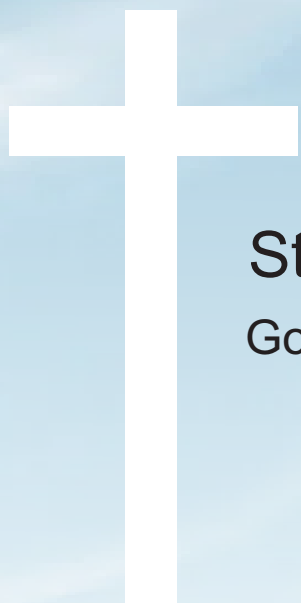


ANNUAL REPORT 2024



INDIAN OCEAN MEMORANDUM OF UNDERSTANDING





St. Francis Xavier's Church, Goa, India.



Chair's Message



It is with great pride and responsibility that I present this message for the 2024 Annual Port State Control Report of the Indian Ocean Memorandum of Understanding (IOMOU). As the Chair, I am privileged to represent an organization that stands steadfast in its mission to uphold maritime safety, protect the marine environment, and ensure fair labour conditions onboard vessels. This year has been particularly significant, marked by the celebration of 25 years of collaboration, innovation, and commitment within the IOMOU. Our member Authorities, through their unwavering dedication, have upheld the values that define the essence of this organization. The data and analysis in this report not only reflect our collective efforts but also serve as a testament to the ongoing challenges and progress in ensuring compliance with international conventions.

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

As we reflect on the year 2024, I extend my gratitude to all Port State Control Officers, Secretariat and supporting organizations whose contributions are indispensable to the success of our endeavours. The IOMOU remains committed to strengthening regional cooperation and aligning with global standards to create a safer and more sustainable maritime domain.

As the theme for last year 2024 says; *“Celebrating 25 years; recommitting for sustainable, clean and safe shipping.”*

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

Mr. Tobela Gqabu
Chair, IOMOU, 2023

Foreword by the Secretary



It gives me immense pleasure to present the Annual Report of the Indian Ocean Memorandum of Understanding (IOMOU) for the year 2024. This document encapsulates our collective efforts and achievements as we continue to uphold maritime safety, security, and environmental protection within the Indian Ocean region. Last year held a special place in the history of IOMOU as we celebrated 25 years of our establishment during the 27th Annual Port State Control (PSC) Committee Meeting held in Dar es Salaam, Tanzania. This milestone was not merely a reflection of our longevity but a testimony to the steadfast commitment of our member authorities in ensuring the relevance and efficacy of the IOMOU's objectives. The celebrations also served as a platform to renew our vision for the future of PSC in a rapidly evolving maritime landscape.

Another significant achievement was the successful workshop of the three Treaties at Cape Town, hosted by South Africa, combined with the trial run of the collaborated pilot training project between Indian Ocean Memorandum of Understanding on Port State Control (IOMOU) and the Indian Ocean Tuna Commission (IOTC) on port State control inspections on fishing vessels to tackle safety, labor and IUU fishing issues from 16-19 April 2024 and was followed by the first in-country training session in South Africa, From 19-29 August 2024, inviting other member States namely Mauritius, Seychelles, Sri Lanka, jointly with the Department of Forestry, Fisheries, and the Environment (DFFE), SAMSA.

This pioneering initiative, involving four member states, was met with overwhelming support from the host and participants, underscoring the importance of capacity building in the fight against illegal, unreported, and unregulated (IUU) fishing. With over 4.6 million fishing vessels operating globally, many of which require immediate overhaul and better regulatory oversight, this project is a critical step toward improving compliance and sustainability in the fishing industry.

Building on our commitment to training, Secretariat feels proud to highlight the first-ever Expert Mission Training Program, exclusively organized by the IOMOU Secretariat in Mombasa, Kenya from 18-29 November 2024. This independently arranged program marked a new chapter in our efforts to equip PSC officers with the expertise needed to address emerging challenges.

In addition to these milestones, we successfully conducted a Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarers' Employment Agreements (MLC) from 1 September to 30 November 2024 simultaneously with the Paris MoU, Tokyo MoU, and other interested MoU's, along with our routine inspections and activities.

As of January 1, 2024, the global merchant fleet comprised approximately 109,000 vessels of at least 100 gross tons, including about 58,200 vessels over 1,000 gross tons. This represents an increase from the previous year; for instance, at the start of 2023, the fleet consisted of 61,811 vessels with a combined capacity of 2.25 billion deadweight tons, marking a 3.6% year-on-year growth. Regarding the average age of ocean-going vessels, at the beginning of 2023, the average age was 22.2 years, two years older than a decade prior, with more than half of the fleet over 15 years old.

This aging fleet may lead to increased Port State Control (PSC) inspections, as older vessels often require more rigorous scrutiny to ensure compliance with safety and environmental standards. The expansion of the fleet, coupled with its aging profile, suggests that the number of vessels subject to PSC inspections is likely to rise, potentially increasing the workload for inspection authorities.

With over 99,800 merchant ships, as reported by UNCTAD, the need for robust PSC regimes to ensure compliance with international standards remains more critical than ever. Amid these accomplishments, the maritime industry continues to navigate significant challenges. The world fleet is ageing; environmental targets are hardening but progress towards fleet renewal remains slow. The transition to cleaner energy sources in line with climate goals (GHG transition) presents a dilemma for shipowners, who face difficulties in deciding on the most climate-friendly ship designs and construction options. Coupled with geopolitical disturbances, the resilience of international shipping is under strain, emphasizing the urgency of unified global efforts.

These challenges highlight the indispensable role of the IOMOU in safeguarding maritime operations. By fostering collaboration and enhancing capacity, we contribute to the global goal of safer, cleaner, and fairer seas.

I extend my heartfelt gratitude to the member authorities, the Secretariat team, and all stakeholders whose relentless efforts and cooperation have made these achievements possible. As we look forward to 2025, let us continue to work together to strengthen the foundations of maritime safety and security, ensuring a sustainable future for all.

With Best wishes and best of Luck.

Achintya B. Dutta

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| Steering gear room intermediate inlet ducting just above telephone exchange area found completely | 10 |
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INTRODUCTION

GENERAL

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

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

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

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

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

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

Members, Observers & Observers Organization

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

As of December 2024, the following countries, states and organizations are observers and parties to the Memorandum:

Countries that are party to the Memorandum:

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

Observer organizations:

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

Observer State of the IOMOU:

- Ethiopia

IOMOU Secretariat

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

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

Contact Details

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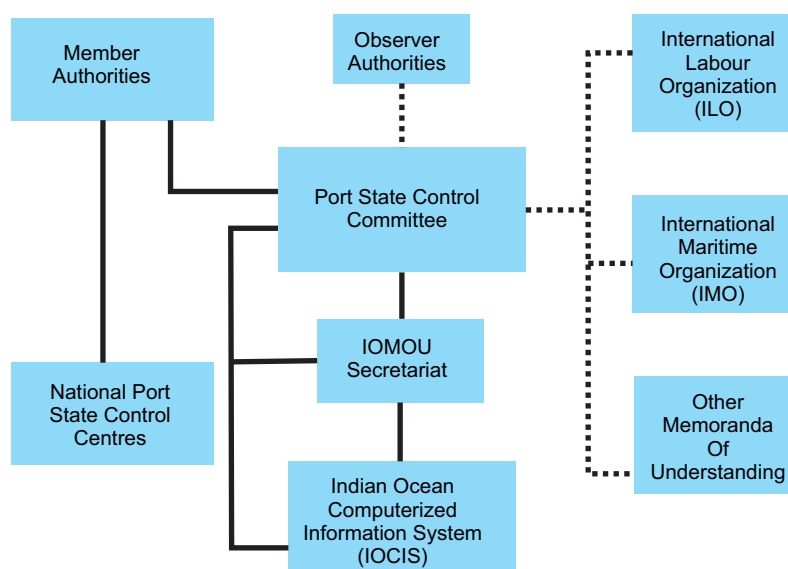
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+91 832 2538 398

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+91 832 2538 127

Organisational Structure of the IOMOU



The Committee

The Indian Ocean Memorandum of Understanding on port State control held its twenty-seventh PSC committee meeting in Dar es Salam, Tanzania from 26 to 30 August 2024 along with the silver jubilee celebration on completion of 25 years of IOMOU. This meeting and the silver jubilee celebration was hosted by the Tanzania Shipping Agencies corporation (TASAC).

Representatives from the following IOMOU member States and observers attended the meeting:

Australia, Bangladesh, Comoros, France, India, Islamic Republic of Iran, Kenya, Mauritius, Mozambique, Myanmar, Oman, Seychelles, South Africa, Sri Lanka, and Tanzania

Abuja MoU, Black Sea MoU, and Paris MoU participated in the meeting as the Observers. Observers to the IOMOU i.e. International Maritime Organization, International Labour Organization and Tokyo MoU participated in the meeting through virtual mode

Industry forum from the Asian Classification Societies (ACS) and Navguide Solution LLP attended the meeting in person and International Association of Classification Societies (IACS) and International Chamber of Shipping (ICS) through virtual mode.

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

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



OUTCOMES OF THE TWENTY-SEVENTH IOMOU COMMITTEE MEETING

1. Procedure for inspection through remote location by the PSCOs in Indian Ocean Region has been approved by the Committee and advise IOCIS Manager to make necessary modification in IOCIS for reporting such inspections separately;
2. Committee approved guidelines for accepting E-Certificate in Indian Ocean Region;
3. Correspondence Group presented their report of the Concentrated Inspection Campaign (CIC) on Fire Safety which was carried out from 1 September to 30 November 2023. The CIC analysis was submitted to the Implementation of IMO Instruments (III), 10th session;
4. The Committee agreed to conduct a CIC on Ballast Water Management in conjunction with Paris MoU and Tokyo MoU, for the year 2025;
5. The Committee approved amendments to the PSC Manual related to addition of various codes and Guidelines for port state control for compliance with the ISM code, with the TMOU approach to the accept additional SMC audits by Flag/RO following an ISM detention;
6. A Correspondence Groups (CG) presented its report on various topics and Committee formed more Correspondence Group on various topics;
7. The Committee further adopted the 2023 Annual Report;
8. The Committee noted the progress made on the Co-operation programme between IOTC and IOMOU and completion of first in-country training on fishing vessel inspection;
9. The Committee approved its annual Theme for the year 2025 as: “Building a Resilient Maritime World: Safety, Cooperation and Innovation”.

Detention Review Panel

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

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

In the year 2024, the Secretariat did not receive any appeal towards any detention.

TRAINING AND SEMINAR FOR PORT STATE CONTROL

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

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

Seminars held in the Indian Ocean MoU:

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

IOMOU-IOTC PILOT PROJECT TRAINING PROGRAMME

IOMOU-IOTC pilot project training programme for the inspectors of the Indian Ocean region operating under the Port State Control (PSC) and the Port State Measures (PSM) regimes on vessels inspection in Cape Town, South Africa held from 19-29 August 2024 organized in collaboration with FAO, ILO, IMO, and The Pew Charitable Trusts.



FIRST EXPERT MISSION TRAINING BY IOMOU

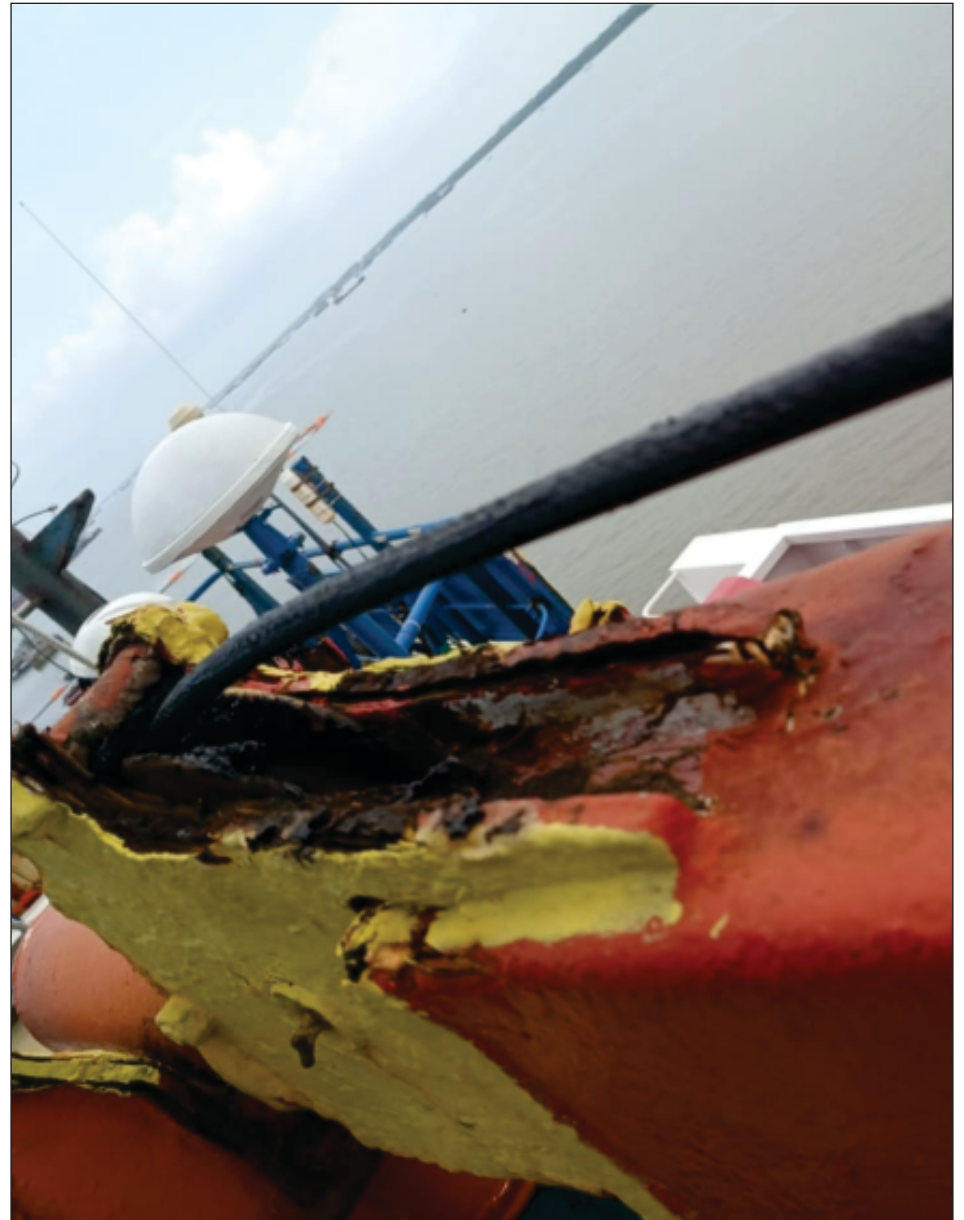
First Expert Mission Training by Indian Ocean MoU was held from 18 to 29 November 2024 in Mombasa, Kenya at Travelers' beach hotel & club, Mombasa, Kenya. The seminar was hosted by the Kenya Maritime Authority in association with the IOMOU Secretariat. Sixteen participants from the member Authorities of Indian Ocean region attended this training. Apart from the IOMOU member Authorities, participants from the Abuja MoU also attended the seminar



