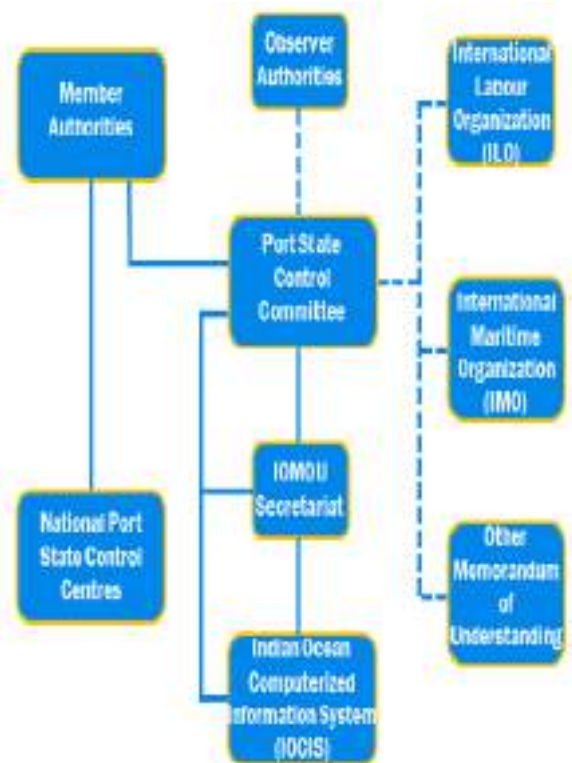
Postal Address:  
The Secretary IOMOU Secretariat,  
Ushakal, House No. 92, Plot No. A-8,  
Rangavi Estate, Dabolim GOA - 403801.  
INDIA.

Email Address:  
[iomou.sec@nic.in](mailto:iomou.sec@nic.in)

Website:  
[www.iomou.org](http://www.iomou.org)

Telephone:  
+91 832 2538 128  
+91 832 2538 398

### ORGANISATIONAL STRUCTURE OF THE IOMOU



## THE COMMITTEE

The Indian Ocean Memorandum of Understanding on port State control held its twenty-eighth PSC committee meeting in Maputo, Mozambique from 11 to 15 August. This meeting was hosted by the INSTITUTO DE TRANSPORTE MARITIMO (ITRANSMAR, I.P.), Mozambique.

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Representatives from the following IOMOU member Authorities and observers participated in the meeting:

Australia, Bangladesh, France, India, Kenya, Madagascar, Mauritius, Mozambique, Seychelles, South Africa, Sudan, and Tanzania.

Abuja MoU participated in the meeting as Observer. International Labour Organization, Black Sea MoU, Mediterranean MoU, Paris MoU and Tokyo MoU participated in the meeting as the Observers through virtual mode. Board Members of the ITRANSMAR, I.P, Mozambique also attended this meeting as Observers.

Industry forum from the SentientLogics Artificial Intelligence Consultancy Co. LLC and Asian Classification Societies (ACS) attended the meeting in person and International Association of Classification Societies (IACS) through virtual mode.

IOCIS Managers from the National Informatics Centre (NIC) also participated in the meeting.

**Capt. Tobela Gqabu, Chair of the Committee presided over the Committee meeting as Chair.**

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## OUTCOMES OF THE TWENTY-EIGHTH IOMOU COMMITTEE MEETING

1. The Committee noted the migration of web application on Cloud environment and launching of the IOMOU Mobile App version 3.0 for Android as well as for iOS users;
2. The Committee approved for incorporation and execution of Remote Inspection Workflow in the IOCIS;
3. The Committee noted the progress on development of the Fishing Vessel Inspection Reporting System and decided for the acronym as “IOFIS— Indian Ocean MoU Fishing Vessel Information System;
4. Committee approved and adopted guidelines on Hong Kong Convention, Industrial personnel Code, using body worn camera by the PSCOs while carrying out PSC Inspection in the Indian Ocean Region;
5. Correspondence Group presented their report of the Concentrated Inspection Campaign (CIC) on Crew Wages and seafarers Employment Agreement (MLC) which was carried out from 1 September to 30 November 2024. The CIC analysis was submitted to the Implementation of IMO Instruments (III), 11<sup>th</sup> session;
6. The Committee agreed to conduct a CIC on Cargo Securing in conjunction with Paris MoU and Tokyo MoU, for the year 2026;
7. The Committee agreed to participate in conducting CICs by the PSCOs of the non-ratifying member Authority for the relevant instruments, on voluntary basis, as per their national procedures;
8. The Committee noted the concluding report presented on the Co-operation programme between IOTC and IOMOU.
9. Committee discussed on the ships plying with Fraudulent Certificates and the committee requested the member Authorities to instruct their PSCOs to conduct enhanced inspection and give special attention during inspections to those vessels presenting;
10. A Correspondence Groups (CG) presented its report on various topics and Committee formed more Correspondence Group on various topics;
11. The Committee adopted the 2024 Annual Report;
12. The Committee approved its annual Theme for the year 2026 as: **“Together We Inspect, Together We Protect”**.

### DETENTION REVIEW PANEL

If the flag State or their Recognized Organizations (ROs), acting on behalf of the flag State, disagree with the outcome of the port State ruling concerning a detention, may request for a review by the Indian Ocean MOU’s Detention Review Panel, within 90 days from the date of detention.

The Detention Review Panel is comprised of three Indian Ocean MOU member Authorities, excluding the port State and the ship’s flag State and the ISM issuing country, if they are members of the Indian Ocean MOU.

In the year 2025, the Secretariat did not receive any appeal towards any detention.

## TRAINING AND SEMINAR FOR PORT STATE CONTROL

Trainings, workshops, and expert missions conducted in the IOMOU Region:

Sr. No.	Description	Number of Sessions
1	IMO Sponsored. Trainings/Workshop/Expert Mission Course in IOMOU Region	8
2	Expert Missions Trainings Offered by Tokyo MOU	4
3	Familiarization Training in Madagascar, Under IOMOU TC fund	1
4	Expert Mission Offered by Australia, under AusAID.	3
5	Maritime English Training offered by Australia, under AusAID	1
6	IOMOU/IOTC collaborated in-country Training Course on Port State Control (PSC) and Port State Measures ((PSM) Inspections, Funded by Australia	1
7	First Expert Mission training by India Ocean MoU, Under IOMOU TC fund	1
8	Tokyo MOU and Indian Ocean MOU Joint PSCO Seminar on Port State Control, Under IOMOU TC fund	1

Seminars held in the Indian Ocean MoU:

Seminar	Date	Location
First Seminar	9 to 11 February, 2005	Pune, India
Second seminar	12 to 15 February, 2007	Pune, India
Third seminar	11 to 13 March 2015	Kolkata, India
Fourth Seminar	28 August to 1 September, 2016	Male, Maldives
Fifth Seminar	13 to 17 November 2017	Mumbai, India
Sixth Seminar	10 to 14 September 2018	Yangon, Myanmar
Seventh Seminar	09 to 13 December 2019	Mahe, Seychelles
Eighth Seminar	22 to 26 March 2021	Kenya Maritime Authority in association with the IOMOU Secretariat (virtual mode)
Ninth Seminar	17 to 21 July 2022	Male, Maldives
Tenth Seminar	07 to 11 May 2023	Chattogram, Bangladesh
Eleventh Seminar	03 to 07 December 2023	Muscat, Oman

## JOINT PORT STATE CONTROL SEMINAR

A joint PSCO Seminar for the Tokyo MoU and the Indian Ocean MoU PSCOs, was hosted by the Australian Maritime Safety Authority from 24-28 February 2025, at Gold Coast, Australia.



## OVERARCHING DATABASE AGREEMENT

The IOMOU, alongside Abuja and Tokyo MoU, has proudly signed the data-exchange agreements with the IMO during the III-11 session in London held from 21-25 July 2025. This landmark step enhances transparency, collaboration, and safety in international shipping.



**PORT STATE CONTROL DEFICIENCIES PHOTOS**



Both ER vent flaps are found corroded and with missing rubber packings



Few WBT vents are wasted on top



Mid ship gangway to shore step found damaged



Engine room found with civil cloths hanging all over the place



Bridge Speakers are Covered by Tape



Quick Closing Valve of Diesel Generator Service Tank Disconnected



Quick Closing Valve of Emergency Diesel Generator Fuel Tank Leaking



Safety Locker of Engine Room Emergency Exit Door in Poop Deck Removed



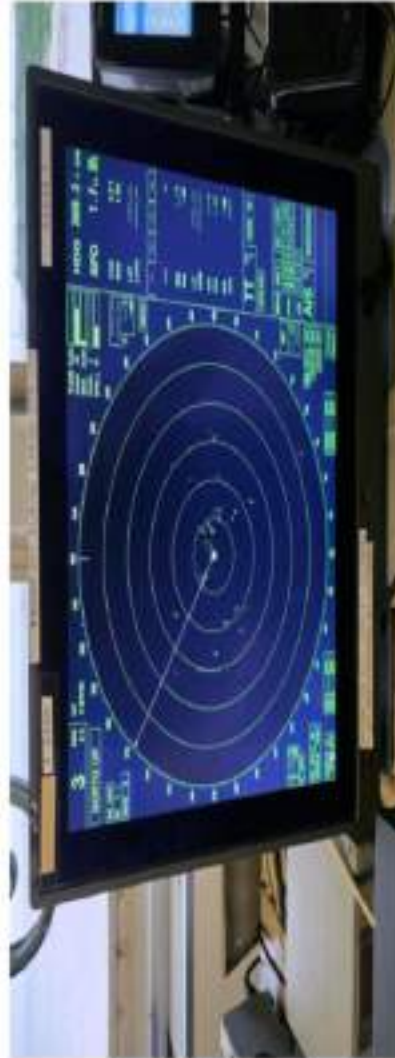
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Fuel Leakage Line of STBD Side Main Engine not Connected to Tank and Fuel Leaking to Bilge



Water ballast tank sounding cannot measure by sounding pipes instead all ballast tank covers left open on deck to check sounding



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Starboard navigation side light screen is not painted fully in matt black, which may cause light reflection and impair visibility, contrary to COLREG 72 Annex I, Section 9(a)(i).



Fire / GS pump leaking extensively



main cooling seawater pump leaking extensively



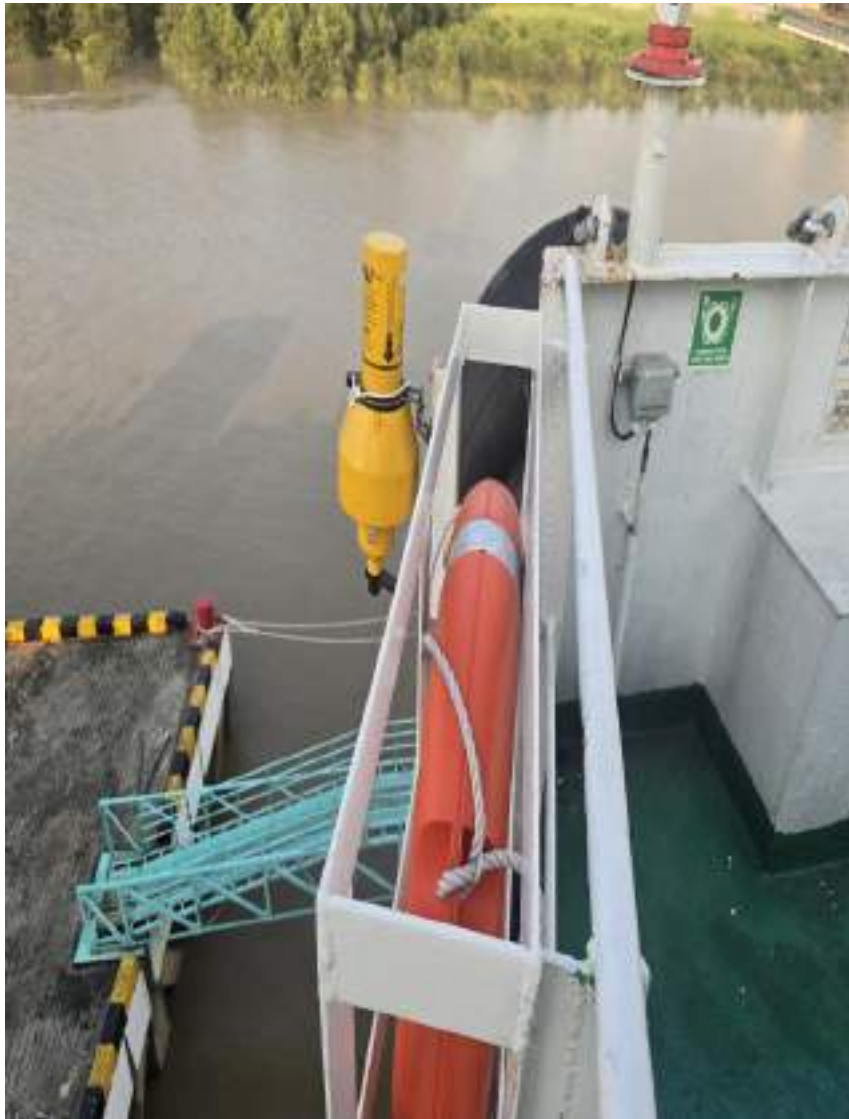
Oil storage tanks with transfer line keep on poop deck



Lube oil Filter pressure gauge was found glass cover broken and defective condition



Provision crane 's block was found rusty condition and not proper mark for SWL



Lifeboat No. 2 bow section found with evidence of a temporary repair. No supporting documentation or class approved repair report available on board. Condition raises concerns about the structural integrity and compliance with safety standards.



Life Boat's Deck's ladder's steps are rusty and unsafe



Service Cooling Pump for Generator was found leakage



Gauges from cooling seawater pumps inoperative



Temporarily fix a leaking ME Jacket cooling pipe



Oil and oily mixture found on tank top and bilge area



Heavy pitting on the monkey island deck - some areas have been patched up with fiberglass



Electrical sockets around the accommodation in poor condition some of them are not even secured in the bulkhead



Very poor house keeping



Mooring ropes in poor condition



Accommodation ladder has some holes in the ladder construction



Oil accumulated in the engine room and steering gear room

## DEFICIENCY PHOTO FOR THE YEAR 2024



*Nature of Deficiency: Decks - corrosion*  
*Deficiency Description: Bulwark & guard rails corroded & broken [damaged]*  
*PSCO: Mr. Benam Behrouz (Islamic Republic of Iran)*

## CO-OPERATION WITH OTHER REGIONAL MoUs

Considering the importance of inter-regional co-operation and harmonization of the PSC regimes, IOMOU participates in the Concentrated Inspection Campaigns (CICs) jointly with the Tokyo and Paris MoUs every year. All the CIC inspections carried from 2012 to 2025 are recorded in the IOMOU website (Indian Ocean Computerized Information System) for the information of all interested parties.

The IOMOU realized the need for this co-operation right from its inception and obtained Observer status with the other MoUs such as Tokyo MoU, Paris MoU, Caribbean MoU, Black Sea MoU, Abuja MoU, Mediterranean MoU, and Riyadh MoU. It continues to maintain this status by attending their committee meetings and other activities.

In a similar spirit, the IOMOU has granted Observer status to the MoUs as indicated under the list of Observers.

The representatives of the Secretariat attend other Committees' meetings depending upon their own programs. This is in effect to benchmark and gives an opportunity to understand initiatives of other MoUs on PSC. During the year 2025 the Secretary was invited to attend the following meetings:

- Riyadh MoU
- Black Sea MoU
- Paris MoU
- Abuja MoU
- Tokyo MoU
- Med MoU

In this regard the Secretary attended the following meetings for the year 2025 either using written procedure, virtual mode or by physical appearance:

- 22<sup>nd</sup> Riyadh MoU (PSCC22) written procedure from 24 to 26 February 2025
- 25<sup>th</sup> Black Sea MoU (PSCC25) written procedure from 14 to 17 April 2025
- 58<sup>th</sup> Paris MoU (PSCC58) in Malmo, Sweden from 26 to 30 May 2025
- 15<sup>th</sup> Abuja MoU (PSCC15) Hybrid meeting from 06 to 09 October 2025
- 36<sup>th</sup> Tokyo MoU (PSCC36) in Hong-Kong, China from 20 to 23 October 2025

In addition to the above, the IOMOU Secretariat attended the Joint implementation training on the PSMA, the IMO Cape Town Agreement and the ILO Work in Fishing Convention for Kenya Fisheries Service and Kenya Maritime Authority in Mombasa, Kenya from 03 to 12 September 2025 and the 4<sup>th</sup> Steering Committee of the Port Security and Safety of Navigation Programmeto in Nairobi, Kenya from 01 to 05 December 2025. The Secretary also attended various meetings, via virtual mode, as conducted and invited by the various organizations to update the knowledge on the international shipping and also on the guidance related to the port State control activities.

## IOCIS AND IOMOU WEBSITE

Indian Ocean Computerized Information System (IOCIS) and the IOMOU website are maintained by the National Informatics Centre, Government of India. The Secretariat is in continuous contact with the Manager of the IOCIS.

