ANNUAL REPORT
ON
PORT STATE CONTROL
IN THE ASIA-PACIFIC REGION

2025

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Further information may be obtained from:

The Tokyo MOU Secretariat
Ascend Shimbashi 8F
6-19-19 Shimbashi
Minato-ku, Tokyo
Japan 105-0004
Tel: +81-3-3433-0621
Fax: +81-3-3433-0624

This Report is available at Tokyo MOU website (https://www.tokyo-mou.org) on the Internet.

FOREWORD

We are pleased to present the **Annual Report on Port State Control in the Asia-Pacific Region 2025**.

In 2025, member Authorities of the Tokyo MOU carried out a total of 35,546 inspections, the highest number of inspections conducted in the history of the Tokyo MOU. Following last year, the detention rate continued the decreasing trend in 2025, however, it has not yet returned to the same level as the pre-pandemic period. For driving improvement of performance, the Tokyo MOU developed the scheme for publishing lists of high-performing and under-performing companies and, upon the successful trial, it will be officially implemented beginning of 2026. With the active support by the member Authorities and their Port State Control (PSC) officers, three focused inspection campaign trials were carried out effectively in 2025, where experiences gained will be useful for the review and improvement of the current approach of inspection campaigns.

We would like to repeat the concerns on the continued increase of under-performing ships during the past three years and the constant high number and high percentage of ISM related detentions over the years. Hence, we highlight this and urge all stakeholders to re-assess their performance, practices and safety culture to take measures as appropriate to ensure full compliance with the relevant international maritime standards.

This Annual Report summarizes port State control activities and developments by the member Authorities of the Tokyo MOU in 2025. Furthermore, the report also provides port State control statistics and analysis on the results of inspections carried out by member Authorities during the year.

To ensure that the Tokyo MOU is future-ready to respond to the ever-changing shipping landscape, including emerging new technology, alternative fuels and various challenging global situations, the Tokyo MOU will continue to enhance and improve the activities in all aspects. The Tokyo MOU will also promote and strengthen the global cooperation with international organizations, other regional PSC regimes and the industry stakeholders.

Finally, we would like to express our deepest gratitude to the Port State Control Committee, member Authorities and all PSC officers for the devoted efforts and contribution made and to the international partners for the valuable cooperations rendered.





Kenny Crawford
Chair
Port State Control Committee

Ishihara Akira
Secretary
Tokyo MOU Secretariat

CONTENTS

page

OVERVIEW

General introduction 1
Review of year 2025 2
The Port State Control Committee 3
Technical Working Group (TWG) 5
The Asia-Pacific Computerized Information System (APCIS) 6
Training and seminars for port State control officers 6
Co-operation with other regional port State control regimes 8

PORT STATE CONTROL UNDER THE TOKYO MOU, 2025

Inspections 10
Detentions 11
Deficiencies 12
Deficiency photo of the year 12
Overview of port State control results 2015-2025 13

ANNEX 1 -- STATUS OF THE RELEVANT INSTRUMENTS 20

ANNEX 2 -- PORT STATE INSPECTION STATISTICS 23
Statistics for 2025 23
Summary of port State inspection data 2023-2025 35

ANNEX 3 -- ORGANIZATION STRUCTURE OF THE TOKYO MOU 58

EXPLANATORY NOTE ON THE LOW-MEDIUM-HIGH PERFORMANCE LISTS 59

LIST OF FIGURES AND TABLES

		page
Figure 1	Inspection percentage ……..	14
Figure 2	Inspection per ship risk profile ……..	14
Figure 3	Port State inspections - contribution by Authorities ……	15
Figure 4	Type of ship inspected ……..	15
Figure 5	Detentions per flag ……	16
Figure 6	Detention per ship type ……	16
Figure 7	Deficiencies by main categories ……	17
Figure 8	Most frequent detainable deficiencies …….	17
Figure 9	No. of inspections ……..	18
Figure 10	Inspection percentage ……..	18
Figure 11	No. of inspections with deficiencies …….	18
Figure 12	No. of deficiencies ……	19
Figure 13	No. of detentions ……...	19
Figure 14	Detention percentage ……..	19
Figure 15	Comparison of inspections per ship type ……...	42
Figure 16	Comparison of detentions per ship type ……	42
Figure 17	Comparison of inspections with deficiencies per ship type ……..	44
Figure 18	Comparison of number of deficiencies by main categories ……..	51
Figure 19	Comparison of most frequent detainable deficiencies ……	53
Table 1	Status of the relevant instruments ……	20
Table 1a	Status of MARPOL 73/78 ……..	22
Table 2	Port State inspections carried out by Authorities ……	23
Table 2a	Port State inspections on maritime security ……..	24
Table 2b	Port State inspections by categories (physical & remote) …….	25
Table 3	Port State inspections per ship risk profile ……	26
Table 4	Port State inspections per flag ……..	27
Table 5	Port State inspections per ship type ……	31
Table 6	Port State inspections per recognized organization ……..	32
Table 7	Deficiencies by categories ……..	35
Table 8	Flag performance Lists ……..……..	36
Table 9	Inspections and detentions per flag …….	38
Table 10	Inspections and detentions per ship type ……..	43
Table 11	Inspections with deficiencies per ship type ……..	45
Table 12	Inspections and detentions per recognized organization ……..	46
Table 13	Performance of recognized organization ……	49
Table 14	Comparison of deficiencies by categories ……	52
Table 15	Comparison of most frequent detainable deficiencies ……	54
Table 16	List of under-performing ships ……..	55

OVERVIEW

GENERAL INTRODUCTION

The Annual Report on Port State Control in the Asia-Pacific Region is published under the auspices of the Port State Control Committee of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU). This annual report is the thirty-first issue and covers port State control activities and developments in the 2025 calendar year.

The Memorandum was signed in Tokyo on 1 December 1993 and came into effect on 1 April 1994. In accordance with the provisions of the Memorandum, Authorities that have signed and formally accepted the Memorandum or that have been accepted by unanimous consent of the Port State Control Committee become full members. Currently, the Memorandum has 22 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. A maritime Authority that has declared its intention to fully adhere to the Memorandum at least for a three-year period may be accepted as a co-operating member by unanimous consent of the Port State Control Committee.

The main objectives of the Memorandum are to establish an effective port State control regime in the Asia-Pacific region through co-operation of its members, harmonization of the members' activities, to eliminate substandard shipping, to promote maritime safety and security, to protect the marine environment and to safeguard seafarers' working and living conditions on board ships.

The Port State Control Committee established under the Memorandum monitors and controls the implementation and on-going operation of the Memorandum. The Committee consists of representatives from the member Authorities, co-operating member Authorities and observers. Observer status has been granted to the following maritime Authorities and inter-governmental organizations by the Committee: Cambodia, Democratic People's Republic of Korea, Macao (China), Samoa, Solomon Islands, Tonga, the United States Coast Guard, the International Maritime Organization (IMO), the International Labour Organization (ILO), the Abuja MOU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Mediterranean MOU, the Paris MoU, the Riyadh MOU and the Viña del Mar Agreement. The Secretariat of the Memorandum is located in Tokyo, Japan. The data centre - the Asia-Pacific Computerized Information Centre is established in Moscow, Russian Federation.

For the purpose of the Memorandum, the following instruments are the basis for port State control activities in the region:

- the International Convention on Load Lines, 1966, as amended;
- the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended;
- the International Convention for the Safety of Life at Sea, 1974, as amended;
- the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974;
- the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974;
- the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto, and as further amended by the Protocol of 1997;
- the International Convention on Standards for Training, Certification and Watchkeeping for Seafarers, 1978, as amended;
- the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended;
- 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, as amended;
- the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001, as amended;
- the Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969;
- the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, as amended; and
- the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.

REVIEW OF YEAR 2025

For the purpose of improvement and enhancement of dissemination of information of the Tokyo MOU activities, the website was renewed in May, 2025. The new website is not only more visually appealing but also more functional, with better-organised content and more convenient features.

The trial of publishing lists of high-performing and under-performing companies was conducted in 2025, which will be implemented officially as from 2026. For gaining experiences and exploring possible enhancement of inspection campaigns, the Tokyo MOU conducted three trials of focused inspection campaigns successfully during the year.

The concentrated inspection campaign (CIC) on Ballast Water Management (BWM) was conducted from 1 September to 30 November

2025 jointly with the Paris MoU. During the CIC period, a total of 9,244 PSC inspections were conducted by the member Authorities, among which 6,930 (74.96%) were with a CIC inspection. During the period, 184 ships where CIC was carried out were detained in total (2.66% detention rate). Of which, 30 detentions were the result of inspections with CIC questionnaires, which were detained as a direct result of the CIC concerning deficiencies, reflecting a CIC topic related detention rate of 0.43%. The most common deficiencies (and deficiencies that resulted in a detention) found during the campaign were associated with proper operation of Ballast Water Management System (BWMS) that is underscoring the fact that the operation and maintenance of BWMS onboard remains a critical area for the effective implementation of the intent of the Convention.

THE PORT STATE CONTROL COMMITTEE

The thirty-sixth meeting of the Port State Control Committee (PSCC36) was held in Hong Kong, China, from 20 to 23 October 2025 with hybrid participation. The meeting was hosted by the Hong Kong Marine Department. The meeting was chaired by Mr. Kenny Crawford, Manager (Ship Inspections), Australian Maritime Safety Authority (AMSA).

PSCC36 was attended by the member Authorities of Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, Marshall Islands, Mexico, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam and observers of Cambodia, Macao (China), the Abuja MOU, the Black Sea MOU (remote), the Caribbean MOU, the Indian Ocean MOU, the Paris MoU, the Viña del Mar Agreement, ILO and IMO.

The Committee received the information on under-performing ships and discussed the matter of enhancement of inspection of under-performing ships. The Committee considered and reviewed the results of a trial involving lists of high-performing and under-performing companies. The Committee approved implementation of publication of company performance lists on a quarterly basis on the Tokyo MOU website starting 1 January 2026. The Committee discussed the matter of the increase of ships with fraudulent flag/registry and/or certificates and agreed to consider and adopt measures for dealing with such ships effectively.

The Committee considered and approved the report on the Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarer Employment Agreement (MLC) in 2024. The Committee took note of the status of the undergoing joint CIC with the Paris MoU on BWM in 2025. The Committee further discussed and approved in principle the arrangements and preparations for the joint CICs on cargo securing in 2026. The Committee considered the intersessional work done by the correspondence group for review of CIC approach. The Committee was informed of results of three focused inspection campaign (FIC) trials on Fire Safety, Pilot Transfer Arrangements and EPIRB conducted. The Committee agreed to continue further FIC trials to refine methodologies including future joint Inspection Campaigns with the Paris MoU. In addition, the Committee agreed to conduct a FIC on insurance certificates under the International Convention on Civil Liability for Oil Pollution Damage (CLC), as the Paris MoU has previously done. The Committee accepted the proposal by the Paris MoU for a joint Concentrated Inspection Campaign on

enclosed space entry in 2027.

The Committee considered and approved the revised Strategic Plan, Strategic Directions and the list of planned actions for the five-year period from 2026 to 2030, taking into account emerging trends in the maritime sector. The Committee also approved the strategic plan for technical co-operation programmes for the period of 2026-2030.

The Committee confirmed its decision on the introduction of new calculation methods to evaluate flag and RO performance, which are harmonized with the Paris MoU. Taking account of preparations required, the Committee agreed to make the implementation effective from 1 January 2028.

The Committee considered and adopted the guidelines for PSCOs on enhanced machinery and maintenance inspections and guidelines for PSCOs on Inert Gas System of Tankers. The Committee decided to develop a style guide for supporting development and ongoing review of PSC guidelines and the development of safety guidelines for PSCO accident prevention.

The Committee noted with satisfaction the status of activities of PSC on fishing vessels in the Tokyo MOU region and encouraged Authorities to continue PSC inspections of fishing vessels and transmit the data into the Asia Pacific Fishing Vessel Information System (APFISh).

The Committee made a further discussion on cases of improper extensions of statutory certificates validity in violation of limitations imposed by the relevant conventions. The Committee agreed to bring the necessary attention of the matter to the industry and to consider measures to be taken for PSCOs to



The thirty-sixth Committee meeting, Hong Kong (China), October 2025.

deal with the matter in a uniform approach.

In addition, the Committee also gave consideration and made decisions on the following:

- approval of amendments to the guidelines for the detention review panel;
- endorsement of updates and revision of numerous guidelines completed by the intersessional group on guidelines;
- consideration of progress of work done by the intersessional group on APCIS Backup;
- review of follow-up action items emanating from the 3rd Joint Ministerial Conference;
- review of data exchange agreement with IMO/GISIS;
- awarding the winner of the deficiency photo of the year; and
- outcome of the project for enhancing capacity building of member Authorities of Small Island Developing States (SIDS) supported by the Nippon foundation.

After nine years of dedicated service, Mr. Kubota Hideo retired from position of the Secretary of the Tokyo MOU Secretariat at the meeting in Hong Kong, China. The Committee expressed its sincere appreciation to Mr. Kubota for his tremendous contributions to the activities of the MOU during the period and exceptional guidance and direction to the work of the Secretariat and appointed him as Secretary Emeritus of the Tokyo MOU. The Committee approved the appointment of Mr. Ishihara Akira as the Secretary of the Tokyo MOU Secretariat.

The thirty-seventh meeting of the Port State Control Committee will be held in Singapore from 7 to 10 September 2026.

TECHNICAL WORKING GROUP (TWG)

The nineteenth meeting of the Technical Working Group (TWG19) was held in Hong Kong, China, on 16 and 17 October 2025 in the hybrid mode, prior to PSCC36. TWG19 was chaired by Mr. Hu Ronghua, Deputy Director, Division of Ship Registry and Supervision, Shanghai Maritime Safety Administration (MSA) of China.

TWG19 discussed and made recommendations to the Committee on matters relating to:

- reports of intersessional groups: advisory group on information exchange (AG-IE), intersessional group on batch protocol (IG-BP), intersessional group on statistics (IG-Statistics), Intersessional Group for review of PSC guidelines (IG-Guidelines) and Intersessional Group on Machinery Maintenance (IG-Machinery Maintenance);
- cases considered by the detention review panel;
- periodical revision of the PSC Manual;
- development and review of PSC guidelines;
- preparation and arrangements for upcoming CICs;
- activities and operation of the Asia-Pacific Computerized Information System

(APCIS);

- management and maintenance of the coding system;
- analysis and statistics on PSC; and
- reports and evaluations of technical co-operation activities.

ASIA-PACIFIC COMPUTERIZED INFORMATION SYSTEM (APCIS)

For reporting and storing of port State inspection results and facilitating exchange of information in the region, a computerized database system was established. The central site of the APCIS is located in Moscow, under the auspices of the Ministry of Transport of Russian Federation.

The APCIS is connected by member Authorities on-line or by web-service for searching ships for inspection and for inputting and transmitting inspection reports. The APCIS also supports on-line publication of PSC data on the Tokyo MOU website (https://www.tokyo-mou.org) on a real time basis. Based on data stored in the database, the APCIS produces annual and detailed PSC statistics.

For inter-regional information exchange, the APCIS has established deep hyperlinks with the databases of:

- THETIS of the Paris MoU (temporarily suspended);
- BSIS of the Black Sea MOU;
- IOCIS of the Indian Ocean MOU;
- CIALA of the Viña del Mar Agreement; and
- CMIC of the Caribbean MOU.

Furthermore, the PSC data of the Tokyo MOU are also provided to IMO GISIS and EQUASIS.

TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

The thirteenth general training course for PSC officers was conducted from 1 October 2025 to 18 March 2026. This was the seventeenth training course jointly organized by IMO and the Tokyo MOU. A total of 18 PSC officers participated in the training course. 10 of them were from the Tokyo MOU Authorities of Fiji, Indonesia, Republic of Korea, Macao (China), Malaysia, Mexico, Panama, Peru, Tonga and Vanuatu. Seven of them were invited by IMO, one each from the Abuja MOU, the Black Sea MOU, the Caribbean MOU, the Indian Ocean MOU, the Mediterranean MOU, the Riyadh MOU and the Viña del Mar Agreement. One more participant was sent by the Indian Ocean MOU on its own expense. The training course consisted of two and a half months pre-learning course, one week of classroom lectures and one and a half weeks of onboard training. The pre-learning course was carried out from 1 October to 19 December 2025, where participants were requested to complete 32 pre-learning modules and the tests through the e-learning system developed for the Distance Learning Programme (DLP).

The Joint Tokyo MOU and Indian Ocean MOU Seminar (Thirty-third Seminar of the Tokyo MOU) was held in normal face-to-face style from 24 to 28 February 2025 in Gold Coast, Australia. The seminar was hosted by the Australian Maritime Safety Authority (AMSA). Participants from Authorities of Australia, Bangladesh, China, Comoros, Fiji, France, Hong Kong (China), India, Indonesia, Japan, Kenya, Republic of Korea, Macao (China), Madagascar, Malaysia, Marshall Islands,

Mexico, Mozambique, Myanmar, New Zealand, Panama, Papua New Guinea, Peru, Philippines, Samoa, Seychelles, Singapore, Solomon Islands, South Africa, Sri Lanka, Sudan, Thailand, Yemen, Vanuatu and Viet Nam attended the seminar. A representative from Nigeria representing the Abuja MOU also participated in the seminar. The main topics of the seminar were the Activities and recent developments of the two Memoranda, Remote surveys in Australia, Code of conduct for PSC, Recognized Organization (RO) Responsibility assignment, Introduction of PSC on BWM, Introduction of Guidelines for pre-inspection electronic verification of certificates and records, Sharing and updating of Maritime Technologies Forum (MTF) on-going project on Guidelines for conducting safe inspections of methanol-fuelled ships, Code for the Safety of Small Commercial Vessels (SCV Code) and Fishing vessel PSC. Experts from Australia, Japan, Marshall Islands, Singapore and the Secretariats of the Caribbean MOU, the Indian Ocean MOU and the Tokyo MOU provided presentations on the relevant topics. In addition, two case study sessions were also conducted.

The thirty-fourth seminar for PSCOs, a second seminar focussing on the CIC of the year, was held on 1 and 2 July 2025 via virtual means. Participants from Authorities of Australia, Cambodia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Democratic People's Republic of Korea, Republic of Korea, Macao (China), Malaysia, Mexico, New Zealand, Panama, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam attended the seminar. Representatives from Sri Lanka and Tanzania representing the Indian Ocean MOU, from Malta representing the Mediterranean MoU, from Saudi Arabia representing the Riyadh MOU, from Brazil and Peru representing the Viña del Mar Agreement also participated in the seminar. Experts from New Zealand and Singapore delivered presentations on results of



The Joint Tokyo MOU and Indian Ocean MOU seminar for PSC officers

2024 CIC on Crew Wages and Seafarers' Employment Agreements (MLC, 2006) and introduction of the CIC on Ballast Water Management (BWM) in 2025 respectively.

Five expert missions were carried out in 2025. The first mission was conducted in Lima, Peru, from 17 to 21 February 2025 by experts from Republic of Korea. The second mission was carried out in Manila, Philippines, from 19 to 23 May 2025 by experts from Japan. The third mission was delivered in Port Vila, Vanuatu, from 16 to 20 June 2025 by experts from Australia and Singapore. The fourth mission was carried out in Hai Phong, Viet Nam, from 21 to 25 July 2025 by experts from Japan. The fifth mission was carried out in Suva, Fiji, from 11 to 15 August 2025 by experts from China.

Seven PSCO exchanges were completed in 2025, namely: one officer from New Zealand was dispatched to Republic of Korea, one officer from Chile to Hong Kong (China), one officer from Singapore to Republic of Korea, one officer from New Zealand to Chile, one officer from Malaysia to Mexico, one officer from Mexico to Russian Federation and one officer from Japan to Australia.

The abovementioned technical co-operation activities received generous support from the Nippon Foundation.