PORT STATE CONTROL DEFICIENCIES PHOTOS



Galley Drain Overboard line found leaking. [not properly maintained]



Life Davit Found Rusty, Corroded, thinned & holed.



*Resting Pedestal for the Provision crane found
Rusted & Corroded.*



*Base plate for Life Boat found Rusted, Corroded,
thinned and Holed in some Places*



Engine room aft blower's inlet fin frame found completely corroded and wasted. [corroded]



Steering gear room intermediate inlet ducting just above telephone exchange area found completely corroded and wasted. [Not as required]



Pilot ladder was unsafe. (rope and steps) [unsafe]



Both Sides Anchor Gipsy Wheels and Mooring Capstans Corroded Heavily. [Not properly maintained]



*Emergency Exit Way in Pump Room Obstructed
by Flexible Pipe. [unsafe]*



*All mooring wings bed plate & drums heavy
corroded [corroded]*



*Bulwark & guard rails corroded & broken
[damaged]*



*Door Handles of Forecastle Emergency Exit Way
Seized. [not properly maintained]*



Deck main fire hardly corroded and holed and leaky [Not as required]



lower part of Engine room entry weathertight door from aft side (outside of the accommodation) are wasted and holed. [cracked]



Emission of Excessive Soot Observed from Main Engine Funnels. [Not properly maintained]



One Set of Battery not Properly Maintained for Start of Emergency Diesel Generator. Weak Cable Connection. [not properly maintained]



*Remote launching handle from port side life boat
wasted and detached [Damaged]*



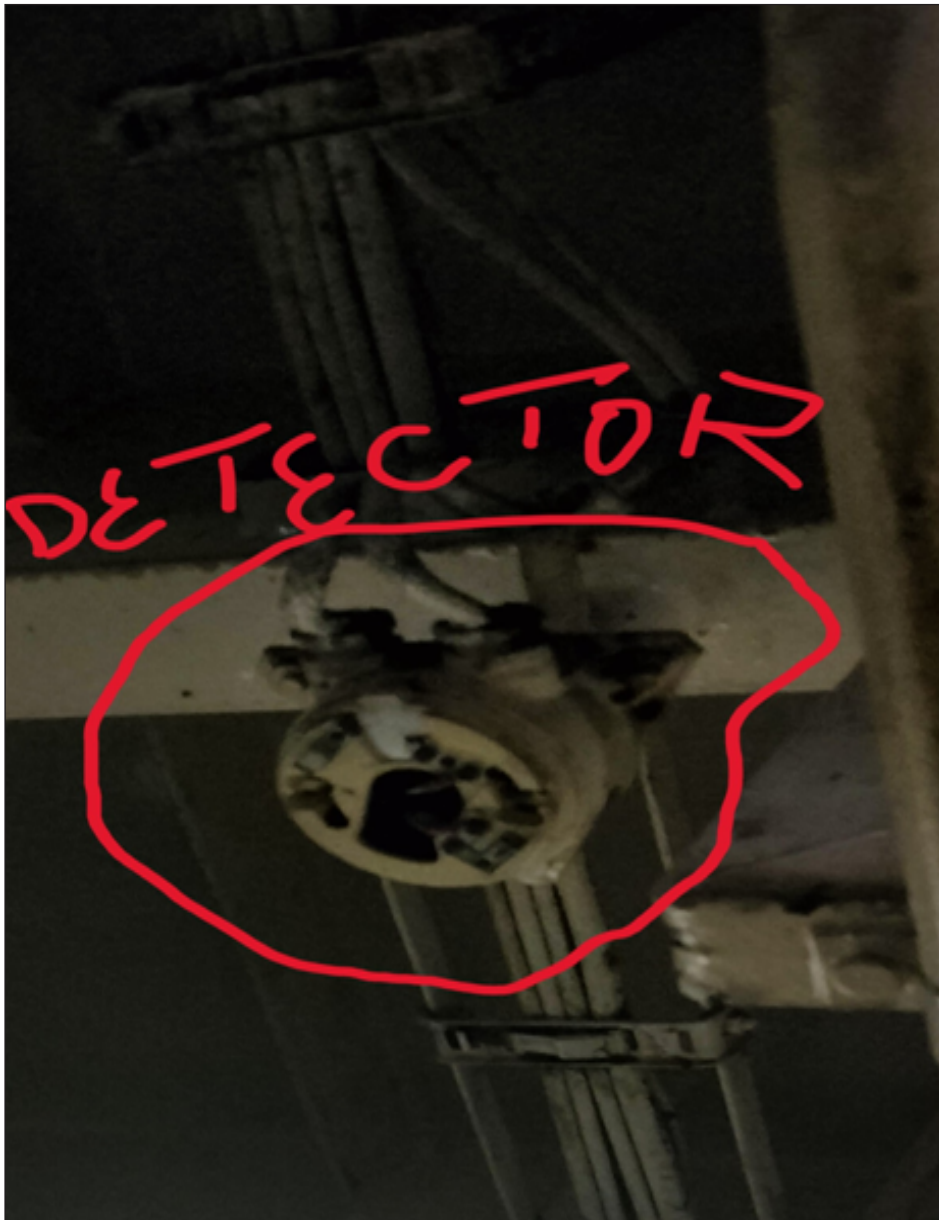
*Accommodation ladder safe operation information
cannot be identified*



Pierced a hole in the hull between Frame No 5 to 10.



Trace of heavy F.O. in the bunker on deck



Fire detectors in engine room defective, some missing [Not properly maintained]



Life raft Fwd. and Aft heavily secured [Lashed down]



*Cargo holds corroded with cracks and holes
[damaged]*



*Manhole cover TST 3A holed, rubber damaged,
missing nuts [cracked]*



Further inspection was suspended and referred to the class (DNV) to conduct through inspection of the vessel and report to the flag/port state of vessel seaworthiness. [Damaged]



overall engine room cleanliness is not as required [Insufficient]



*Engine room tank top cleanliness not as required
[Insufficient]*



*Vessel name in forward port side partially faded
out [not readable]*



the top end of hatch coaming No. 2-3 is very rusty and corroded [Other]



Engine room tank top full of water and over all cleaning condition not as required [Insufficient]

DEFICIENCY PHOTO FOR THE YEAR 2023



Nature of Deficiency: Lifeboats

Deficiency Description: Stbd Lifeboat which is also rescue boat is damaged [Damaged]

PSCO: Capt. Sheikh Md. Jalal Uddin Gazi (Bangladesh)

CO-OPERATION WITH OTHER REGIONAL MOUS

Considering the importance of inter-regional co-operation and harmonization of the PSC regimes, IOMOU participates in the Concentrated Inspection Campaigns (CICs) jointly with the Tokyo and Paris MoUs every year. All the CIC inspections carried from 2012 to 2024 are recorded in the IOMOU website (Indian Ocean Computerized Information System) for the information of all interested parties.

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

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

The representatives of the Secretariat attend other Committees' meetings depending upon their own programs. This is in effect to benchmark and gives an opportunity to understand initiatives of other MoUs on PSC. During the year 2024 the Secretary was invited to attend the following meetings:

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

In this regard the Secretary attended the following meetings for the year 2024 either using written procedure, virtual mode or by physical appearance:

- 21th Riyadh MoU (PSCC21) written procedure from 19 to 21 February 2024
- 24rd Black Sea MoU (PSCC24) virtual meeting from 26 to 28 March 2024
- 57th Paris MoU (PSCC57) in Madrid, Spain from 06 to 10 May 2024
- 14th Abuja MoU (PSCC14) virtual meeting from 10 to 12 September 2024
- 35th Tokyo MoU (PSCC35) in Incheon, Korea from 11 to 14 November 2024

In addition to the above, the IOMOU Secretariat attended the MACN | 2024 Fall Member Meeting held in Kuala Lumpur, Malaysia on 22nd October 2024 and also the Senior Officers' Conference held in Jaipur, India on 24th October 2024. The Secretary also attended various meetings, via virtual mode, as conducted and invited by the various organizations to update the knowledge on the international shipping and also on the guidance related to the port State control activities.

IOCIS AND IOMOU WEBSITE

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

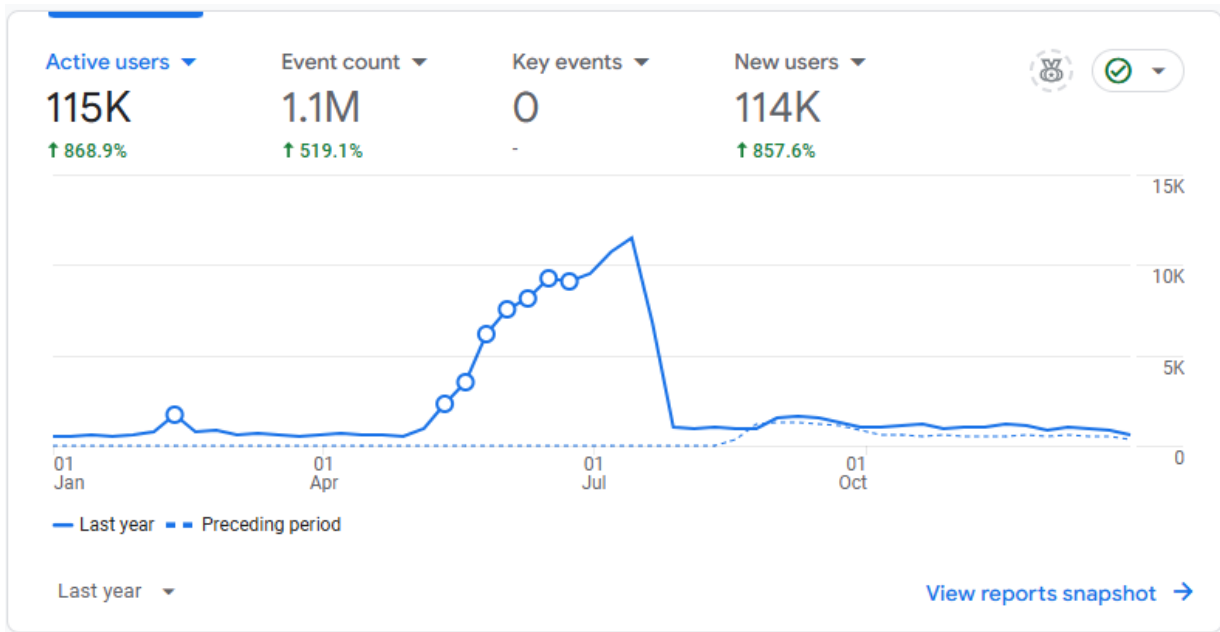
Following enhancement/modification has been made in the IOMOU website/ IOCIS;

- Holiday List and Theme for the year 2024 updated
- Disclaimer notice for PSC data updated
- Report of the 27th Meeting and Annual Report 2023 hosted
- List of deficiency and codes updated and hosted on the home page of the website
- Recent updates are provided from time to time on social media accounts such as Twitter, Instagram, and Facebook
- Revised MoU file updated
- Press Release on the Preliminary Result of the CIC on Fire Safety, carried out from 1 September to 30 November 2023 updated
- Performance evaluation for the year 2023 updated and added one more option under Performance evaluation for selection “Authority wise Inspection Result with respect to Deficiencies” for the purpose of sorting deficiency category
- Created IOMOU PSC Data Sharing with Flag/RO (Testing Module)
- PSC addresses updated time to time
- National arrangement and PSC manual updated
- Slide show images updated with latest news
- Information on Seminars/training, CIC, and meeting of the IOMOU along with Presentation/lectures of the seminars presented by the experts uploaded
- Underperforming ships list and Detention list Auto updated
- NIR Ratios implemented for 2024-25
- Ship on watchlist and banned ships updated

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

INTERNET TRAFFIC ANALYTICS

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



115k total users between 1 January 2024 to 31 December 2024

| Month | Users Hits | Event counts |
|-----------|------------|--------------|
| January | 2200 | 31000 |
| February | 3900 | 47000 |
| March | 2300 | 36000 |
| April | 2300 | 35000 |
| May | 12000 | 118000 |
| June | 36000 | 307000 |
| July | 37000 | 306000 |
| August | 4000 | 53000 |
| September | 6000 | 60000 |
| October | 4400 | 56000 |
| November | 4300 | 48000 |
| December | 3800 | 44000 |

STATUS OF THE RELEVANT INSTRUMENTS TONNAGE, LOADLINE, SOLAS

(Date of Deposit of Instruments) as at 31 December 2024

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

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

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

(Date of Deposit of Instruments) as at 31 December 2024

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

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

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

MARPOL

(Date of Deposit of Instruments) as at 31 December 2024

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

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

PORT STATE CONTROL INSPECTION ACTIVITIES ANALYSIS

A total of **5,334** inspections were carried out in 2024. Out of these 5,334 inspections, **2,758** inspections had deficiencies and the total numbers of deficiencies were **11,999**.