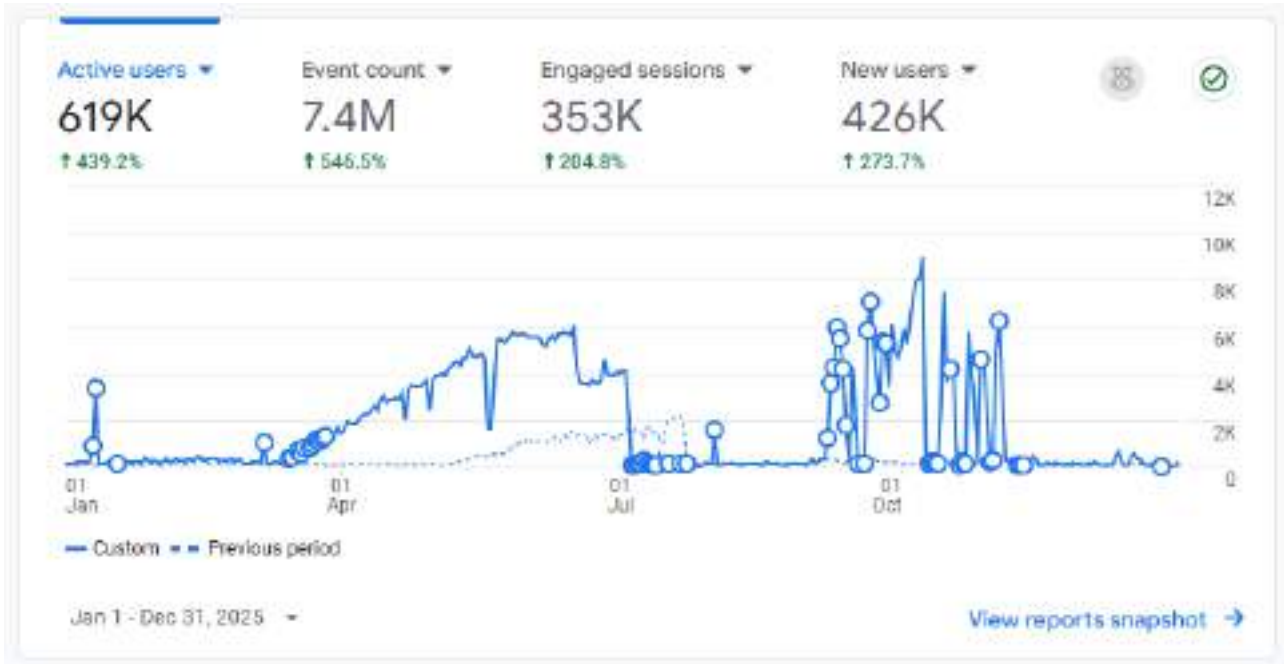
Following enhancement/modification has been made in the IOMOU website/ IOCIS:

- Holiday List and Theme for the year 2025 updated
- Disclaimer notice for PSC data updated
- Report of the 28<sup>th</sup> Meeting and Annual Report 2024 hosted
- List of deficiency and codes updated and hosted on the home page of the website
- Recent updates are provided from time to time on social media accounts such as Twitter, Instagram, and Facebook
- Revised MoU file updated
- Press Release on the Preliminary Result of the CIC on Crew Wages and Seafarer Employment Agreement (MLC), carried out from 1 September to 30 November 2024 updated
- Performance evaluation for the year 2024 updated
- PSC addresses updated time to time
- National arrangement and PSC manual updated
- Slide show images updated with latest news
- Information on Seminars/training, CIC, and meeting of the IOMOU along with Presentation/lectures of the seminars presented by the experts uploaded
- Underperforming ships list and Detention list Auto updated
- NIR Ratios implemented for 2025-26
- Ship on watchlist and banned ships updated

Data exchange with Equasis, S&P Global (IHS Markit Maritime & Trade (IHS Markit)), Lloyd's List (LLI) and the International Maritime Organization (IMO) under GISIS is being carried out. Facilities of Hyperlink between IOCIS and APCIS, IOCIS and Caribbean MoU, IOCIS and Black Sea MoU and IOCIS and Equasis, IOCIS and THETIS are being taken care of. Data transfer facility is provided to Abuja MoU for extracting PSC data reported by the Authority of South Africa.

## INTERNET TRAFFIC ANALYTICS

The IOMOU website [iomou.org](http://iomou.org) has been visited by many to gather information on PSC inspections in the Indian Ocean Region. The below information is provided through google analytics.



*619k total users between 1 January 2025 to 31 December 2025*

## STATUS OF THE RELEVANT INSTRUMENTS TONNAGE, LOADLINE, SOLAS

*(Date of Deposit of Instruments) as at 31 December 2025*

Sr. No	Authority	TONNAGE CONVENTION 69	LOADLINE CONVENTION 66	LOAD LINE PROT 88	SOLAS 74	SOLAS PROT 78	SOLAS PROT 88
1	Australia	21.05.1982	29.07.1968	07.02.1997	17.08.1983	17.08.1983	07.02.1997
2	Bangladesh	06.11.1981	10.05.1978	18.12.2002	06.11.1981	-	18.12.2002
3	Comoros	22.11.2000	22.11.2000	-	22.11.2000	22.11.2000	-
4	Eritrea	22.04.1996	22.04.1996	04.02.2000	22.04.1996	-	04.02.2000
5	France	31.10.1980	30.11.1966	05.10.1990	25.05.1977	21.12.1979	28.02.1992
6	India	26.05.1977	19.04.1968	10.08.2000	16.06.1976	03.04.1986	22.08.2000
7	Iran	28.12.1973	05.10.1973	31.10.2006	17.10.1994	31.08.2000	31.10.2006
8	Kenya	15.12.1992	12.09.1975	07.07.2015	21.07.1999	07.07.2015	07.07.2015
9	Madagascar	27.07.2017	16.01.1967	26.07.2019	07.03.1996	-	26.07.2019
10	Maldives	02.06.1983	29.01.1968	-	14.01.1981	-	20.05.2005
11	Mauritius	11.10.1988	11.10.1988	17.12.2002	01.02.1988	-	17.12.2002
12	Mozambique	30.10.1991	30.10.1991	-	23.12.1996	-	-
13	Myanmar	04.05.1988	11.11.1987	03.10.2019	11.11.1987	11.11.1987	03.07.2019
14	Oman	24.09.1990	20.08.1975	17.06.1991	25.04.1985	25.04.1985	17.06.1991
15	Seychelles	17.07.2017	01.10.1976	27.09.1989	10.05.1988	10.05.1988	27.09.1989
16	South Africa	24.11.1982	14.12.1966	-	23.05.1980	11.01.1982	-
17	Sri Lanka	11.03.1992	10.05.1974	08.03.2024	30.08.1983	-	08.03.2024

Sr. No	Authority	TONNAGE CONVENTION 69	LOADLINE CONVENTION 66	LOAD LINE PROT 88	SOLAS 74	SOLAS PROT 78	SOLAS PROT 88
18	Sudan	21.05.2002	26.09.1991	-	15.05.1990	-	-
19	Tanzania	28.03.2001	28.02.1989	-	28.03.2001	-	-
20	Yemen	06.03.1979	06.03.1979	11.01.2012	06.03.1979	-	11.01.2012
	<b>Entry in force date</b>	<b>18.07.1982</b>	<b>21.07.1968</b>	<b>03.02.2000</b>	<b>25.05.1980</b>	<b>01.05.1981</b>	<b>03.02.2000</b>

## STCW, AFS, COLREG, BUNKERS, CLC, BWM, ILO/MLC

*(Date of Deposit of Instruments) as at 31 December 2025*

Sr. No	Authority	STCW 78	AFS 2001	COLREG 72	Bunkers Convention 2001	CLC PROT1992	BWM 2004	ILO 147
								MLC 2006*
1	Australia	07.11.1983	09.01.2007	29.02.1980	16.03.2009	09.10.1995	07.06.2017	21.12.2011
2	Bangladesh	06.11.1981	07.06.2018	10.05.1978	-	-	07.06.2018	06.11.2014
3	Comoros	22.11.2000	-	22.11.2000	01.02.2018	15.01.2000	-	18.02.2024
4	Eritrea	22.04.1996	-	22.04.1996	-	-	-	-
5	France	11.07.1980	12.03.2007	10.05.1974	19.10.2010	29.09.1994	24.09.2008	02.05.1978/ 28.02.2013
6	India	16.11.1984	24.04.2015	30.05.1973	-	15.11.1999	-	26.09.1996/ 09.10.2015
7	Iran	01.08.1996	06.04.2011	17.01.1989	21.11.2011	24.10.2007	06.04.2011	11.06.2014
8	Kenya	15.12.1992	07.07.2015	15.12.1992	07.07.2015	02.02.2000	14.01.2008	31.07.2014
9	Madagascar	07.03.1996	26.07.2019	27.07.2017	11.07.2017	21.05.2002	27.07.2017	15.06.2023
10	Maldives	22.01.1987	-	14.01.1981	-	20.05.2005	22.06.2005	07.10.2014
11	Mauritius	04.07.1991	-	26.05.1989	17.07.2013	06.12.1999	-	30.05.2014
12	Mozambique	15.11.1985	-	30.10.1991	-	26.04.2002	23.10.2025	25.05.2021
13	Myanmar	04.05.1988	17.08.2022	11.11.1987	19.01.2018	12.07.2016	17.08.2022	25.05.2016
14	Oman	24.09.1990	06.03.2019	25.04.1985	30.04.2020	08.07.1994	01.02.2022	29.03.2022
15	Seychelles	22.08.1988	28.11.2023	22.08.1988	23.08.2019	23.07.1999	27.11.2017	07.01.2014

<b>Sr. No</b>	<b>Authority</b>	<b>STCW 78</b>	<b>AFS 2001</b>	<b>COLREG 72</b>	<b>Bunkers Convention 2001</b>	<b>CLC PROT1992</b>	<b>BWM 2004</b>	<b>ILO 147 MLC 2006*</b>
16	South Africa	27.07.1983	02.07.2008	20.12.1976	-	01.10.2004	15.04.2008	20.06.2013
17	Sri Lanka	22.01.1987	-	04.01.1978	-	22.01.1999	-	12.01.2017
18	Sudan	26.02.1997	-	11.03.2003	-	-	-	04.10.2019
19	Tanzania	27.10.1982	-	16.05.2006	-	19.11.2002	-	03.04.2019
20	Yemen	14.02.2005	-	06.03.1979	-	20.09.2006	-	-
<b>Entry in force date</b>		<b>28.04.1984</b>	<b>17.09.2008</b>	<b>15.07.1977</b>	<b>21.11.2008</b>	<b>30.05.1996</b>	<b>08.09.2017</b>	<b>28.11.1981/ 20.08.2013</b>

\* MLC 2006 will supersede ILO 147 if the Authority ratified both.

## CTA12, NAIROBI WRC 2007, HONG KONG CONVENTION 2009

*(Date of Deposit of Instruments) as at 31 December 2025*

Sr. No	Authority	CTA12	NAIROBI WRC 2007	HONG KONG CONVENTION 2009
1	Australia	-	-	-
2	Bangladesh	-	-	26.06.2023
3	Comoros	-	01.02.2018	-
4	Eritrea	-	-	-
5	France	23.02.2018	04.02.2016	02.07.2014
6	India	-	23.03.2011	28.11.2019
7	Iran	-	19.04.2011	-
8	Kenya	17.03.2022	14.04.2015	-
9	Madagascar	-	26.07.2019	-
10	Maldives	-	-	-
11	Mauritius	-	-	-
12	Mozambique	-	-	-
13	Myanmar	-	-	-
14	Oman	-	30.04.2020	-
15	Seychelles	-	28.11.2023	-

<b>Sr. No</b>	<b>Authority</b>	<b>CTA12</b>	<b>NAIROBI WRC 2007</b>	<b>HONG KONG CONVENTION 2009</b>
16	South Africa	19.08.2016	04.09.2015	-
17	Sri Lanka	-	-	-
18	Sudan	-	-	-
19	Tanzania	-	-	-
20	Yemen	-	-	-
<b>Entry in force date</b>			-	<b>26.06.2025</b>

## MARPOL

*(Date of Deposit of Instruments) as at 31 December 2025*

Sr. No.	Authority	Annex I & II	Annex III	Annex IV	Annex V	Annex VI
1	Australia	14.10.1987	10.10.1994	27.02.2004	14.08.1990	07.08.2007
2	Bangladesh	18.12.2002	18.12.2002	18.12.2002	18.12.2002	18.12.2002
3	Comoros	22.11.2000	22.11.2000	22.11.2000	22.11.2000	-
4	Eritrea	-	-	-	-	-
5	France	25.09.1981	25.09.1981	25.09.1981	25.09.1981	15.07.2005
6	India	24.09.1986	11.06.2003	11.06.2003	11.06.2003	23.11.2011
7	Iran	25.10.2002	29.05.2009	29.05.2009	25.10.2002	29.05.2009
8	Kenya	15.12.1992	15.12.1992	15.12.1992	15.12.1992	14.01.2008
9	Madagascar	30.08.2005	30.08.2005	30.08.2005	30.08.2005	26.07.2019
10	Maldives	20.05.2005	-	-	20.05.2005	-
11	Mauritius	06.04.1995	06.04.1995	06.04.1995	06.04.1995	23.03.2020
12	Mozambique	09.11.2005	09.11.2005	09.11.2005	09.11.2005	-

<b>Sr. No.</b>	<b>Authority</b>	<b>Annex I &amp; II</b>	<b>Annex III</b>	<b>Annex IV</b>	<b>Annex V</b>	<b>Annex VI</b>
13	Myanmar	04.05.1988	05.04.2016	05.04.2016	05.04.2016	-
14	Oman	13.03.1984	13.03.1984	13.03.1984	13.03.1984	01.12.2025
15	Seychelles	28.11.1990	29.11.2019	29.11.2019	29.11.2019	29.11.2019
16	South Africa	28.11.1984	05.02.1997	17.09.2015	13.05.1992	17.09.2015
17	Sri Lanka	24.06.1997	24.06.1997	24.06.1997	24.06.1997	-
18	Sudan	-	21.01.2015	21.01.2015	21.01.2015	-
19	Tanzania	23.07.2008	23.07.2008	23.07.2008	23.07.2008	-
20	Yemen	-	-	-	-	-
<b>Entry into force date</b>		<b>02.10.1983</b>	<b>01.07.1992</b>	<b>27.09.2003</b>	<b>31.12.1988</b>	<b>19.05.2005</b>

## PORT STATE CONTROL INSPECTION ACTIVITIES ANALYSIS

A total of **5,958** inspections were carried out in 2025. Out of these 5,958 inspections, **3,072** inspections had deficiencies and the total numbers of deficiencies were **13,962**.

Serious deficiencies noted by the PSCOs led to the detention of **261** ships and needed to be rectified prior to the ships' departure; the overall detention percentage for the year was **4.38%**. There has been 11.68% increase in the total number of inspections in 2025, compared to those which were inspected in 2024, the detention percentage has also slightly increased from 4.24% recorded in 2024.

The average number of deficiencies per inspection in 2025 (**2.34**) has slightly increased compared to the previous year (**2.24**).

The information given in the following tables and charts represents the port State control activities of Australia, Bangladesh, Comoros, France, India, Iran, Kenya, Madagascar, Mozambique, Myanmar, Oman, Seychelles, South Africa, Sri Lanka, Sudan, Tanzania, and Yemen. The remaining member Authorities are trying to overcome the challenges in carrying out their PSC inspection activities.

It should be noted that Australia, is a member of both the Tokyo MoU and the Indian Ocean MOU, South Africa is a member of the Abuja MoU and Indian Ocean MOU, Oman is a member of Riyadh MoU and the Indian Ocean MOU. Each record their PSC data with both MoUs, and so when considering a world picture of statistics, this duplication of data needs to be taken into account<sup>1</sup>.

## STATISTICS FOR 2025

### PORT STATE CONTROL INSPECTIONS CARRIED OUT BY AUTHORITIES

Authority	Number of Inspections	Number of Inspections with deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Australia <sup>1</sup>	2769	1722	7561	133	4.8
Bangladesh	1085	310	966	8	0.74
Comoros	24	5	10	0	0.00
France	22	7	64	2	9.09
India	607	451	2595	64	10.54
Iran	170	116	737	25	14.71
Kenya	84	33	167	3	3.57
Madagascar	3	1	1	0	0.00
Mozambique	17	0	0	0	0.00
Myanmar	178	136	345	5	2.81
Oman <sup>1</sup>	164	71	437	11	6.71
Seychelles	12	10	121	0	0.00
South Africa <sup>1</sup>	189	49	260	5	2.65
Sri Lanka	4	2	5	0	0.00
Sudan	58	5	49	0	0.00
Tanzania	394	66	251	3	0.76
Yemen	178	88	393	2	1.12
<b>Total</b>	<b>5958</b>	<b>3072</b>	<b>13962</b>	<b>261</b>	<b>4.38</b>

<sup>1</sup> See comment on page 33 regarding Australia, South Africa, and Oman regarding data duplication between IOMOU and Tokyo, Abuja, and Riyadh MoUs.