CO-OPERATION WITH OTHER REGIONAL PORT STATE CONTROL REGIMES

Establishment and effective operation of regional co-operation regimes on port State control has formed a worldwide network for elimination of substandard shipping. Currently, there are a total of nine regional port State control regimes (MOUs) covering a major part of the world, namely:

- Abuja MOU
- Black Sea MOU
- Caribbean MOU
- Indian Ocean MOU
- Mediterranean MOU
- Paris MoU
- Riyadh MOU
- Tokyo MOU
- Viña del Mar Agreement

As one of the inter-governmental organizations (IGOs) associated with the IMO, the Tokyo MOU has attended meetings of the Implementation of IMO Instruments (III) Sub-Committees (former Flag State Implementation (FSI) Sub-Committee) since 2006. The Tokyo MOU Secretariat participated in the eleventh session of III Sub-Committee which was held from 21 to 25 July 2025.

To enhance communications and harmonization on PSC globally, a meeting of regional PSC regimes was held in the margin of the eleventh session of III Sub-Committee. Such meeting will be convened during each session of III Sub-Committee. In addition to in-person meeting, virtual meetings will also be organized for more efficient coordination of ongoing activities.

In support of inter-regional collaboration on port State control, the Tokyo MOU has obtained observer status in and granted the same to all eight regional PSC regimes in accordance with the decision of the Port State Control Committee.

The Tokyo MOU has established, and maintained, effective and close co-operation with the Paris MoU at both administrative and technical levels. Representatives of the two Secretariats attend the Port State Control

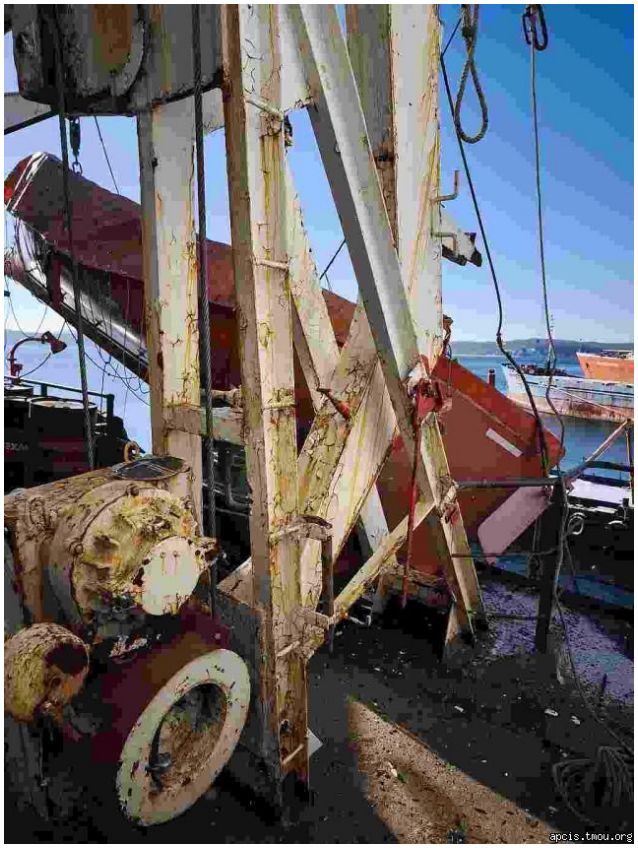
Committee meetings of each MOU on a regular basis. During the period of 2025, the Tokyo MOU Secretariat attended the 58th meeting of the Paris MoU PSC Committee held from 26 to 30 May 2025 in Malmö, Sweden.

Furthermore, the Tokyo MOU Secretariat participated remotely in the 25th meeting of the Black Sea MOU PSC Committee from 14 to 17 April 2025, the 30th meeting of the Caribbean MOU PSC Committee from 3 to 4 July 2025, the 28th meeting of the Indian Ocean MOU PSC Committee from 11 to 15 August 2025, the 30th meeting of the Viña del Mar Agreement PSC Committee from 30 September to 3 October 2025 and the 15th meeting of the Abuja MOU PSC Committee from 6 to 9 October 2025.

PORT STATE CONTROL UNDER THE TOKYO MOU, 2025

INSPECTIONS

In 2025, 35,546 inspections, involving 19,980 individual ships, were carried out on ships registered under 111 flags. Figure 3 and Table 2 show the number of inspections carried out by the member Authorities of the Tokyo MOU. Table 2b provides the number and percent of physical and remote follow-up inspections conducted by Authorities. Out of 35,546 inspections, there were 23,230 inspections where ships were found with deficiencies. Since the total number of individual ships operating in the region was estimated at 30,046*, the inspection rate in the region was approximately 66%** in 2025 (see Figure 1).



Winner of Deficiency Photo of the Year – 2025
(Ship type: Refrigerated cargo carrier;
Date: 24/12/2025; Port: Vladivostok)



Candidate photo for Deficiency Photo of the Year
(Ship type: Bulk carrier;
Date: 04/07/2025; Port: Hong Kong, China)

Information on inspections according to ships' flag is shown in Table 4.

Figure 2 and Table 3 provide information on inspections per ship risk profile.

Figures summarizing inspections according to ship type are set out in Figure 4 and Table 5.

Inspection results regarding recognized organizations are shown in Table 6.

* Number of individual ships which visited the ports of the region during the year (the figure was provided by LLI).

** The inspection rate is calculated by number of individual ships inspected/number of individual ships visited.

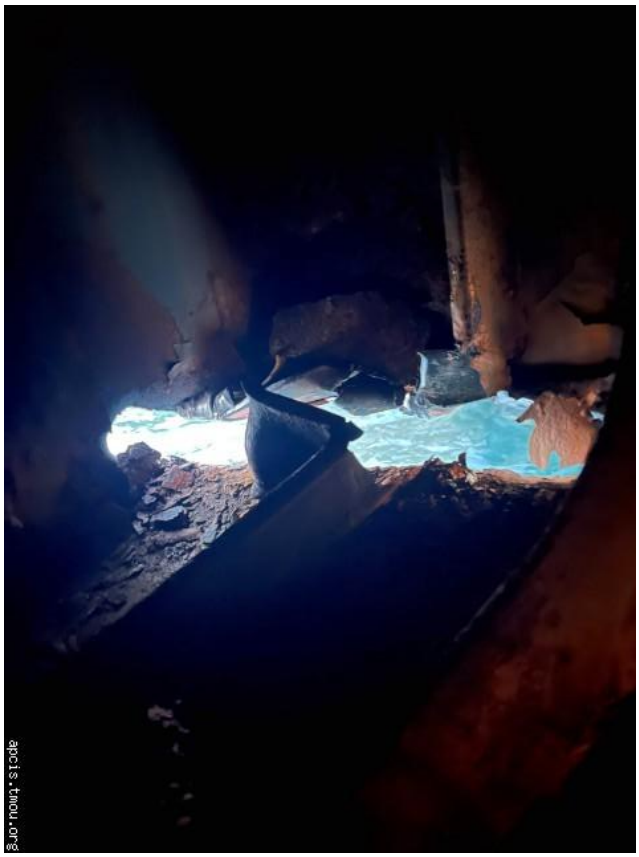
DETENTIONS

A ship is detained when the condition of the ship or its crew does not correspond substantially with the applicable conventions. Such strong action is to ensure that the ship cannot sail until it can proceed to sea without presenting a danger to the ship or persons on board, and/or without presenting an unreasonable threat of harm to the marine environment.

In 2025, 1,255 ships registered under 73 flags were detained due to serious deficiencies having been found onboard. The detention rate of ships inspected was 3.53%.

Figure 5 shows the detention rate by flag for flags where at least 20 port State control inspections had been conducted and whose detention rate was above the average regional rate. Figure 6 gives the detention rate by ship type. Figure 8 illustrates the most frequent detainable deficiencies found during inspections in 2025.

For the purpose of targeting ships to be inspected, the flag performance list (Table 8) indicates levels of performance of flags over a three-year rolling period. Flags, whose ships were involved in 30 or more inspections during the period, are included in the list. The performance list for 2023-2025 consists of 66 flags. The number of flags in the low performance list is 15, two flags more than the last year. The number of flags on the medium performance list is 19, one flag less than last year. The high performance list includes 32 flags, two more than the previous year.



Candidate photo for Deficiency Photo of the Year
(Ship type: General cargo/multi-purpose ship;
Date: 16/07/2025; Port: Fushiki)



Candidate photo for Deficiency Photo of the Year
(Ship type: Bulk carrier; Date: 07/03/2025;
Port: Fremantle, WA)

A list of under-performing ships (i.e., ships detained three or more times during previous twelve months) is published monthly. A total of 222 vessels, involving 52 individual ships, were identified as under-performing ships in 2025.



Candidate photo for Deficiency Photo of the Year
(Ship type: Gas carrier; Date: 23/11/2025;
Port: Palembang)

The list of under-performing ships is provided in Table 16.

DEFICIENCIES

Where conditions on board are found that are not in compliance with the requirements of the relevant instruments by the port State control officers, these are recorded as deficiencies and required to be rectified.

A total of 90,168 deficiencies were recorded in 2025. The deficiencies found are categorized and shown in Figure 7 and Table 7.

It has been noted that fire safety measures, life-saving appliances, working and living conditions and safety of navigation remain as the major categories of deficiencies frequently discovered on ships. In 2025, 18,020 deficiencies related to fire safety measures, 11,818 deficiencies related to life-saving appliances, 9,108 deficiencies related to working and living conditions and 8,936 deficiencies related to safety of navigation were recorded, representing 53% of the total number of all recorded deficiencies. As the outcome of the CIC on Ballast Water Management (BWM) in 2025, number of deficiencies relating to BWM were three times higher than that of the previous year. Furthermore, it is also observed that deficiencies related to structure conditions, water/weathertight conditions, emergency systems and propulsion and auxiliary machinery were found increased continuously during past years. Such increase proved the concerns expressed by the Tokyo MOU on current situation of lacking of effective maintenance carried out onboard ships.

DEFICIENCY PHOTO OF THE YEAR

The function for collecting and storing deficiency photos taken during PSC inspections in the APCIS has been implemented since 2009. For encouraging and promoting PSC officers to submit deficiency photos, a prize of deficiency photo of the year has been established to award the PSC officer who took the best deficiency photo of the year. Previous deficiency photos of the year are also published on the Tokyo MOU website.

In 2025, a total of 12,158 photos were submitted by PSC officers. In accordance with the procedures for selection of deficiency photo of the year, the photo taken by PSC officer of the Authority of Russian Federation was selected as the winner for 2025. Deficiency photo of the year – 2025 and other candidate photos are provided in this section.

OVERVIEW OF PORT STATE CONTROL RESULTS 2015 – 2025

Figures 9-14 show the comparison of port State inspection results for 2015 - 2025. These figures indicate the trends in port State activities and ship performance over the past eleven years.



Candidate photo for Deficiency Photo of the Year
(Ship type: Bulk carrier; Date: 29/10/2025; Port: Singapore)

Figure 1: INSPECTION PERCENTAGE

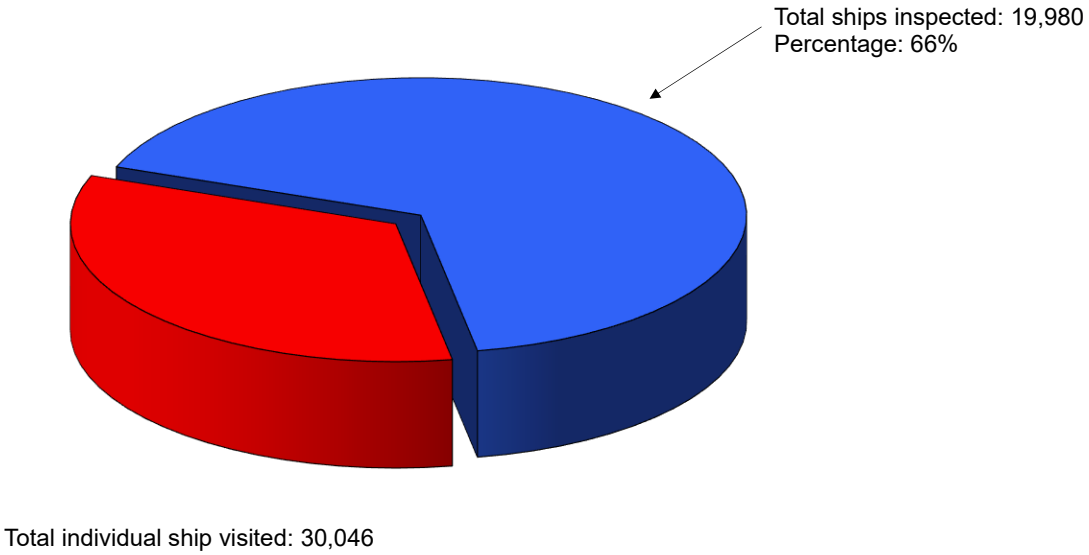


Figure 2: INSPECTION PER SHIP RISK PROFILE

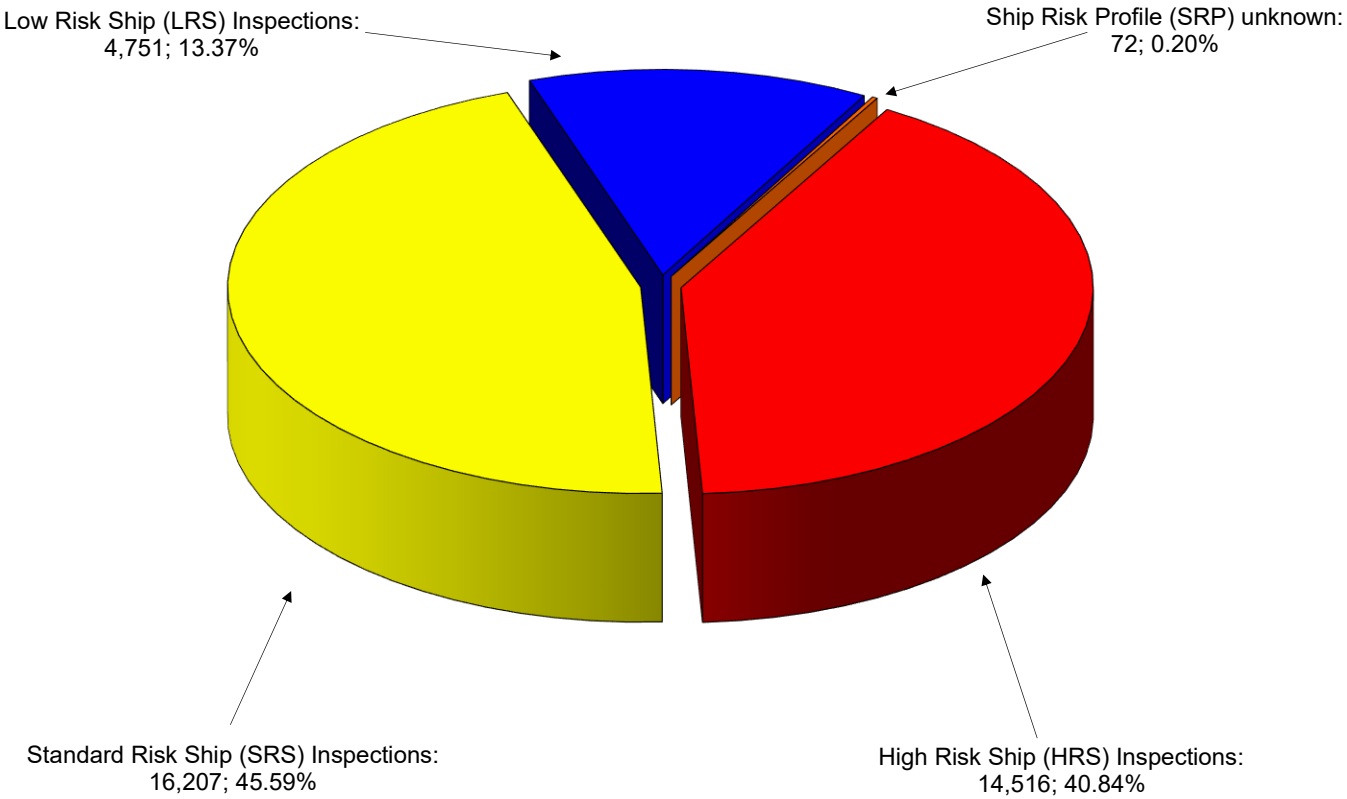
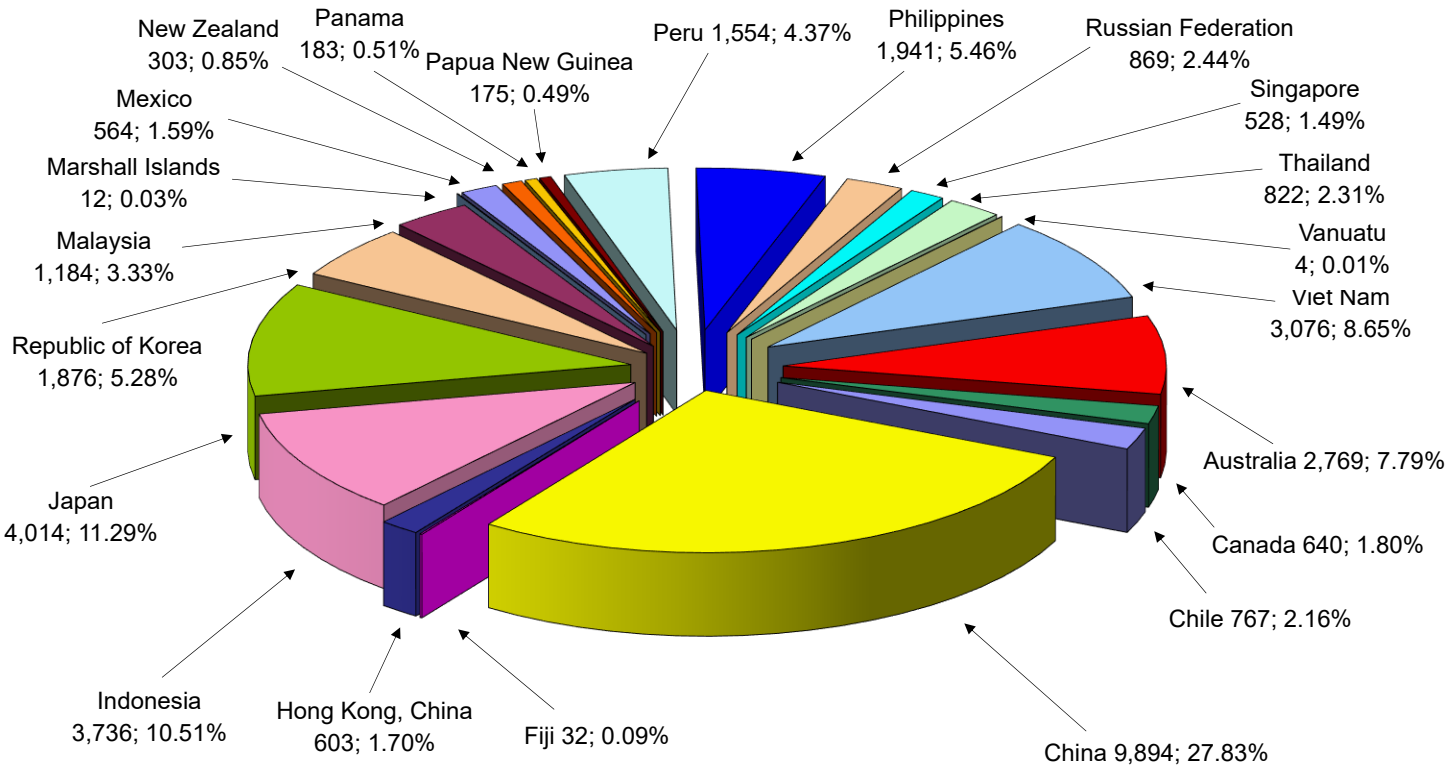