Serious deficiencies noted by the PSCOs led to the detention of **225** ships and needed to be rectified prior to the ships' departure; the overall detention percentage for the year was **4.22%**. There has been **8.45%** decrease in the total number of inspections in 2024, compared to those were inspected in 2023, the detention percentage has also slightly decreased from **4.27%** recorded in 2023.

The average number of deficiencies per inspection in 2024 (**2.24**) has slightly decreased compared to the previous year (**2.30**).

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

It should be noted that Australia, is a member of both the Tokyo MoU and the Indian Ocean MOU, South Africa is a member of the Abuja MoU and Indian Ocean MOU, Oman is a member of Riyadh MoU and the Indian Ocean MOU. Each record their PSC data with both MoUs, and so when considering a world picture of statistics, this duplication of data needs to be taken into account¹.

STATISTICS FOR 2024

PORT STATE CONTROL INSPECTIONS CARRIED OUT BY AUTHORITIES

| Authority | Number of Inspections | Number of Inspections with deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|---------------------------|-----------------------|---|------------------------|----------------------|----------------------|
| Australia ¹ | 2264 | 1376 | 5960 | 133 | 5.87 |
| Bangladesh | 955 | 245 | 789 | 3 | 0.31 |
| Comoros | 21 | 3 | 9 | 0 | 0.00 |
| France | 30 | 14 | 52 | 1 | 3.33 |
| India | 513 | 374 | 1907 | 39 | 7.60 |
| Iran | 419 | 304 | 1574 | 34 | 8.11 |
| Kenya | 119 | 42 | 110 | 2 | 1.68 |
| Madagascar | 4 | 2 | 5 | 0 | 0.00 |
| Maldives | 2 | 0 | 0 | 0 | 0.00 |
| Mozambique | 6 | 0 | 0 | 0 | 0.00 |
| Myanmar | 174 | 100 | 160 | 4 | 2.30 |
| Oman ¹ | 101 | 24 | 129 | 4 | 3.96 |
| Seychelles | 13 | 9 | 58 | 0 | 0.00 |
| South Africa ¹ | 126 | 37 | 244 | 4 | 3.17 |
| Sri Lanka | 3 | 3 | 12 | 0 | 0.00 |
| Sudan | 73 | 17 | 100 | 0 | 0.00 |
| Tanzania | 387 | 130 | 443 | 0 | 0.00 |
| Yemen | 124 | 78 | 447 | 1 | 0.81 |
| Total | 5334 | 2758 | 11999 | 225 | 4.22 |

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

DEFICIENCIES BY TYPE OF SHIP

| Type of Ship | Number of Inspections | Number of Inspections with Deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage | Percentage of Inspections with Deficiencies |
|--------------------------------------|-----------------------|---|------------------------|----------------------|----------------------|---|
| Bulk Carrier | 2700 | 1258 | 5370 | 107 | 3.96 | 46.59 |
| Chemical Tanker | 299 | 130 | 520 | 8 | 2.68 | 43.48 |
| Combination Carrier | 10 | 3 | 15 | 0 | 0 | 30.00 |
| Container Ship | 747 | 390 | 1679 | 31 | 4.15 | 52.21 |
| Commercial Yacht | 1 | 1 | 15 | 1 | 100 | 100.00 |
| Gas Carrier | 135 | 84 | 403 | 7 | 5.19 | 62.22 |
| Gas carrier/NLS tanker (GASNLS) | 1 | 1 | 10 | 0 | 0 | 100.00 |
| General Cargo / Multipurpose ship | 765 | 543 | 2391 | 38 | 4.97 | 70.98 |
| Heavy Load Carrier | 9 | 3 | 12 | 0 | 0 | 33.33 |
| Livestock Carrier | 48 | 22 | 95 | 0 | 0 | 45.83 |
| NLS Tanker * | 5 | 2 | 5 | 1 | 20 | 40.00 |
| Offshore Service Vessel | 32 | 24 | 87 | 4 | 12.5 | 75.00 |
| Oil Tanker | 159 | 75 | 380 | 12 | 7.55 | 47.17 |
| Oil tanker/Chemical tanker (OILCHEM) | 90 | 41 | 142 | 2 | 2.22 | 45.56 |
| Oil tanker/NLS tanker (OILNLS) | 1 | 1 | 6 | 0 | 0 | 100.00 |
| Other Types of Ship | 28 | 23 | 167 | 3 | 10.71 | 82.14 |
| Passenger Ship | 65 | 34 | 123 | 2 | 3.08 | 52.31 |
| Refrigerated Cargo Vessel | 13 | 9 | 62 | 0 | 0 | 69.23 |
| Ro-Ro Cargo Ship | 24 | 14 | 67 | 0 | 0 | 58.33 |
| Ro-Ro Passenger Ship | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Special Purpose Ship | 13 | 7 | 35 | 1 | 7.69 | 53.85 |
| Tugboat | 24 | 15 | 137 | 5 | 20.83 | 62.50 |
| Vehicle Carrier | 142 | 64 | 228 | 3 | 2.11 | 45.07 |
| Wood Chip Carrier | 18 | 14 | 50 | 0 | 0 | 77.78 |
| Total | 5334 | 2758 | 11999 | 225 | | |

* Earlier known to be Tanker not otherwise specified.

DEFICIENCIES BY FLAG

| Flag | Number of Inspections | Number of Inspections with Deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|---------------------|-----------------------|---|------------------------|----------------------|----------------------|
| Antigua and Barbuda | 64 | 33 | 161 | 5 | 7.81 |
| Azerbaijan | 7 | 7 | 26 | 0 | 0.00 |
| Bahamas | 161 | 83 | 360 | 8 | 4.97 |
| Bangladesh | 10 | 5 | 35 | 1 | 10.00 |
| Barbados | 30 | 9 | 23 | 0 | 0.00 |
| Belgium | 5 | 3 | 8 | 0 | 0.00 |
| Belize | 15 | 11 | 47 | 0 | 0.00 |
| Bermuda (UK) | 8 | 7 | 33 | 0 | 0.00 |
| Cameroon | 4 | 3 | 44 | 2 | 50.00 |
| Cayman Islands (UK) | 14 | 2 | 2 | 0 | 0.00 |
| China | 118 | 24 | 126 | 2 | 1.69 |
| Comoros | 46 | 44 | 403 | 19 | 41.3 |
| Cook Islands | 23 | 18 | 126 | 4 | 17.39 |
| Croatia | 1 | 0 | 0 | 0 | 0.00 |
| Cyprus | 110 | 62 | 267 | 3 | 2.73 |
| Denmark | 31 | 16 | 61 | 1 | 3.23 |
| Djibouti | 1 | 1 | 2 | 0 | 0.00 |
| Egypt | 4 | 0 | 0 | 0 | 0.00 |
| Fiji | 1 | 1 | 7 | 1 | 100.00 |
| France | 10 | 2 | 2 | 0 | 0.00 |
| Gabon | 5 | 5 | 60 | 0 | 0.00 |
| Guinea | 1 | 1 | 6 | 0 | 0.00 |
| Guinea Bissau | 3 | 2 | 7 | 0 | 0.00 |
| Guyana | 2 | 2 | 21 | 1 | 50.00 |
| Gibraltar (UK) | 5 | 4 | 15 | 1 | 20.00 |
| Greece | 53 | 23 | 60 | 0 | 0.00 |
| Hong Kong, China | 359 | 155 | 514 | 5 | 1.39 |
| Honduras | 3 | 3 | 12 | 0 | 0.00 |
| India | 24 | 10 | 57 | 1 | 4.17 |
| Indonesia | 16 | 11 | 36 | 0 | 0.00 |
| Iran | 9 | 5 | 37 | 0 | 0.00 |
| Isle of Man (UK) | 29 | 19 | 46 | 1 | 3.45 |
| Italy | 11 | 6 | 17 | 1 | 9.09 |
| Jamaica | 2 | 1 | 15 | 1 | 50.00 |
| Japan | 39 | 21 | 58 | 1 | 2.56 |
| Jordan | 5 | 1 | 4 | 0 | 0.00 |
| Kazakhstan | 3 | 3 | 8 | 0 | 0.00 |
| Korea, Republic of | 46 | 25 | 132 | 3 | 6.52 |
| Kuwait | 4 | 3 | 24 | 0 | 0.00 |
| Lebanon | 1 | 1 | 1 | 0 | 0.00 |
| Liberia | 866 | 431 | 1773 | 41 | 4.73 |
| Luxembourg | 10 | 3 | 16 | 0 | 0.00 |
| Malaysia | 10 | 8 | 47 | 3 | 30.00 |
| Malta | 208 | 85 | 315 | 8 | 3.85 |

| Flag | Number of Inspections | Number of Inspections with Deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|----------------------------------|-----------------------|---|------------------------|----------------------|----------------------|
| Marshall Islands | 649 | 231 | 897 | 15 | 2.31 |
| Mauritius | 3 | 2 | 18 | 0 | 0.00 |
| Micronesia | 1 | 0 | 0 | 0 | 0.00 |
| Mongolia | 2 | 1 | 3 | 0 | 0.00 |
| Netherlands | 35 | 20 | 62 | 3 | 8.57 |
| New Zealand | 3 | 3 | 19 | 0 | 0.00 |
| Norway | 58 | 23 | 81 | 0 | 0.00 |
| Papua New Guinea | 1 | 1 | 1 | 0 | 0.00 |
| Pakistan | 2 | 2 | 13 | 0 | 0.00 |
| Palau | 51 | 36 | 236 | 6 | 11.76 |
| Panama | 1147 | 624 | 2726 | 45 | 3.92 |
| Philippines | 7 | 4 | 8 | 0 | 0.00 |
| Portugal | 91 | 54 | 244 | 2 | 2.2 |
| Russian Federation | 173 | 165 | 629 | 0 | 0.00 |
| Saint Kitts and Nevis | 44 | 37 | 286 | 6 | 13.64 |
| Ships Registration withdrawn | 1 | 1 | 19 | 1 | 100.00 |
| Saint Vincent and the Grenadines | 17 | 10 | 41 | 0 | 0.00 |
| Sao Tome and Principe | 4 | 4 | 30 | 0 | 0.00 |
| South Africa | 1 | 1 | 4 | 0 | 0.00 |
| Spain | 1 | 1 | 9 | 0 | 0.00 |
| Saudi Arabia | 6 | 2 | 2 | 0 | 0.00 |
| Sierra Leone | 6 | 5 | 26 | 0 | 0.00 |
| Singapore | 396 | 182 | 726 | 16 | 4.04 |
| Sri Lanka | 2 | 1 | 3 | 0 | 0.00 |
| Sweden | 3 | 2 | 3 | 0 | 0.00 |
| Switzerland | 1 | 1 | 3 | 0 | 0.00 |
| Taiwan, China | 13 | 7 | 22 | 0 | 0.00 |
| Tanzania | 22 | 20 | 179 | 4 | 18.18 |
| Thailand | 38 | 29 | 154 | 4 | 10.53 |
| Togo | 19 | 15 | 125 | 4 | 21.05 |
| Turkey | 5 | 2 | 6 | 0 | 0.00 |
| Tuvalu | 23 | 17 | 87 | 2 | 8.7 |
| United Arab Emirates | 4 | 0 | 0 | 0 | 0.00 |
| United Kingdom | 28 | 16 | 64 | 1 | 3.57 |
| United States | 7 | 5 | 16 | 0 | 0.00 |
| Vanuatu | 10 | 9 | 62 | 1 | 10.00 |
| Viet Nam | 83 | 66 | 181 | 2 | 2.41 |
| Total | 5334 | 2758 | 11999 | 225 | |