## DEFICIENCIES BY TYPE OF SHIP

Type of Ship	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage	Percentage of Inspections with Deficiencies
Bulk Carrier	3147	1492	6541	113	3.59	47.41
Chemical Tanker	325	160	593	11	3.38	49.23
Combination Carrier	12	7	23	0	0	58.33
Container Ship	818	420	1948	38	4.65	51.34
Gas Carrier	116	72	306	5	4.31	62.07
Gas carrier/NLS tanker (GASNLS)	3	2	10	0	0	66.67
General Cargo / Multipurpose ship	657	417	2156	47	7.15	63.47
Heavy Load Carrier	10	7	26	0	0	70.00
High Speed Cargo Craft	1	1	10	0	0	100.00
Livestock Carrier	30	16	66	1	3.33	53.33
NLS Tanker *	9	6	21	0	0	66.67
Offshore Service Vessel	38	25	135	4	10.53	65.79
Oil Tanker	223	134	696	18	8.07	60.09
Oil tanker/Chemical tanker (OILCHEM)	151	78	317	9	5.96	51.66
Oil tanker/NLS tanker (OILNLS)	1	1	8	0	0	100.00
Other Types of Ship	37	28	175	2	5.41	75.68
Passenger Ship	50	34	80	0	0	68.00
Refrigerated Cargo Vessel	22	9	74	0	0	40.91
Ro-Ro Cargo Ship	21	7	54	2	9.52	33.33
Ro-Ro Passenger Ship	5	0	0	0	0	0.00
Special Purpose Ship	16	11	66	1	6.25	68.75
Tugboat	34	29	261	8	23.53	85.29
Vehicle Carrier	194	93	285	2	1.03	47.94
Wood Chip Carrier	38	23	111	0	0	60.53
<b>Total</b>	<b>5958</b>	<b>3072</b>	<b>13962</b>	<b>261</b>		

\* Earlier known to be Tanker not otherwise specified.

## DEFICIENCIES BY FLAG

Flag	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Antigua and Barbuda	64	35	150	2	3.13
Azerbaijan	4	4	25	0	0.00
Bahamas	162	83	317	2	1.23
Bangladesh	19	12	75	2	10.53
Barbados	48	26	114	4	8.33
Belgium	11	3	14	0	0.00
Belize	10	5	14	0	0.00
Benin	2	2	16	1	50.00
Bermuda (UK)	9	7	29	0	0.00
Bolivia	2	2	35	2	100.00
Cameroon	2	2	16	1	50.00
Canada	1	0	0	0	0.00
Curacao	3	1	9	0	0.00
Congo	1	1	5	0	0.00
Cayman Islands (UK)	8	0	0	0	0.00
China	135	33	98	1	0.74
Comoros	42	41	441	20	47.62
Cook Islands	11	11	82	2	18.18
Croatia	1	0	0	0	0.00
Cyprus	130	71	338	5	3.85
Denmark	33	17	60	0	0.00
Djibouti	2	0	0	0	0.00
Dominica	4	4	28	2	50.00
Egypt	3	1	3	0	0.00
Fiji	1	1	28	0	0.00
France	7	6	17	0	0.00
Gabon	1	1	5	0	0.00
Gambia	6	6	50	1	16.67
Guinea Bissau	3	1	3	0	0.00
Guyana	1	1	36	1	100.00
Gibraltar (UK)	9	5	25	0	0.00
Greece	64	33	125	1	1.56
Hong Kong, China	432	180	710	10	2.31
India	20	11	82	2	10.00
Indonesia	22	18	79	0	0.00
Iran	11	3	7	0	0.00
Isle of Man (UK)	62	23	105	2	3.23
Italy	7	2	11	1	14.29
Jamaica	1	0	0	0	0.00
Japan	74	47	178	5	6.76
Kazakhstan	1	1	5	0	0.00
Kiribati	2	2	4	0	0.00
Korea, Republic of	63	37	145	0	0.00
Kuwait	2	2	12	0	0.00
Latvia	3	0	0	0	0.00
Liberia	978	453	1925	31	3.17

Flag	Number of Inspections	Number of Inspections with Deficiencies	Number of Deficiencies	Number of Detentions	Detention Percentage
Luxembourg	8	3	10	0	0.00
Malaysia	6	5	41	3	50.00
Malta	220	104	440	11	5.00
Marshall Islands	754	326	1230	20	2.65
Mauritius	2	2	29	1	50.00
Mongolia	2	2	8	0	0.00
Mozambique	1	1	9	0	0.00
Nigeria	1	1	24	1	100.00
Niue	1	1	13	1	100.00
Netherlands	31	22	103	3	9.68
New Zealand	4	3	16	0	0.00
Norway	84	41	149	0	0.00
Oman	1	1	7	0	0.00
Papua New Guinea	2	2	10	1	50.00
Pakistan	5	5	40	0	0.00
Palau	40	32	337	11	27.5
Panama	1323	737	3336	56	4.23
Philippines	18	11	24	0	0.00
Portugal	116	60	247	7	6.03
Qatar	3	2	10	0	0.00
Russian Federation	64	58	212	1	1.56
Seychelles	3	2	22	1	33.33
Saint Kitts and Nevis	64	53	453	15	23.44
San Marino	4	2	8	0	0.00
Sint Maarten (Dutch Part)	1	1	5	1	100.00
Saint Vincent and the Grenadines	12	5	19	0	0.00
Sao Tome and Principe	1	1	6	0	0.00
Saudi Arabia	12	1	4	0	0.00
Sierra Leone	9	5	53	0	0.00
Singapore	456	215	875	16	3.51
Sri Lanka	4	3	13	0	0.00
Sweden	4	3	5	0	0.00
Switzerland	5	2	3	0	0.00
Taiwan, China	16	8	23	0	0.00
Tanzania	5	5	88	2	40.00
Thailand	49	39	183	1	2.04
Togo	11	8	56	3	27.27
Turkey	9	4	26	0	0.00
Tuvalu	23	16	60	2	8.70
United Arab Emirates	2	2	16	1	50.00
United Kingdom	24	17	86	3	12.5
United States	7	7	33	0	0.00
Vanuatu	5	4	51	1	20.00
Viet Nam	69	56	158	1	1.45
<b>Total</b>	<b>5958</b>	<b>3072</b>	<b>13962</b>	<b>261</b>	

## DEFICIENCIES BY CATEGORIES

Code	Nature Of Deficiencies	Number of Deficiencies	Percentage
011	Certificate & Documentation - Ship Certificates	317	2.27
012	Certificate & Documentation - Crew Certificates	124	0.89
013	Certificate & Documentation - Documents	425	3.04
021	Structural Conditions	651	4.66
031	Water/Weathertight conditions	1043	7.47
041	Emergency Systems	679	4.86
051	Radio Communications	333	2.39
061	Cargo operations including equipment	261	1.87
071	Fire safety	2215	15.86
081	Alarms	222	1.59
091	Living Conditions	164	1.17
092	Working Conditions	801	5.74
101	Safety of Navigation	1409	10.09
111	Lifesaving appliances	1226	8.78
121	Dangerous goods	14	0.1
131	Propulsion and auxiliary machinery	1102	7.89
141	Pollution prevention - MARPOL Annex I	298	2.13
144	Pollution prevention - MARPOL Annex IV	158	1.13
145	Pollution prevention - MARPOL Annex V	156	1.12
146	Pollution prevention - MARPOL Annex VI	58	0.42
147	Pollution prevention - Anti Fouling	4	0.03
148	Pollution prevention – Ballast Water	76	0.54
151	ISM	485	3.47
161	ISPS	135	0.97
181	Minimum requirements for seafarers	11	0.08
182	Labour Conditions - Conditions of employment	146	1.05
183	Accommodation recreational facilities F and C	431	3.09
184	Health protection, medical care, social security	791	5.67
191	Industrial Personnel	3	0.02
991	Other	224	1.6
	<b>Total</b>	<b>13962</b>	

## DEFICIENCIES BY RECOGNIZED ORGANIZATION RELATED DETENTIONS AND DEFICIENCIES

Recognized Organization	Number of Overall Inspections	Number of Inspections with Deficiencies	Number of Overall Detentions	Overall Detention %	Number of RO Responsible detentions	RO Responsible Detention %	Number of RO Related deficiencies
American Bureau of Shipping	618	325	24	3.88	1	0.16	1
Asia Classification Society	5	1	0	0	0	0	0
Biro Klasifikasi Indonesia	3	3	0	0	0	0	0
Bureau Veritas	617	313	30	4.86	5	0.81	11
Columbus American Register	2	0	0	0	0	0	0
China Classification Society	394	136	8	2.03	0	0	0
CR Classification Society	17	12	1	5.88	0	0	0
Conarina Llc	1	1	1	100	0	0	0
Croatian Register of Shipping	6	1	0	0	0	0	0
DNV	783	421	29	3.7	2	0.26	3
Dromon Bureau of Shipping	8	7	1	12.5	0	0	0
Eagle Classification of Shipping	1	1	1	100	0	0	0
Foresight Ship Classification	1	0	0	0	0	0	0
Hellas Naval Bureau of Shipping	8	8	1	12.5	0	0	0
Intertek Maritime Bureau	5	5	3	60	0	0	0
Isthmus Bureau of Shipping	6	5	0	0	0	0	0
Indian Register of Shipping	39	31	9	23.08	2	5.13	6
Inter maritime Certification Services, S.A.	19	7	0	0	0	0	0
INTERNATIONAL CLASSIFICATION BUREAU CLASS	2	1	0	0	0	0	0
International Maritime Register	1	1	0	0	0	0	0
International Naval Surveys Bureau	2	1	0	0	0	0	0
International Register of Shipping	11	7	2	18.18	1	9.09	5
International Ship Classification	2	2	1	50	0	0	0
Iranian Classification Society	6	2	0	0	0	0	0
KOREAN REGISTER	293	166	10	3.41	0	0	0
Viet Nam Register	43	36	1	2.33	0	0	0
Lloyd's Register	730	375	25	3.42	3	0.41	5
Macosnar Corporation	4	4	1	25	0	0	0
Nippon Kaiji Kyokai	1777	830	57	3.21	6	0.34	10
New United International Marine Services Ltd.	1	1	0	0	0	0	0
No Class	98	49	2	2.04	0	0	0
Other *	61	57	25	40.98	2	3.28	5

Recognized Organization	Number of Overall Inspections	Number of Inspections with Deficiencies	Number of Overall Detentions	Overall Detention %	Number of RO Responsible detentions	RO Responsible Detention %	Number of RO Related deficiencies
Overseas Marine Certification Services, Inc.	35	26	8	22.86	0	0	0
Ocean Maritime Register of Shipping	1	1	0	0	0	0	0
Panama Classification Bureau	1	1	0	0	0	0	0
Panama Maritime Documentation Services	17	8	0	0	0	0	0
Panama Shipping Registrar, Inc.	1	1	0	0	0	0	0
Phoenix Register of Shipping S.A.	4	3	2	50	1	25	3
Polski Rejestr Statkow	18	11	2	11.11	0	0	0
Russian Maritime Register of Shipping	75	68	1	1.33	0	0	0
RINA Services S.p.A.	226	133	14	6.19	1	0.44	1
Turkish Lloyd	7	4	0	0	0	0	0
Union Bureau of Shipping	2	1	0	0	0	0	0
Universal Maritime Bureau Ltd.	1	1	1	100	0	0	0
Vega Register Inc.	3	3	0	0	0	0	0
Veritas Register of Shipping	1	0	0	0	0	0	0
Withdrawn	2	2	1	50	0	0	0

\* Inspection Classed With, International Maritime Classification, Thai Government, Dakar Class, Capital Register of Shipping, Royal Classification Society, Guardian Bureau of Shipping, Med Lloyd Classification Society, Imperial Classification Society, Nautilus Register, Royal Classification Society, Thailand Marine Department, Guardian Bureau of Shipping, SCM, IMC, NK, ABS, VR Are Included in This RO.

**Note:** RO Responsible Statistics with Respect to Detentions and Deficiencies Are Calculated Based on The RO Which Undertook the Last Survey and Endorsed Statutory Certificates.

## COMPARISON OF INSPECTIONS AND DETENTIONS PER SHIP TYPE

Type of Ship	Number of Inspections				Number of Detention				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Bulk Carrier	2908	2700	3147	8755	126	107	113	346	3.95
Chemical Tanker	340	299	325	964	6	8	11	25	2.59
Combination Carrier	8	10	12	30	0	0	0	0	0.00
Commercial yacht	0	1	0	1	0	1	0	1	100.00
Container Ship	779	747	818	2344	32	31	38	101	4.31
Gas Carrier	90	135	116	341	4	7	5	16	4.69
Gas Carrier/NLS tanker (GASNLS)	1	1	3	5	1	0	0	1	20.00
General Cargo / Multipurpose Ship	697	765	657	2119	44	38	47	129	6.09
Heavy Load Carrier	16	9	10	35	2	0	0	2	5.71
High Speed Cargo Craft	0	0	1	1	0	0	0	0	0.00
Livestock Carrier	45	48	30	123	1	0	1	2	1.63
MODU or FPSO	1	0	0	1	0	0	0	0	0.00
NLS Tanker*	14	5	9	28	0	1	0	1	3.57
Oil Tanker	230	159	223	612	14	12	18	44	7.19
Oil tanker/Chemical tanker (OILCHEM)	126	90	151	367	1	2	9	12	3.27
Oil tanker/NLS tanker	0	1	1	2	0	0	0	0	0.00
Offshore service Vessel	20	33	38	91	3	5	4	12	13.19
Other Types of Ship	30	28	37	95	0	3	2	5	5.26
Passenger Ship	57	65	50	172	0	2	0	2	1.16
Refrigerated Cargo Vessel	21	13	22	56	0	0	0	0	0.00

Type of Ship	Number of Inspections				Number of Detention				3-year average percentage
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Ro-Ro Cargo Ship	43	24	21	88	1	0	2	3	3.41
Ro-Ro Passenger Ship	2	5	5	12	0	0	0	0	0.00
Special Purpose Ship	11	13	16	40	2	1	1	4	10.00
Tugboat	44	24	34	102	4	5	8	17	16.67
Vehicle Carrier	255	142	194	591	5	3	2	10	1.69
Woodchip Carrier	47	18	38	103	1	0	0	1	0.97
<b>Total</b>	<b>5785</b>	<b>5335</b>	<b>5958</b>	<b>17078</b>	<b>247</b>	<b>226</b>	<b>261</b>	<b>734</b>	<b>4.30</b>

\* Earlier known to be Tanker Not Otherwise Specified.

## COMPARISON OF DEFICIENCIES BY CATEGORIES

Code	Nature of Deficiencies	Number of Deficiencies		
		Year		
		2023	2024	2025
011	Certificate & Documentation - Ship Certificates	194	331	317
012	Certificate & Documentation - Crew Certificates	128	140	124
013	Certificate & Documentation - Documents	396	371	425
021	Structural Conditions	654	704	651
031	Water/Weathertight conditions	953	936	1043
041	Emergency Systems	743	600	679
051	Radio Communications	286	294	333
061	Cargo operations including equipment	231	199	261
071	Fire safety	2054	1837	2215
081	Alarms	206	179	222
091	Living Conditions	147	153	164
092	Working Conditions	851	664	801
101	Safety of Navigation	1384	1298	1409
111	Lifesaving appliances	1196	1018	1226
121	Dangerous goods	31	21	14
131	Propulsion and auxiliary machinery	1129	907	1102
141	Pollution prevention - MARPOL Annex I	315	266	298
142	Pollution prevention - MARPOL Annex II	0	5	0
144	Pollution prevention - MARPOL Annex IV	143	140	158
145	Pollution prevention - MARPOL Annex V	198	134	156
146	Pollution prevention - MARPOL Annex VI	79	77	58
147	Pollution prevention – Anti Fouling	1	1	4
148	Pollution Prevention – Ballast Water	12	31	76
151	ISM	423	356	485
161	ISPS	145	78	135
181	Minimum requirements for seafarers	2	18	11
182	Labour Conditions - Conditions of employment	123	126	146
183	Accommodation recreational facilities F and C	363	333	431
184	Health protection, medical care, social security	716	632	791
191	Industrial Personnel	0	0	3
991	Other	243	171	224
	<b>Total</b>	<b>13346</b>	<b>12020</b>	<b>13962</b>

## COMPARISON OF INSPECTIONS AND DEFICIENCIES PER RECOGNIZED ORGANIZATION

Recognized Organization	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
American Bureau of Shipping	606	512	618	1736	297	224	325	846	48.73
Asia Classification Society	9	4	5	18	3	2	1	6	33.33
Asia Shipping Certification Services	0	1	0	1	0	0	0	0	0.00
Alpha ship Classification	1	0	0	1	1	0	0	1	100.00
Biro Klasifikasi Indonesia	7	7	3	17	6	6	3	15	88.24
Bureau Veritas	598	560	617	1775	318	251	313	882	49.69
Conarina Llc	0	0	1	1	0	0	1	1	100.00
China Classification Society	330	306	394	1030	163	107	136	406	39.42
CR Classification Society	19	16	17	52	9	8	12	29	55.77
Columbus American Register	7	8	2	17	6	5	0	11	64.71
Croatian Register of Shipping	7	1	6	14	5	0	1	6	42.86
Cosmos Marine Bureau Inc.	2	2	0	4	1	0	0	1	25.00
DNV	871	732	783	2386	465	374	421	1260	52.80
Dromon Bureau of Shipping	7	19	8	34	4	14	7	25	73.53
Eagle Classification of Shipping	0	0	1	1	0	0	1	1	100.00
Foresight Ship Classification	0	0	1	1	0	0	0	0	0.00
Horizon International Surveying and Inspection Bureau	0	1	0	1	0	1	0	1	100.00
Hellas Naval Bureau of Shipping	16	19	8	43	16	18	8	42	97.67
Indian Register of Shipping	39	37	39	115	35	24	31	90	78.26
Intermaritime Certification Services S.A.	2	8	19	29	2	6	7	15	51.72
INTERNATIONAL CLASSIFICATION BUREAU CLASS	0	0	2	2	0	0	1	1	50.00
Intertek Maritime Bureau	0	2	5	7	0	2	5	7	100.00
International Maritime Register	0	0	1	1	0	0	1	1	100.00
International Naval Surveys Bureau	3	6	2	11	2	5	1	8	72.73
International Register of Shipping	23	19	11	53	20	18	7	45	84.91
International Ship Classification	0	1	2	3	0	1	2	3	100.00