Figure 3: PORT STATE INSPECTIONS - CONTRIBUTION BY AUTHORITIES



Total inspections: 35,546

Figure 4: TYPE OF SHIP INSPECTED

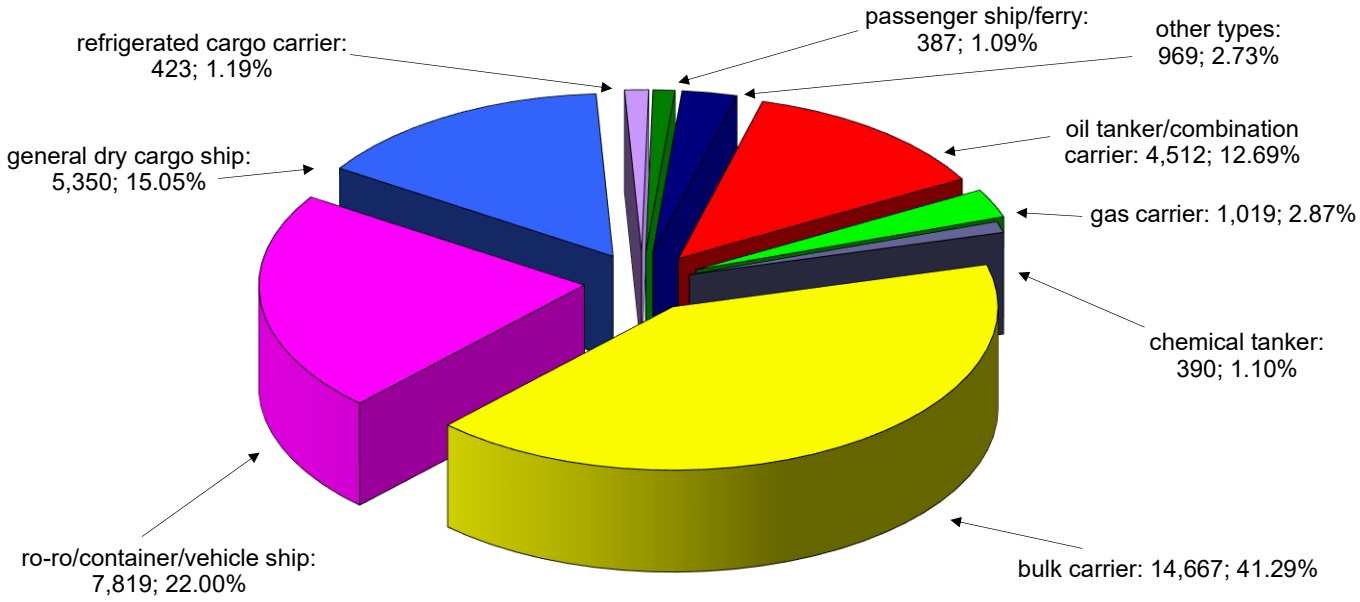
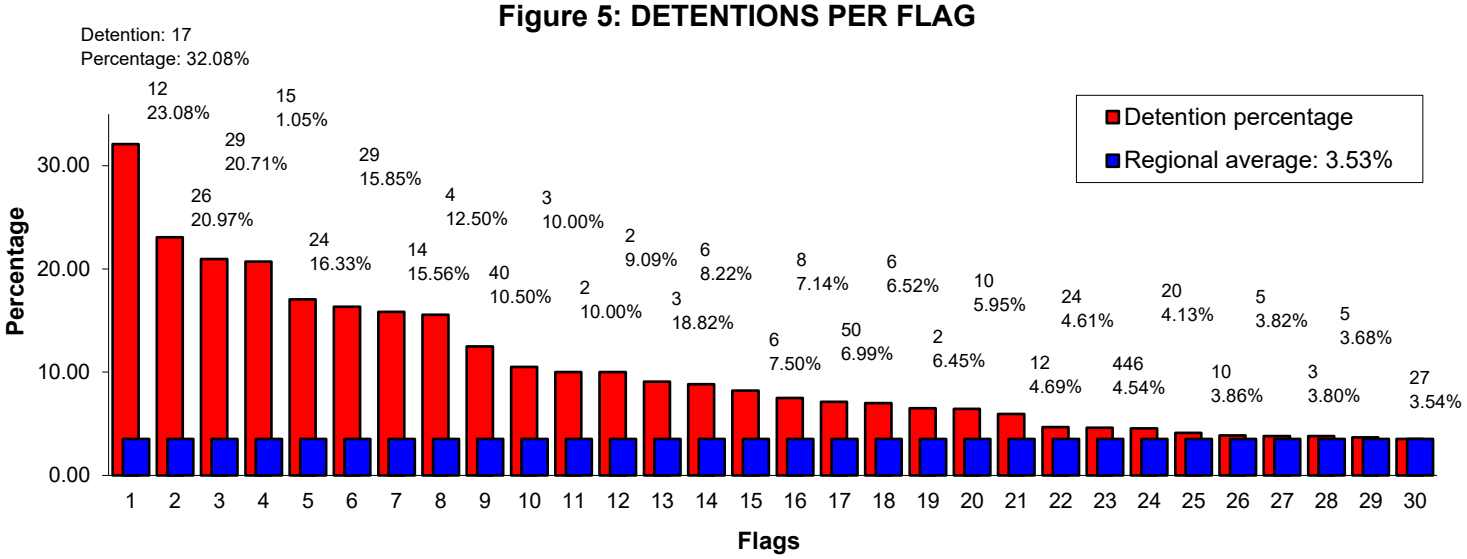


Figure 5: DETENTIONS PER FLAG



Flags:

1. Gambia	2. Saint Kitts and Nevis	3. Togo	4. Sao Tome and Principe
5. Cameroon	6. Tanzania	7. Palau	8. Comoros
9. Sint Maarten	10. Sierra Leone	11. Gabon	12. Iran
13. Saint Vincent and the Grenadines	14. Vanuatu	15. Mongolia	16. India
17. Barbados	18. Belize	19. Netherlands	20. Guinea-Bissau
21. Russian Federation	22. Antigua and Barbuda	23. Cyprus	24. Panama
25. Portugal	26. Japan	27. United Kingdom (UK)	28. France
29. Bangladesh	30. Viet Nam		

Note: Flags listed above are those flags the ships of which were involved in at least 20 port State inspections and detention percentage of which are above the regional average detention percentage. The complete information on detentions by flag is given in Table 4.

Figure 6: DETENTION PER SHIP TYPE

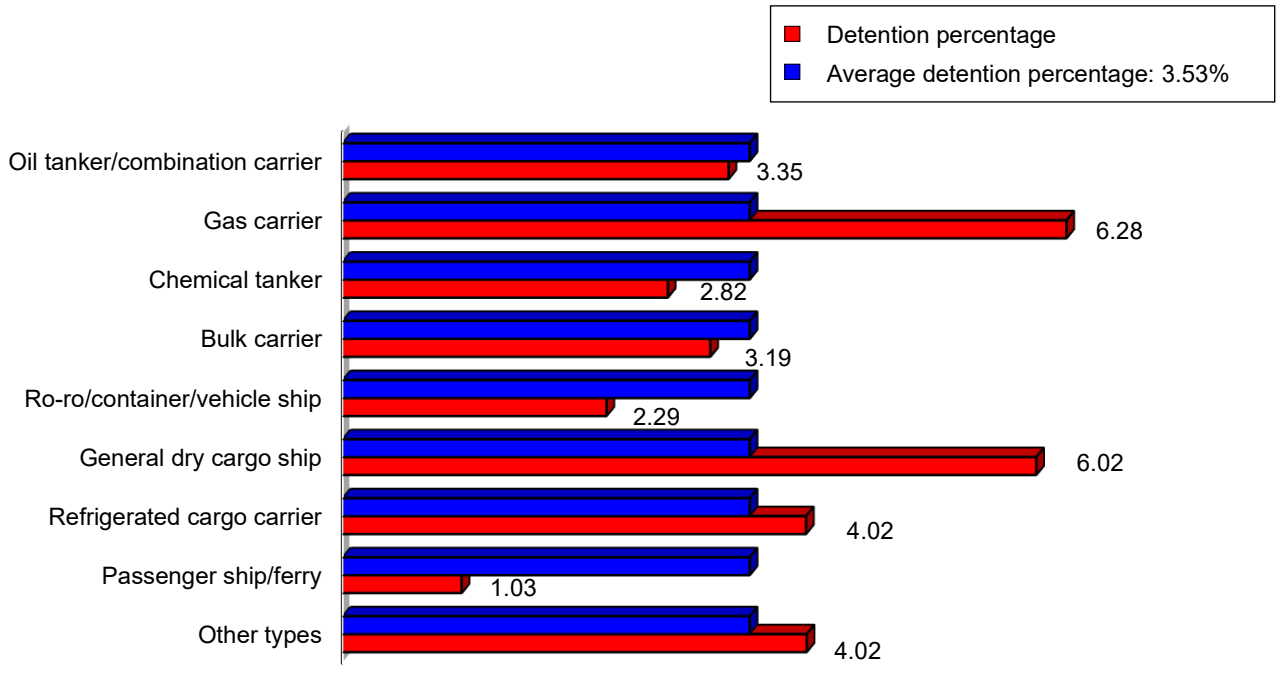


Figure 7: DEFICIENCIES BY MAIN CATEGORIES

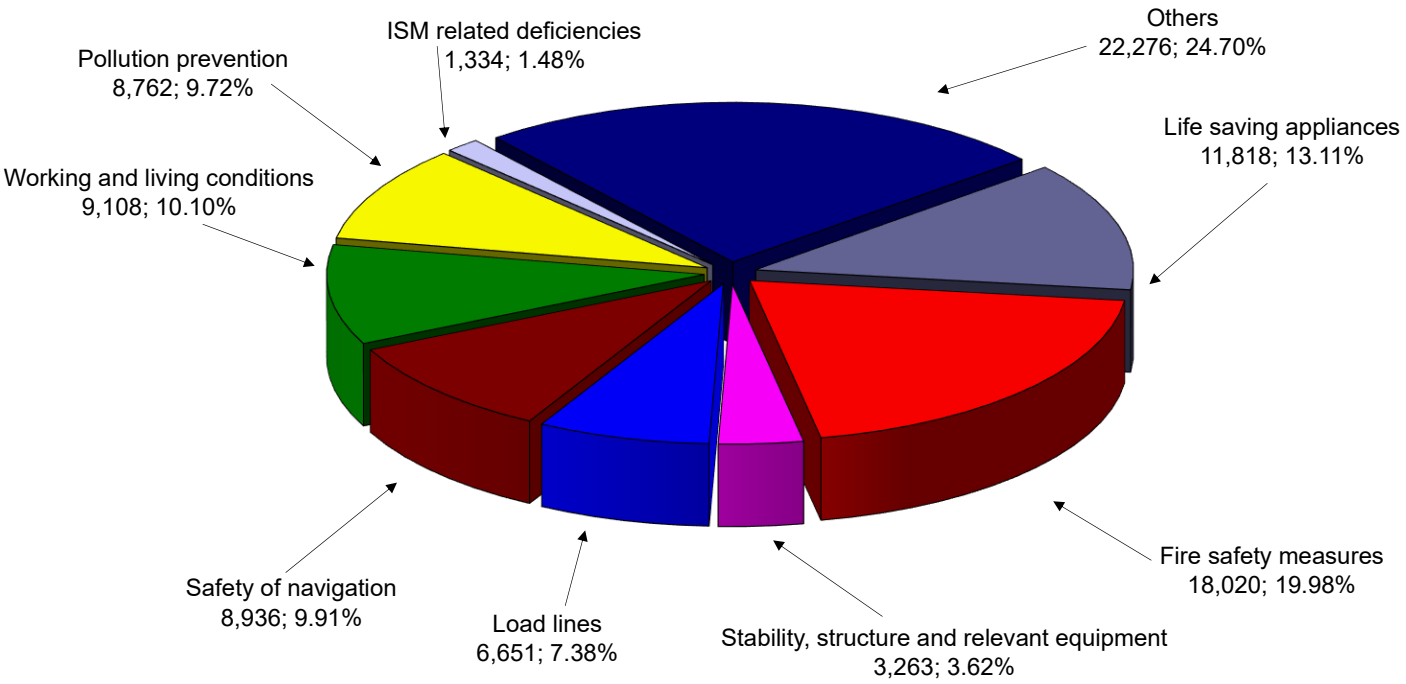
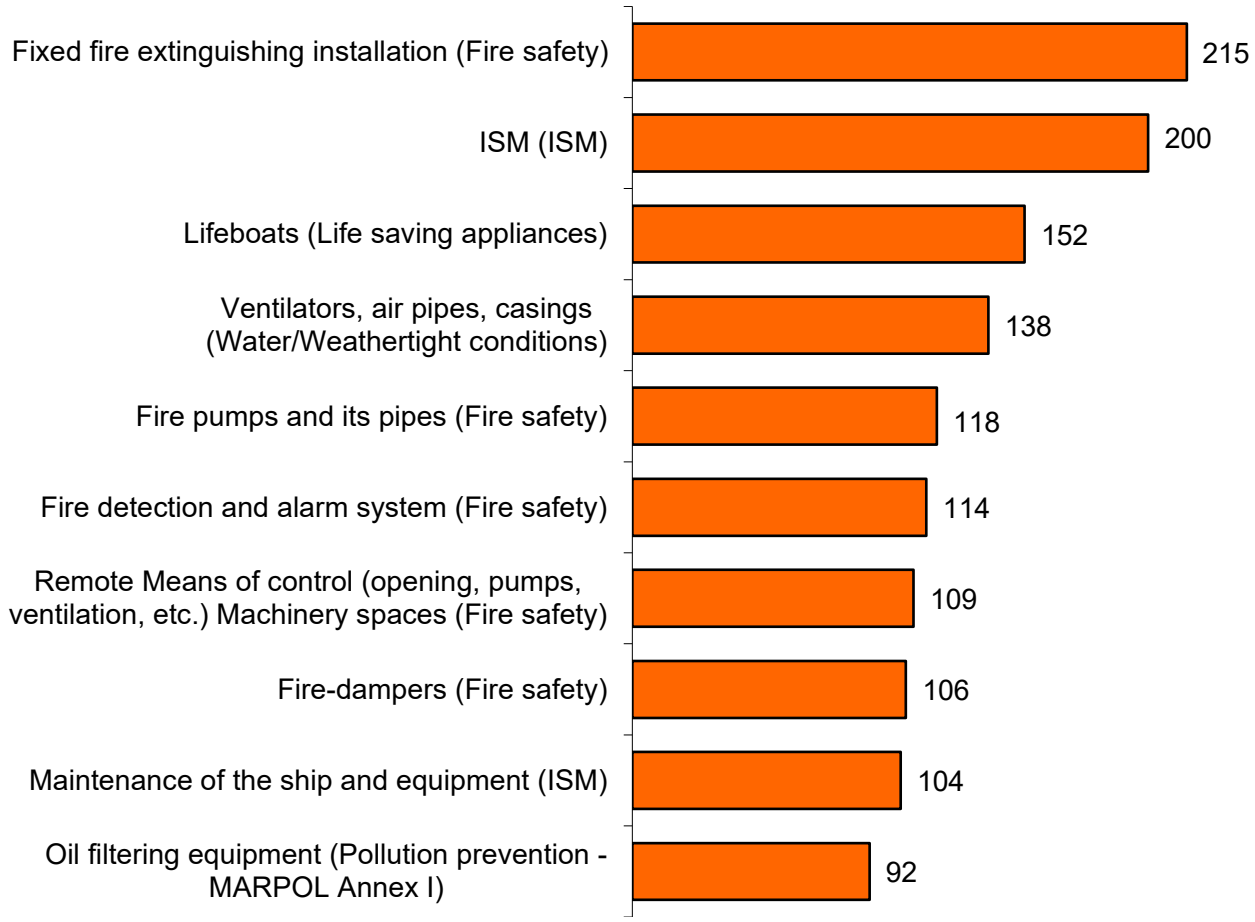