DEFICIENCIES BY CATEGORIES

| Code | Nature Of Deficiencies | Number of Deficiencies | Percentage |
|------|--|------------------------|------------|
| 011 | Certificate & Documentation - Ship Certificates | 330 | 2.75 |
| 012 | Certificate & Documentation - Crew Certificates | 140 | 1.17 |
| 013 | Certificate & Documentation - Documents | 371 | 3.09 |
| 021 | Structural Conditions | 704 | 5.87 |
| 031 | Water/Weathertight conditions | 935 | 7.79 |
| 041 | Emergency Systems | 598 | 4.98 |
| 051 | Radio Communications | 294 | 2.45 |
| 061 | Cargo operations including equipment | 199 | 1.66 |
| 071 | Fire safety | 1831 | 15.26 |
| 081 | Alarms | 179 | 1.49 |
| 091 | Living Conditions | 152 | 1.27 |
| 092 | Working Conditions | 661 | 5.51 |
| 101 | Safety of Navigation | 1298 | 10.82 |
| 111 | Lifesaving appliances | 1019 | 8.49 |
| 121 | Dangerous goods | 21 | 0.18 |
| 131 | Propulsion and auxiliary machinery | 907 | 7.56 |
| 141 | Pollution prevention - MARPOL Annex I | 264 | 2.2 |
| 142 | Pollution prevention - MARPOL Annex II | 5 | 0.04 |
| 144 | Pollution prevention - MARPOL Annex IV | 140 | 1.17 |
| 145 | Pollution prevention - MARPOL Annex V | 134 | 1.12 |
| 146 | Pollution prevention - MARPOL Annex VI | 77 | 0.64 |
| 147 | Pollution prevention - Anti Fouling | 1 | 0.01 |
| 148 | Pollution prevention – Ballast Water | 31 | 0.26 |
| 151 | ISM | 356 | 2.97 |
| 161 | ISPS | 78 | 0.65 |
| 181 | Minimum requirements for seafarers | 17 | 0.14 |
| 182 | Labour Conditions - Conditions of employment | 126 | 1.05 |
| 183 | Accommodation recreational facilities F and C | 329 | 2.74 |
| 184 | Health protection, medical care, social security | 631 | 5.26 |
| 991 | Other | 171 | 1.43 |
| | Total | 11999 | |

DEFICIENCIES BY RECOGNIZED ORGANIZATION RELATED DETENTIONS AND DEFICIENCIES

| Recognized Organization | Number of Overall Inspections | Number of Inspections with Deficiencies | Number of Overall Detentions | Overall Detention % | Number of RO Responsible detentions | RO Responsible Detention % | Number of RO Related deficiencies |
|---|-------------------------------|---|------------------------------|---------------------|-------------------------------------|----------------------------|-----------------------------------|
| American Bureau of Shipping | 512 | 224 | 20 | 3.91 | 2 | 0.39 | 3 |
| Asia Classification Society | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| Asia Shipping Certification Services | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Biro Klasifikasi Indonesia | 7 | 6 | 0 | 0 | 0 | 0 | 0 |
| Bureau Veritas | 560 | 252 | 20 | 3.57 | 2 | 0.36 | 6 |
| Columbus American Register | 8 | 5 | 1 | 12.5 | 0 | 0 | 0 |
| China Classification Society | 306 | 108 | 5 | 1.63 | 0 | 0 | 0 |
| CR Classification Society | 16 | 8 | 0 | 0 | 0 | 0 | 0 |
| Cosmos Marine Bureau Inc. | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Croatian Register of Shipping | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| DNV | 732 | 375 | 26 | 3.55 | 1 | 0.14 | 3 |
| Dromon Bureau of Shipping | 19 | 14 | 1 | 5.26 | 1 | 5.26 | 2 |
| Horizon International Surveying and Inspection Bureau | 1 | 1 | 1 | 100 | 0 | 0 | 0 |
| Hellas Naval Bureau of Shipping | 19 | 18 | 4 | 21.05 | 1 | 5.26 | 12 |
| Intertek Maritime Bureau | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Isthmus Bureau of Shipping | 4 | 3 | 0 | 0 | 0 | 0 | 0 |
| Isthmus Maritime Classification Society | 1 | 1 | 1 | 100 | 0 | 0 | 0 |
| Indian Register of Shipping | 37 | 24 | 4 | 10.81 | 0 | 0 | 0 |
| Inter maritime Certification Services, S.A. | 8 | 6 | 2 | 25 | 0 | 0 | 0 |
| International Naval Surveys Bureau | 6 | 5 | 1 | 16.67 | 0 | 0 | 0 |
| International Register of Shipping | 19 | 18 | 0 | 0 | 0 | 0 | 0 |
| International Ship Classification | 1 | 1 | 1 | 100 | 0 | 0 | 0 |
| Iranian Classification Society | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| KOREAN REGISTER | 252 | 136 | 12 | 4.76 | 0 | 0 | 0 |
| Viet Nam Register | 62 | 51 | 1 | 1.61 | 0 | 0 | 0 |
| Lloyd's Register | 642 | 349 | 29 | 4.52 | 0 | 0 | 0 |
| Maritime Bureau of Shipping | 3 | 3 | 1 | 33.33 | 0 | 0 | 0 |
| Macosnar Corporation | 4 | 4 | 1 | 25 | 0 | 0 | 0 |
| Maritime Lloyd Ltd. | 4 | 4 | 2 | 50 | 0 | 0 | 0 |
| Nippon Kaiji Kyokai | 1536 | 728 | 57 | 3.71 | 6 | 0.39 | 7 |
| National Shipping Adjusters Inc. | 2 | 2 | 1 | 50 | 0 | 0 | 0 |
| No Class | 76 | 34 | 4 | 5.26 | 0 | 0 | 0 |
| Other * | 42 | 42 | 14 | 33.33 | 2 | 4.76 | 16 |

| Recognized Organization | Number of Overall Inspections | Number of Inspections with Deficiencies | Number of Overall Detentions | Overall Detention % | Number of RO Responsible detentions | RO Responsible Detention % | Number of RO Related deficiencies |
|--|-------------------------------|---|------------------------------|---------------------|-------------------------------------|----------------------------|-----------------------------------|
| Overseas Marine Certification Services, Inc. | 10 | 8 | 1 | 10 | 0 | 0 | 0 |
| Panama Maritime Documentation Services | 9 | 6 | 1 | 11.11 | 0 | 0 | 0 |
| Panama Shipping Registrar, Inc. | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Phoenix Register of Shipping S.A. | 5 | 4 | 2 | 40 | 0 | 0 | 0 |
| Polski Rejestr Statkow | 19 | 12 | 2 | 10.53 | 0 | 0 | 0 |
| Qualitas Register of Shipping | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| Russian Maritime Register of Shipping | 180 | 172 | 0 | 0 | 0 | 0 | 0 |
| RINA Services S.p.A. | 201 | 115 | 8 | 3.98 | 1 | 0.5 | 1 |
| Ship Classification Society of Malaysia | 1 | 1 | 1 | 100 | 0 | 0 | 0 |
| Turkish Lloyd | 2 | 1 | 1 | 50 | 0 | 0 | 0 |
| Union Bureau of Shipping | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| United Registration and Classification of Services | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Vega Register Inc. | 4 | 3 | 0 | 0 | 0 | 0 | 0 |

* Inspection Classed With, International Maritime Classification, Thai Government, Dakar Class, Bulgarian Register of Shipping, Capital Register of Shipping, Capital Register of Shipping LLC, Royal Classification Society, Eagle classification Society, Maritime Lloyds, International Classification Bureau, International Maritime Bureau, Guardian Bureau of Shipping, VR & NK, Are Included in This RO.

Note: RO responsible statistics with respect to detentions and deficiencies are calculated on the basis of the RO which undertook the last survey and endorsed the statutory certificates.

COMPARISON OF INSPECTIONS AND DETENTIONS PER SHIP TYPE

| Type of Ship | Number of Inspections | | | | Number of Detention | | | | 3-year average percentage |
|--------------------------------------|-----------------------|------|------|-------|---------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Bulk Carrier | 2475 | 2908 | 2700 | 8083 | 102 | 126 | 107 | 335 | 4.14 |
| Chemical Tanker | 390 | 340 | 299 | 1029 | 4 | 6 | 8 | 18 | 1.75 |
| Combination Carrier | 4 | 8 | 10 | 22 | 0 | 0 | 0 | 0 | 0.00 |
| Commercial yacht | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Container Ship | 691 | 779 | 747 | 2217 | 27 | 32 | 31 | 90 | 4.06 |
| Gas Carrier | 69 | 90 | 135 | 294 | 0 | 4 | 7 | 11 | 3.74 |
| Gas Carrier/NLS tanker (GASNLS) | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 50.00 |
| General Cargo / Multipurpose Ship | 579 | 697 | 765 | 2041 | 32 | 44 | 38 | 114 | 5.59 |
| Heavy Load Carrier | 16 | 16 | 9 | 41 | 0 | 2 | 0 | 2 | 4.88 |
| High Speed Passenger Craft | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Livestock Carrier | 36 | 45 | 48 | 129 | 0 | 1 | 0 | 1 | 0.78 |
| MODU or FPSO | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| NLS Tanker* | 19 | 14 | 5 | 38 | 1 | 0 | 1 | 2 | 5.26 |
| Oil Tanker | 254 | 230 | 159 | 643 | 11 | 14 | 12 | 37 | 5.75 |
| Oil tanker/Chemical tanker (OILCHEM) | 72 | 126 | 90 | 288 | 3 | 1 | 2 | 6 | 2.08 |
| Oil tanker/NLS tanker | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 50.00 |
| Offshore service Vessel | 18 | 20 | 32 | 70 | 5 | 3 | 4 | 12 | 17.14 |
| Other Types of Ship | 24 | 30 | 28 | 82 | 2 | 0 | 3 | 5 | 6.10 |
| Passenger Ship | 29 | 57 | 65 | 151 | 0 | 0 | 2 | 2 | 1.32 |
| Refrigerated Cargo Vessel | 12 | 21 | 13 | 46 | 2 | 0 | 0 | 2 | 4.35 |

| Type of Ship | Number of Inspections | | | | Number of Detention | | | | 3-year average percentage |
|----------------------|-----------------------|------|------|-------|---------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Ro-Ro Cargo Ship | 28 | 43 | 24 | 95 | 0 | 1 | 0 | 1 | 1.05 |
| Ro-Ro Passenger Ship | 1 | 2 | 5 | 8 | 0 | 0 | 0 | 0 | 0.00 |
| Special Purpose Ship | 13 | 11 | 13 | 37 | 0 | 2 | 1 | 3 | 8.11 |
| Tugboat | 30 | 44 | 24 | 98 | 1 | 4 | 5 | 10 | 10.2 |
| Vehicle Carrier | 235 | 255 | 142 | 632 | 4 | 5 | 3 | 12 | 1.90 |
| Woodchip Carrier | 63 | 47 | 18 | 128 | 5 | 1 | 0 | 6 | 4.69 |
| Total | 5062 | 5785 | 5334 | 16181 | 200 | 247 | 225 | 672 | 4.15 |

* Earlier known to be Tanker not otherwise specified.