Recognized Organization	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Iranian Classification Society	2	5	6	13	1	3	2	6	46.15
Isthmus Bureau of Shipping, S. A.	2	4	6	12	2	3	5	10	83.33
Isthmus Maritime Classification Society, S.A.	0	1	0	1	0	1	0	1	100.00
Korea Classification Society	1	0	0	1	0	0	0	0	0.00
KOREAN REGISTER	278	252	293	823	145	136	166	447	54.31
Lloyd's Register	681	643	730	2054	347	351	375	1073	52.24
Macosnar Corporation	1	4	4	9	0	4	4	8	88.89
Maritime Bureau of Shipping	2	3	0	5	2	3	0	5	100.00
Maritime Lloyd Ltd., Georgia	1	4	0	5	0	4	0	4	80.00
Mediterranean Shipping Register	1	0	0	1	1	0	0	1	100.00
National Shipping Adjusters Inc.	1	2	0	3	1	2	0	3	100.00
New United International Marine Services Ltd.	1	0	1	2	1	0	1	2	100.00
Nippon Kaiji Kyokai	1796	1536	1777	5109	852	729	830	2411	47.19
No Class	68	76	98	242	41	34	49	124	51.24
Other	20	42	61	123	16	42	57	115	93.5
Overseas Marine Certification Service, Inc.	11	10	35	56	11	8	26	45	80.36
Ocean Maritime Register of Shipping	0	0	1	1	0	0	1	1	100.00
Panama Classification Bureau	0	0	1	1	0	0	1	1	100.00
Panama Maritime Documentation Services	3	9	17	29	3	6	8	17	58.62
Panama Shipping Registrar Inc.	0	1	1	2	0	1	1	2	100.00
Phoenix Register of Shipping S. A.	5	5	4	14	5	4	3	12	85.71

Recognized Organization	Number of Inspections				Number of Inspections with Deficiencies				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Polski Rejestr Statkow	17	19	18	54	11	12	11	34	62.96
Qualitas Register of Shipping	2	2	0	4	2	1	0	3	75.00
Royal Bureau of Shipping	1	0	0	1	1	0	0	1	100.00
Russian Maritime Register of Shipping	99	180	75	354	83	172	68	323	91.24
Russian River Register	1	0	0	1	1	0	0	1	100.00
RINA Services S.p.A.	192	201	226	619	108	114	133	355	57.35
Ship Classification Society of Malaysia	0	1	0	1	0	1	0	1	100.00
Turkish Lloyd	0	2	7	9	0	1	4	5	55.56
Union Bureau of Shipping	0	1	2	3	0	1	1	2	66.67
Universal Maritime Bureau Ltd.	0	0	1	1	0	0	1	1	100.00
United Registration and Classification of Services	0	1	0	1	0	1	0	1	100.00
Vega Register Inc.	1	4	3	8	1	3	3	7	87.5
Veritas Register of Shipping	0	4	1	5	0	3	0	3	60.00
Viet Nam Register	50	62	43	155	32	51	36	119	76.77
Withdrawn	1	0	2	3	1	0	2	3	100.00
<b>Total</b>	<b>5785</b>	<b>5335</b>	<b>5958</b>	<b>17078</b>	<b>3021</b>	<b>2757</b>	<b>3072</b>	<b>8850</b>	<b>51.82</b>

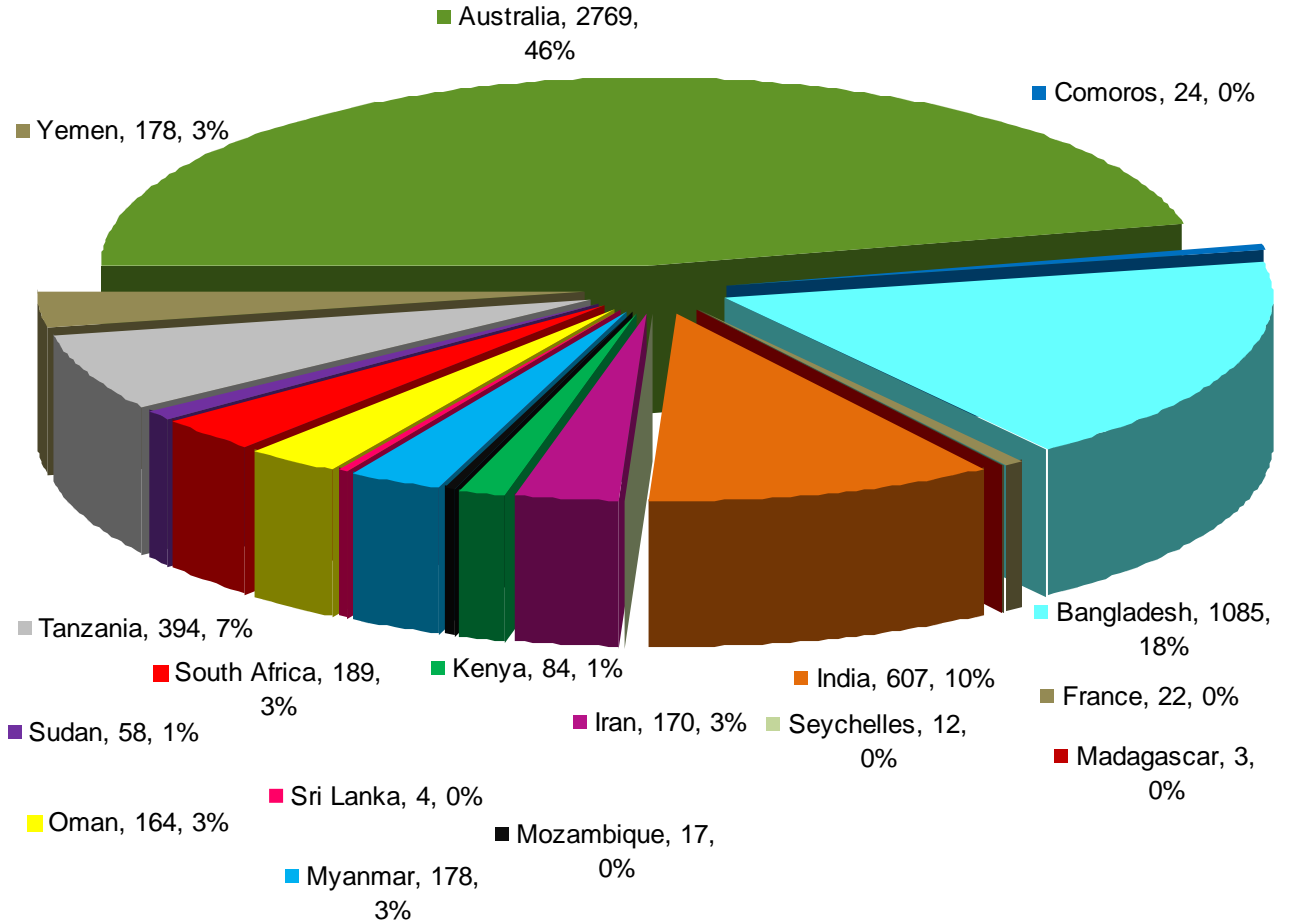
## COMPARISON OF INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

Recognized Organization	Number of Inspections				Number of Detentions				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
American Bureau of Shipping	606	512	618	1736	22	20	24	66	3.8
Asia Classification Society	9	4	5	18	0	0	0	0	0.00
Asia Shipping Certification Services	0	1	0	1	0	0	0	0	0.00
Alpha Ship Classification	1	0	0	1	1	0	0	1	100.00
Biro Klasifikasi Indonesia	7	7	3	17	0	0	0	0	0.00
Bureau Veritas	598	560	617	1775	32	20	30	82	4.62
Conarina Llc	0	0	1	1	0	0	1	1	100.00
China Classification Society	330	306	394	1030	9	5	8	22	2.14
CR Classification Society	19	16	17	52	3	0	1	4	7.69
Columbus American Register	7	8	2	17	0	1	0	1	5.88
Cosmos Marine Bureau Inc.	2	2	0	4	0	0	0	0	0.00
Croatian Register of Shipping	7	1	6	14	1	0	0	1	7.14
DNV	871	732	783	2386	35	26	29	90	3.77
Dromon Bureau of Shipping	7	19	8	34	0	1	1	2	5.88
Eagle Classification of Shipping	0	0	1	1	0	0	1	1	100.00
Foresight Ship Classification	0	0	1	1	0	0	0	0	0.00
Horizon International Surveying and Inspection Bureau	0	1	0	1	0	1	0	1	100.00
Hellas Naval Bureau of Shipping	16	19	8	43	1	4	1	6	13.95
Indian Register of Shipping	39	37	39	115	4	4	9	17	14.78
Intermaritime Certification Services S.A.	2	8	19	29	1	2	0	3	10.34
Intertek Maritime Bureau	0	2	5	7	0	0	3	3	42.86
INTERNATIONAL CLASSIFICATION BUREAU CLASS	0	0	2	2	0	0	0	0	0.00

Recognized Organization	Number of Inspections				Number of Detentions				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
International Maritime Register	0	0	1	1	0	0	0	0	0.00
International Naval Surveys Bureau	3	6	2	11	0	1	0	1	9.09
International Register of Shipping	23	19	11	53	3	0	2	5	9.43
International Ship Classification	0	1	2	3	0	1	1	2	66.67
Iranian Classification Society	2	5	6	13	0	0	0	0	0.00
Isthmus Bureau of Shipping, S. A	2	4	6	12	0	0	0	0	0.00
Isthmus Maritime Classification Society S.A.	0	1	0	1	0	1	0	1	100.00
Korea Classification Society	1	0	0	1	0	0	0	0	0.00
KOREAN REGISTER	278	252	293	823	10	12	10	32	3.89
Lloyd's Register	681	643	730	2054	32	30	25	87	4.24
Macosnar Corporation	1	4	4	9	0	1	1	2	22.22
Maritime Bureau of Shipping	2	3	0	5	0	1	0	1	20.00
Mediterranean Shipping Register	1	0	0	1	0	0	0	0	0.00
Maritime Lloyd Ltd., Georgia	1	4	0	5	0	2	0	2	40.00
National Shipping Adjusters Inc.	1	2	0	3	0	1	0	1	33.33
New United International Marine Services Ltd.	1	0	1	2	1	0	0	1	50.00
Nippon Kaiji Kyokai	1796	1536	1777	5109	61	57	57	175	3.43
Overseas Marine Certification Service, Inc.	11	10	35	56	2	1	8	11	19.64
Ocean Maritime Register of Shipping	0	0	1	1	0	0	0	0	0.00
Panama Classification Bureau	0	0	1	1	0	0	0	0	0.00
Panama Maritime Documentation Services	3	9	17	29	0	1	0	1	3.45
Panama Shipping Registrar Inc.	0	1	1	2	0	0	0	0	0.00
Phoenix Register of Shipping S. A.	5	5	4	14	4	2	2	8	57.14

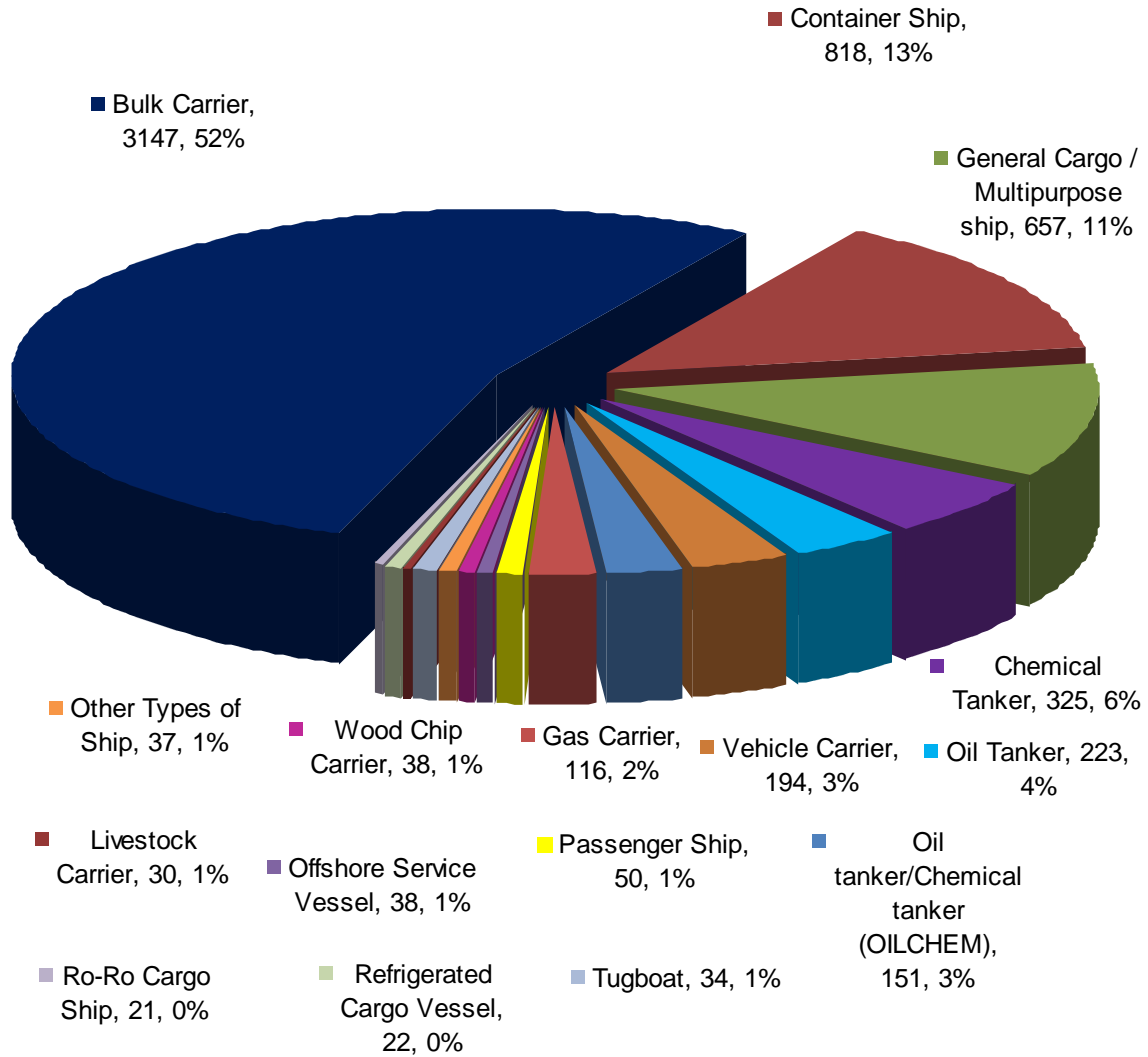
Recognized Organization	Number of Inspections				Number of Detentions				3-year average percentage (%)
	Year				Year				
	2023	2024		Total	2023	2024	2025	Total	
Polski Rejestr Statkow	17	19	18	54	2	2	2	6	11.11
Qualitas Register of Shipping	2	2	0	4	0	0	0	0	0.00
Royal Bureau of Shipping	1	0	0	1	0	0	0	0	0.00
Russian Maritime Register of Shipping	99	180	75	354	0	0	1	1	0.28
Russian River Register	1	0	0	1	0	0	0	0	0.00
RINA Services S.p.A (RINA)	192	201	226	619	14	8	14	36	5.82
Ship Classification Society of Malaysia	0	1	0	1	0	1	0	1	100.00
Turkish Lloyd	0	2	7	9	0	1	0	1	11.11
Union Bureau of Shipping	0	1	2	3	0	0	0	0	0.00
Universal Maritime Bureau Ltd.	0	0	1	1	0	0	1	1	100.00
United Registration and Classification of Services	0	1	0	1	0	0	0	0	0.00
Vega Register Inc.	1	4	3	8	0	0	0	0	0.00
Veritas Register of Shipping	0	4	1	5	0	0	0	0	0.00
Viet Nam Register	50	62	43	155	0	1	1	2	1.29
No Class	68	76	98	242	4	4	2	10	4.13
Other	20	42	61	123	5	14	25	44	35.77
Withdrawn	1	0	2	3	0	0	1	1	33.33
<b>Total</b>	<b>5785</b>	<b>5335</b>	<b>5958</b>	<b>17078</b>	<b>247</b>	<b>226</b>	<b>261</b>	<b>734</b>	<b>4.30</b>