Figure 8: MOST FREQUENT DETAINABLE DEFICIENCIES



OVERVIEW OF PORT STATE CONTROL RESULTS 2015 - 2025

Figure 9: NO. OF INSPECTIONS

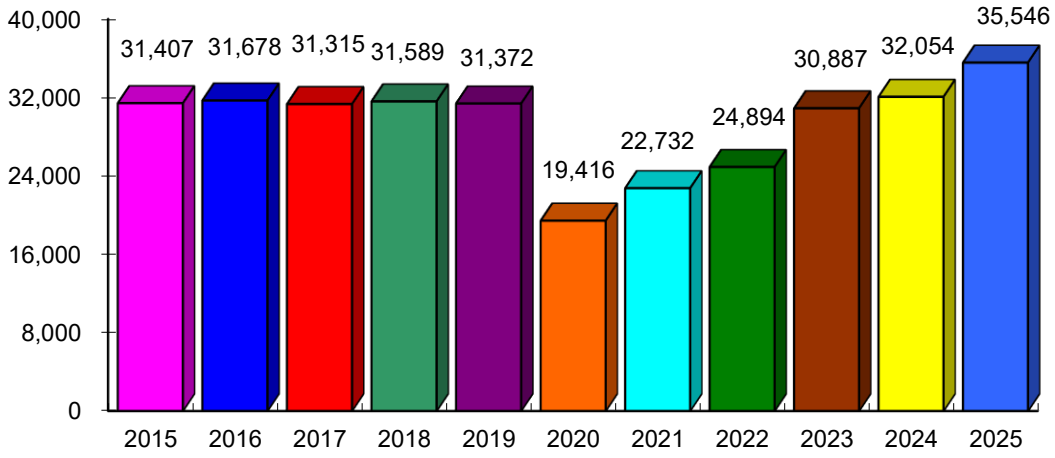


Figure 10: INSPECTION PERCENTAGE

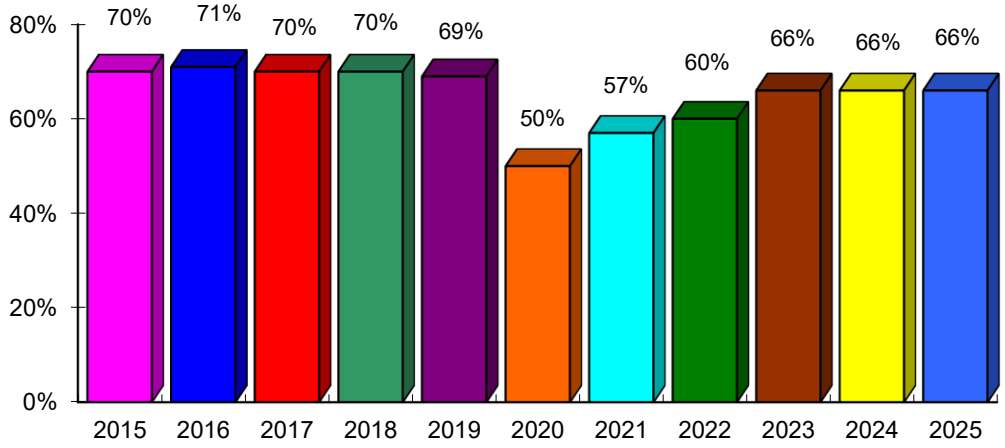


Figure 11: NO. OF INSPECTIONS WITH DEFICIENCIES

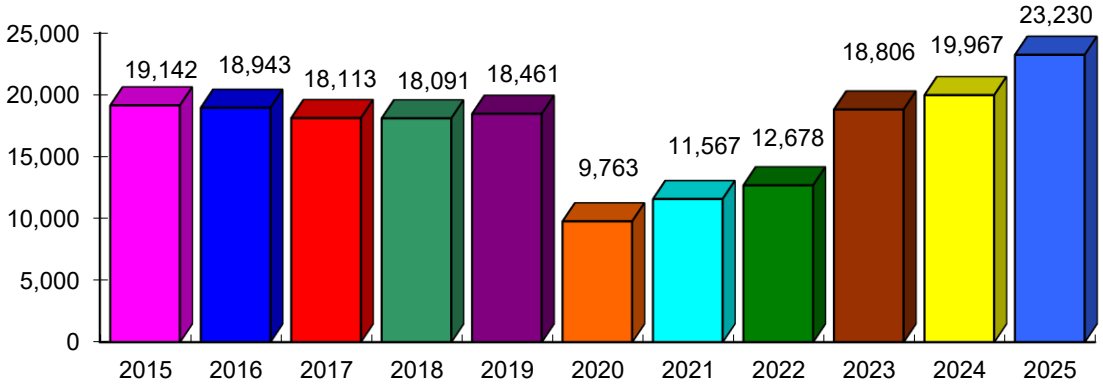


Figure 12: NO. OF DEFICIENCIES

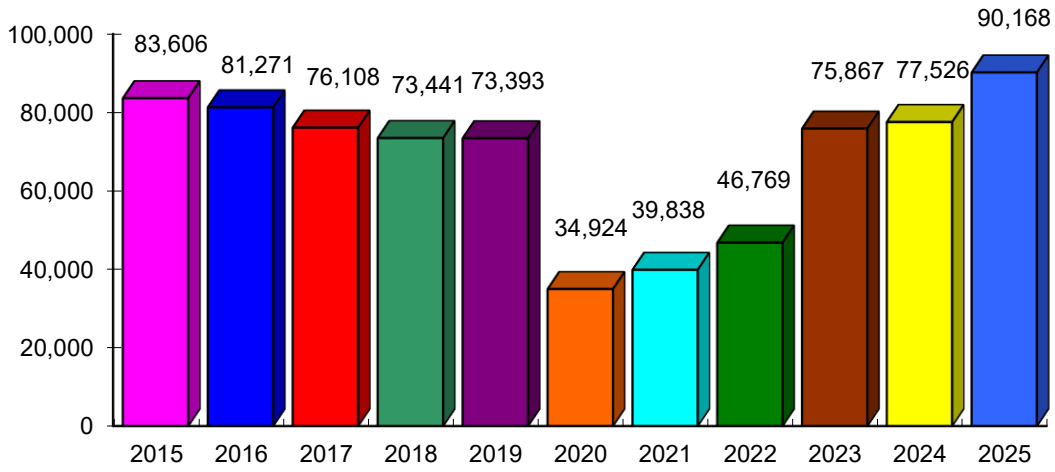


Figure 13: NO. OF DETENTIONS

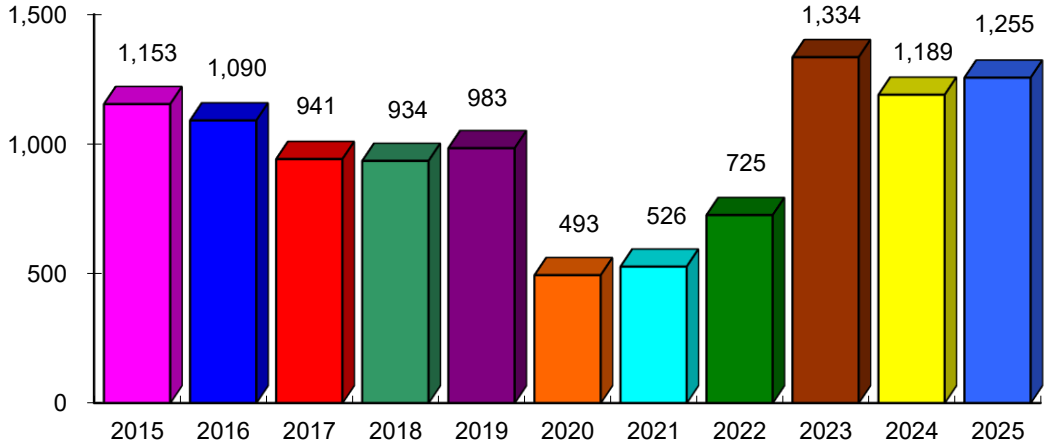
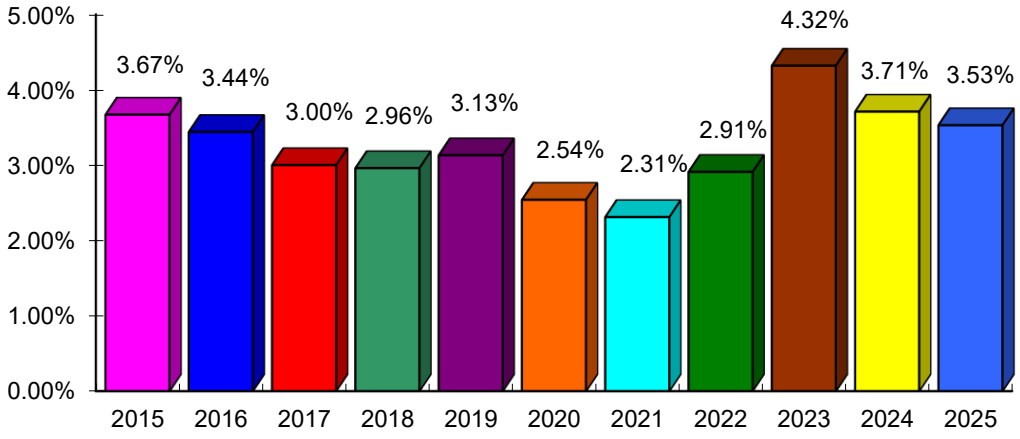


Figure 14: DETENTION PERCENTAGE



ANNEX 1

STATUS OF THE RELEVANT INSTRUMENTS

Table 1: STATUS OF THE RELEVANT INSTRUMENTS

(Date of deposit of instruments)

(As of 31 December 2025)

Authority	LOAD LINES 66	LOAD LINES PROT 88	SOLAS 74	SOLAS PROT 78	SOLAS PROT 88	MARPOL 73/78	STCW 78
Australia	29/07/68	07/02/97	17/08/83	17/08/83	07/02/97	14/10/87	07/11/83
Canada	14/01/70	08/04/10	08/05/78	-	08/04/10	16/11/92	06/11/87
Chile	10/03/75	03/03/95	28/03/80	15/07/92	29/09/95	10/10/94	09/06/87
China	05/10/73	03/02/95	07/01/80	17/12/82	03/02/95	01/07/83	08/06/81
Fiji	29/11/72	28/07/04	04/03/83	28/07/04	28/07/04	08/03/16	27/03/91
Hong Kong, China*	16/08/72	23/10/02	25/05/80	25/11/81	23/10/02	11/04/85	03/11/84
Indonesia	17/01/77	28/11/17	17/02/81	23/08/88	28/11/17	21/10/86	27/01/87
Japan	15/05/68	24/06/97	15/05/80	15/05/80	24/06/97	09/06/83	27/05/82
Republic of Korea	10/07/69	14/11/94	31/12/80	02/12/82	14/11/94	23/07/84	04/04/85
Malaysia	12/01/71	11/11/11	19/10/83	19/10/83	11/11/11	31/01/97	31/01/92
Marshall Islands	26/04/88	29/11/94	26/04/88	26/04/88	16/10/95	26/04/88	25/04/89
Mexico	25/03/70	13/05/94	28/03/77	30/06/83	13/05/94	23/04/92	02/02/82
New Zealand	05/02/70	03/06/01	23/02/90	23/02/90	03/06/01	25/09/98	30/07/86
Panama	13/05/66	17/09/07	09/03/78	14/07/82	17/09/07	20/02/85	29/06/92
Papua New Guinea	18/05/76	-	12/11/80	-	-	25/10/93	28/10/91
Peru	18/01/67	24/06/09	04/12/79	16/07/82	21/08/09	25/04/80	16/07/82
Philippines	04/03/69	24/04/18	15/12/81	24/04/18	06/06/18	15/06/01	22/02/84
Russian Federation	04/07/66	18/08/00	09/01/80	12/05/81	18/08/00	03/11/83	09/10/79
Singapore	21/09/71	18/08/99	16/03/81	01/06/84	10/08/99	01/11/90	01/05/88
Thailand	30/12/92	25/03/25	18/12/84	-	25/03/25	02/11/07	19/06/97
Vanuatu	28/07/82	26/11/90	28/07/82	28/07/82	14/09/92	13/04/89	22/04/91
Viet Nam	18/12/90	27/05/02	18/12/90	12/10/92	27/05/02	29/05/91	18/12/90
Cambodia	28/11/94	08/06/01	28/11/94	28/11/94	08/06/01	28/11/94	08/06/01
DPR Korea	18/10/89	08/08/01	01/05/85	01/05/85	08/08/01	01/05/85	01/05/85
Macao, China*	18/07/05	11/10/10	20/12/99	20/12/99	24/06/05	20/12/99	18/07/05
Samoa	23/10/79	18/05/04	14/03/97	14/03/97	18/05/04	07/02/02	24/05/93
Solomon Islands	30/06/04	27/11/25	30/06/04	18/10/23	18/10/23	30/06/04	01/06/94
Tonga	12/04/77	15/06/00	12/04/77	18/09/03	15/06/00	01/02/96	07/02/95
Entry into force date	21/07/68	03/02/00	25/05/80	01/05/81	03/02/00	02/10/83	28/04/84

* Effective date of extension of instruments.

(As of 31 December 2025)

Authority	COLREG 72	TONNAGE 69	ILO 147**	MLC 2006***	AFS 2001	CLC PROT 92	BWM 2004	BUNKER 2001
Australia	29/02/80	21/05/82	-	21/12/11	09/01/07	09/10/95	07/06/17	16/03/09
Canada	07/03/75	18/07/94	D	15/06/10	08/04/10	29/05/98	08/04/10	02/10/09
Chile	02/08/77	22/11/82	-	22/02/18	06/10/16	29/05/02	-	-
China	07/01/80	08/04/80	-	12/11/15	07/03/11	05/01/99	22/10/18	09/12/08
Fiji	04/03/83	29/11/72	-	21/01/13	08/03/16	30/11/99	08/03/16	08/03/16
Hong Kong, China*	15/07/77	18/07/82	-	06/08/18	15/02/16	05/01/99	13/08/20	22/01/10
Indonesia	13/11/79	14/03/89	-	12/06/17	11/09/14	06/07/99	24/11/15	11/09/14
Japan	21/06/77	17/07/80	D	05/08/13	08/07/03	24/08/94	10/10/14	01/07/20
Republic of Korea	29/07/77	18/01/80	-	09/01/14	24/07/08	07/03/97	10/12/09	28/08/09
Malaysia	23/12/80	24/04/84	-	20/08/13	27/09/10	09/06/04	27/09/10	12/11/08
Marshall Islands	26/04/88	25/04/89	-	25/09/07	09/05/08	16/10/95	26/11/09	09/05/08
Mexico	08/04/76	14/07/72	-	-	07/07/06	13/05/94	18/03/08	-
New Zealand	26/11/76	06/01/78	-	09/03/16	-	25/06/98	09/01/17	04/04/14
Panama	14/03/79	09/03/78	-	06/02/09	17/09/07	18/03/99	19/10/16	17/02/09
Papua New Guinea	18/05/76	25/10/93	-	-	-	23/01/01	-	-
Peru	09/01/80	16/07/82	06/07/04	-	02/07/19	01/09/05	10/06/16	-
Philippines	10/06/13	06/09/78	-	20/08/12	06/06/18	07/07/97	06/06/18	-
Russian Federation	09/11/73	20/11/69	D	20/08/12	19/10/12	20/03/00	24/05/12	24/02/09
Singapore	29/04/77	06/06/85	-	15/06/11	31/12/09	18/09/97	08/06/17	31/03/06
Thailand	06/08/79	11/06/96	-	07/06/16	-	17/07/17	-	-
Vanuatu	28/07/82	13/01/89	-	-	20/08/08	18/02/99	16/10/25	20/08/08
Viet Nam	18/12/90	18/12/90	-	08/05/13	27/11/15	17/06/03	24/01/24	18/06/10
Cambodia	28/11/94	28/11/94	-	-	-	08/06/01	-	-
DPR Korea	01/05/85	18/10/89	-	-	21/08/20	13/07/21	-	17/07/09
Macao, China*	20/12/99	18/07/05	-	-	07/03/11	24/06/05	22/10/18	-
Samoa	23/10/79	18/05/04	-	21/11/13	-	01/02/02	-	09/03/09
Solomon Islands	12/03/82	30/06/04	-	-	30/09/24	30/06/04	27/11/25	15/10/20
Tonga	12/04/97	12/04/97	-	-	16/04/14	10/12/99	16/04/14	18/09/03
Entry into force date	15/07/77	18/07/82	28/11/81	20/08/13	17/09/08	30/05/96	08/09/17	21/11/08

* Effective date of extension of instruments.

** Although some Authorities have not ratified the ILO Convention No.147, parts of the ILO conventions referred to therein are implemented under their national legislation and port State control is carried out on matters covered by the national regulations.

*** MLC 2006 will supersede ILO147 if the Authority ratified both of them.

Table 1a: STATUS OF MARPOL 73/78

(Date of deposit of instruments)

(As of 31 December 2025)

Authority	Annexes I & II	Annex III	Annex IV	Annex V	Annex VI
Australia	14/10/87	10/10/94	27/02/04	14/08/90	07/08/07
Canada	16/11/92	08/08/02	26/03/10	26/03/10	26/03/10
Chile	10/10/94	10/10/94	10/10/94	15/08/08	16/10/06
China	01/07/83	13/09/94	02/11/06	21/11/88	23/05/06
Fiji	08/03/16	-	08/03/16	08/03/16	-
Hong Kong, China*	11/04/85	07/03/95	02/11/06	27/03/96	20/03/08
Indonesia	21/10/86	24/08/12	24/08/12	24/08/12	24/08/12
Japan	09/06/83	09/06/83	09/06/83	09/06/83	15/02/05
Republic of Korea	23/07/84	28/02/96	28/11/03	28/02/96	20/04/06
Malaysia	31/01/97	27/09/10	27/09/10	31/01/97	27/09/10
Marshall Islands	26/04/88	26/04/88	26/04/88	26/04/88	07/03/02
Mexico	23/04/92	15/07/22	15/07/22	15/07/98	-
New Zealand	25/09/98	25/09/98	-	25/09/98	26/05/22
Panama	20/02/85	20/02/85	20/02/85	20/02/85	13/05/03
Papua New Guinea	25/10/93	25/10/93	25/10/93	25/10/93	-
Peru	25/04/80	25/04/80	25/04/80	25/04/80	04/12/14
Philippines	15/06/01	15/06/01	15/06/01	15/06/01	24/04/18
Russian Federation	03/11/83	14/08/87	14/08/87	14/08/87	08/04/11
Singapore	01/11/90	02/03/94	01/05/05	27/05/99	08/10/00
Thailand	02/11/07	-	-	17/11/23	-
Vanuatu	13/04/89	22/04/91	15/03/04	22/04/91	15/03/04
Viet Nam	29/05/91	19/12/14	19/12/14	19/12/14	19/12/14
Cambodia	28/11/94	28/11/94	28/11/94	28/11/94	-
DPR Korea	01/05/01	01/05/01	01/05/01	01/05/01	-
Macao, China*	20/12/99	20/12/99	02/11/06	20/12/99	23/05/06
Samoa	07/02/02	07/02/02	07/02/02	07/02/02	18/05/04
Solomon Islands	30/06/04	30/06/04	30/06/04	30/06/04	30/09/24
Tonga	01/02/96	01/02/96	01/02/96	01/02/96	20/03/15
Entry into force date	02/10/1983	01/07/1992	27/09/2003	31/12/1988	19/05/2005

* Effective date of extension of instruments.

ANNEX 2

PORT STATE INSPECTION STATISTICS

STATISTICS FOR 2025

Table 2: PORT STATE INSPECTIONS CARRIED OUT BY AUTHORITIES

Authority	No. of individual ships inspected (a)	No. of initial and follow-up inspections (b+c)	No. of initial inspections (b)	No. of follow-up inspections (c)	No. of inspections with deficiencies (d)	No. of deficiencies [1] (e)	No. of detentions [1] (f)	No. of individual ships visited [2] (g)	Inspection rate (a/g%)	Detention percentage (f/b%)
Australia[3]	2,508	4,617	2,769	1,848	1,722	7,560	133	6,224	40.30	4.80
Canada[4]	620	641	640	1	516	3,152	30	2,272	27.29	4.69
Chile	711	1,612	767	845	528	1,498	9	1,974	36.02	1.17
China	7,464	14,694	9,894	4,800	9,394	40,575	689	20,093	37.15	6.96
Fiji	18	41	32	9	3	28	1	247	7.29	3.13
Hong Kong, China	601	961	603	358	342	978	12	1,474	40.77	1.99
Indonesia	2,699	4,137	3,736	401	1,212	3,003	37	9,673	27.90	0.99
Japan	2,880	5,037	4,014	1,023	2,795	11,175	101	8,835	32.60	2.52
Republic of Korea	1,662	2,321	1,876	445	1,509	6,057	102	10,939	15.19	5.44
Malaysia	1,063	1,381	1,184	197	520	1,367	3	10,632	10.00	0.25
Marshall Islands	11	17	12	5	8	71	1	30	36.67	8.33
Mexico[4&5]	518	609	564	45	64	108	0	1,652	31.36	0
New Zealand	266	467	303	164	198	929	10	1,004	26.49	3.30
Panama[4]	163	206	183	23	59	228	6	4,002	4.07	3.28
Papua New Guinea	140	230	175	55	76	211	3	583	24.01	1.71
Peru	1,314	1,668	1,554	114	70	123	6	2,087	62.96	0.39
Philippines	1,505	2,385	1,941	444	1,454	2,965	9	3,572	42.13	0.46
Russian Federation[4]	578	1,732	869	863	739	4,161	49	1,155	50.04	5.64
Singapore	494	818	528	290	466	2,590	45	16,548	2.99	8.52
Thailand	709	928	822	106	318	662	6	4,217	16.81	0.73
Vanuatu	4	4	4	0	1	2	0	65	6.15	0
Viet Nam	2,489	3,647	3,076	571	1,236	2,725	3	6,182	40.26	0.10
Total	**19,980**	**48,153**	**35,546**	**12,607**	**23,230**	**90,168**	**1,255**	**Regional 30,046**	**Regional 66%**	**Regional 3.53%**

1) Numbers of deficiencies and detentions do not include those related to security.
2) LLI data for 2025.
3) Data for Australia is also provided to Indian Ocean MOU.
4) Data is only for the Pacific ports.
5) Data for Mexico is for period after obtaining full membership.

Table 2a: PORT STATE INSPECTIONS ON MARITIME SECURITY

Authority	No. of inspections	No. of inspections with security related deficiencies	No. of security related deficiencies	No. of security related detentions	Detention percentage (%)
Australia	2,769	1	1	0	0
Canada	640	19	19	0	0
Chile	767	36	38	0	0
China	9,894	244	259	13	0.13
Fiji	32	0	0	0	0
Hong Kong, China	603	17	17	0	0
Indonesia	3,736	38	43	2	0.05
Japan	4,014	208	218	0	0
Republic of Korea	1,876	158	166	0	0
Malaysia	1,184	73	79	0	0
Marshall Islands	12	1	1	0	0
Mexico	564	0	0	0	0
New Zealand	303	4	4	1	0.33
Panama	183	2	2	0	0
Papua New Guinea	175	2	2	0	0
Peru	1,554	0	0	0	0
Philippines	1,941	52	58	0	0
Russian Federation	869	44	49	1	0.12
Singapore	528	46	47	2	0.38
Thailand	822	16	16	0	0
Vanuatu	4	0	0	0	0
Viet Nam	3,076	42	42	0	0
Total	**35,546**	**1,003**	**1,061**	**19**	**Regional 0.05%**

Note: Security related data showing in the above table and the tables of deficiency by category are excluded from all other statistical tables and figures in this report.