COMPARISON OF DEFICIENCIES BY CATEGORIES

| Code | Nature of Deficiencies | Number of Deficiencies | | |
|------|--|------------------------|--------------|--------------|
| | | Year | | |
| | | 2022 | 2023 | 2024 |
| 011 | Certificate & Documentation - Ship Certificates | 165 | 194 | 330 |
| 012 | Certificate & Documentation - Crew Certificates | 102 | 128 | 140 |
| 013 | Certificate & Documentation - Documents | 334 | 396 | 371 |
| 021 | Structural Conditions | 499 | 654 | 704 |
| 031 | Water/Weathertight conditions | 628 | 953 | 935 |
| 041 | Emergency Systems | 578 | 743 | 598 |
| 051 | Radio Communications | 234 | 286 | 294 |
| 061 | Cargo operations including equipment | 230 | 231 | 199 |
| 071 | Fire safety | 1659 | 2054 | 1831 |
| 081 | Alarms | 121 | 206 | 179 |
| 091 | Living Conditions | 123 | 147 | 152 |
| 092 | Working Conditions | 374 | 851 | 661 |
| 101 | Safety of Navigation | 1169 | 1384 | 1298 |
| 111 | Lifesaving appliances | 865 | 1196 | 1019 |
| 121 | Dangerous goods | 16 | 31 | 21 |
| 131 | Propulsion and auxiliary machinery | 574 | 1129 | 907 |
| 141 | Pollution prevention - MARPOL Annex I | 194 | 315 | 264 |
| 142 | Pollution prevention - MARPOL Annex II | 1 | 0 | 5 |
| 144 | Pollution prevention - MARPOL Annex IV | 127 | 143 | 140 |
| 145 | Pollution prevention - MARPOL Annex V | 140 | 198 | 134 |
| 146 | Pollution prevention - MARPOL Annex VI | 50 | 79 | 77 |
| 147 | Pollution prevention – Anti Fouling | 0 | 1 | 1 |
| 148 | Pollution Prevention – Ballast Water | 22 | 12 | 31 |
| 151 | ISM | 370 | 423 | 356 |
| 161 | ISPS | 51 | 145 | 78 |
| 181 | Minimum requirements for seafarers | 10 | 2 | 17 |
| 182 | Labour Conditions - Conditions of employment | 116 | 123 | 126 |
| 183 | Accommodation recreational facilities F and C | 274 | 363 | 329 |
| 184 | Health protection, medical care, social security | 700 | 716 | 631 |
| 991 | Other | 182 | 243 | 171 |
| | Total | 9908 | 13346 | 11999 |

COMPARISON OF INSPECTIONS AND DEFICIENCIES PER RECOGNIZED ORGANIZATION

| Recognized Organization | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|---|-----------------------|------|------|-------|---|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| American Bureau of Shipping | 511 | 606 | 512 | 1629 | 187 | 297 | 224 | 708 | 43.46 |
| Asia Classification Society | 4 | 9 | 4 | 17 | 4 | 3 | 2 | 9 | 52.94 |
| Asia Shipping Certification Services | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Alpha ship Classification | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Biro Klasifikasi Indonesia | 6 | 7 | 7 | 20 | 5 | 6 | 6 | 17 | 85.00 |
| Bureau Veritas | 520 | 598 | 560 | 1678 | 247 | 318 | 252 | 817 | 48.69 |
| China Classification Society | 313 | 330 | 306 | 949 | 109 | 163 | 108 | 380 | 40.04 |
| CR Classification Society | 23 | 19 | 16 | 58 | 13 | 9 | 8 | 30 | 51.72 |
| Columbus American Register | 0 | 7 | 8 | 15 | 0 | 6 | 5 | 11 | 73.33 |
| Croatian Register of Shipping | 5 | 7 | 1 | 13 | 1 | 5 | 0 | 6 | 46.15 |
| Cosmos Marine Bureau Inc. | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 1 | 25.00 |
| DNV | 717 | 871 | 732 | 2320 | 333 | 465 | 375 | 1173 | 50.56 |
| Dromon Bureau of Shipping | 2 | 7 | 19 | 28 | 2 | 4 | 14 | 20 | 71.43 |
| Horizon International Surveying and Inspection Bureau | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Hellas Naval Bureau of Shipping | 7 | 16 | 19 | 42 | 6 | 16 | 18 | 40 | 95.24 |
| Indian Register of Shipping | 28 | 39 | 37 | 104 | 13 | 35 | 24 | 72 | 69.23 |
| Intermaritime Certification Services S.A. | 8 | 2 | 8 | 18 | 6 | 2 | 6 | 14 | 77.78 |
| Intertek Maritime Bureau | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 100.00 |
| International Naval Surveys Bureau | 2 | 3 | 6 | 11 | 1 | 2 | 5 | 8 | 72.73 |
| International Register of Shipping | 13 | 23 | 19 | 55 | 9 | 20 | 18 | 47 | 85.45 |
| International Ship Classification | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Iranian Classification Society | 5 | 2 | 5 | 12 | 0 | 1 | 3 | 4 | 33.33 |
| Isthmus Bureau of Shipping, S. A. | 0 | 2 | 4 | 6 | 0 | 2 | 3 | 5 | 83.33 |
| Isthmus Maritime Classification Society, S.A. | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Korea Classification Society | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| KOREAN REGISTER | 259 | 278 | 252 | 789 | 126 | 145 | 136 | 407 | 51.58 |
| Lloyd's Register | 578 | 681 | 642 | 1901 | 229 | 347 | 349 | 925 | 48.66 |

| Recognized Organization | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|---|-----------------------|------|------|-------|---|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Macosnar Corporation | 3 | 1 | 4 | 8 | 3 | 0 | 4 | 7 | 87.5 |
| Maritime Bureau of Shipping | 0 | 2 | 3 | 5 | 0 | 2 | 3 | 5 | 100.00 |
| Maritime Inspection Corporation | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Maritime Lloyd Ltd., Georgia | 0 | 1 | 4 | 5 | 0 | 0 | 4 | 4 | 80.00 |
| Mediterranean Shipping Register | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 100.00 |
| National Shipping Adjusters Inc. | 0 | 1 | 2 | 3 | 0 | 1 | 2 | 3 | 100.00 |
| New United International Marine Services Ltd. | 2 | 1 | 0 | 3 | 1 | 1 | 0 | 2 | 66.67 |
| Nippon Kaiji Kyokai | 1618 | 1796 | 1536 | 4950 | 702 | 853 | 728 | 2283 | 46.12 |
| No Class | 55 | 68 | 76 | 199 | 24 | 41 | 34 | 99 | 49.75 |
| Other | 10 | 20 | 42 | 72 | 6 | 16 | 42 | 64 | 88.89 |
| Overseas Marine Certification Service, Inc. | 8 | 11 | 10 | 29 | 6 | 11 | 8 | 25 | 86.21 |
| Panama Maritime Documentation Services | 5 | 3 | 9 | 17 | 5 | 3 | 6 | 14 | 82.35 |
| Panama Shipping Registrar Inc. | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Phoenix Register of Shipping S. A. | 2 | 5 | 5 | 12 | 2 | 5 | 4 | 11 | 91.67 |
| Polski Rejestr Statkow | 11 | 17 | 19 | 47 | 7 | 11 | 12 | 30 | 63.83 |
| Qualitas Register of Shipping | 1 | 2 | 2 | 5 | 1 | 2 | 1 | 4 | 80.00 |
| Royal Bureau of Shipping | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Russian Maritime Register of Shipping | 109 | 99 | 180 | 388 | 99 | 83 | 172 | 354 | 91.24 |
| Russian River Register | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 100.00 |
| RINA Services S.p.A. | 162 | 192 | 201 | 555 | 89 | 108 | 115 | 312 | 56.22 |
| Ship Classification Society of Malaysia | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Sing-Lloyd | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Turkish Lloyd | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 50.00 |

| Recognized Organization | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|--|-----------------------|------|------|-------|---|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Union Bureau of Shipping | 2 | 0 | 1 | 3 | 2 | 0 | 1 | 3 | 100.00 |
| Universal Maritime Bureau Ltd. | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| United Registration and Classification of Services | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 100.00 |
| Vega Register Inc. | 0 | 1 | 4 | 5 | 0 | 1 | 3 | 4 | 80.00 |
| Veritas Register of Shipping | 2 | 0 | 4 | 6 | 2 | 0 | 3 | 5 | 83.33 |
| Viet Nam Register | 65 | 50 | 62 | 177 | 43 | 32 | 51 | 126 | 71.19 |
| Withdrawn | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Total | 5062 | 5785 | 5334 | 16181 | 2289 | 3022 | 2758 | 8069 | 49.87 |

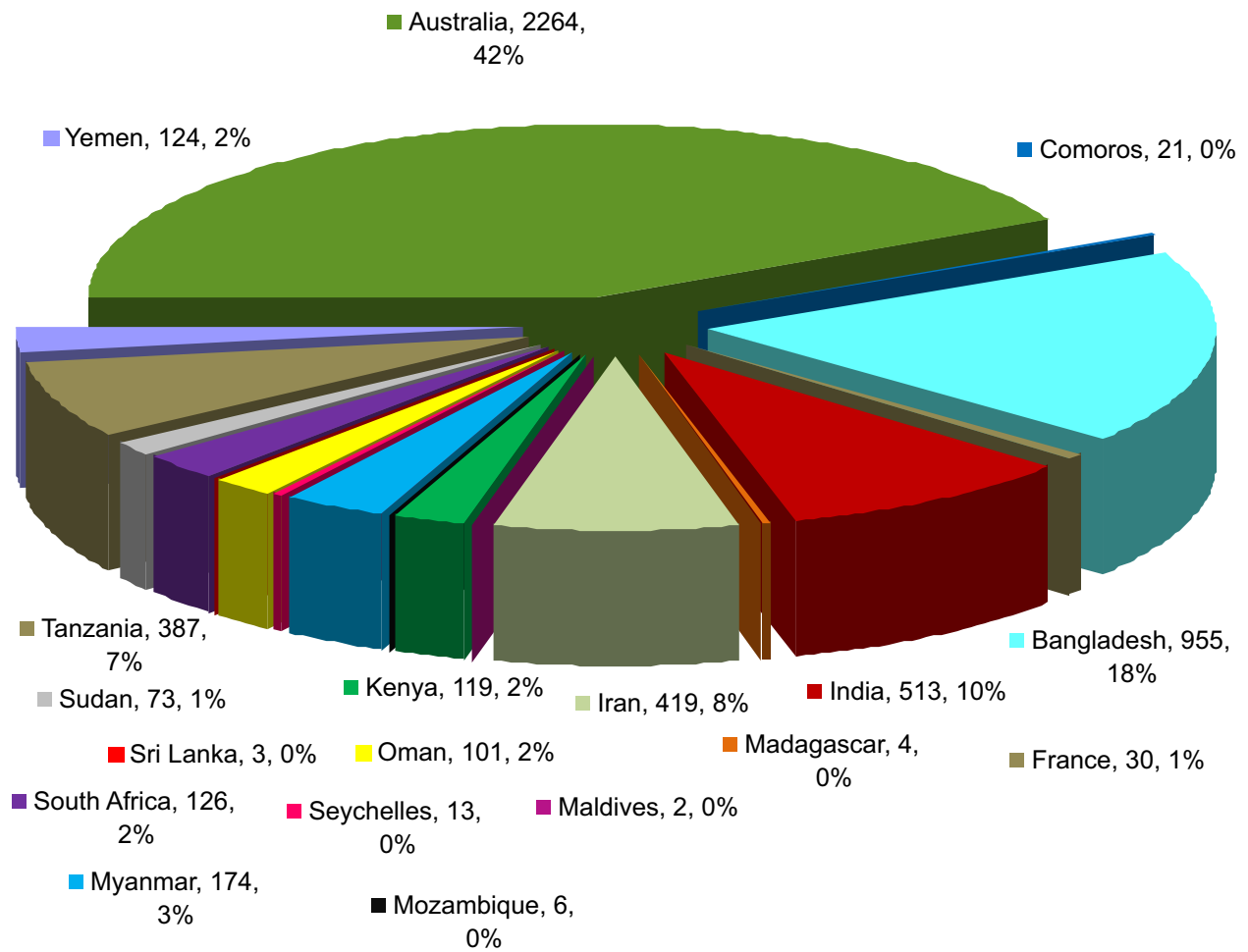
COMPARISON OF INSPECTIONS AND DETENTIONS PER RECOGNIZED ORGANIZATION

| Recognized Organization | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|---|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| American Bureau of Shipping | 511 | 606 | 512 | 1629 | 15 | 22 | 20 | 57 | 3.5 |
| Asia Classification Society | 4 | 9 | 4 | 17 | 1 | 0 | 0 | 1 | 5.88 |
| Asia Shipping Certification Services | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Alpha Ship Classification | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Biro Klasifikasi Indonesia | 6 | 7 | 7 | 20 | 0 | 0 | 0 | 0 | 0.00 |
| Bureau Veritas | 520 | 598 | 560 | 1678 | 24 | 32 | 20 | 76 | 4.53 |
| China Classification Society | 313 | 330 | 306 | 949 | 7 | 9 | 5 | 21 | 2.21 |
| CR Classification Society | 23 | 19 | 16 | 58 | 2 | 3 | 0 | 5 | 8.62 |
| Columbus American Register | 0 | 7 | 8 | 15 | 0 | 0 | 1 | 1 | 6.67 |
| Cosmos Marine Bureau Inc. | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Croatian Register of Shipping | 5 | 7 | 1 | 13 | 0 | 1 | 0 | 1 | 7.69 |
| DNV | 717 | 871 | 732 | 2320 | 39 | 35 | 26 | 100 | 4.31 |
| Dromon Bureau of Shipping | 2 | 7 | 19 | 28 | 0 | 0 | 1 | 1 | 3.57 |
| Horizon International Surveying and Inspection Bureau | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Hellas Naval Bureau of Shipping | 7 | 16 | 19 | 42 | 0 | 1 | 4 | 5 | 11.90 |
| Indian Register of Shipping | 28 | 39 | 37 | 104 | 0 | 4 | 4 | 8 | 7.69 |
| Intermaritime Certification Services S.A. | 8 | 2 | 8 | 18 | 0 | 1 | 2 | 3 | 16.67 |
| Intertek Maritime Bureau | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| International Naval Surveys Bureau | 2 | 3 | 6 | 11 | 0 | 0 | 1 | 1 | 9.09 |
| International Register of Shipping | 13 | 23 | 19 | 55 | 1 | 3 | 0 | 4 | 7.27 |
| International Ship Classification | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Iranian Classification Society | 5 | 2 | 5 | 12 | 0 | 0 | 0 | 0 | 0.00 |
| Isthmus Bureau of Shipping, S. A | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0.00 |

| Recognized Organization | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|---|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Isthmus Maritime Classification Society S.A. | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Korea Classification Society | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| KOREAN REGISTER | 259 | 278 | 252 | 789 | 11 | 10 | 12 | 33 | 4.18 |
| <small>Lloyd Register</small> | 578 | 681 | 642 | 1901 | 12 | 32 | 29 | 73 | 3.84 |
| Macosnar Corporation | 3 | 1 | 4 | 8 | 1 | 0 | 1 | 2 | 25.00 |
| Maritime Bureau of Shipping | 0 | 2 | 3 | 5 | 0 | 0 | 1 | 1 | 20.00 |
| Maritime Inspection Corporation | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Mediterranean Shipping Register | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 50.00 |
| Maritime Lloyd Ltd., Georgia | 0 | 1 | 4 | 5 | 0 | 0 | 2 | 2 | 40.00 |
| National Shipping Adjusters Inc. | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 33.33 |
| New United International Marine Services Ltd. | 2 | 1 | 0 | 3 | 1 | 1 | 0 | 2 | 66.67 |
| Nippon Kaiji Kyokai | 1618 | 1796 | 1536 | 4950 | 61 | 61 | 57 | 179 | 3.62 |
| Overseas Marine Certification Service, Inc. | 8 | 11 | 10 | 29 | 1 | 2 | 1 | 4 | 13.79 |
| Panama Maritime Documentation Services | 5 | 3 | 9 | 17 | 1 | 0 | 1 | 2 | 11.76 |
| Panama Shipping Registrar Inc. | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Phoenix Register of Shipping S. A. | 2 | 5 | 5 | 12 | 2 | 4 | 2 | 8 | 66.67 |
| Polski Rejestr Statkow | 11 | 17 | 19 | 47 | 0 | 2 | 2 | 4 | 8.51 |
| Qualitas Register of Shipping | 1 | 2 | 2 | 5 | 1 | 0 | 0 | 1 | 20.00 |
| Royal Bureau of Shipping | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Russian Maritime Register of Shipping | 109 | 99 | 180 | 388 | 1 | 0 | 0 | 1 | 0.26 |
| Russian River Register | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| RINA Services S.p.A (RINA) | 162 | 192 | 201 | 555 | 11 | 14 | 8 | 33 | 5.95 |