# INSPECTION EFFORTS



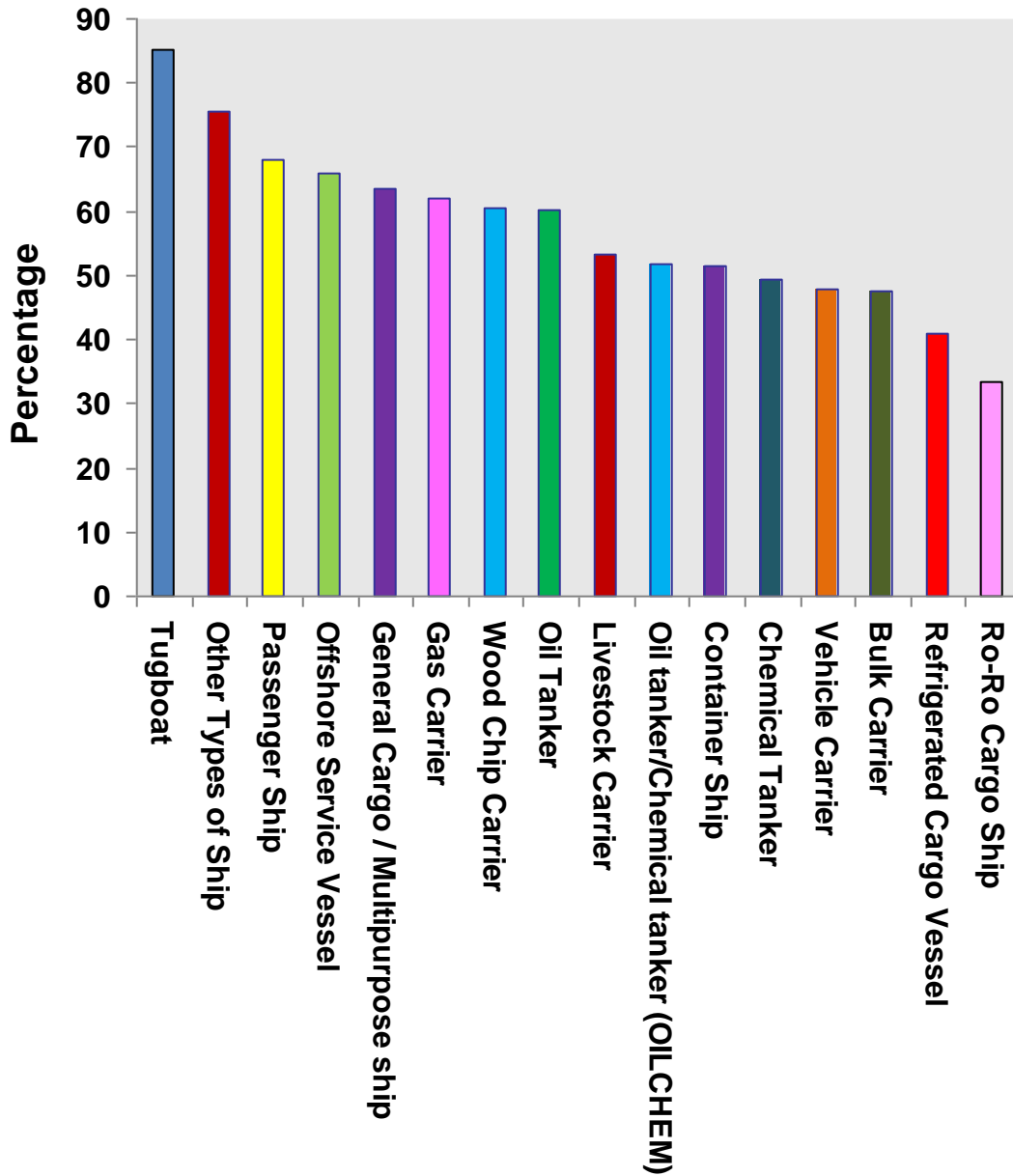
Total inspections: 5958

# TYPES OF SHIP INSPECTED\*



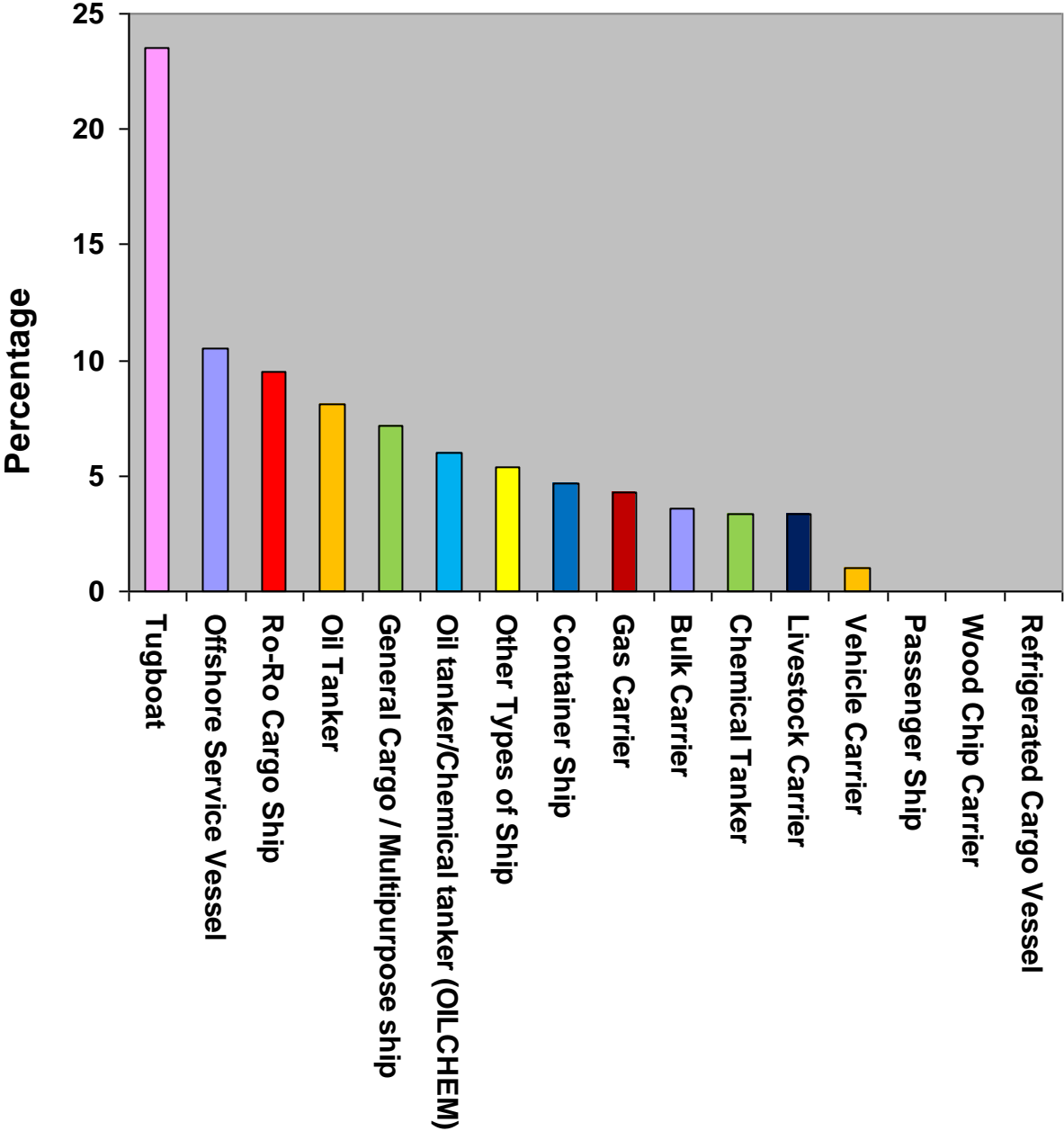
*\*20 or more inspections by ship type*

## PERCENTAGE OF SHIP TYPE WITH DEFICIENCIES\*



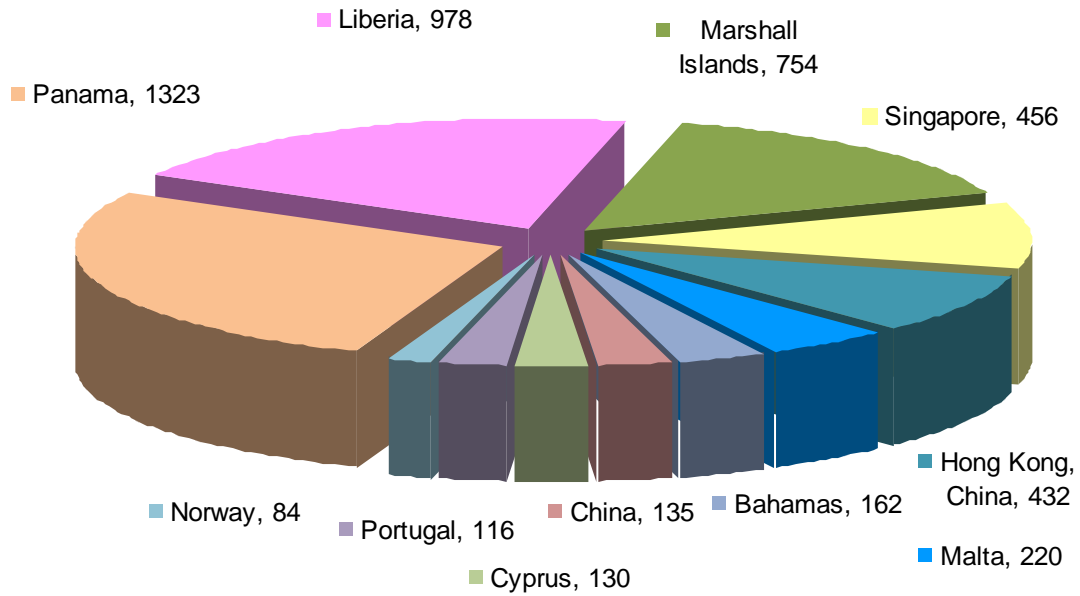
*\*20 or more inspections by ship type*

# PERCENTAGE OF DETENTION PER SHIP TYPE\*



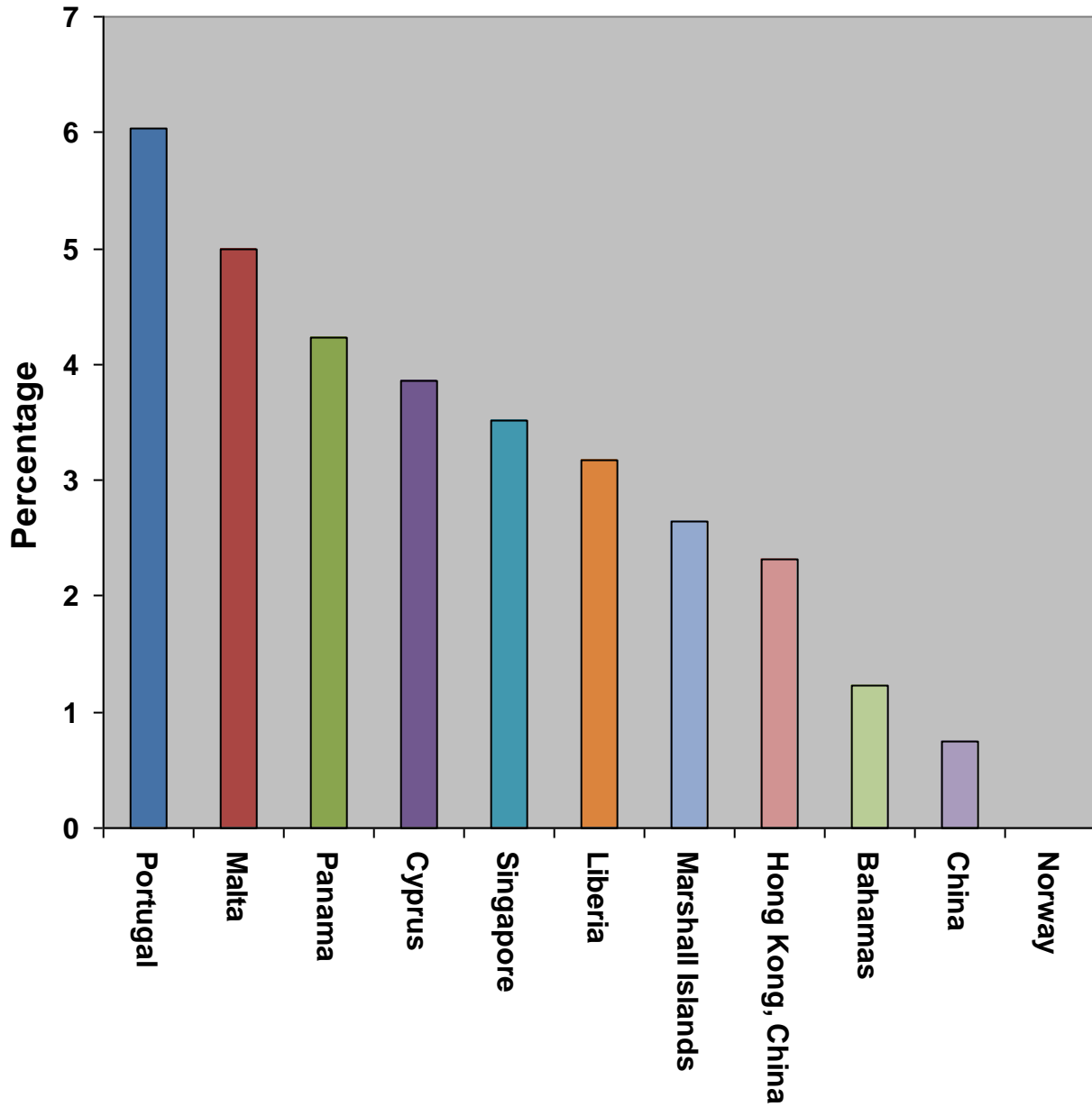
\*20 or more inspections by ship type

## PERCENTAGE OF DEFICIENCIES PER FLAG\*



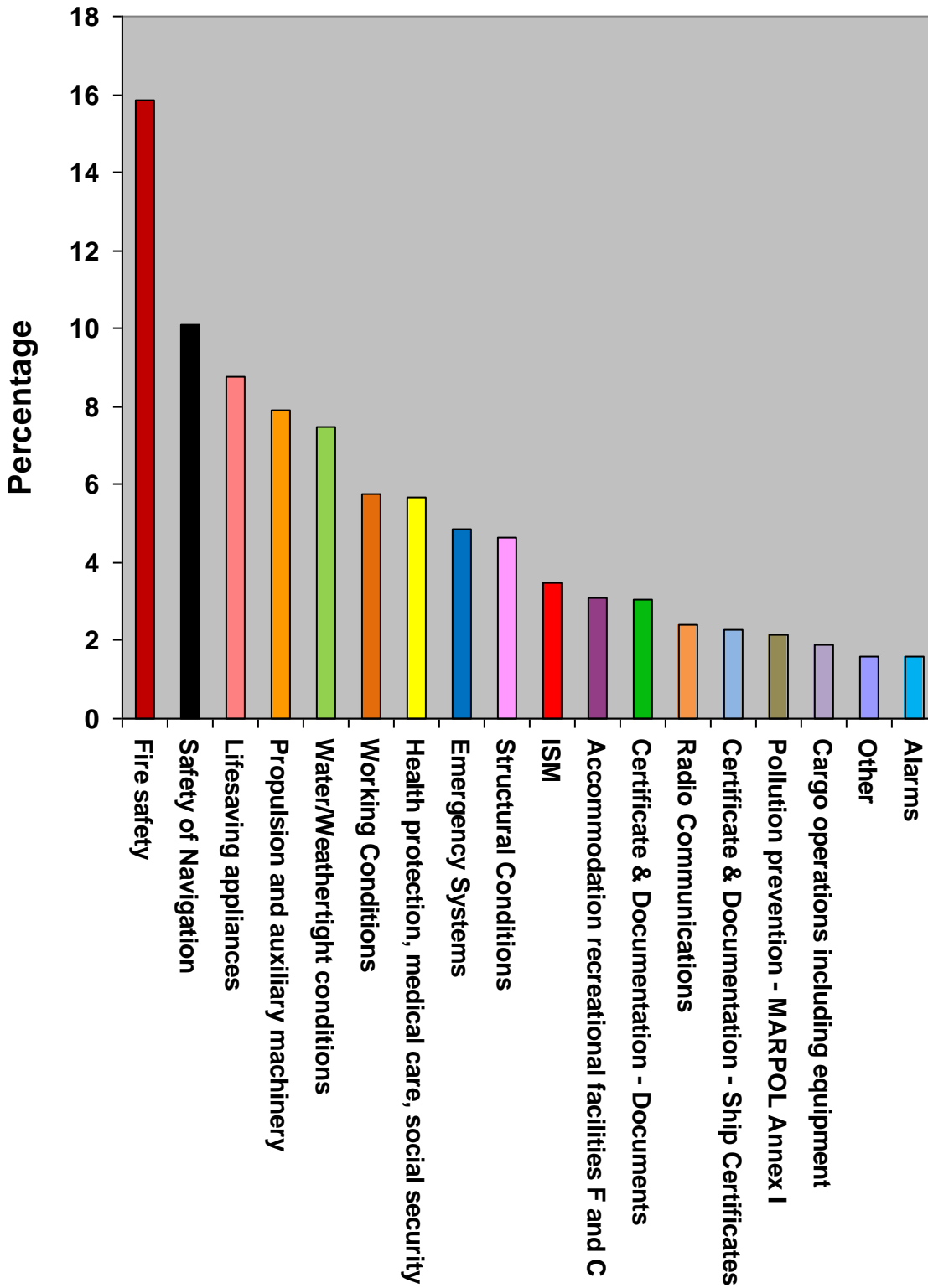
*\*75 or more inspections by flag*

## PERCENTAGE OF DETENTIONS PER FLAG\*



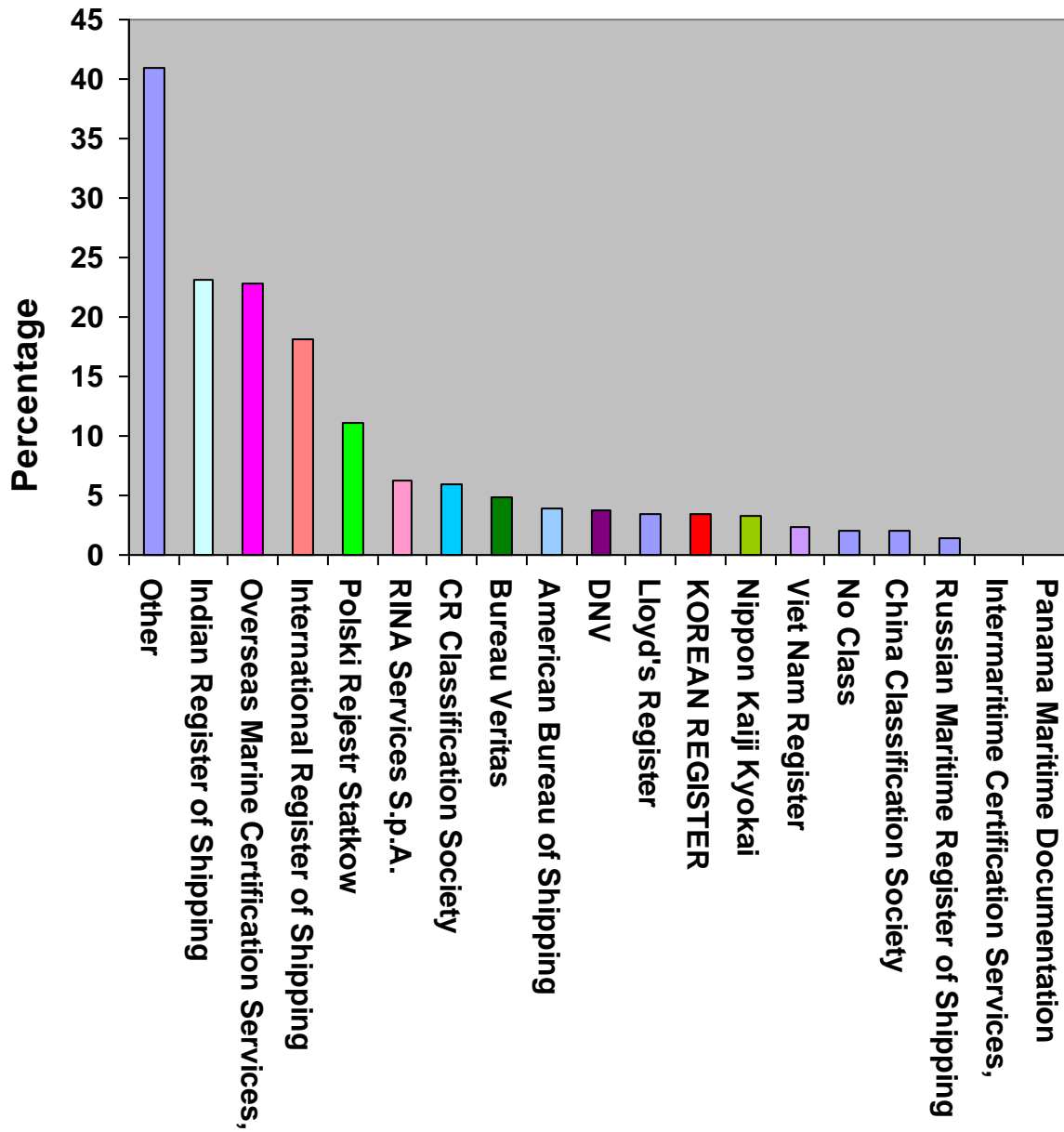
\* 75 or more inspections by flag

## PERCENTAGE OF DEFICIENCIES BY CATEGORY\*



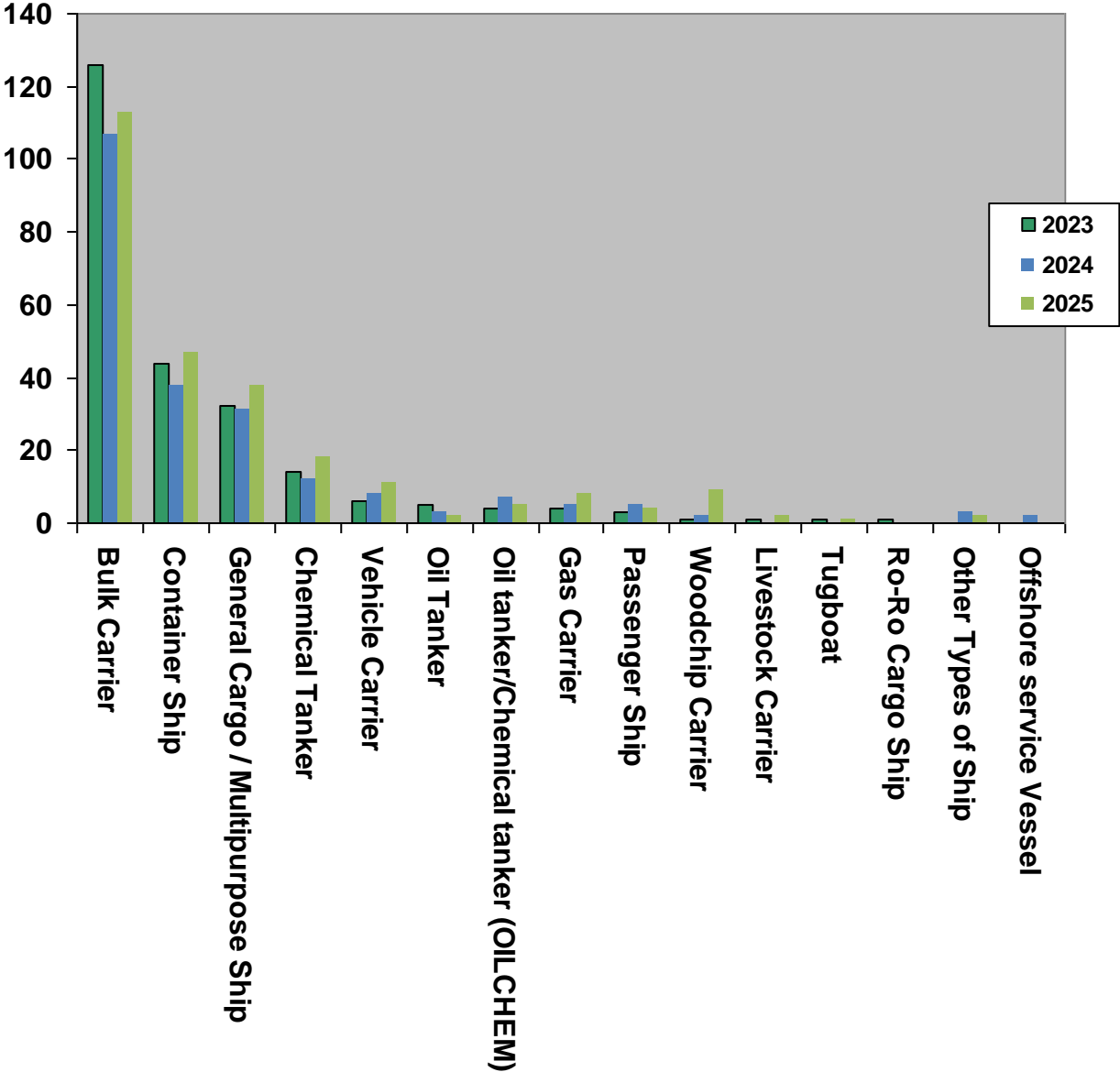
\*Deficiencies of 1.5% or more

## PERCENTAGE OF DETENTION BY RECOGNIZED ORGANIZATION\*



*\*10 or more inspections by Recognized Organization*

# COMPARISON OF DETENTIONS PER SHIP TYPE\*



\*30 or more inspections during 2023, 2024, 2025 by Ship Type

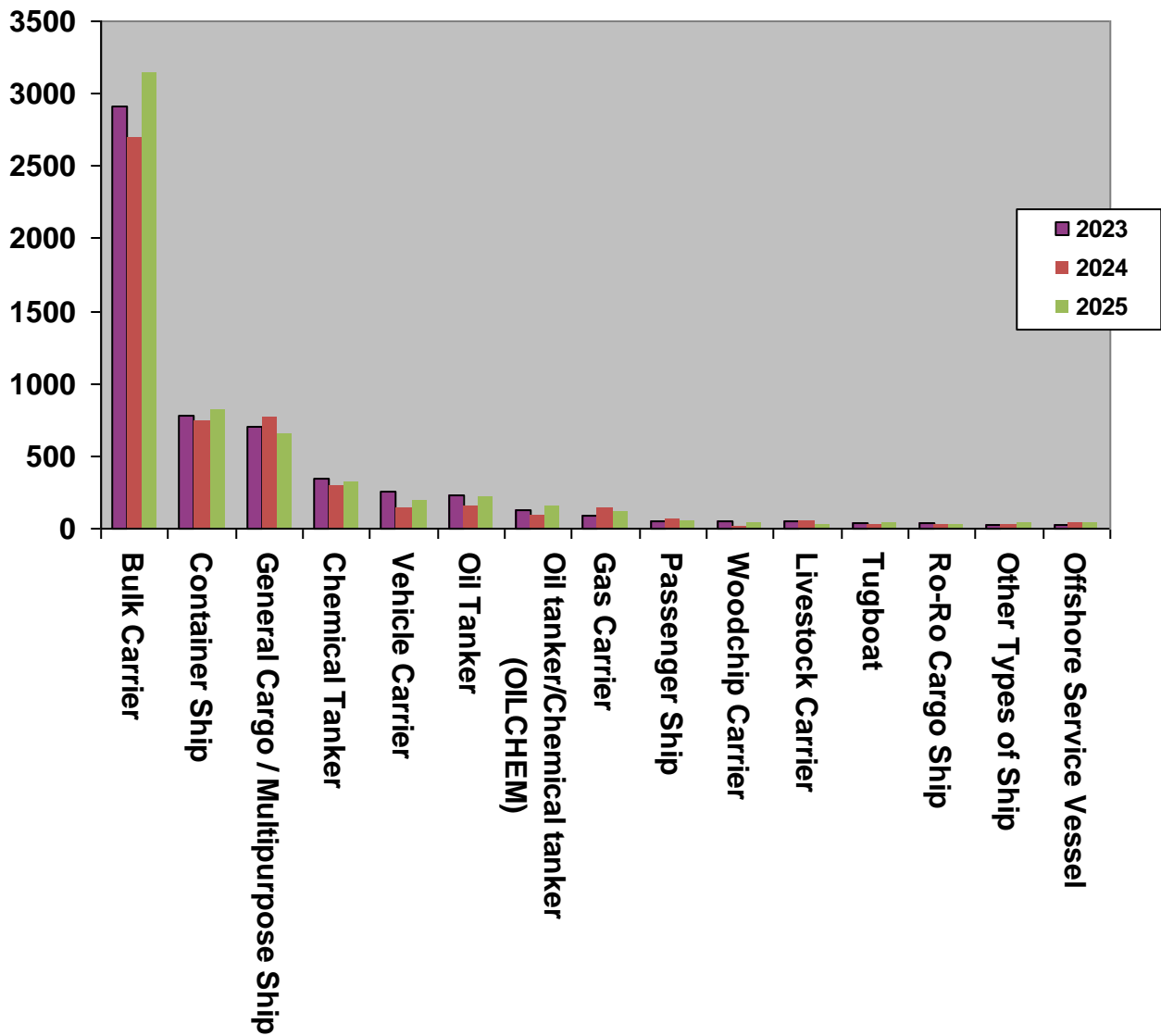
## COMPARISON OF INSPECTIONS AND DEFICIENCIES PER SHIP TYPE

Type of Ship	Number of Inspections				Number of Inspection with Deficiencies				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Bulk Carrier	2908	2700	3147	8755	1427	1256	1492	4175	47.69
Chemical Tanker	340	299	325	964	133	130	160	423	43.88
Combination Carrier	8	10	12	30	4	3	7	14	46.67