Table 2b: PORT STATE INSPECTIONS BY CATEGORIES (PHYSICAL & REMOTE)

Authority	Follow-up inspections				
	Physical		Remote		Total
	#	%	#	%	
Australia	1,623	87.82	225	12.18	1,848
Canada	1	100.00	0	0	1
Chile	649	76.80	196	23.20	845
China	4,545	94.69	255	5.31	4,800
Fiji	9	100.00	0	0	9
Hong Kong, China	151	42.18	207	57.82	358
Indonesia	400	99.75	1	0.25	401
Japan	950	92.86	73	7.14	1023
Republic of Korea	402	90.34	43	9.66	445
Malaysia	188	95.43	9	4.57	197
Marshall Islands	5	100.00	0	0	5
Mexico	44	97.78	1	2.22	45
New Zealand	140	85.37	24	14.63	164
Panama	13	56.52	10	43.48	23
Papua New Guinea	55	100.00	0	0	55
Peru	113	99.12	1	0.88	114
Philippines	443	99.77	1	0.23	444
Russian Federation	686	79.49	177	20.51	863
Singapore	132	45.52	158	54.48	290
Thailand	104	98.11	2	1.89	106
Vanuatu	0	0	0	0	0
Viet Nam	571	100.00	0	0	571
Total	**11,224**	**89.03**	**1,383**	**10.97**	**12,607**

Table 3: PORT STATE INSPECTIONS PER SHIP RISK PROFILE

Authority	Ship Risk Profile (SRP)				Total No. of inspections
	HRS	SRS	LRS	SRP Unknown	
Australia	651	1,518	599	1	2,769
Canada	142	381	117	0	640
Chile	161	461	145	0	767
China	4,895	4,195	804	0	9,894
Fiji	23	6	3	0	32
Hong Kong, China	233	291	79	0	603
Indonesia	1,361	1,605	766	4	3,736
Japan	1,671	1,828	485	30	4,014
Republic of Korea	764	935	176	1	1,876
Malaysia	451	517	209	7	1,184
Marshall Islands	4	7	1	0	12
Mexico	109	334	119	2	564
New Zealand	96	164	41	2	303
Panama	65	105	13	0	183
Papua New Guinea	76	83	15	1	175
Peru	313	902	337	2	1,554
Philippines	832	877	230	2	1,941
Russian Federation	627	216	17	9	869
Singapore	467	56	5	0	528
Thailand	221	404	195	2	822
Vanuatu	1	2	1	0	4
Viet Nam	1,353	1,320	394	9	3,076
Total	**14,516**	**16,207**	**4,751**	**72**	**35,546**

Table 4: PORT STATE INSPECTIONS PER FLAG

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Angola	2	1	12	1	50.00
Antigua and Barbuda	256	155	581	12	4.69
Aruba[1]	6	6	53	1	16.67
Australia	2	2	11	1	50.00
Bahamas	743	426	1,493	17	2.29
Bahrain	1	0	0	0	0
Bangladesh	136	109	320	5	3.68
Barbados	112	72	398	8	7.14
Belgium	38	18	42	0	0
Belize	715	693	3,578	50	6.99
Benin	4	3	51	3	75.00
Bermuda (UK)	44	19	62	0	0
Bolivia	2	2	23	1	50.00
Brazil	2	2	10	1	50.00
Brunei Darussalam	6	5	18	0	0
Cameroon	88	84	528	15	17.05
Cayman Islands (UK)	36	24	64	0	0
Chile	3	0	0	0	0
China	1,152	441	1,337	5	0.43
Comoros	90	82	590	14	15.56
Cook Islands	21	19	87	0	0
Croatia	18	13	60	2	11.11
Curacao	5	4	24	0	0
Cyprus	521	312	1,294	24	4.61
Denmark	223	126	369	3	1.35
Djibouti	17	16	94	3	17.65
Dominica	2	2	13	0	0
Ecuador	7	2	10	0	0
Egypt	7	6	34	2	28.57
Ethiopia	7	7	32	0	0
Falkland Islands (UK) (Malvinas)	2	2	2	0	0
Fiji	5	4	53	1	20.00
France	79	51	118	3	3.80
Gabon	30	27	146	3	10.00
Gambia	53	51	466	17	32.08
Germany	46	26	63	0	0

[1] It is revealed that ships under the flag of Aruba are fraudulently registered and, therefore, inspections and detention for Aruba are considered lost relevance for flag performance.

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Gibraltar (UK)	10	4	12	0	0
Greece	223	136	415	4	1.79
Guinea	9	9	64	4	44.44
Guinea-Bissau	31	28	120	2	6.45
Guyana	13	11	143	6	46.15
Honduras	2	2	20	1	50.00
Hong Kong, China	2,727	1,555	4,677	21	0.77
India	80	51	197	6	7.50
Indonesia	243	179	751	5	2.06
Iran	20	13	86	2	10.00
Isle of Man (UK)	171	96	300	2	1.17
Italy	34	19	51	1	2.94
Jamaica	35	33	148	0	0
Japan	259	173	725	10	3.86
Kiribati	6	5	10	0	0
Korea, Republic of	1,106	792	2,638	10	0.90
Kuwait	7	7	39	0	0
Latvia	4	2	7	0	0
Liberia	5,067	3,117	10,824	134	2.64
Libya	1	0	0	0	0
Lithuania	4	2	12	1	25.00
Luxembourg	12	6	24	0	0
Malawi[(2)]	5	5	20	0	0
Malaysia	173	122	487	4	2.31
Mali	1	1	19	0	0
Malta	1,052	623	2,024	25	2.38
Marshall Islands	3,484	2,019	7,025	84	2.41
Mexico	3	3	15	1	33.33
Mongolia	73	72	462	6	8.22
Montenegro	4	4	16	0	0
Mozambique	7	7	63	2	28.57
Nauru	3	2	15	0	0
Netherlands	92	62	278	6	6.52
New Zealand	4	3	16	0	0
Niue	32	27	102	1	3.13
Norway	280	144	444	3	1.07
Oman	4	3	14	0	0
Pakistan	12	10	67	3	25.00

[(2)] Based on a letter from the Maritime Organization for Eastern, Southern and Northern Africa (MOESNA), ships under the flag of Malawi should be considered fraudulently registered and, therefore, inspections for Malawi are considered lost relevance for flag performance.

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Palau	183	176	1,056	29	15.85
Panama	9,824	6,984	28,665	446	4.54
Papua New Guinea	3	3	11	2	66.67
Peru	1	1	5	0	0
Philippines	157	93	292	4	2.55
Poland	3	0	0	0	0
Portugal	484	302	1,071	20	4.13
Qatar	11	8	27	1	9.09
Russian Federation	168	165	871	10	5.95
Saint Kitts and Nevis	52	42	244	12	23.08
Saint Vincent and the Grenadines	22	18	102	2	9.09
San Marino	17	11	44	2	11.76
Sao Tome and Principe	140	138	941	29	20.71
Saudi Arabia	26	13	35	0	0
Seychelles	1	1	1	0	0
Sierra Leone	381	358	2,198	40	10.50
Singapore	2,535	1,298	4,052	19	0.75
Sint Maarten[3]	32	29	221	4	12.50
South Africa	3	1	1	0	0
Spain	6	5	18	0	0
Sri Lanka	2	2	10	1	50.00
Sweden	15	10	23	0	0
Switzerland	22	12	30	0	0
Taiwan, China	81	23	53	0	0
Tanzania	147	136	925	24	16.33
Thailand	233	180	568	4	1.72
Togo	124	118	775	26	20.97
Tonga	3	3	13	0	0
Türkiye	18	13	91	3	16.67
Tuvalu	79	63	213	2	2.53
Ukraine	5	2	3	0	0
United Arab Emirates (UAE)	2	2	7	0	0
United Kingdom (UK)	131	86	339	5	3.82
United States of America	59	44	139	1	1.69
Vanuatu	34	27	172	3	8.82
Venezuela	5	5	34	2	40.00
Viet Nam	762	698	2,547	27	3.54

[3] Based on Circular Letter No.5019 issued on 20 May 2025 by IMO, Sint Maarten has no international flag registry. In this regard, ships inspected under the flag of Sint Maarten are fraudulently registered and, therefore, inspections and detentions related are considered lost relevance for flag performance.

Flag	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
Ship's registration withdrawn	1	1	5	1	100.00
Total	**35,546**	**23,230**	**90,168**	**1,255**	**Regional 3.53**

Table 5: PORT STATE INSPECTIONS PER SHIP TYPE

Type of ship	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
NLS tanker	23	16	57	0	0
Combination carrier	23	15	54	0	0
Oil tanker	4,466	2,616	9,973	151	3.38
Gas carrier	1,019	700	2,507	64	6.28
Chemical tanker	390	234	738	11	2.82
Bulk carrier	14,677	9,196	35,470	468	3.19
Vehicle carrier	798	458	1,298	12	1.50
Container ship	6,881	4,316	14,192	158	2.30
Ro-Ro cargo ship	140	112	503	9	6.43
General cargo/multi-purpose ship	5,350	4,339	20,199	322	6.02
Refrigerated cargo carrier	423	344	1,537	17	4.02
Woodchip carrier	254	125	395	1	0.39
Livestock carrier	30	16	67	1	3.33
Ro-Ro passenger ship	61	58	416	3	4.92
Passenger ship	326	181	640	1	0.31
Factory ship	12	6	23	0	0
Heavy load carrier	54	33	121	1	1.85
Offshore service vessel	122	89	334	3	2.46
MODU & FPSO	5	1	3	0	0
High speed passenger craft	22	7	25	0	0
Special purpose ship	52	30	105	1	1.92
Tugboat	153	122	450	11	7.19
Others	265	216	1,061	21	7.92
Total	**35,546**	**23,230**	**90,168**	**1,255**	**3.53**

Table 6: PORT STATE INSPECTIONS PER RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections	No. of overall detentions	No. of RO responsible detentions	Detention percentage%	RO responsible detention percentage%	Percentage of RO responsible detentions%
Alfa Register of Shipping	11	4	0	36.36	0	0
Alpha Ship Classification	27	2	0	7.41	0	0
American Bureau of Shipping	4,719	97	5	2.06	0.11	5.15
Asia Classification Society	11	0	0	0	0	0
Asia Shipping Certification Services	44	11	4	25.00	9.09	36.36
Biro Klasifikasi Indonesia	178	4	1	2.25	0.56	25.00
Bolivian Register of Shipping	1	1	0	100.00	0	0
Bulgarski Koraben Registar	2	1	0	50.00	0	0
Bureau Veritas	4,895	165	9	3.37	0.18	5.45
Capital Register of Shipping	10	2	0	20.00	0	0
CENTER MARINE CERTIFICATION SERVICE	2	0	0	0	0	0
China Classification Society	3,625	37	1	1.02	0.03	2.70
Columbus American Register	1	1	0	100.00	0	0
Cosmos Marine Bureau	129	21	6	16.28	4.65	28.57
CR Classification Society	119	1	0	0.84	0	0
Croatian Register of Shipping	50	3	0	6.00	0	0
Cyprus Bureau of Shipping	3	0	0	0	0	0
DAKAR CLASS	16	2	0	12.50	0	0
DNV AS	7,914	180	12	2.27	0.15	6.67
Dromon Bureau of Shipping	75	8	2	10.67	2.67	25.00
Eagle Classification of Shipping	2	0	0	0	0	0
Eastern Marine Service Co., Ltd	34	2	0	5.88	0	0
Emirates Classification Society TASNEEF	1	0	0	0	0	0
Foresight Ship Classification	45	5	2	11.11	4.44	40.00
Hellenic Classification Society	8	3	0	37.50	0	0
Hellenic Register of Shipping	7	1	0	14.29	0	0
Honduras International Surveying and Inspection Bureau	1	0	0	0	0	0
Horizon International of Naval Surveying and Inspection Bureau, S.A.	1	0	0	0	0	0
Icons Marine Services PTE Ltd	1	0	0	0	0	0
Indian Register of Shipping	214	16	4	7.48	1.87	25.00
Intermaritime Certification Services, S.A.	1,406	72	11	5.12	0.78	15.28
INTERNATIONAL CLASSIFICATION BUREAU CLASS	25	6	1	24.00	4.00	16.67
International Marine Survey Association	5	2	1	40.00	20.00	50.00
International Maritime Register	20	0	0	0	0	0
International Naval Surveys Bureau	15	1	0	6.67	0	0

Recognized organization (RO)	No. of overall inspections	No. of overall detentions	No. of RO responsible detentions	Detention percentage%	RO responsible detention percentage%	Percentage of RO responsible detentions%
International Register of Shipping	365	57	9	15.62	2.47	15.79
International Ship Classification	17	0	0	0	0	0
Intertek Maritime Bureau	2	0	0	0	0	0
Iranian Classification Society	11	2	0	18.18	0	0
Isthmus Bureau of Shipping	732	37	7	5.05	0.96	18.92
Isthmus Maritime Classification Society S.A.	9	1	0	11.11	0	0
JI TAI MARITIME PTE LTD	15	0	0	0	0	0
Korea Classification Society (former Joson Classification Society)	16	0	0	0	0	0
Korea Maritime Transportation Safety Authority	2	0	0	0	0	0
Korea Ship Safety Technology Authority	3	0	0	0	0	0
KOREAN REGISTER	3,198	78	3	2.44	0.09	3.85
Libero Hellenic Register	4	0	0	0	0	0
Limdal Marine Services	3	0	0	0	0	0
Lloyd's Register	5,425	124	9	2.29	0.17	7.26
Macosnar Corporation	126	4	0	3.17	0	0
Maritime Lloyd	1	0	0	0	0	0
Maritime Technical Systems and Services	6	0	0	0	0	0
Mediterranean Shipping Register	4	0	0	0	0	0
National Shipping Adjusters Inc	23	2	0	8.70	0	0
Nautx, Ltd	1	1	0	100.00	0	0
New United International Marine Services Ltd	141	14	2	9.93	1.42	14.29
Nippon Kaiji Kyokai	11,258	311	39	2.76	0.35	12.54
Overseas Marine Certification Services	1,183	97	18	8.20	1.52	18.56
Panama Bureau of Shipping	7	0	0	0	0	0
Panama Classification Bureau	51	5	0	9.80	0	0
Panama Maritime Documentation Services	1,054	74	13	7.02	1.23	17.57
Panama Shipping Registrar Inc.	52	2	0	3.85	0	0
Phoenix Register of Shipping	69	15	3	21.74	4.35	20.00
Polski Rejestr Statkow	121	4	1	3.31	0.83	25.00
Qualitas Register of Shipping S.A.	21	1	0	4.76	0	0
Registro Brasileiro de Navios de Aeronaves	4	0	0	0	0	0
RINA Services S.p.A.	2,197	94	2	4.28	0.09	2.13
ROYAL CLASSIFICATION SOCIETY	7	3	0	42.86	0	0
Russian Maritime Register of Shipping	274	17	1	6.20	0.36	5.88
Ship Classification Malaysia	21	0	0	0	0	0
Shipping Register of Ukraine	5	0	0	0	0	0
Singapore Bureau of Shipping	10	2	0	20.00	0	0

Recognized organization (RO)	No. of overall inspections	No. of overall detentions	No. of RO responsible detentions	Detention percentage%	RO responsible detention percentage%	Percentage of RO responsible detentions%
SingClass International Pte Ltd	24	0	0	0	0	0
Sing-Lloyd	22	3	0	13.64	0	0
Turkish Lloyd	15	0	0	0	0	0
Union Bureau of Shipping	225	33	12	14.67	5.33	36.36
United Maritime Survey	2	0	0	0	0	0
United Registration and Classification of Services	4	0	0	0	0	0
Universal Maritime Bureau	297	29	8	9.76	2.69	27.59
Universal Register of Shipping Ltd.	6	1	0	16.67	0	0
Universal Shipping Bureau	7	0	0	0	0	0
Vega Register Inc.	8	0	0	0	0	0
Veritas Register of Shipping	6	0	0	0	0	0
Vietnam Register	789	28	4	3.55	0.51	14.29
Other	177	46	12	25.99	6.78	26.09

Note: The number of overall inspections and overall detentions is calculated corresponding to each recognized organization (RO) that issued statutory certificate(s) for a ship. In case that ship's certificates were issued by more than one ROs, the inspection and detention would be counted to each of them.

Table 7: DEFICIENCIES BY CATEGORIES

Nature of deficiencies		No. of deficiencies
Certificate & Documentation	Crew Certificates	978
	Documents	3,472
	Ship Certificates	1,617
Structural Conditions		3,263
Water/Weathertight conditions		6,651
Emergency Systems		5,950
Radio Communications		1,577
Cargo operations including equipment		897
Fire safety		18,020
Alarms		1,243
Safety of Navigation		8,936
Life saving appliances		11,818
Dangerous goods		284
Propulsion and auxiliary machinery		5,787
Industrial Personnel		2
Working and Living Conditions	Living Conditions	343
	Working Conditions	1,336
Labour Conditions	Minimum requirements for seafarers	28
	Conditions of employment	348
	Accommodation, recreational facilities, food and catering	1,920
	Health protection, medical care, social security	5,133
Pollution prevention	Anti Fouling	14
	Ballast Water	3,252
	MARPOL Annex I	1,860
	MARPOL Annex II	26
	MARPOL Annex III	17
	MARPOL Annex IV	1,211
	MARPOL Annex V	1,131
	MARPOL Annex VI	1,251
ISM		1,334
Other		469
Total		**90,168**
ISPS		1,061
Grand total		**91,229**

SUMMARY OF PORT STATE INSPECTION DATA 2023 – 2025

Table 8: FLAG PERFORMANCE LISTS *

Flag	Inspections 2023-2025	Detentions 2023-2025	Low to Medium Limit	Medium to High Limit	Excess Factor
LOW PERFORMANACE LIST					
Gambia	56	19	8		6.57
Saint Kitts and Nevis	111	29	13		5.16
Cameroon	218	52	22		5.08
Togo	471	99	43		4.67
Tanzania	279	57	27		4.20
Sao Tome and Principe	225	41	23		3.39
Palau	395	66	36		3.25
Iran	55	12	7		3.12
Cook Islands	112	20	13		2.77
Sierra Leone	1,197	163	99		2.68
Comoros	172	25	18		2.14
Mongolia	290	39	28		2.11
Sint Maarten *(see footnote in page 29)*	39	7	6		1.70
Djibouti	41	7	6		1.55
Belize	2,666	253	209		1.53
MEDIUM PERFORMANCE LIST					
Vanuatu	111	12	13	3	0.93
Gabon	99	10	12	2	0.83
Saint Vincent and the Grenadines	58	6	8	0	0.76
Croatia	34	3	5	0	0.61
Bangladesh	388	29	36	18	0.60
Barbados	240	17	24	10	0.51
Türkiye	45	3	6	0	0.48
Switzerland	48	3	7	0	0.45
India	215	14	22	8	0.42
Guinea-Bissau	66	4	9	1	0.42
Niue	53	3	7	0	0.40
Netherlands	298	19	29	13	0.38
Sweden	43	2	6	0	0.34
Gibraltar (UK)	38	1	6	0	0.23
Luxembourg	49	1	7	0	0.15
Italy	127	5	14	4	0.13
Jamaica	91	3	11	2	0.13
Russian Federation	471	24	43	23	0.03
Belgium	109	3	13	3	0.03

Flag	Inspections 2023-2025	Detentions 2023-2025	Low to Medium Limit	Medium to High Limit	Excess Factor
HIGH PERFORMANCE LIST					
Kuwait	30	0		0	0
Antigua and Barbuda	718	38		39	-0.03
United States of America	179	6		6	-0.10
Tuvalu	237	9		10	-0.11
United Kingdom (UK)	383	14		18	-0.43
France	164	4		6	-0.44
Indonesia	732	27		39	-0.64
Cyprus	1,385	56		81	-0.65
Panama	26,416	1,198		1,780	-0.75
Viet Nam	2,470	96		152	-0.80
Bermuda (UK)	112	1		3	-0.81
Thailand	707	21		38	-0.90
Portugal	1,161	37		66	-0.94
Germany	162	2		5	-0.97
Saudi Arabia	87	0		2	-0.98
Cayman Islands (UK)	134	1		4	-1.06
Liberia	13,683	476		908	-1.08
Japan	625	15		33	-1.10
Greece	635	15		33	-1.12
Denmark	648	15		34	-1.14
Malta	2,824	84		175	-1.15
Philippines	446	9		22	-1.15
Malaysia	563	12		29	-1.18
Bahamas	2,029	53		123	-1.24
Marshall Islands	9,862	262		648	-1.36
Norway	839	15		46	-1.42
Isle of Man (UK)	433	6		21	-1.42
Taiwan, China	273	1		12	-1.74
Korea, Republic of	3,069	41		191	-1.76
Singapore	6,863	57		445	-1.99
Hong Kong, China	8,006	57		522	-2.12
China	3,188	13		199	-2.41

Note: 1) Flags listed above are those of ships which were involved in 30 or more port State inspections over the 3-year period.