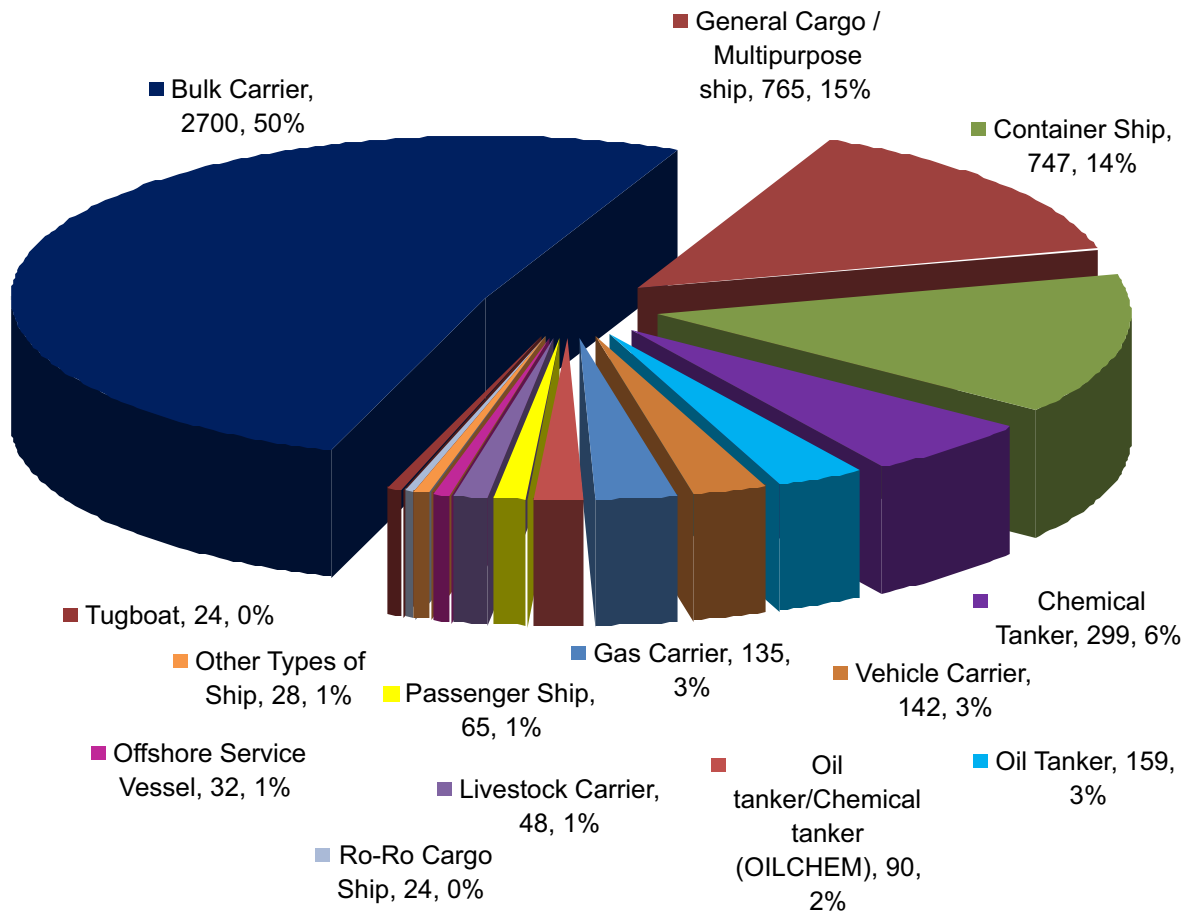
| Recognized Organization | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|--|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Ship Classification Society of Malaysia | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Sing-Lloyd | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Turkish Lloyd | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 50.00 |
| Union Bureau of Shipping | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Universal Maritime Bureau Ltd. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| United Registration and Classification of Services | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Vega Register Inc. | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Veritas Register of Shipping | 2 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0.00 |
| Viet Nam Register | 65 | 50 | 62 | 177 | 2 | 0 | 1 | 3 | 1.69 |
| No Class | 55 | 68 | 76 | 199 | 1 | 4 | 4 | 9 | 4.52 |
| Other | 10 | 20 | 42 | 72 | 3 | 5 | 14 | 22 | 30.56 |
| Withdrawn | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Total | 5062 | 5785 | 5334 | 16181 | 200 | 247 | 225 | 672 | 4.15 |