Container Ship	779	747	818	2344	435	390	420	1245	53.11
Commercial yacht	0	1	0	1	0	1	0	1	100.00
Gas Carrier	90	135	116	341	43	84	72	199	58.36
Gas Carrier/NLS tanker (GASNLS)	1	1	3	5	1	1	2	4	80.00
General Cargo / Multipurpose Ship	697	765	657	2119	461	543	417	1421	67.06
Heavy Load Carrier	16	9	10	35	11	3	7	21	60.00
High Speed Cargo Craft	0	0	1	1	0	0	1	1	100.00
Livestock Carrier	45	48	30	123	25	22	16	63	51.22
MODU or FPSO	1	0	0	1	0	0	0	0	0.00
NLS Tanker*	14	5	9	28	8	2	6	16	57.14
Offshore Service Vessel	20	33	38	91	18	25	25	68	74.73
Oil Tanker	230	159	223	612	132	75	134	341	55.72
Oil tanker/Chemical tanker (OILCHEM)	126	90	151	367	46	41	78	165	44.96
Oil tanker/NLS tanker (OILNLS)	0	1	1	2	0	1	1	2	100.00
Other Types of Ship	30	28	37	95	24	23	28	75	78.95
Passenger Ship	57	65	50	172	29	34	34	97	56.4
Refrigerated Cargo Vessel	21	13	22	56	11	9	9	29	51.79
Ro-Ro Cargo Ship	43	24	21	88	26	14	7	47	53.41
Ro-Ro Passenger Ship	2	5	5	12	0	0	0	0	0.00

Type of Ship	Number of Inspections				Number of Inspection with Deficiencies				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Special Purpose Ship	11	13	16	40	8	7	11	26	65.00
Tugboat	44	24	34	102	27	15	29	71	69.61
Vehicle Carrier	255	142	194	591	123	64	93	280	47.38
Woodchip Carrier	47	18	38	103	29	14	23	66	64.08
<b>Total</b>	<b>5785</b>	<b>5335</b>	<b>5958</b>	<b>17078</b>	<b>3021</b>	<b>2757</b>	<b>3072</b>	<b>8850</b>	<b>51.82</b>

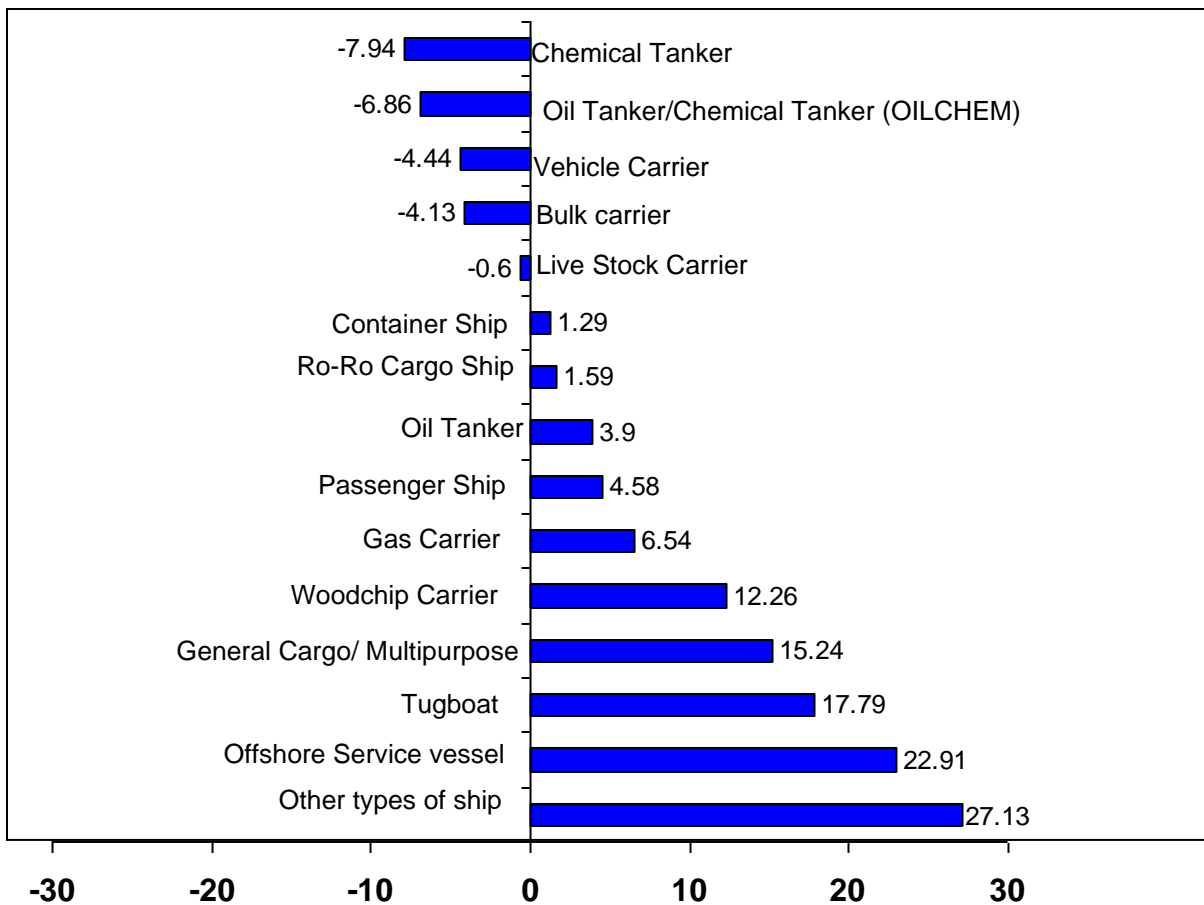
\* Earlier known to be Tanker not otherwise specified.