2) According to the decision by the Port State Control Committee, flags involving 30-49 port State inspections with nil detentions are listed on top of the High Performance List.

* *See explanatory note on page 58.*

p=7%

$z_{95\%}$=1.645

q=3%

Table 9: INSPECTIONS AND DETENTIONS PER FLAG

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2023	2024	2025	Total	2023	2024	2025	Total	
Angola	0	0	2	2	0	0	1	1	50.00
Antigua and Barbuda	234	228	256	718	16	10	12	38	5.29
Argentina	0	1	0	1	0	0	0	0	0
Aruba *(see footnote in page 27)*	0	0	6	6	0	0	1	1	16.67
Australia	7	7	2	16	3	0	1	4	25.00
Bahamas	639	647	743	2,029	10	26	17	53	2.61
Bahrain	0	0	1	1	0	0	0	0	0
Bangladesh	105	147	136	388	7	17	5	29	7.47
Barbados	45	83	112	240	4	5	8	17	7.08
Belgium	37	34	38	109	1	2	0	3	2.75
Belize	936	1,015	715	2,666	114	89	50	253	9.49
Benin	0	0	4	4	0	0	3	3	75.00
Bermuda (UK)	32	36	44	112	1	0	0	1	0.89
Bolivia	1	0	2	3	0	0	1	1	33.33
Brazil	7	3	2	12	0	0	1	1	8.33
Brunei Darussalam	0	3	6	9	0	1	0	1	11.11
Bulgaria	0	1	0	1	0	0	0	0	0
Cameroon	57	73	88	218	16	21	15	52	23.85
Canada	1	0	0	1	0	0	0	0	0
Cayman Islands (UK)	59	39	36	134	1	0	0	1	0.75
Chile	8	4	3	15	0	0	0	0	0
China	949	1,087	1,152	3,188	4	4	5	13	0.41
Comoros	27	55	90	172	2	9	14	25	14.53
Cook Islands	38	53	21	112	9	11	0	20	17.86
Croatia	6	10	18	34	1	0	2	3	8.82
Curacao	5	2	5	12	0	0	0	0	0
Cyprus	415	449	521	1,385	14	18	24	56	4.04
Denmark	205	220	223	648	5	7	3	15	2.31
Djibouti	13	11	17	41	2	2	3	7	17.07
Dominica	11	6	2	19	4	0	0	4	21.05
Ecuador	15	5	7	27	5	0	0	5	18.52
Egypt	12	4	7	23	3	0	2	5	21.74
Equatorial Guinea	1	0	0	1	0	0	0	0	0

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2023	2024	2025	Total	2023	2024	2025	Total	
Eswatini[4]	0	6	0	6	0	2	0	2	33.33
Ethiopia	4	4	7	15	0	0	0	0	0
Falkland Islands (UK) (Malvinas)	2	2	2	6	0	0	0	0	0
Faroe Islands (Denmark)	1	2	0	3	0	0	0	0	0
Fiji	0	2	5	7	0	1	1	2	28.57
France	35	50	79	164	1	0	3	4	2.44
Gabon	19	50	30	99	4	3	3	10	10.10
Gambia	0	3	53	56	0	2	17	19	33.93
Germany	63	53	46	162	2	0	0	2	1.23
Gibraltar (UK)	15	13	10	38	0	1	0	1	2.63
Greece	221	191	223	635	8	3	4	15	2.36
Guinea	2	2	9	13	0	2	4	6	46.15
Guinea-Bissau	15	20	31	66	1	1	2	4	6.06
Guyana	2	12	13	27	1	4	6	11	40.74
Honduras	0	2	2	4	0	2	1	3	75.00
Hong Kong, China	2,704	2,575	2,727	8,006	21	15	21	57	0.71
India	66	69	80	215	7	1	6	14	6.51
Indonesia	255	234	243	732	13	9	5	27	3.69
Iran	17	18	20	55	4	6	2	12	21.82
Ireland	2	0	0	2	0	0	0	0	0
Isle of Man (UK)	132	130	171	433	2	2	2	6	1.39
Israel	1	0	0	1	0	0	0	0	0
Italy	46	47	34	127	2	2	1	5	3.94
Jamaica	24	32	35	91	1	2	0	3	3.30
Japan	187	179	259	625	2	3	10	15	2.40
Jordan	1	2	0	3	1	0	0	1	33.33
Kiribati	8	9	6	23	0	1	0	1	4.35
Korea, Democratic People's Republic	4	0	0	4	1	0	0	1	25.00
Korea, Republic of	964	999	1,106	3,069	16	15	10	41	1.34
Kuwait	15	8	7	30	0	0	0	0	0
Latvia	1	2	4	7	0	1	0	1	14.29
Liberia	4,180	4,436	5,067	13,683	179	163	134	476	3.48
Libya	2	2	1	5	0	0	0	0	0
Lithuania	0	3	4	7	0	1	1	2	28.57
Luxembourg	17	20	12	49	1	0	0	1	2.04

[4] Based on a letter from the Maritime Organization for Eastern, Southern and Northern Africa (MOESNA), ships under the flag of Eswatini should be considered fraudulently registered and, therefore, inspections and detentions for Eswatini are considered lost relevance for flag performance.

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2023	2024	2025	Total	2023	2024	2025	Total	
Malawi *(see footnote in 28)*	0	0	5	5	0	0	0	0	0
Malaysia	199	191	173	563	2	6	4	12	2.13
Malta	866	906	1,052	2,824	31	28	25	84	2.97
Marshall Islands	3,155	3,223	3,484	9,862	100	78	84	262	2.66
Mexico	0	0	3	3	0	0	1	1	33.33
Micronesia, Federated States of	1	0	0	1	0	0	0	0	0
Mongolia	122	95	73	290	20	13	6	39	13.45
Montenegro	3	3	4	10	1	0	0	1	10.00
Mozambique	0	0	7	7	0	0	2	2	28.57
Myanmar	3	2	0	5	0	1	0	1	20.00
Nauru	4	0	3	7	2	0	0	2	28.57
Netherlands	98	108	92	298	8	5	6	19	6.38
New Zealand	4	4	4	12	0	0	0	0	0
Niue	6	15	32	53	0	2	1	3	5.66
Norway	300	259	280	839	8	4	3	15	1.79
Oman	1	1	4	6	0	0	0	0	0
Pakistan	8	7	12	27	0	0	3	3	11.11
Palau	105	107	183	395	20	17	29	66	16.71
Panama	8,053	8,539	9,824	26,416	404	348	446	1,198	4.54
Papua New Guinea	2	1	3	6	1	0	2	3	50.00
Peru	0	2	1	3	0	1	0	1	33.33
Philippines	142	147	157	446	5	0	4	9	2.02
Poland	2	1	3	6	0	0	0	0	0
Portugal	324	353	484	1,161	6	11	20	37	3.19
Qatar	6	4	11	21	0	0	1	1	4.76
Russian Federation	151	152	168	471	10	4	10	24	5.10
Saint Kitts and Nevis	24	35	52	111	7	10	12	29	26.13
Saint Vincent and the Grenadines	21	15	22	58	3	1	2	6	10.34
San Marino	1	7	17	25	0	0	2	2	8.00
Sao Tome and Principe	17	68	140	225	4	8	29	41	18.22
Saudi Arabia	36	25	26	87	0	0	0	0	0
Seychelles	0	1	1	2	0	0	0	0	0
Sierra Leone	424	392	381	1,197	69	54	40	163	13.62
Singapore	2,143	2,185	2,535	6,863	17	21	19	57	0.83
Sint Maarten *(see footnote in page 29)*	0	7	32	39	0	3	4	7	17.95
South Africa	2	4	3	9	1	0	0	1	11.11

Flag	Number of inspections				Number of detentions				3-year rolling average detention %
	2023	2024	2025	Total	2023	2024	2025	Total	
Spain	4	7	6	17	0	0	0	0	0.00
Sri Lanka	5	12	2	19	2	0	1	3	15.79
Sweden	15	13	15	43	2	0	0	2	4.65
Switzerland	17	9	22	48	3	0	0	3	6.25
Taiwan, China	106	86	81	273	1	0	0	1	0.37
Tanzania	38	94	147	279	11	22	24	57	20.43
Thailand	244	230	233	707	11	6	4	21	2.97
Togo	190	157	124	471	40	33	26	99	21.02
Tonga	0	0	3	3	0	0	0	0	0
Türkiye	15	12	18	45	0	0	3	3	6.67
Tuvalu	81	77	79	237	4	3	2	9	3.80
Ukraine	7	6	5	18	0	0	0	0	0
United Arab Emirates (UAE)	0	0	2	2	0	0	0	0	0
United Kingdom (UK)	127	125	131	383	3	6	5	14	3.66
United States of America	59	61	59	179	4	1	1	6	3.35
Uruguay	0	1	0	1	0	1	0	1	100.00
Vanuatu	36	41	34	111	4	5	3	12	10.81
Venezuela	0	1	5	6	0	1	2	3	50.00
Viet Nam	848	860	762	2,470	39	30	27	96	3.89
Ship's registration withdrawn	2	1	1	4	2	1	1	4	100.00
Total	**30,887**	**32,054**	**35,546**	**98,487**	**1,334**	**1,189**	**1,255**	**3,778**	**3.84**

Figure 15: COMPARISON OF INSPECTIONS PER SHIP TYPE

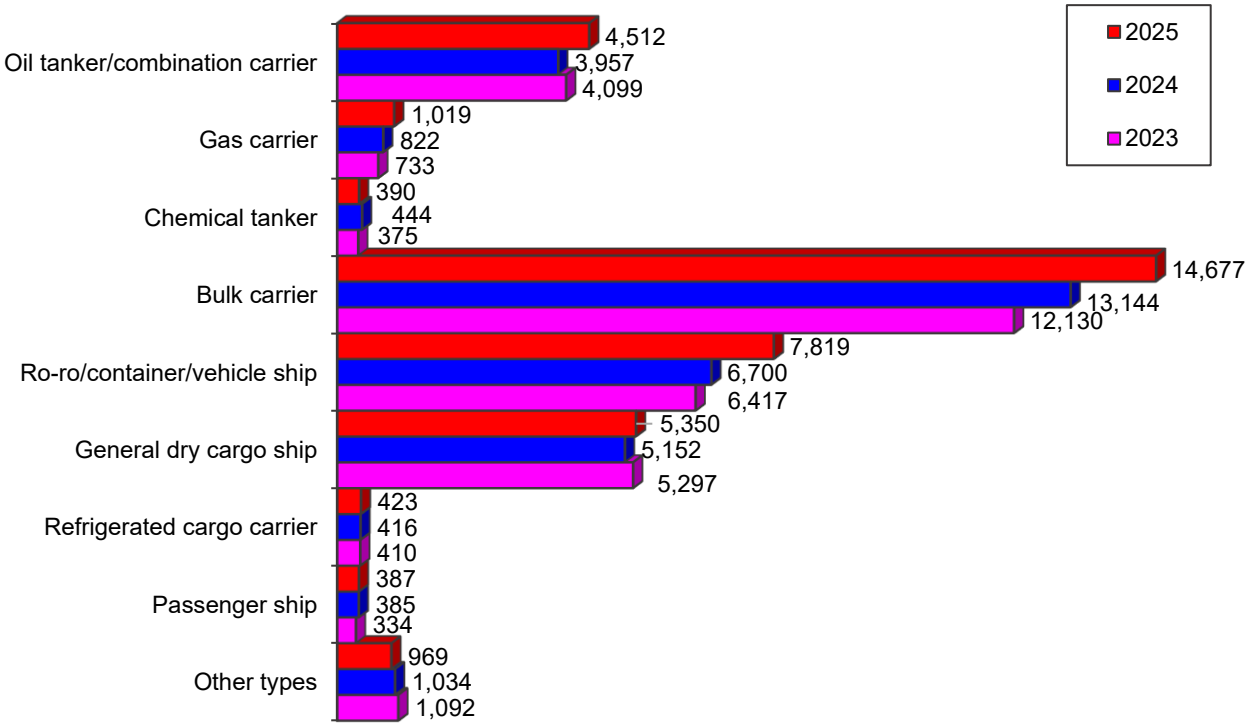


Figure 16: COMPARISON OF DETENTIONS PER SHIP TYPE

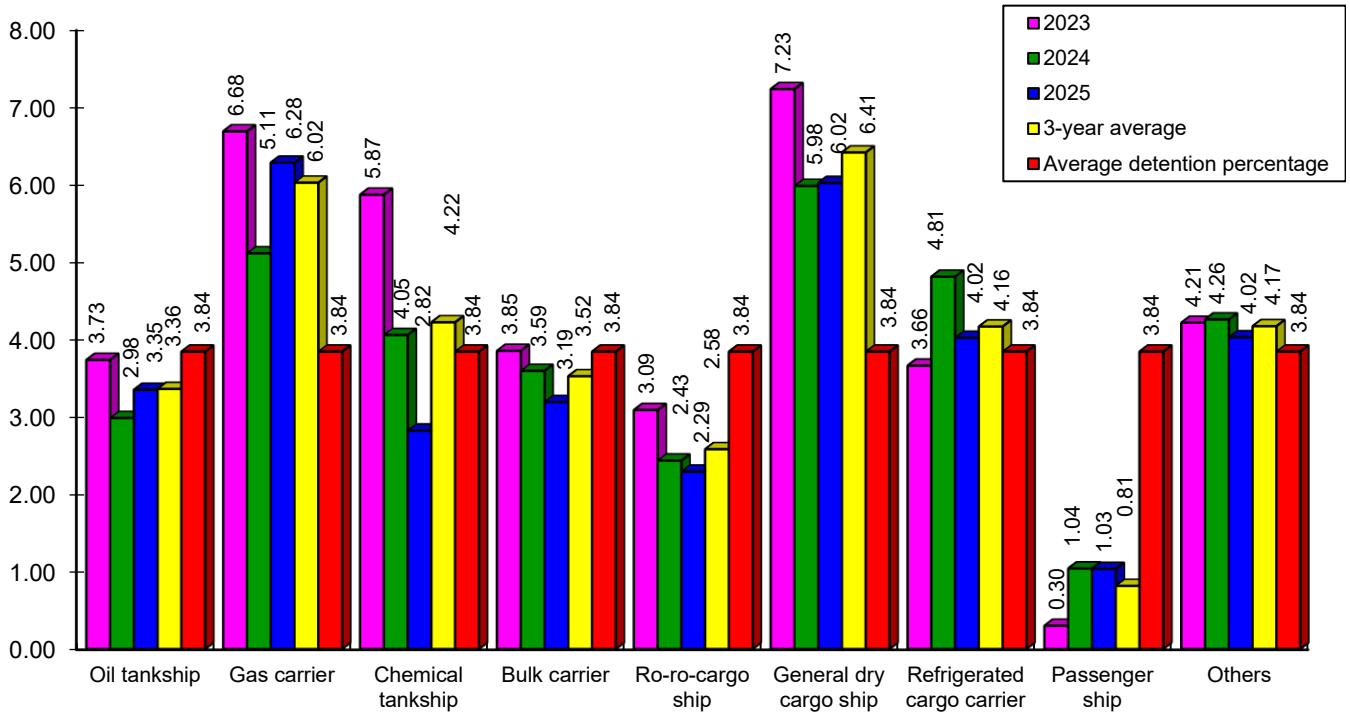
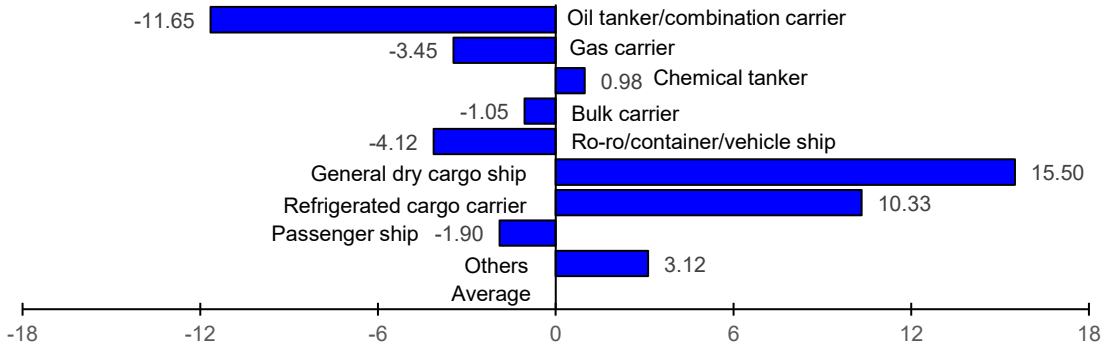


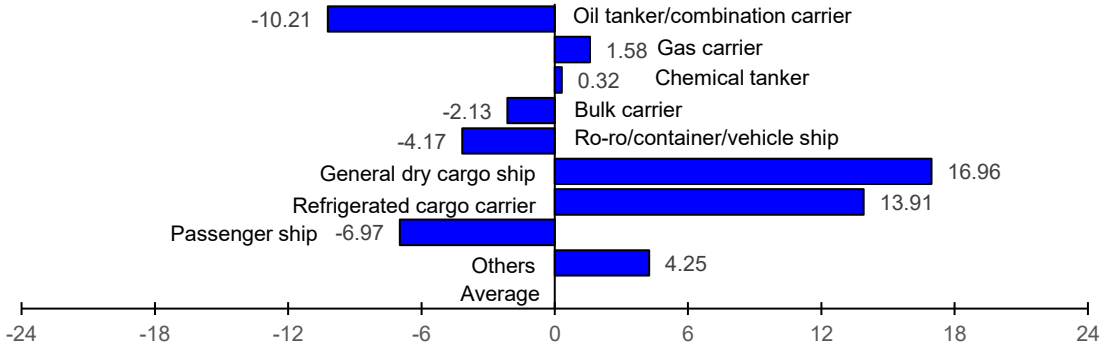
Table 10: INSPECTIONS AND DETENTIONS PER SHIP TYPE

Type of ship	Number of inspections				Number of detentions				Average detention percentage %
	2023	2024	2025	Total	2023	2024	2025	Total	
NLS tanker	39	22	23	84	0	1	0	1	1.19
Combination carrier	17	18	23	58	0	1	0	1	1.72
Oil tanker	4,043	3,917	4,466	12,426	153	116	151	420	3.38
Gas carrier	733	822	1019	2,574	49	42	64	155	6.02
Chemical tanker	375	444	390	1,209	22	18	11	51	4.22
Bulk carrier	12,130	13,144	14,677	39,951	467	472	468	1,407	3.52
Vehicle carrier	714	674	798	2,186	12	15	12	39	1.78
Container ship	5,615	5,889	6,881	18,385	174	139	158	471	2.56
Ro-Ro cargo ship	88	137	140	365	12	9	9	30	8.22
General cargo/multi-purpose ship	5,297	5,152	5,350	15,799	383	308	322	1,013	6.41
Refrigerated cargo carrier	410	416	423	1,249	15	20	17	52	4.16
Woodchip carrier	267	278	254	799	6	8	1	15	1.88
Livestock carrier	43	37	30	110	1	0	1	2	1.82
Ro-Ro Passenger ship	62	63	61	186	1	0	3	4	2.15
Passenger ship	272	322	326	920	0	4	1	5	0.54
Factory ship	5	9	12	26	0	2	0	2	7.69
Heavy load carrier	62	66	54	182	2	0	1	3	1.65
Offshore service vessel	135	109	122	366	8	5	3	16	4.37
MODU & FPSO	6	3	5	14	1	0	0	1	7.14
High speed passenger craft	26	21	22	69	0	0	0	0	0.00
Special purpose ship	54	55	52	161	2	1	1	4	2.48
Tugboat	187	177	153	517	6	8	11	25	4.84
Others	307	279	265	851	20	20	21	61	7.17
Total	**30,887**	**32,054**	**35,546**	**98,487**	**1,334**	**1,189**	**1,255**	**3,778**	**3.84**