INSPECTION EFFORTS



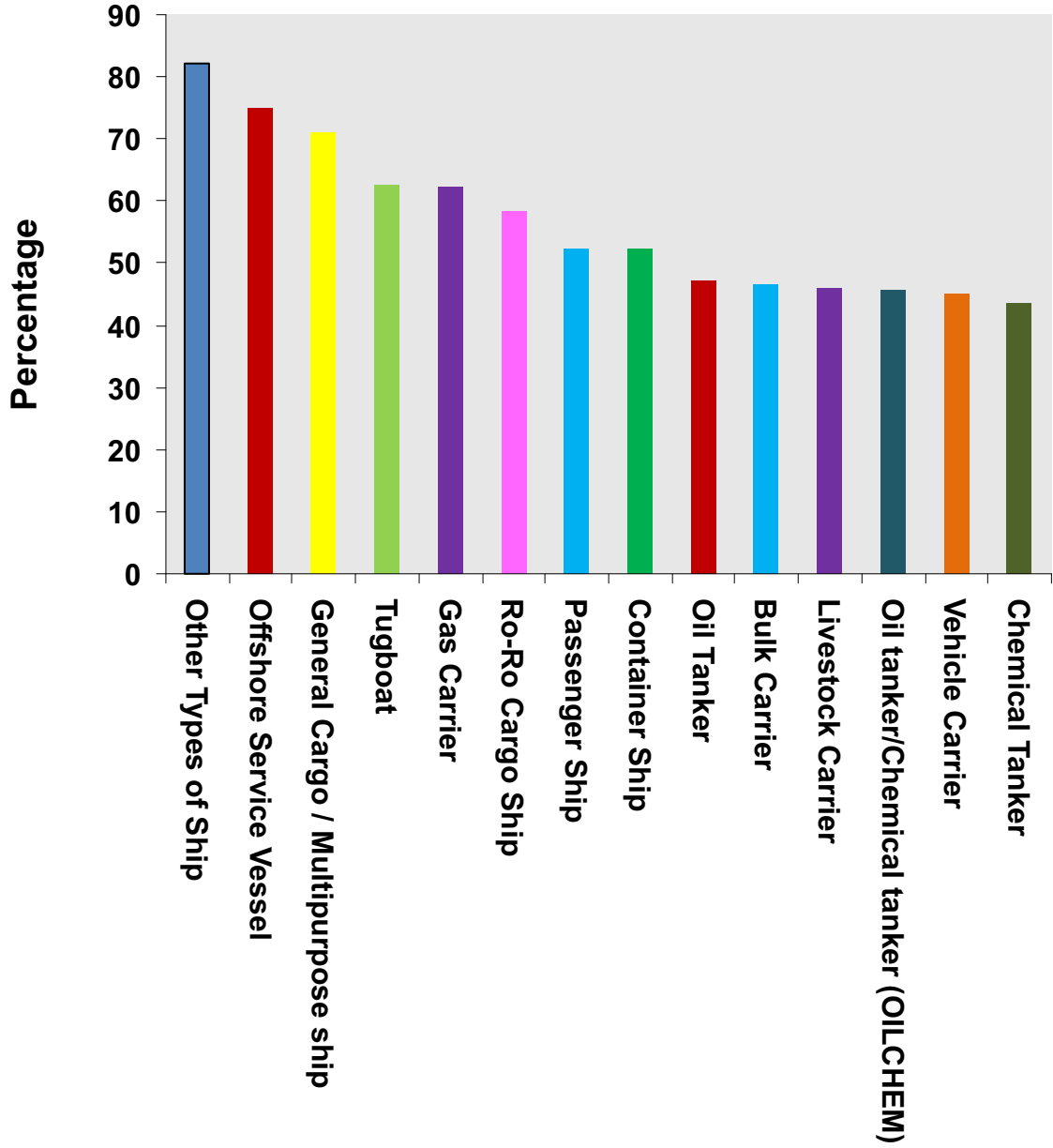
Total inspections: 5334

TYPES OF SHIP INSPECTED*



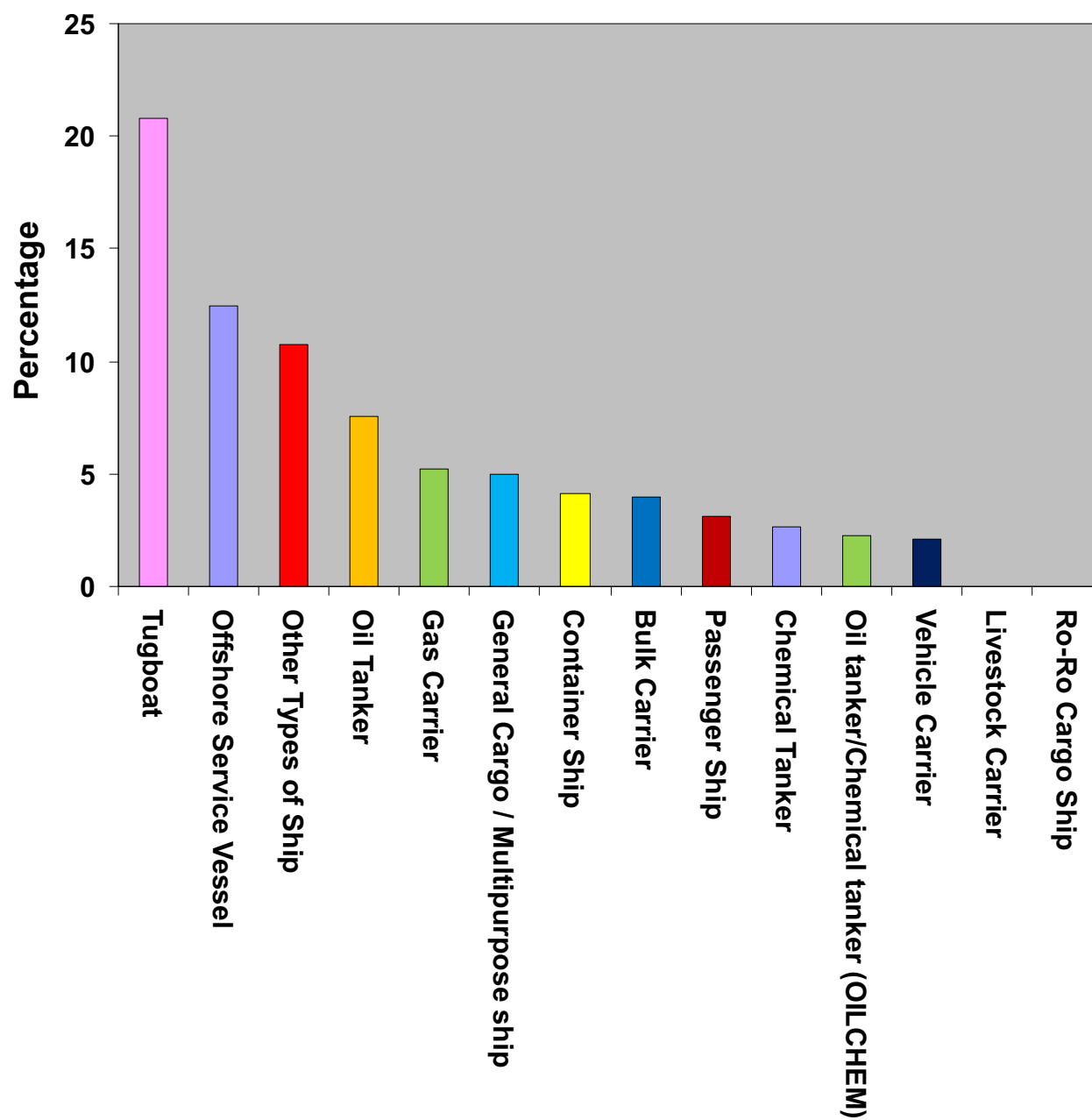
**20 or more inspections by ship type*

PERCENTAGE OF SHIP TYPE WITH DEFICIENCIES*



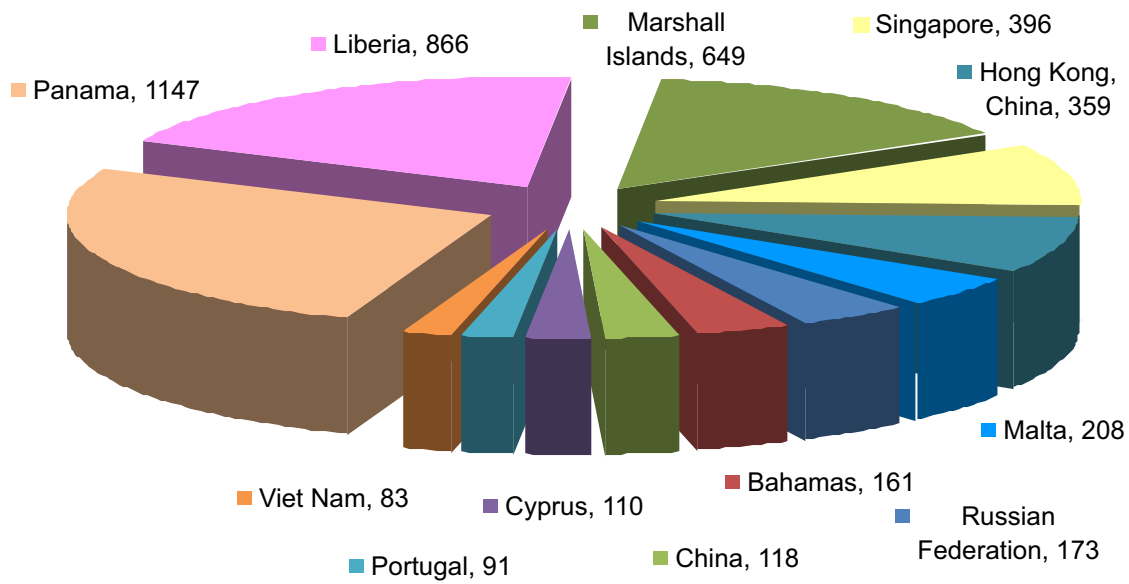
**20 or more inspections by ship type*

PERCENTAGE OF DETENTION PER SHIP TYPE*



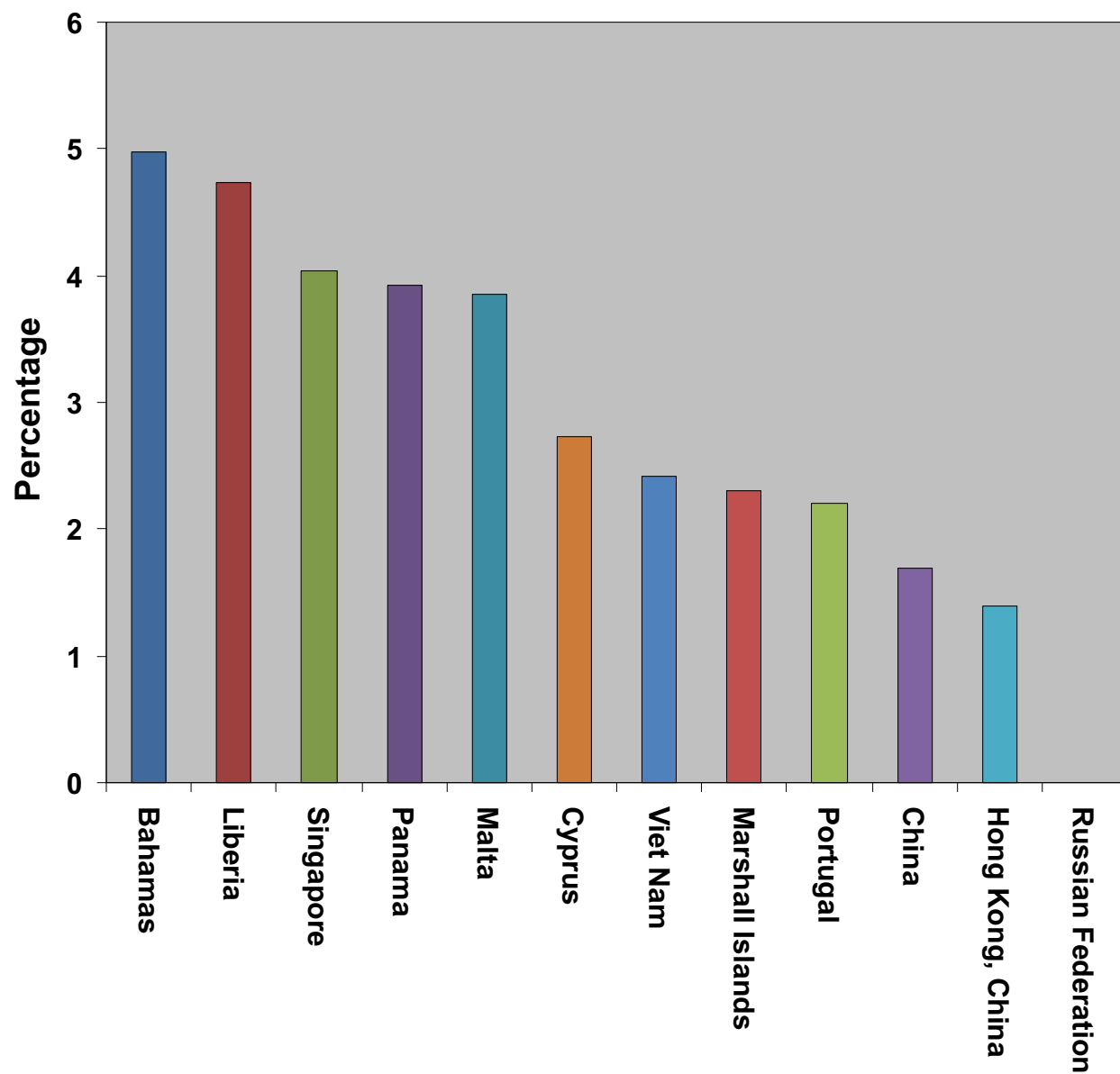
**20 or more inspections by ship type*

PERCENTAGE OF DEFICIENCIES PER FLAG*



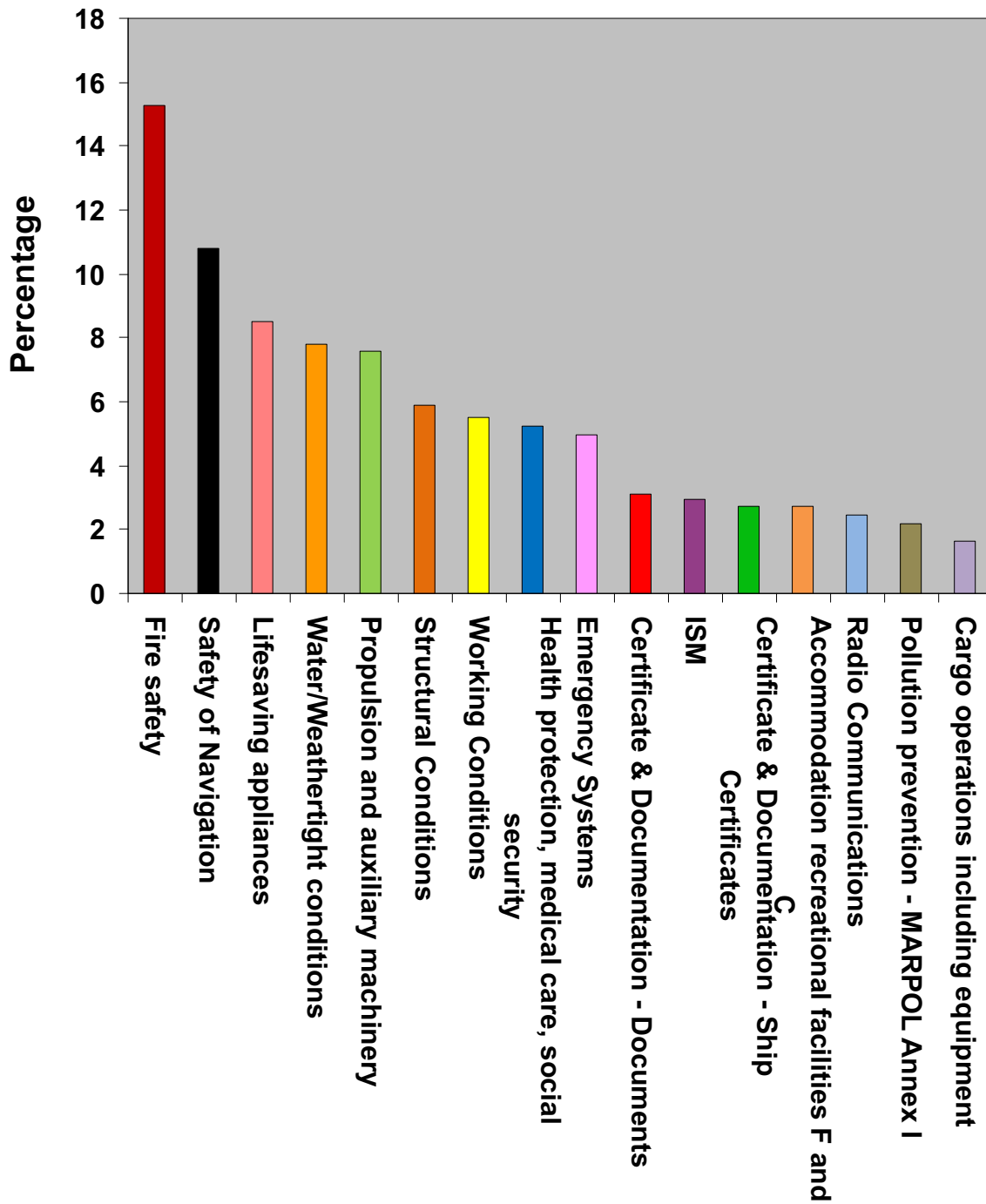
**75 or more inspections by flag*

PERCENTAGE OF DETENTIONS PER FLAG*



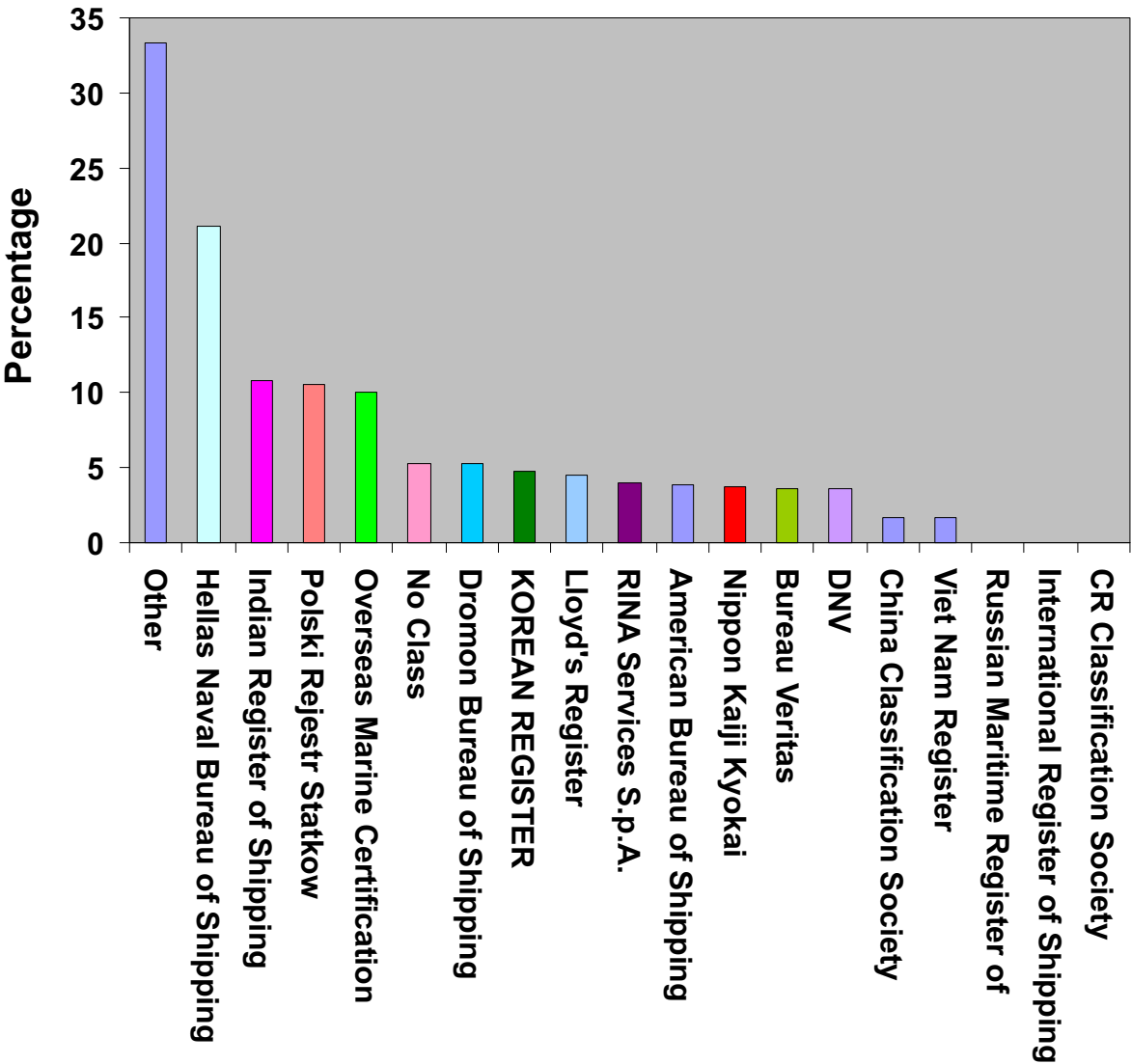
**75 or more inspections by flag*

PERCENTAGE OF DEFICIENCY BY CATEGORY*



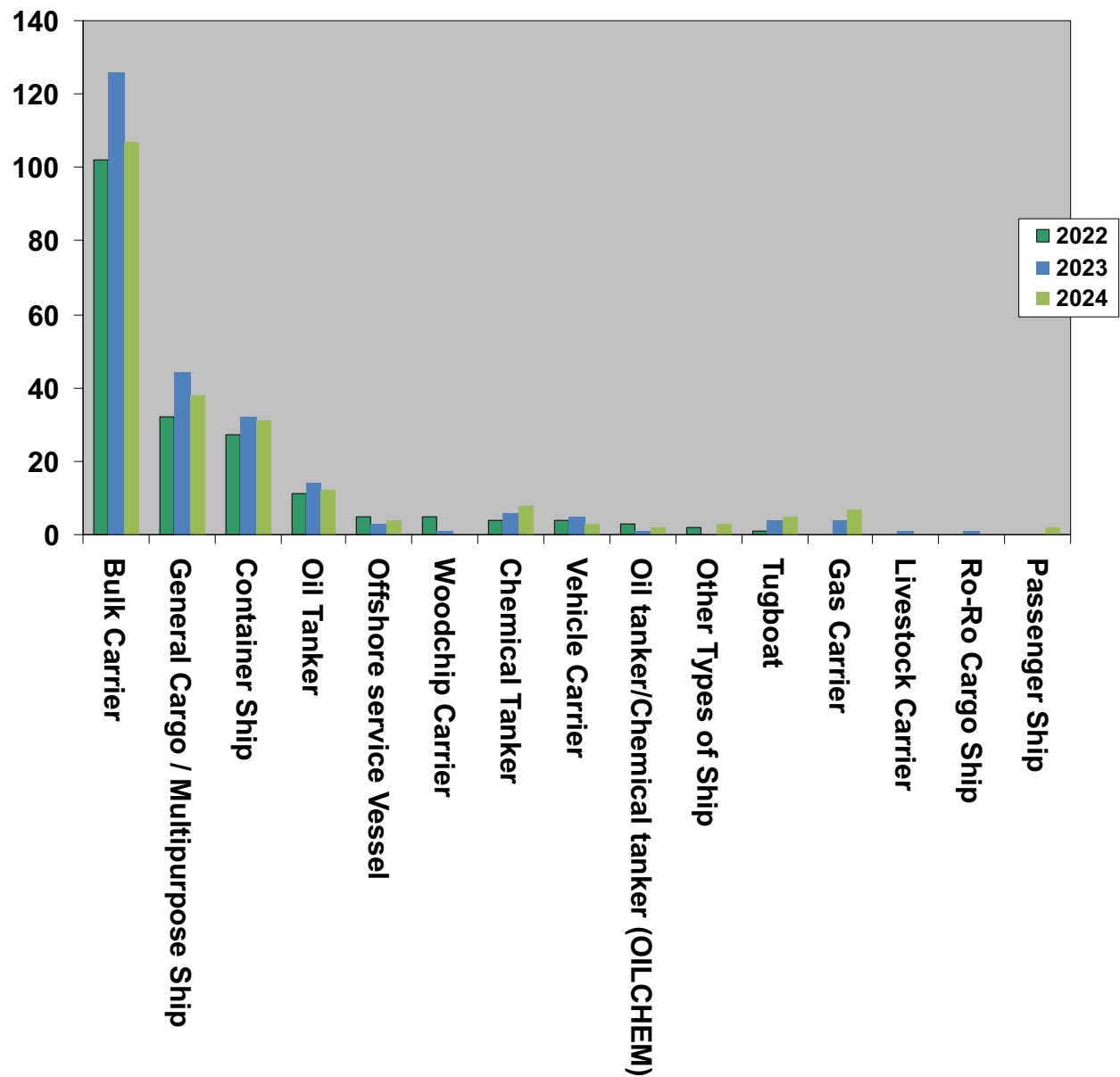
**Deficiencies of 1.5% or more*

PERCENTAGE OF DETENTION BY RECOGNIZED ORGANIZATION*



**10 or more inspections by Recognized Organization*

COMPARISON OF DETENTIONS PER SHIP TYPE*



*30 or more inspections during 2022, 2023, 2024 by Ship Type

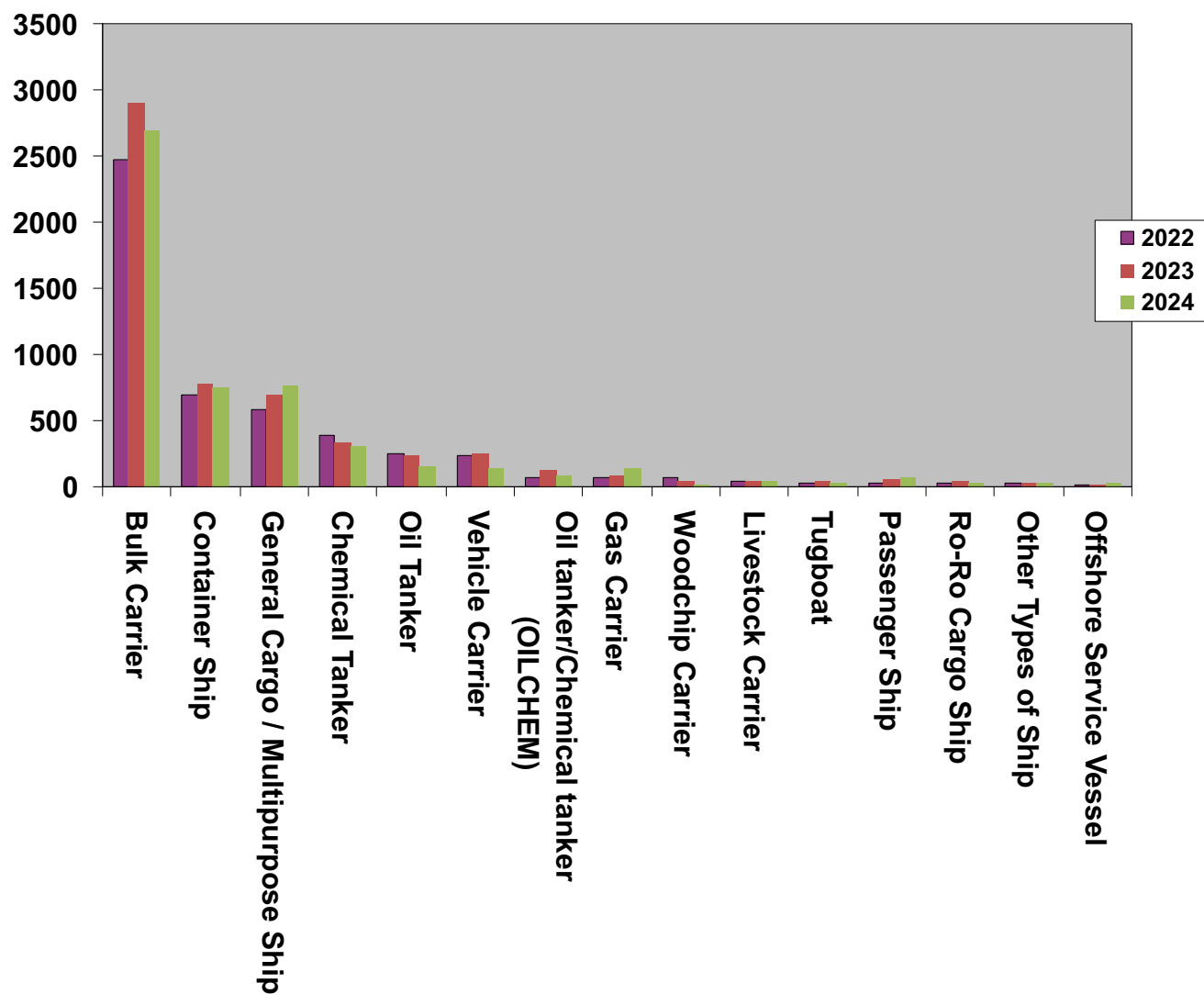
COMPARISON OF INSPECTIONS AND DEFICIENCIES PER SHIP TYPE

| Type of Ship | Number of Inspections | | | | Number of Inspection with Deficiencies | | | | 3-year average percentage |
|--------------------------------------|-----------------------|------|------|-------|--|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Bulk Carrier | 2475 | 2908 | 2700 | 8083 | 1064 | 1428 | 1257 | 3749 | 46.38 |
| Chemical Tanker | 390 | 340 | 299 | 1029 | 93 | 133 | 130 | 356 | 34.60 |
| Combination Carrier | 4 | 8 | 10 | 22 | 1 | 4 | 3 | 8 | 36.36 |
| Container Ship | 691 | 779 | 747 | 2217 | 348 | 435 | 390 | 1173 | 52.91 |
| Commercial yacht | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Gas Carrier | 69 | 90 | 135 | 294 | 33 | 43 | 84 | 160 | 54.42 |