## COMPARISON OF INSPECTIONS PER SHIP TYPE\*



\*30 or more inspections during 2023, 2024, 2025 by Ship Type

## SUMMARY OF 3-YEAR INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE\*



*\*% over (+) or under (-) average*

*(Deficiencies with under average percentage indicating better performance)*

## COMPARISON OF INSPECTIONS AND DETENTIONS PER FLAG

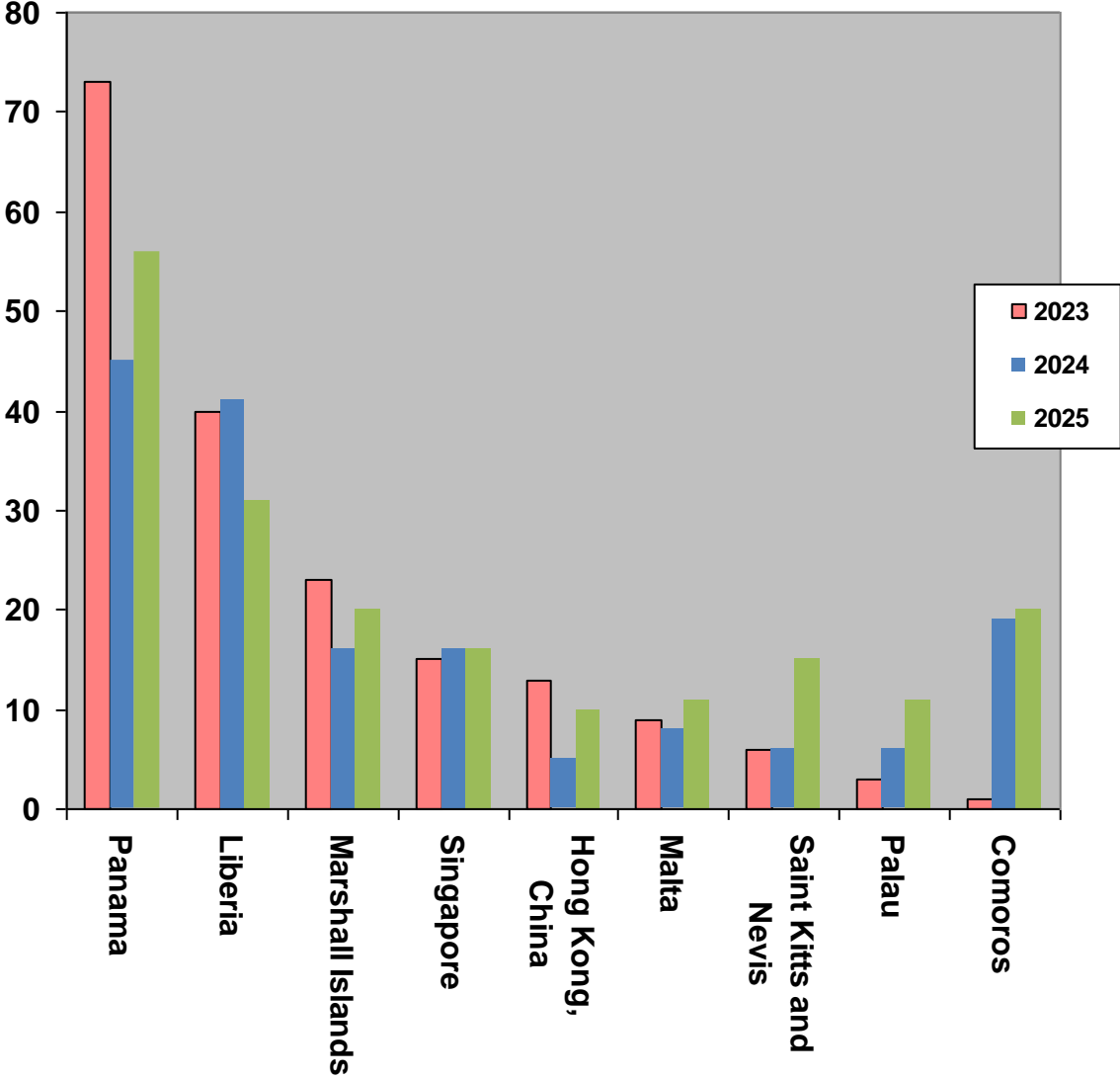
Flag	Number of Inspections				Number of Detentions				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Antigua and Barbuda	89	64	64	217	8	5	2	15	6.91
Azerbaijan	4	7	4	15	0	0	0	0	0.00
Bahamas	152	161	162	475	3	8	2	13	2.74
Bangladesh	11	10	19	40	1	1	2	4	10.00
Barbados	24	30	48	102	0	0	4	4	3.92
Belgium	11	5	11	27	0	0	0	0	0.00
Belize	10	15	10	35	3	0	0	3	8.57
Bermuda (UK)	10	8	9	27	0	0	0	0	0.00
Bolivia	0	0	2	2	0	0	2	2	100.00
Benin	0	0	2	2	0	0	1	1	50.00
Cameroon	6	4	2	12	4	2	1	7	58.33
Canada	0	0	1	1	0	0	0	0	0.00
Cayman Islands (UK)	22	14	8	44	0	0	0	0	0.00
China	130	118	135	383	1	2	1	4	1.04
Congo	0	0	1	1	0	0	0	0	0.00
Comoros	20	46	42	108	1	19	20	40	37.04
Cook Islands	31	23	11	65	5	4	2	11	16.92
Croatia	4	1	1	6	0	0	0	0	0.00
Curacao (NL)	0	0	3	3	0	0	0	0	0.00
Cyprus	98	110	130	338	6	3	5	14	4.14
Denmark	30	31	33	94	0	1	0	1	1.06
Djibouti	0	1	2	3	0	0	0	0	0.00
Dominica	3	0	4	7	0	0	2	2	28.57
Egypt	4	4	3	11	0	0	0	0	0.00
Ethiopia	1	0	0	1	0	0	0	0	0.00
Equatorial Guinea	1	0	0	1	0	0	0	0	0.00
Fiji	0	1	1	2	0	1	0	1	50.00
France	3	10	7	20	0	0	0	0	0.00
Gabon	5	5	1	11	1	0	0	1	9.09
Gambia	0	0	6	6	0	0	1	1	16.67

Flag	Number of Inspections				Number of Detentions				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Germany	6	0	0	6	0	0	0	0	0.00
Gibraltar (UK)	7	5	9	21	0	1	0	1	4.76
Greece	55	53	64	172	3	0	1	4	2.33
Guinea	0	1	0	1	0	0	0	0	0.00
Guinea Bissau	0	3	3	6	0	0	0	0	0.00
Guyana	0	2	1	3	0	1	1	2	66.67
Hong Kong, China	443	359	432	1234	13	5	10	28	2.27
Honduras	1	3	0	4	0	0	0	0	0.00
India	19	24	20	63	1	1	2	4	37.04
Indonesia	21	16	22	59	0	0	0	0	0.00
Iran	11	9	11	31	0	0	0	0	0.00
Israel	1	0	0	1	0	0	0	0	0.00
Isle of Man (UK)	43	29	62	134	2	1	2	5	3.73
Italy	19	11	7	37	0	1	1	2	5.41
Jamaica	2	2	1	5	0	1	0	1	20.00
Japan	58	39	74	171	0	1	5	6	3.51
Jordan	1	5	0	6	0	0	0	0	0.00
Kazakhstan	2	3	1	6	0	0	0	0	0.00
Kiribati	0	0	2	2	0	0	0	0	0.00
Korea, Republic of	54	46	63	163	3	3	0	6	3.68
Kuwait	3	4	2	9	0	0	0	0	0.00
Latvia	0	0	3	3	0	0	0	0	0.00
Lebanon	0	1	0	1	0	0	0	0	0.00
Liberia	916	866	978	2760	40	41	31	112	4.06
Luxembourg	10	10	8	28	1	0	0	1	3.57
Micronesia	0	1	0	1	0	0	0	0	0.00
Malaysia	14	10	6	30	1	3	3	7	23.33
Malta	243	208	220	671	9	8	11	28	4.17
Marshall Islands	768	650	754	2172	23	16	20	59	2.67
Mauritius	1	3	2	6	0	0	1	1	16.67

Flag	Number of Inspections				Number of Detentions				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Mozambique	0	0	1	1	0	0	0	0	0.00
Mongolia	2	2	2	6	0	0	0	0	0.00
Montenegro	3	0	0	3	1	0	0	1	33.33
Niue	0	0	1	1	0	0	1	1	100.00
Nigeria	0	0	1	1	0	0	1	1	100.00
Netherlands	42	35	31	108	6	3	3	12	11.11
New Zealand	4	3	4	11	0	0	0	0	0.00
Norway	91	58	84	233	1	0	0	1	0.43
Oman	0	0	1	1	0	0	0	0	0.00
Pakistan	2	2	5	9	1	0	0	1	11.11
Palau	42	51	40	133	3	6	11	20	15.04
Panama	1292	1147	1323	3762	73	45	56	174	4.63
Papua New Guinea	2	1	2	5	1	0	1	2	40.00
Philippines	12	7	18	37	0	0	0	0	0.00
Portugal	102	91	116	309	0	2	7	9	2.91
Qatar	2	0	3	5	0	0	0	0	0.00
Russian Federation	95	173	64	332	0	0	1	1	0.3
Seychelles	1	0	3	4	0	0	1	1	25.00
San Marino	0	0	4	4	0	0	0	0	0.00
Sint Maarten (Dutch Part)	0	0	1	1	0	0	1	1	100.00
Saint Kitts and Nevis	22	44	64	130	6	6	15	27	20.77
Saint Vincent and the Grenadines	18	17	12	47	0	0	0	0	0.00
Sao Tome and Principe	3	4	1	8	0	0	0	0	0.00
Saudi Arabia	6	6	12	24	0	0	0	0	0.00
Ships registration withdrawn-ZZ	0	1	0	1	0	1	0	1	100.00
Sierra Leone	2	6	9	17	0	0	0	0	0.00
Singapore	453	396	456	1305	15	16	16	47	3.60
South Africa	0	1	0	1	0	0	0	0	0.00
Spain	2	1	0	3	0	0	0	0	0.00
Sri Lanka	2	2	4	8	0	0	0	0	0.00
Sweden	8	3	4	15	1	0	0	1	6.67
Switzerland	4	1	5	10	1	0	0	1	10.00
Taiwan, China	13	13	16	42	1	0	0	1	2.38

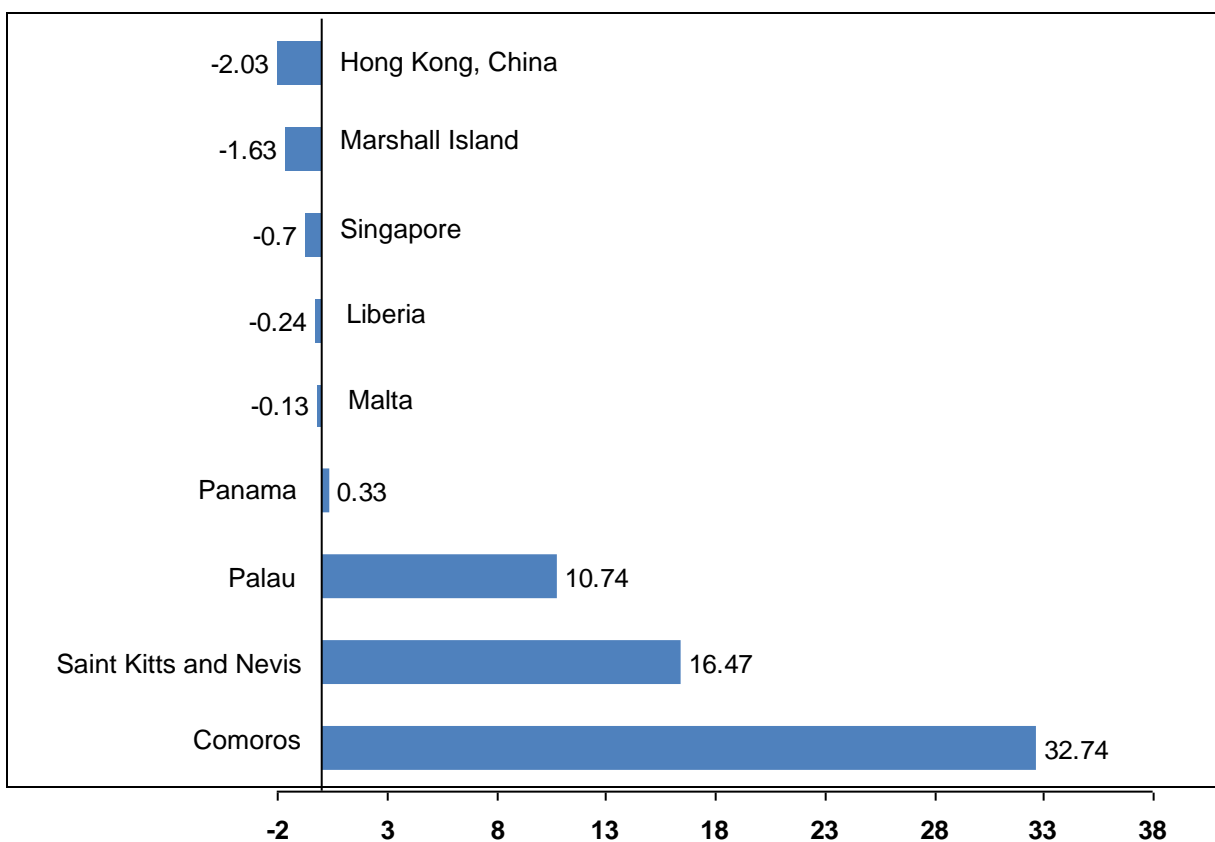
Flag	Number of Inspections				Number of Detentions				3-year average percentage (%)
	Year				Year				
	2023	2024	2025	Total	2023	2024	2025	Total	
Tanzania	13	22	5	40	1	4	2	7	17.5
Thailand	23	38	49	110	0	4	1	5	4.55
Togo	10	19	11	40	0	4	3	7	17.5
Turkey	7	5	9	21	1	0	0	1	4.76
Tuvalu	23	23	23	69	0	2	2	4	5.8
United Arab Emirates (UAE)	2	4	2	8	1	0	1	2	25.00
United Kingdom	25	28	24	77	2	1	3	6	7.79
United States	13	7	7	27	0	0	0	0	0.00
Vanuatu	11	10	5	26	3	1	1	5	19.23
Viet Nam	66	83	69	218	0	2	1	3	1.38
<b>Total</b>	<b>5785</b>	<b>5335</b>	<b>5958</b>	<b>17078</b>	<b>247</b>	<b>226</b>	<b>261</b>	<b>734</b>	<b>4.30</b>