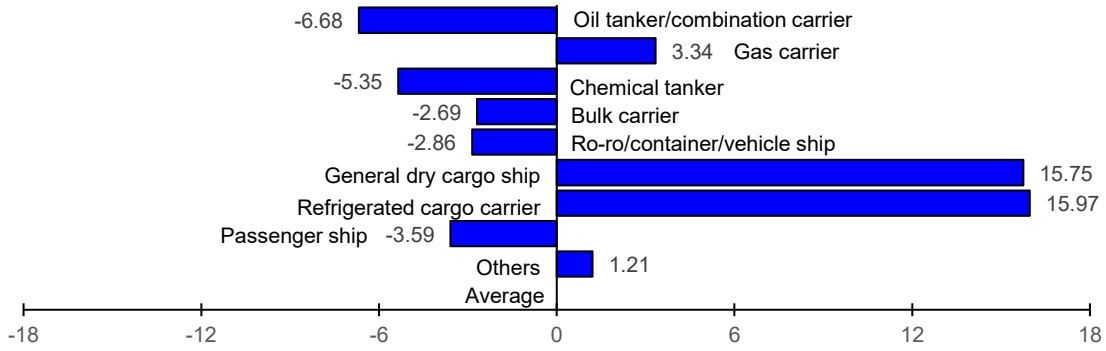
Figure 17: COMPARISON OF INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE



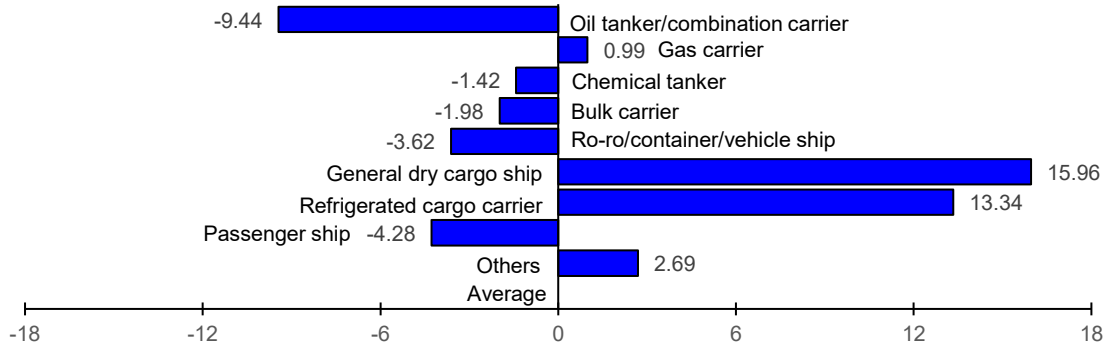
(a) Year 2023



(b) Year 2024



(c) Year 2025



(d) 3-year summary

* % over [+] or under [-] average

Table 11: INSPECTIONS WITH DEFICIENCIES PER SHIP TYPE

Type of ship	Number of inspections				Number of inspections with deficiencies				3-year average percentage %
	2023	2024	2025	Total	2023	2024	2025	Total	
Oil tanker/combination carrier	4,099	3,957	4,512	12,568	2,018	2,061	2,647	6,726	53.52
Gas carrier	733	822	1,019	2,574	421	525	700	1,646	63.95
Chemical tanker	375	444	390	1,209	232	278	234	744	61.54
Bulk carrier	12,130	13,144	14,677	39,951	7,258	7,908	9,196	24,362	60.98
Ro-ro/container/vehicle ship	6,417	6,700	7,819	20,936	3,643	3,894	4,886	12,423	59.34
General dry cargo ship	5,297	5,152	5,350	15,799	4,046	4,083	4,339	12,468	78.92
Refrigerated cargo carrier	410	416	423	1,249	292	317	344	953	76.30
Passenger ship	334	385	387	1,106	197	213	239	649	58.68
Other types	1,092	1,034	969	3,095	699	688	645	2,032	65.65
Total	**30,887**	**32,054**	**35,546**	**98,487**	**18,806**	**19,967**	**23,230**	**62,003**	**62.96**

Table 12: INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections 2023-2025	No. of overall detentions 2023-2025	No. of RO responsible detentions 2023-2025	3-year average detention percentage%	3-year average RO responsible detention percentage%	3-year average percentage of RO responsible detentions%
Aegean Register of Shipping	1	0	0	0	0	0
Alfa Register of Shipping	16	6	0	37.50	0	0
Alpha Ship Classification	93	4	0	4.30	0	0
American Bureau of Shipping	13,009	299	10	2.30	0.08	3.34
Asia Classification Society	33	8	0	24.24	0	0
Asia Shipping Certification Services	240	43	9	17.92	3.75	20.93
Biro Klasifikasi Indonesia	552	24	5	4.35	0.91	20.83
Bolivian Register of Shipping	1	1	0	100.00	0	0
Bulgarski Koraben Registar	7	2	0	28.57	0	0
Bureau Veritas	13,511	541	29	4.00	0.21	5.36
Capital Register of Shipping	10	2	0	20.00	0	0
CENTER MARINE CERTIFICATION SERVICE	2	0	0	0	0	0
China Classification Society	9,686	106	3	1.09	0.03	2.83
Columbus American Register	4	2	0	50.00	0	0
Cosmos Marine Bureau	431	84	22	19.49	5.10	26.19
CR Classification Society	421	3	0	0.71	0.00	0.00
Croatian Register of Shipping	112	10	0	8.93	0	0
Cyprus Bureau of Shipping	13	0	0	0	0	0
DAKAR CLASS	16	2	0	12.50	0	0
Danforth Marinesurvey & Certification Services	1	0	0	0	0	0
DNV AS	22,513	592	29	2.63	0.13	4.90
Dromon Bureau of Shipping	270	33	4	12.22	1.48	12.12
Dutch Lloyd	1	1	0	100.00	0	0
Eagle Classification of Shipping	2	0	0	0	0	0
Eastern Marine Service Co., Ltd	34	2	0	5.88	0	0
Emirates Classification Society TASNEEF	1	0	0	0	0	0
Foresight Ship Classification	180	20	5	11.11	2.78	25.00
Hellas Naval Bureau of Shipping S.M.P.C	10	0	0	0	0	0
Hellenic Classification Society	8	3	0	37.50	0	0
Hellenic Register of Shipping	18	2	0	11.11	0	0
Honduras International Surveying and Inspection Bureau	1	0	0	0	0	0
Horizon International of Naval Surveying and Inspection Bureau, S.A.	1	0	0	0	0	0
Icons Marine Services PTE Ltd	4	0	0	0	0	0
Indian Register of Shipping	594	55	5	9.26	0.84	9.09
Intermaritime Certification Services, S.A.	3,660	245	37	6.69	1.01	15.10
INTERNATIONAL CLASSIFICATION BUREAU CLASS	79	14	2	17.72	2.53	14.29
International Marine Survey Association	13	6	3	46.15	23.08	50.00
International Maritime Register	59	3	0	5.08	0	0
International Naval Surveys Bureau	49	7	0	14.29	0	0
International Register of Shipping	760	122	19	16.05	2.50	15.57
International Ship Classification	60	6	3	10.00	5.00	50.00
Intertek Maritime Bureau	7	0	0	0	0	0
Iranian Classification Society	53	9	1	16.98	1.89	11.11
Isthmus Bureau of Shipping	1,984	124	14	6.25	0.71	11.29
Isthmus Maritime Classification Society S.A.	20	1	0	5.00	0	0

Recognized organization (RO)	No. of overall inspections 2023-2025	No. of overall detentions 2023-2025	No. of RO responsible detentions 2023-2025	3-year average detention percentage%	3-year average RO responsible detention percentage%	3-year average percentage of RO responsible detentions%
JI TAI MARITIME PTE LTD	15	0	0	0	0	0
Korea Classification Society (former Joson Classification Society)	59	2	1	3.39	1.69	50.00
Korea Maritime Transportation Safety Authority	17	0	0	0	0	0
Korea Ship Safety Technology Authority	12	0	0	0	0	0
KOREAN REGISTER	8,836	240	8	2.72	0.09	3.33
Libero Hellenic Register	4	0	0	0	0	0
Limdal Marine Services	5	0	0	0	0	0
Lloyd's Register	15,291	464	26	3.03	0.17	5.60
M&P Surveyors, S. de R.L. de C.V.	2	0	0	0	0	0
Macosnar Corporation	240	14	1	5.83	0.42	7.14
Maritime Bureau of Shipping	12	5	2	41.67	16.67	40.00
Maritime Lloyd	6	1	0	16.67	0	0
Maritime Technical Systems and Services	24	1	0	4.17	0	0
Mediterranean Shipping Register	23	0	0	0	0	0
National Shipping Adjusters Inc	54	7	0	12.96	0	0
Nautx, Ltd	5	1	0	20.00	0	0
New United International Marine Services Ltd	223	24	3	10.76	1.35	12.50
Nippon Kaiji Kyokai	31,877	914	76	2.87	0.24	8.32
Novel Classification Society S.A.	7	3	0	42.86	0	0
Overseas Marine Certification Services	2,876	246	38	8.55	1.32	15.45
Panama Bureau of Shipping	16	0	0	0	0	0
Panama Classification Bureau	84	9	0	10.71	0	0
Panama Maritime Documentation Services	2,522	179	30	7.10	1.19	16.76
Panama Shipping Registrar Inc.	151	9	0	5.96	0.00	0.00
Phoenix Register of Shipping	152	33	5	21.71	3.29	15.15
Polski Rejestr Statkow	264	16	5	6.06	1.89	31.25
Qualitas Register of Shipping S.A.	54	5	0	9.26	0	0
R.J. Del Pan	1	0	0	0	0	0
Registro Brasileiro de Navios de Aeronaves	5	0	0	0	0	0
RINA Services S.p.A.	5,876	286	14	4.87	0.24	4.90
RINAVE Portuguesa	7	0	0	0	0	0
Royal Bureau of Shipping	1	0	0	0	0	0
ROYAL CLASSIFICATION SOCIETY	7	3	0	42.86	0	0
RS Classification Services MON IKE	2	2	0	100.00	0	0
Russian Maritime Register of Shipping	689	43	3	6.24	0.44	6.98
Russian River Register	2	0	0	0	0	0
Ship Classification Malaysia	56	0	0	0	0	0
Shipping Register of Ukraine	19	0	0	0	0	0
Singapore Bureau of Shipping	10	2	0	20.00	0	0
SingClass International Pte Ltd	40	1	0	2.50	0	0
Sing-Lloyd	60	5	2	8.33	3.33	40.00
Togo Bureau Shipping	1	0	0	0	0	0
Turkish Lloyd	18	0	0	0	0	0
Union Bureau of Shipping	651	108	27	16.59	4.15	25.00
United Maritime Survey	4	0	0	0	0	0
United Registration and Classification of Services	11	2	0	18.18	0	0
Universal Maritime Bureau	851	103	24	12.10	2.82	23.30
Universal Register of Shipping Ltd.	8	1	0	12.50	0	0
Universal Shipping Bureau	10	0	0	0	0	0
Vega Register Inc.	14	1	1	7.14	7.14	100.00

Recognized organization (RO)	No. of overall inspections 2023-2025	No. of overall detentions 2023-2025	No. of RO responsible detentions 2023-2025	3-year average detention percentage%	3-year average RO responsible detention percentage%	3-year average percentage of RO responsible detentions%
Veritas Register of Shipping	11	0	0	0	0	0
Vietnam Register	2,538	101	14	3.98	0.55	13.86
Other	514	119	25	23.15	4.86	21.01

See also the note in page 34.

Table 13: PERFORMANCE OF RECOGNIZED ORGANIZATION

Recognized organization (RO)	No. of overall inspections 2023-2025	No. of RO responsible detentions 2023-2025	Low/medium Limit	Medium/high Limit	Excess factor	Performance level
Cosmos Marine Bureau	431	22	14	3	2.53	Low
Union Bureau of Shipping	651	27	19	7	1.98	
Asia Shipping Certification Services	240	9	9	1	1.04	
Universal Maritime Bureau	851	24	24	10	0.98	Medium
International Ship Classification	60	3	3	0	0.89	
Phoenix Register of Shipping	152	5	6	0	0.79	
International Register of Shipping	760	19	22	8	0.78	
Foresight Ship Classification	180	5	7	0	0.69	
Sing-Lloyd	60	2	3	0	0.68	
INTERNATIONAL CLASSIFICATION BUREAU CLASS	79	2	4	0	0.58	
Polski Rejestr Statkow	264	5	10	1	0.47	
Dromon Bureau of Shipping	270	4	10	1	0.34	
New United International Marine Services Ltd	223	3	8	1	0.31	
Macosnar Corporation	240	1	9	1	0.03	
Biro Klasifikasi Indonesia	552	5	17	5	-0.03	High
Indian Register of Shipping	594	5	18	6	-0.18	
Overseas Marine Certification Services	2,876	38	70	45	-0.26	
Panama Maritime Documentation Services	2,522	30	63	38	-0.38	
Intermaritime Certification Services, S.A.	3,660	37	88	59	-0.67	
Russian Maritime Register of Shipping	689	3	20	7	-0.82	
Isthmus Bureau of Shipping	1,984	14	50	29	-0.88	
Vietnam Register	2,538	14	63	39	-1.15	
CR Classification Society	421	0	14	3	-1.41	
RINA Services S.p.A.	5,876	14	136	99	-1.69	
Nippon Kaiji Kyokai	31,877	76	679	596	-1.74	
Bureau Veritas	13,511	29	297	243	-1.75	
Lloyd's Register	15,291	26	335	277	-1.80	
DNV AS	22,513	29	485	415	-1.85	
KOREAN REGISTER	8,836	8	199	155	-1.88	

Recognized organization (RO)	No. of overall inspections 2023-2025	No. of RO responsible detentions 2023-2025	Low/medium Limit	Medium/high Limit	Excess factor	Performance level
American Bureau of Shipping	13,009	10	287	233	-1.91	
China Classification Society	9,686	3	217	171	-1.96	

Note: 1) In this table, only recognized organizations (RO) that had more than 60 inspections are taken into account. The formula used is identical to the one used for the Flag Performance Lists. However, the values for P and Q are adjusted to P=2% and Q=1%.

2) ROs involving 60-179 inspections with zero detention are not included in this table.

Figure 18: COMPARISON OF NUMBER OF DEFICIENCIES BY MAIN CATEGORIES

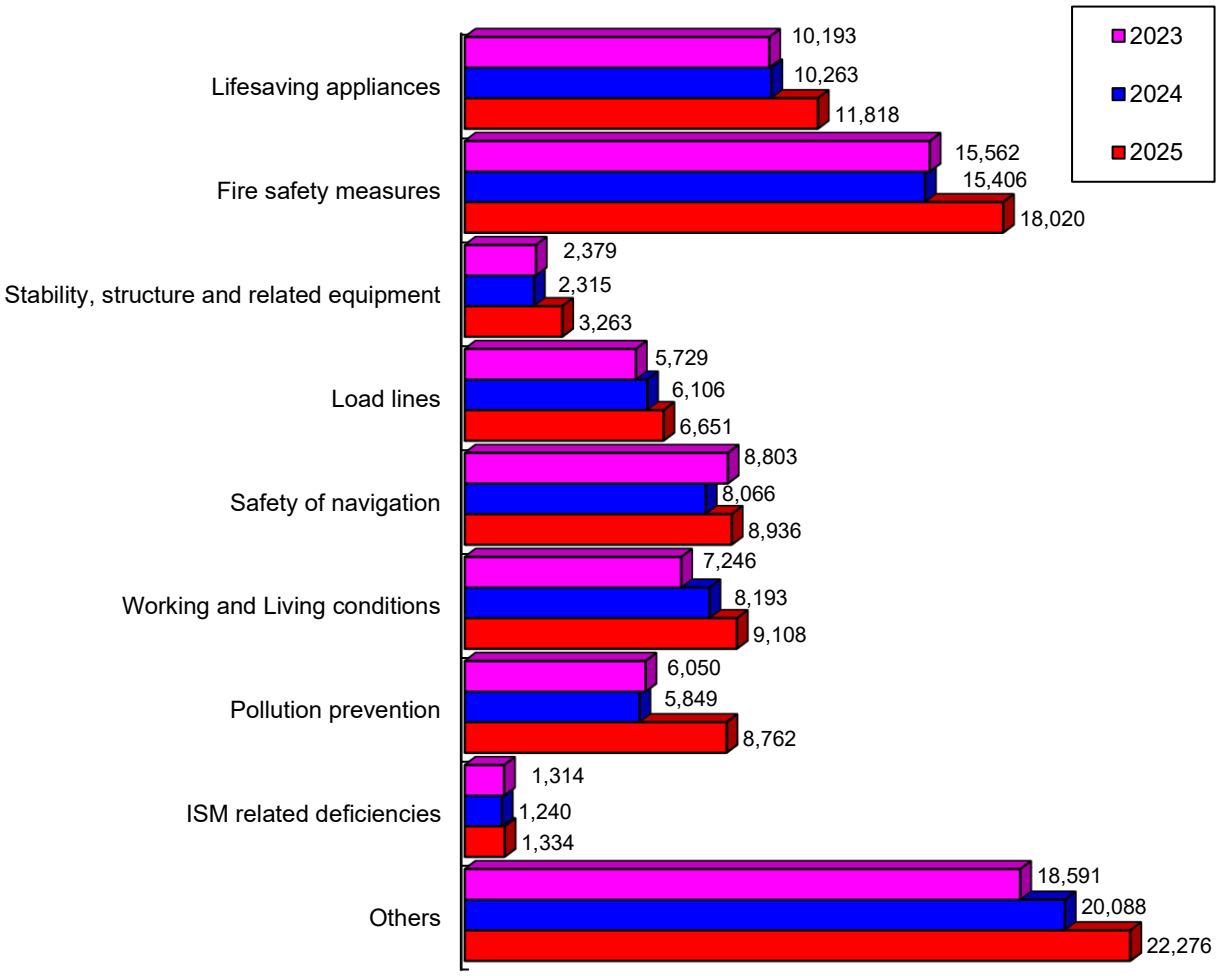


Table 14: COMPARISON OF DEFICIENCIES BY CATEGORIES

Nature of deficiency		Number of deficiencies		
		2023	2024	2025
Certificate & Documentation	Crew Certificates	920	1,304	978
	Documents	3,219	3,426	3,472
	Ship Certificates	1,398	1,723	1,617
Structural Conditions		2,379	2,315	3,263
Water/Weathertight conditions		5,729	6,106	6,651
Emergency Systems		5,102	5,040	5,950
Radio Communications		1,353	1,244	1,577
Cargo operations including		641	699	897
Fire safety		15,562	15,406	18,020
Alarms		841	930	1,243
Safety of Navigation		8,803	8,066	8,936
Life saving appliances		10,193	10,263	11,818
Dangerous goods		218	319	284
Propulsion and auxiliary		4,449	5,008	5,787
Industrial Personnel		-	1	2
Working and Living Conditions	Living Conditions	428	418	343
	Working Conditions	1,676	1,575	1,336
Labour Conditions	Minimum requirements for seafarers	28	29	28
	Conditions of employment	304	535	348
	Accommodation, recreational facilities, food and catering	1,400	1,792	1,920
	Health protection, medical care, social security	3,410	3,844	5,133
Pollution prevention	Anti Fouling	13	7	14
	Ballast Water	1,190	1,004	3,252
	MARPOL Annex I	1,649	1,644	1,860
	MARPOL Annex II	24	17	26
	MARPOL Annex III	12	10	17
	MARPOL Annex IV	1,198	1,090	1,211
	MARPOL Annex V	1,176	1,098	1,131
	MARPOL Annex VI	788	979	1,251
ISM		1,314	1,240	1,334
Other		450	394	469
Total		**75,867**	**77,526**	**90,168**
ISPS		1,066	990	1,061
Grand total		**76,933**	**78,516**	**91,229**