# COMPARISON OF DETENTIONS PER FLAG\*



\*10 or more detentions during 2023, 2024, 2025 by Flag

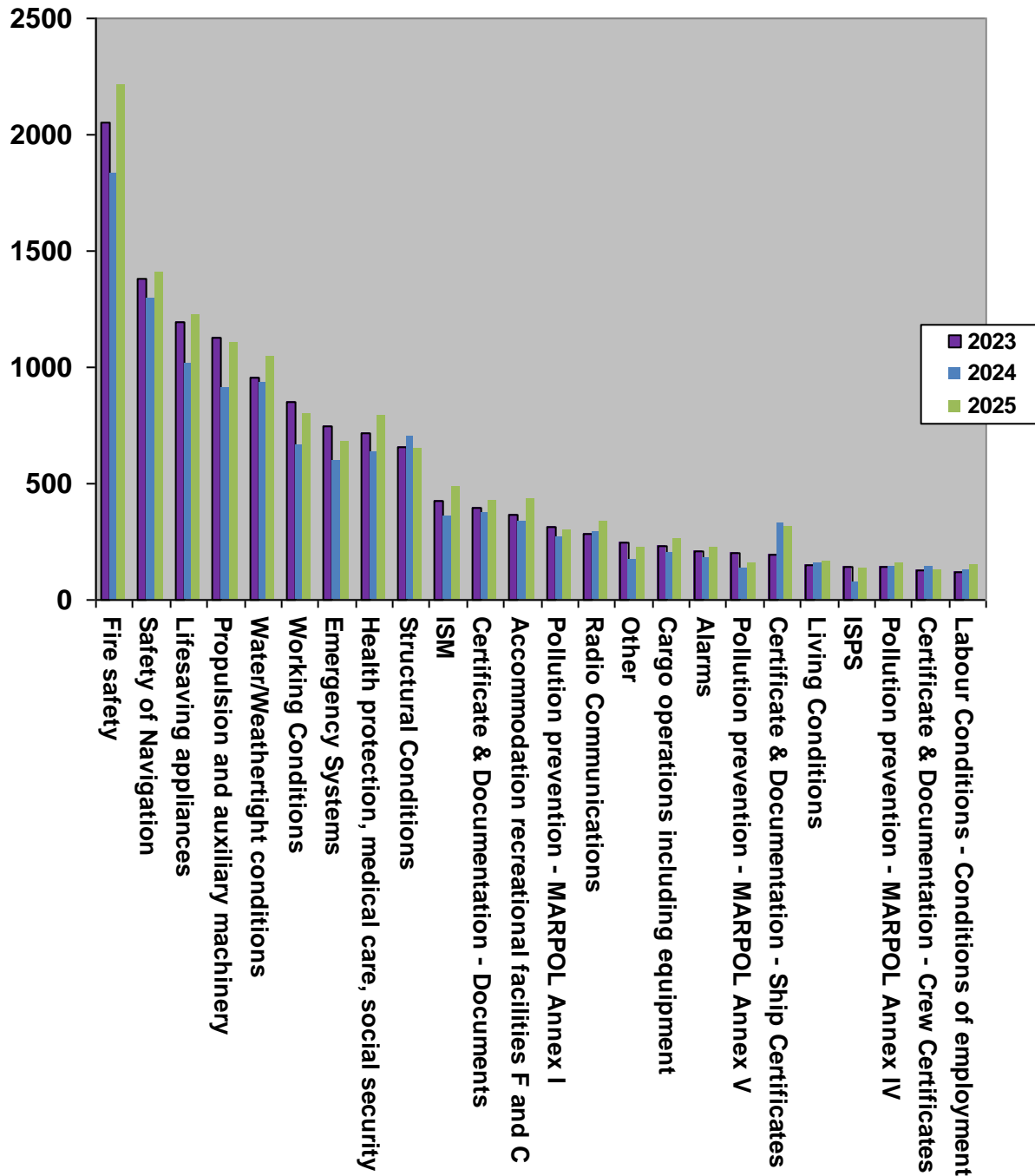
## SUMMARY OF 3 YEAR DETENTION PERCENTAGE PER FLAG\*



**\*% OVER (+) OR UNDER (-) AVERAGE**

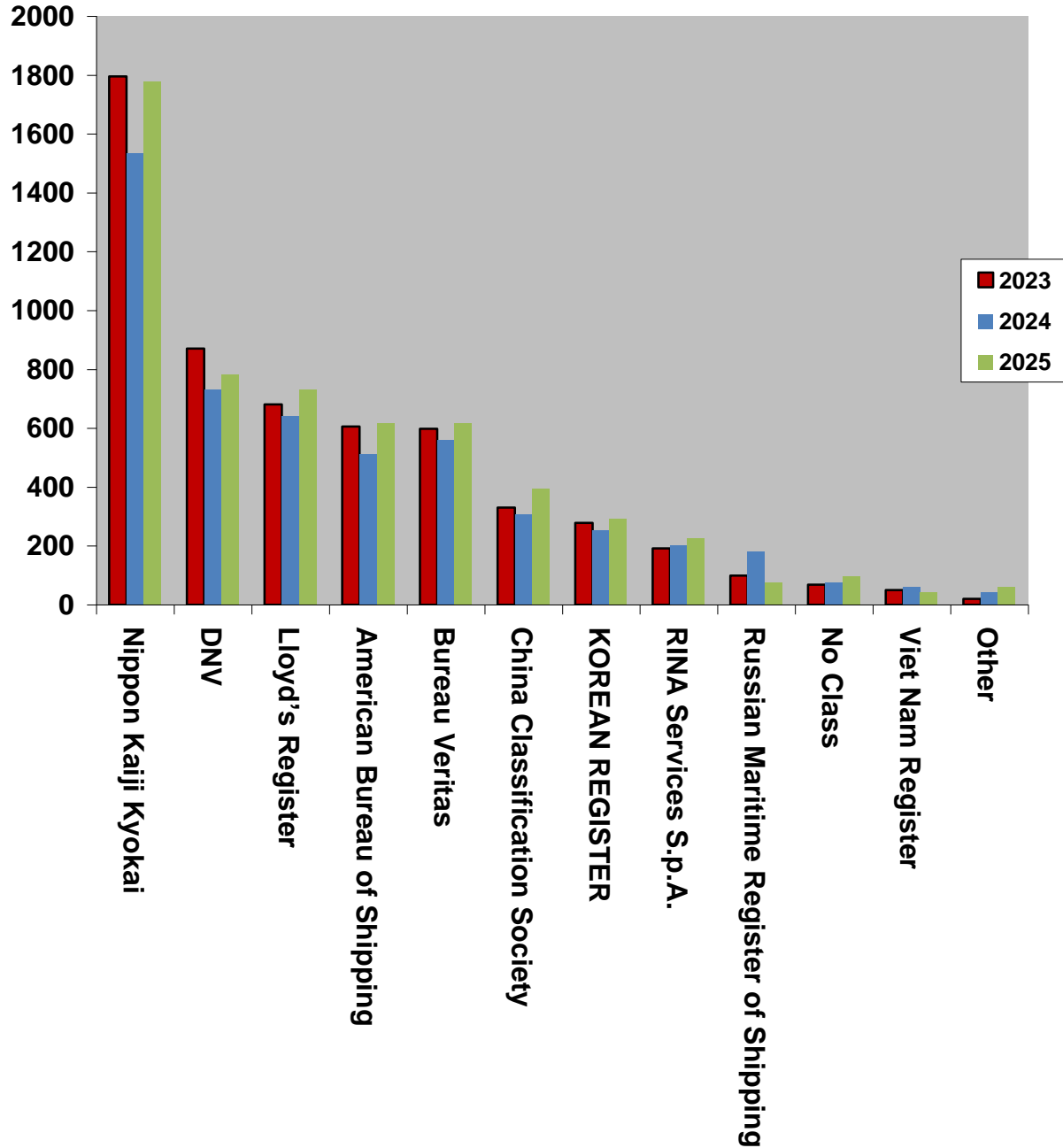
*(Detentions with under average percentage indicating better performance)*

## COMPARISON OF DEFICIENCIES BY CATEGORY\*



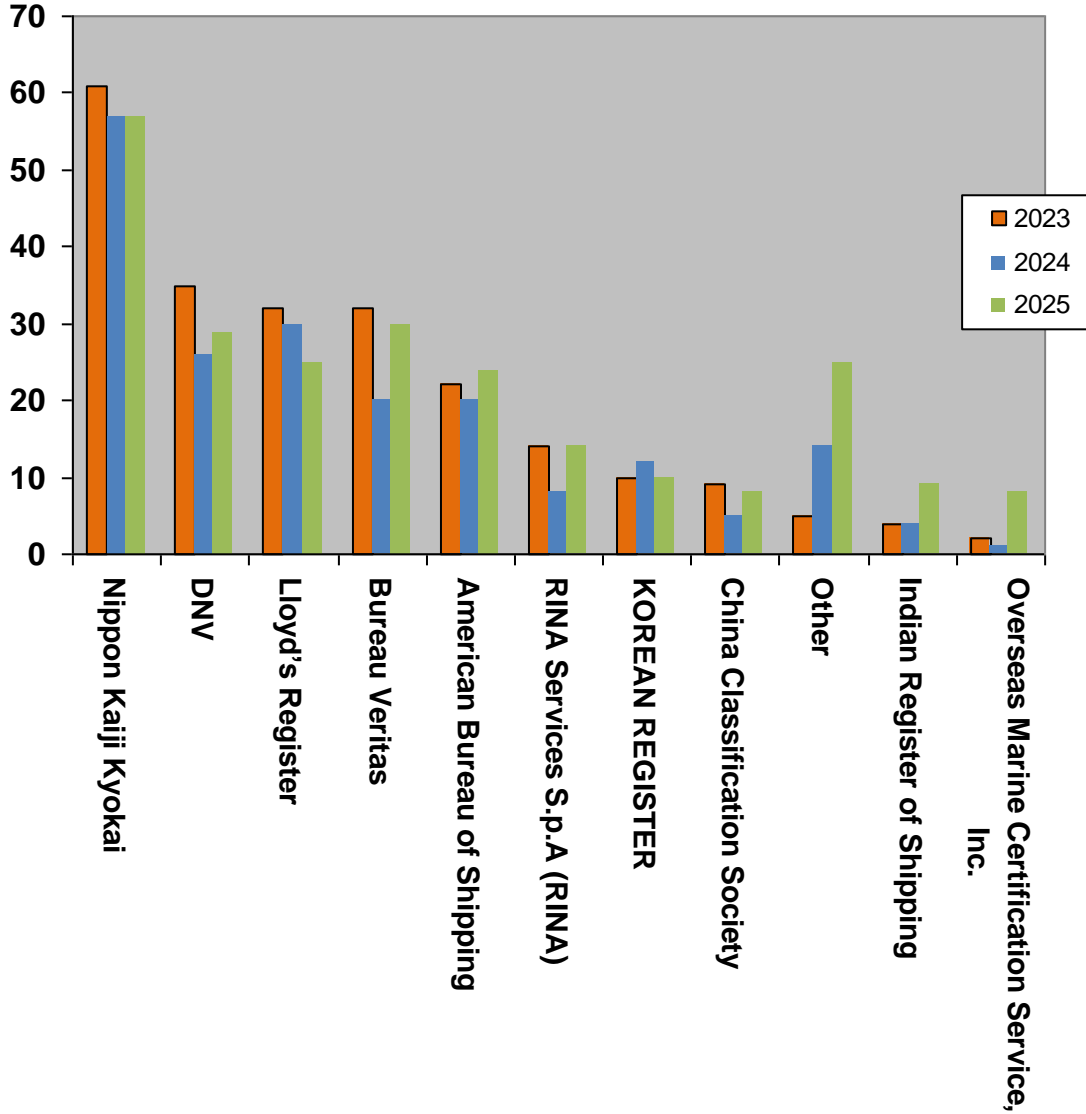
\*100 or more deficiencies during 2023, 2024, 2025 by Category

## COMPARISON OF INSPECTIONS PER RECOGNIZED ORGANIZATION



*\*40 or more ship inspections during 2023, 2024, 2025 by Recognized Organization*

## COMPARISON OF DETENTIONS PER RECOGNIZED ORGANIZATION\*



*\*5 or more detentions during 2022, 2023, 2024 by Recognized Organization*

## LIST OF UNDERPERFORMING SHIPS FOR THE YEAR 2025

Sr. No.	IMO No.	Ship Name	Date of Inspections	Flag	RO	Company Number	Detainable Deficiencies	Inspecting Authority
01	9303675	YEKTA 4	2024-03-13	Comoros	International Ship Classification	6090857	07106	Iran
	9303675	YEKTA 4	2024-09-21	Comoros	Other	5347102	02114, 01201	Iran
	9303675	YEKTA 4	2025-05-12	Comoros	Other	5347102	01201, 11117	Iran
02	9158771	MARYA	2024-10-10	Saint Kitts and Nevis	Other	6224681	01102, 01108, 03108, 18327, 18312, 14811, 11104	Iran
	9158771	MARYA	2025-05-06	Comoros	Other	6224681	01107, 01139, 01122, 05113, 01201, 18401, 01102, 10116, 03108, 04103, 03108	Iran
	9158771	MARYA	2025-08-25	Comoros	Other	0000001	07113, 07116, 07110, 07116, 14101, 03108, 13108, 07126, 02117	Iran

## MARITIME LABOUR CONVENTION (MLC)

Statistics for the year 2025 and 2024

<b>Over all figures on PSC Inspections</b>	<b>2025</b>	<b>2024</b>
Total No. of PSC inspections in general	5958	5334
Total No. of PSC inspections with deficiencies	3072	2758
Total No. of PSC deficiencies	13962	11991
Total No. of PSC detentions	261	225
PSC detentions percentage	4.38	4.22
<b>Figures on PSC Inspections w.r.t MLC 2006 as amended</b>		
Total No. of PSC inspections having MLC related deficiencies	886	768
Total No. of PSC deficiencies w.r.t MLC 2006 as amended	1430	1193
Total No. of PSC detentions w.r.t MLC 2006 as amended	38	20
Total No. of PSC deficiencies on detained ships w.r.t MLC 2006	54	31
Percentage of PSC inspections w.r.t to MLC 2006 as amended	14.87%	14.39%
Percentage of PSC detentions w.r.t MLC 2006 as amended	14.55%	8.88%

## THE REPORT OF CIC ON BALLAST WATER MANAGEMENT

<b>Name of reporting Authority</b>	<b>Total number of inspections</b>	<b>Total number of deficiencies</b>	<b>Total number of detentions</b>
Australia	110	21	0
Bangladesh	212	5	1
France	8	0	0
India	125	0	0
Iran	11	1	0
Kenya	12	6	0
Myanmar	21	0	0
Oman	23	0	0
Seychelles	3	0	0
South Africa	54	9	1
Sudan	22	0	0
<b>Total</b>	<b>601</b>	<b>42</b>	<b>2</b>

**CIC ON BALLAST WATER MANAGEMENT RELATED DEFICIENCIES AS PER SHIP  
TYPE FOR THE YEAR 2025**

<b>CIC topic related deficiencies</b>	<b>No. of CIC related deficiencies</b>	<b>No. of CIC related deficiencies recorded as ground for detention</b>	<b>No. of CIC related deficiencies recorded as RO related</b>
bulk carrier-340	22	1	0
gas carrier -320	1	0	0
general cargo/multi-purpose ship-360	8	0	0
offshore service vessel-376	0	0	0
refrigerated cargo vessel-361	0	0	0
ro-ro passenger ship-370	0	0	0
container ship-353	5	1	0
tugboat-385	0	0	0
oil tanker-313	0	0	0
chemical tanker-330	1	0	0
passenger ship-371	0	0	0
vehicle carrier-352	2	0	0
Oil tanker/Chemical tanker (OILCHEM)-314	1	0	0
combination carrier-312	2	0	0
ro-ro cargo ship-355	0	0	0
wood-chip carrier-363	0	0	0
other types of ship-399	0	0	0
<b>Total</b>	<b>42</b>	<b>2</b>	<b>0</b>



## **ANNUAL REPORT OF MOZAMBIQUE ON PORT STATE CONTROL (PSC) – 2025** **Report on the Activities Carried out by Mozambique in the Context of Port State Control**

### **1. INTRODUCTION**

Mozambique is located on the South eastern Coast of Africa, between latitudes 10° and 27° South and longitudes 30° and 40° East. It shares borders with Tanzania to the north; Malawi, Zambia, and Zimbabwe to the west; and Eswatini and South Africa to the south. Its eastern coastline stretches along the Indian Ocean for approximately 2,800 kilometres. As a coastal State, Mozambique is a Member State of the International Maritime Organization (IMO) and an active member of the Indian Ocean Memorandum of Understanding on Port State Control (IOMOU). In this capacity, Mozambique exercises both the rights and obligations arising from its membership under the Memorandum within the available conditions.

### **2. PORT STATE CONTROL ACTIVITIES IN MOZAMBIQUE 2025**

Mozambique carries out Port State Control in its three principal Ports, namely:

- Port of Nacala (Northern region)
- Port of Beira (Central region)
- Port of Maputo (Southern region)

These ports serve as strategic gateways for the import and export of goods, including transit cargo destined for landlocked neighbouring countries, thereby constituting a fundamental pillar of national economic development. In line with its commitment to the IOMOU, Mozambique had the honour of hosting the Twenty-Eighth IOMOU Committee Meeting, held in Maputo from 15 to 18 August 2025.

On average, Mozambique receives more than 2500 vessels annually across its ports. In accordance with the IOMOU inspection target, subject to all members, the country is required to inspect at least 10% of visiting vessels (that meet the eligible criteria, in order to limit the action of substandard ships), equivalent to approximately 250 ships per year. During the reporting period, however, only 17 vessels were inspected.

Although no significant deficiencies were identified during these inspections, the inspection coverage remains below the optimal target when measured against total vessel calls. The primary constraint affecting performance is the shortage of adequately trained and dedicated Port State Control Officers (PSCOs).

### 3. CONCLUSION AND CHALLENGES

Overall, 2025 was marked by important achievements. These included:

- The participation of 2 inspectors in the TMOU–IOMOU Joint PSCO Seminar on Port State Control, held in Gold Coast, Australia, from 24 to 28 February 2025;
- The successful hosting of the Twenty-Eighth IOMOU Committee Meeting in Maputo and the increase number of reported and recorder inspections.

Despite these accomplishments, significant challenges remain, particularly in strengthening human resource capacity.

The national strategic objective is to train and assign 2 dedicated PSC inspectors to each of the three main ports. Currently, however, only 2 qualified and instructed inspectors are available Nationwide, and all are based at the Port of Maputo. This uneven distribution limits the effective implementation of PSC activities across the country's Port network.

Furthermore, Mozambique is scheduled to provide training for four additional inspectors in PSC in 2026, allocated as follows: one in Beira, one in Zambezia, one in Pemba and one in Maputo. Mozambique remains committed to strengthening its Port State Control regime through enhanced training, improved resource allocation, and closer cooperation within the IOMOU framework.

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