Figure 19: COMPARISON OF MOST FREQUENT DETAINABLE DEFICIENCIES

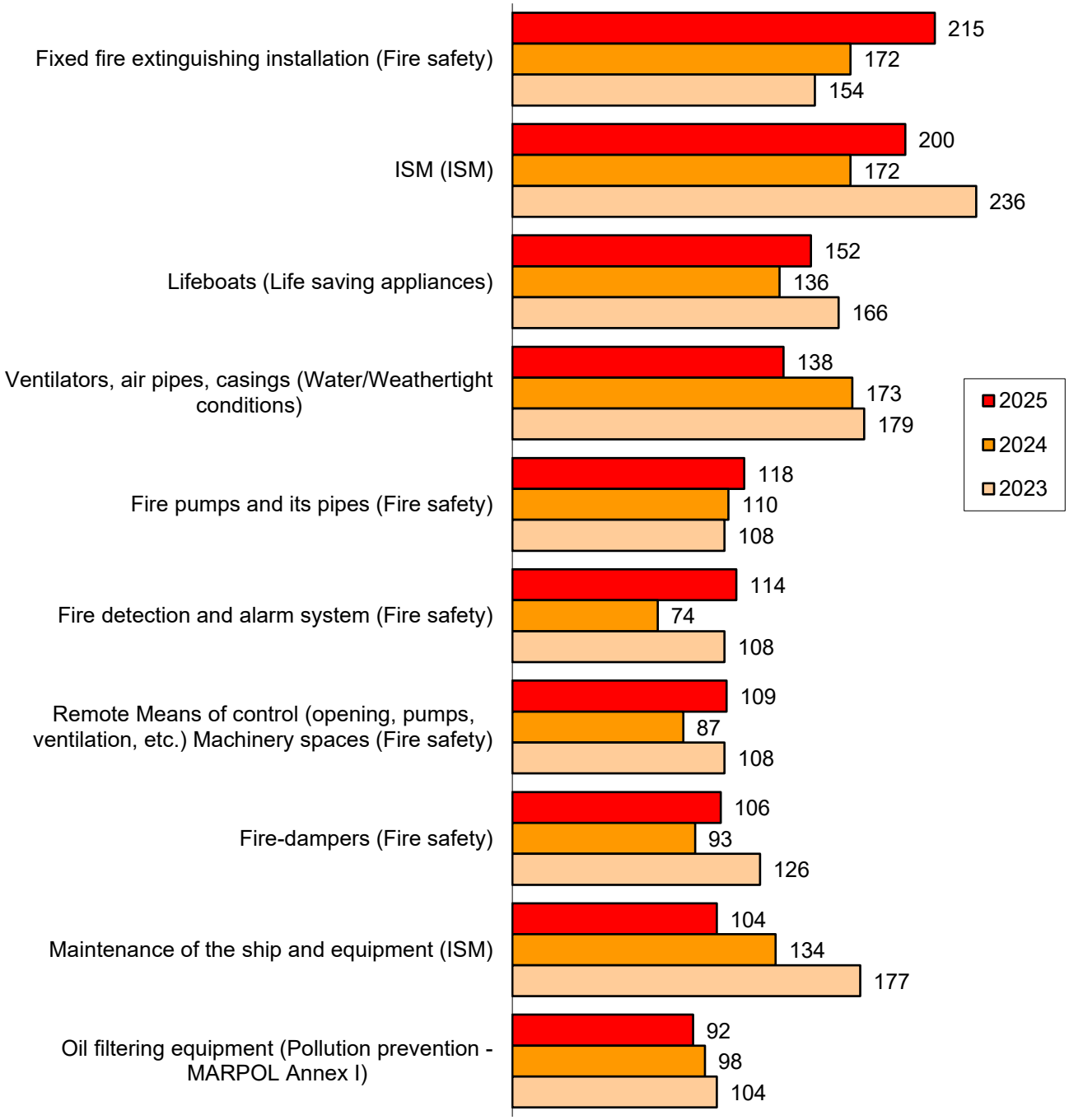


Table 15: COMPARISON OF MOST FREQUENT DETAINABLE DEFICIENCIES

No.	Most frequent deficiencies	Year		
		2023	2024	2025
1	Fixed fire extinguishing installation (Fire safety)	154	172	215
2	ISM (ISM)	236	172	200
3	Lifeboats (Life saving appliances)	166	136	152
4	Ventilators, air pipes, casings (Water/Weathertight conditions)	179	173	138
5	Fire pumps and its pipes (Fire safety)	108	110	118
6	Fire detection and alarm system (Fire safety)	108	74	114
7	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces (Fire safety)	108	87	109
8	Fire-dampers (Fire safety)	126	93	106
9	Maintenance of the ship and equipment (ISM)	177	134	104
10	Oil filtering equipment (Pollution prevention - MARPOL Annex I)	104	98	92

Table 16: LIST OF UNDER-PERFORMING SHIPS

IMO No.	Ship name (At the day of detention)	Flag	IMO company No.	No. of times on the list
1019046	HOPE STAR	Cameroon	6226626	5
1099814[1]	FU RUN DA 1	Sierra Leone	0114185	4
1099814[1]	MARIA	Sierra Leone	0114185	4
8356924	RUI YANG 7	Belize	6308712	2
8594253[2]	HONG SHUN 27	Gambia	6356528	8
8594253[2]	HONG SHUN 27	Togo	6356528	8
8612988[3]	OCEAN PRIDE I	Panama	6425454	9
8612988[3]	OCEAN PRIDE I	Gambia	5547163	9
8651855[2]	NEW SILK ROAD 1	Sao Tome and Principe	5645691	6
8651855[2]	NEW SILK ROAD 1	Belize	5645691	6
8655722[4]	XIN ZHOU HAI	Panama	5678236	7
8655722[4]	XIN ZHOU HAI	Panama	5747043	7
8740967[3]	JIN MING 68	Tanzania	6323921	6
8740967[3]	JIN MING 68	Belize	6313576	6
8743531[5]	BROTHER 36	Panama	0058997	4
8743531[5]	HENG SHUN HAI	Panama	5747043	4
8818207[5]	MYRA GAS	Panama	0136873	4
8818207[5]	LENA GAS	Panama	6283620	4
8912558[4]	TULIP	Cameroon	0218117	3
8912558[4]	TULIP	Cameroon	6343371	3
9000883[4]	SEA OPERA	Cameroon	6341653	12
9000883[4]	SEA OPERA	Cameroon	0218121	12
9002491[2]	PYRA	Guyana	0006027	6
9002491[2]	PYRA	Mozambique	0006027	6
9052331[4]	XAVIA	Guinea	0172156	7
9052331[4]	XAVIA	Guinea	5247041	7
9074822	ASIAN ENTERPRISE	Saint Kitts and Nevis	5447301	6
9109172[2]	CHANG PING	Mongolia	5410145	3
9109172[2]	CHANG PING	Sierra Leone	5410145	3
9112117	QUARTZ	Panama	6410338	1
9114529	ARMU	Togo	5519245	2
9118410[6]	PRIMROSE 6969	Belize	6359978	7
9118410[6]	PRIMROSE 6969	Panama	6359978	7
9118410[6]	HH WOODCHIP	Tanzania	6359978	7
9119062[7]	MASAKAZU	Tanzania	6372165	8
9119062[7]	FARRUKH	Togo	0168701	8

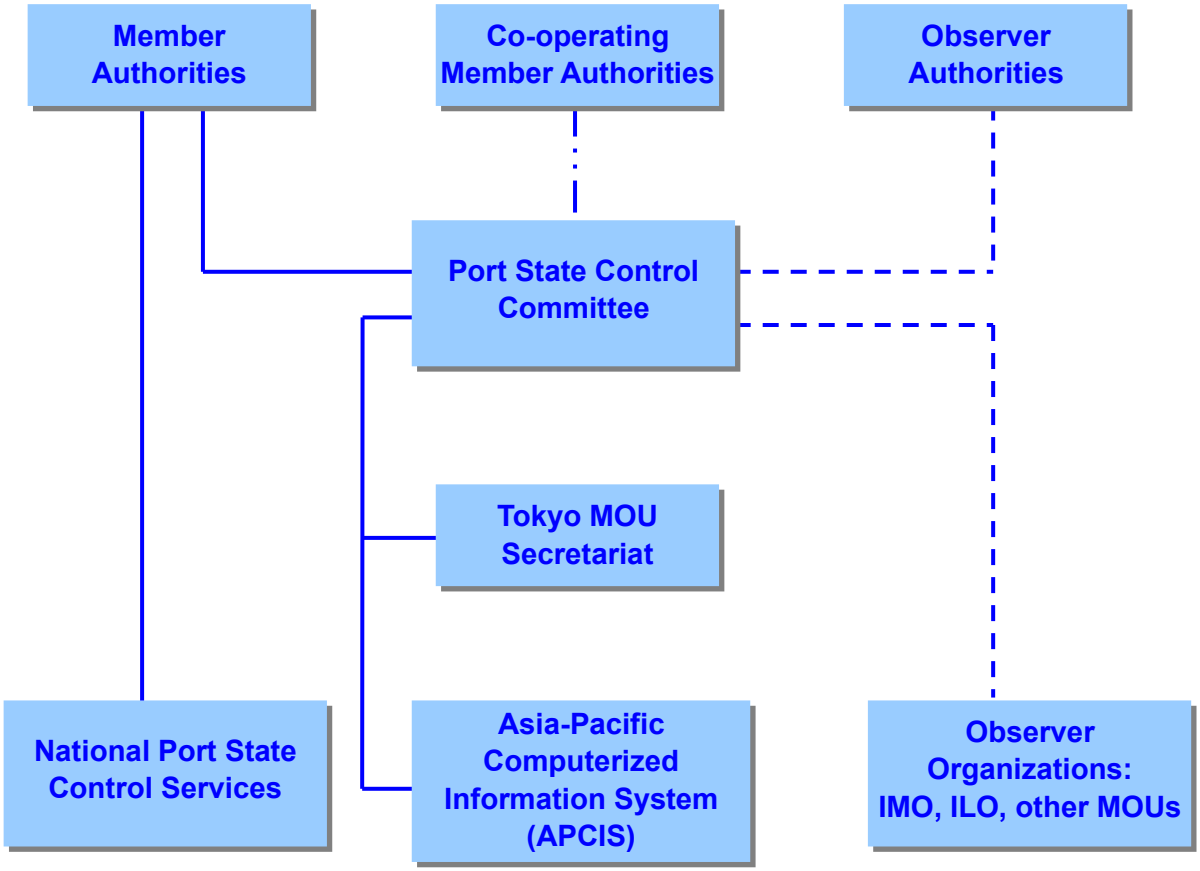
IMO No.	Ship name (At the day of detention)	Flag	IMO company No.	No. of times on the list
9154622[3]	JING RUN	Sao Tome and Principe	5845608	4
9154622[3]	JING RUN	Belize	6234949	4
9155482[7]	FU QIANG	Sierra Leone	6153612	2
9155482[7]	GENG HAI	Sierra Leone	6226661	2
9155482[7]	GENG HAI	Panama	6226661	2
9167617[5]	EASTERN ARROW	Sierra Leone	6355272	1
9167617[5]	BAIKAL	Sierra Leone	6329894	1
9193733[7]	OCEAN PRIDE	Palau	0094907	3
9193733[7]	CALYPSO 7	Panama	6392976	3
9203253[4]	ANITA	Gambia	0251985	1
9203253[4]	ANITA	Gambia	6348885	1
9203382	CAPTAIN KOK	Togo	6372165	3
9209726	MM RUNNER	Sierra Leone	6330031	1
9217022[2]	MARSA NEPTUNE	Liberia	6335028	8
9217022[2]	MARSA NEPTUNE	Saint Kitts and Nevis	6335028	8
9221449	DORIS	Cameroon	6034998	4
9222443[7]	VOY	Sao Tome and Principe	6428391	2
9222443[7]	TRICIA II	Comoros	0019164	2
9230311	SUEZ CANAL	Liberia	0022438	4
9237503[2]	FESCO SOFIA	Liberia	6370416	7
9237503[2]	FESCO SOFIA	Sierra Leone	6370416	7
9296444	HAI DUONG 68	Panama	5885475	2
9314569	SHENG SHI 569	Tanzania	6074711	8
9352767[2]	U BOOTES	Togo	6102281	3
9352767[2]	U BOOTES	Tanzania	6102281	3
9353424	UNISAILING	Togo	5996015	3
9367126[1]	GAUSS	Togo	6453103	1
9367126[1]	MEDEA	Togo	6453103	1
9394832	JIE JI	Panama	6200200	7
9407536	KHADEEJAH JAHAN II	Bangladesh	5552963	2
9409687	TAYDO STAR	Viet Nam	6100474	4
9435791	TROMSO	Bahamas	1570456	1
9441752	GREEN PACIFIC	Viet Nam	5138520	2
9489170	OBROVAC	Bahamas	0099854	2
9518593[3]	XIN HAI 788	Sao Tome and Principe	6347649	3
9518593[3]	XIN HAI 788	Belize	5925777	3
9528952[3]	HE XIE 6	Gambia	6313369	7
9528952[3]	HE XIE 6	Belize	6313369	7

IMO No.	Ship name (At the day of detention)	Flag	IMO company No.	No. of times on the list
9542257	SILVER STAR	Sierra Leone	5728980	4
9544695	AOM JULIA	Panama	5847493	3
9546306[7]	DONG CHENG 7	Togo	5996015	4
9546306[7]	VS GLORY	Sao Tome and Principe	0118568	4
9588419[5]	CELESTE	Liberia	1765640	4
9588419[5]	EFI THEO	Liberia	5909485	4
9643752[2]	DE MI	Sao Tome and Principe	6227258	1
9643752[2]	DE MI	Belize	6227258	1
9646118[3]	GOLD SPRING	Sierra Leone	4215073	8
9646118[3]	GOLD SPRING	Sao Tome and Principe	6019801	8
9771834[4]	PANFILOVO	Cameroon	0081472	3
9771834[4]	PANFILOVO	Cameroon	6382379	3

1. The ship changed name.
2. The ship changed flag.
3. The ship changed flag and company.
4. The ship changed company.
5. The ship changed name and company.
6. The ship changed name and flag.
7. The ship changed name, flag and company.

ANNEX 3

ORGANIZATIONAL STRUCTURE OF THE TOKYO MOU



EXPLANATORY NOTE ON THE LOW-MEDIUM-HIGH PERFORMANCE LISTS

The Port State Control Committee adopted the same method as used by the Paris MoU for assessment of performance of flags. Compared to the calculation method of previous year, this system has the advantage of providing an excess percentage that is significant and also reviewing the number of inspections and detentions over a 3-year period at the same time, based on binomial calculus.

The performance of each flag State is calculated using a standard formula for statistical calculations in which certain values have been fixed in accordance with the agreement of the Port State Control Committee. Two limits have been included in the new system, the 'low to medium' and the 'medium to high' limit, each with its own specific formula:

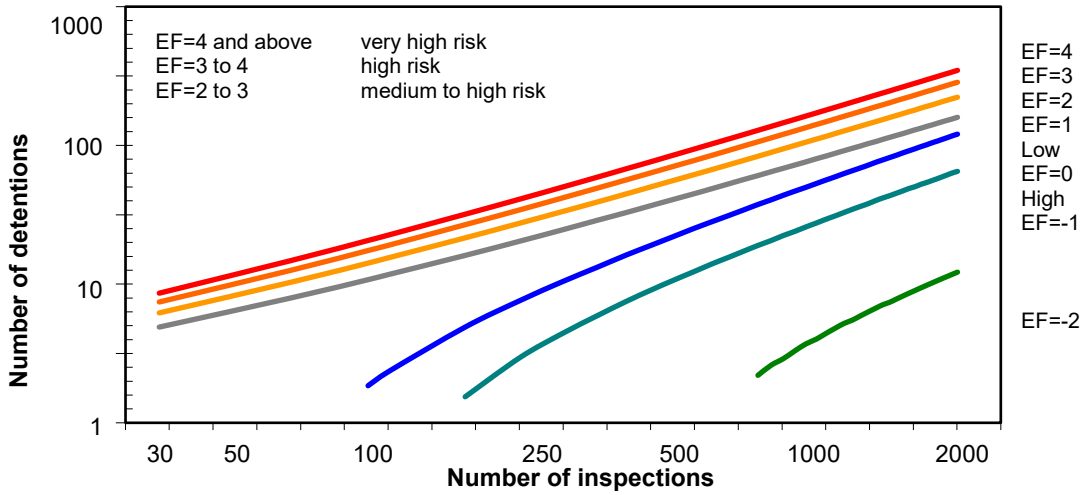
$$U_{Low\text{-}to\text{-}Medium} = N \cdot p + 0.5 + z \cdot \sqrt{N \cdot p \cdot (1-p)}$$

$$U_{High\text{-}to\text{-}Medium} = N \cdot p - 0.5 - z \cdot \sqrt{N \cdot p \cdot (1-p)}$$

In the formula "N" is the number of inspections, "p" is the allowable detention limit (yardstick), set to 7% by the Tokyo MOU Port State Control Committee, and "z" is the significance requested (z=1.645 for a statistically acceptable certainty level of 95%). The result "u" is the allowed number of detentions for either the low or high list. The "u" results can be found in the table as the 'low to medium' or the 'medium to high' limit. A number of detentions above this 'low to medium' limit means significantly worse than average, where a number of detentions below the 'medium to high' limit means significantly better than average. When the number of detentions for a particular flag State is positioned between the two, the flag State will find itself on the medium list. The formula is applicable for sample sizes of 30 or more inspections over a 3-year period.

To sort results on the low or high list, simply alter the target and repeat the calculation. Flags which are still significantly above this second target are worse than the flags which are not. This process can be repeated, to create as many refinements as desired. (Of course the maximum detention rate remains 100%!) To make the flags' performance comparable, the excess factor (EF) is introduced. Each incremental or decremental step corresponds with one whole EF-point of difference. Thus the excess factor EF is an indication for the number of times the yardstick has to be altered and recalculated. Once the excess factor is determined for all flags, the flags can be ordered by EF. The excess factor can be found in the last column the low, medium or high list. The target (yardstick) has been set on 7% and the size of the increment and decrement on 3%. The Flag Performance List have been calculated in accordance with the above principles.

The graphical representation of the system, below, is showing the direct relations between the number of inspected ships and the number of detentions. Both axis have a logarithmic character.



TOKYO MOU SECRETARIAT

The Secretariat of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU Secretariat) is located in Tokyo, Japan. The Secretariat may be approached for further information or inquiries on the operation of the Memorandum.

ADDRESS OF THE SECRETARIAT

The address of the Tokyo MOU Secretariat reads:

Tokyo MOU Secretariat
Ascend Shimbashi 8F
6-19-19 Shimbashi
Minato-ku, Tokyo
Japan 105-0004
Tel: +81-3-3433-0621
Fax: +81-3-3433-0624
E-mail: secretariat@tokyo-mou.org

STAFF OF THE SECRETARIAT

The staff of the Secretariat consist of:

Ishihara Akira
Secretary

Ning Zheng
Deputy Secretary

Matsumoto Ayumi
Technical Officer

Akimoto Fumiko
Project Officer