| Gas Carrier/NLS tanker (GASNLS) | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 100.00 |
| General Cargo / Multipurpose Ship | 579 | 697 | 765 | 2041 | 368 | 461 | 543 | 1372 | 67.22 |
| Heavy Load Carrier | 16 | 16 | 9 | 41 | 6 | 11 | 3 | 20 | 48.78 |
| High Speed Passenger Craft | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Livestock Carrier | 36 | 45 | 48 | 129 | 23 | 25 | 23 | 71 | 55.04 |
| MODU or FPSO | 2 | 1 | 0 | 3 | 2 | 0 | 0 | 2 | 66.67 |
| NLS Tanker* | 19 | 14 | 5 | 38 | 11 | 8 | 2 | 21 | 55.26 |
| Offshore Service Vessel | 18 | 20 | 32 | 70 | 10 | 18 | 24 | 52 | 74.29 |
| Oil Tanker | 254 | 230 | 159 | 643 | 99 | 132 | 76 | 307 | 47.74 |
| Oil tanker/Chemical tanker (OILCHEM) | 72 | 126 | 90 | 288 | 26 | 46 | 41 | 113 | 39.24 |
| Oil tanker/NLS tanker (OILNLS) | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 100.00 |
| Other Types of Ship | 24 | 30 | 28 | 82 | 17 | 24 | 23 | 64 | 78.05 |
| Passenger Ship | 29 | 57 | 65 | 151 | 17 | 29 | 34 | 80 | 52.98 |
| Refrigerated Cargo Vessel | 12 | 21 | 13 | 46 | 9 | 11 | 9 | 29 | 63.04 |
| Ro-Ro Cargo Ship | 28 | 43 | 24 | 95 | 13 | 26 | 14 | 53 | 55.79 |
| Ro-Ro Passenger Ship | 1 | 2 | 5 | 8 | 0 | 0 | 0 | 0 | 0.00 |

| Type of Ship | Number of Inspections | | | | Number of Inspection with Deficiencies | | | | 3-year average percentage |
|----------------------|-----------------------|------|------|-------|--|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Special Purpose Ship | 13 | 11 | 13 | 37 | 10 | 8 | 7 | 25 | 67.57 |
| Tugboat | 30 | 44 | 24 | 98 | 14 | 27 | 15 | 56 | 57.14 |
| Vehicle Carrier | 235 | 255 | 142 | 632 | 83 | 123 | 63 | 269 | 42.56 |
| Woodchip Carrier | 63 | 47 | 18 | 128 | 40 | 29 | 14 | 83 | 64.84 |
| Total | 5062 | 5785 | 5334 | 16181 | 2289 | 3022 | 2758 | 8069 | 49.87 |

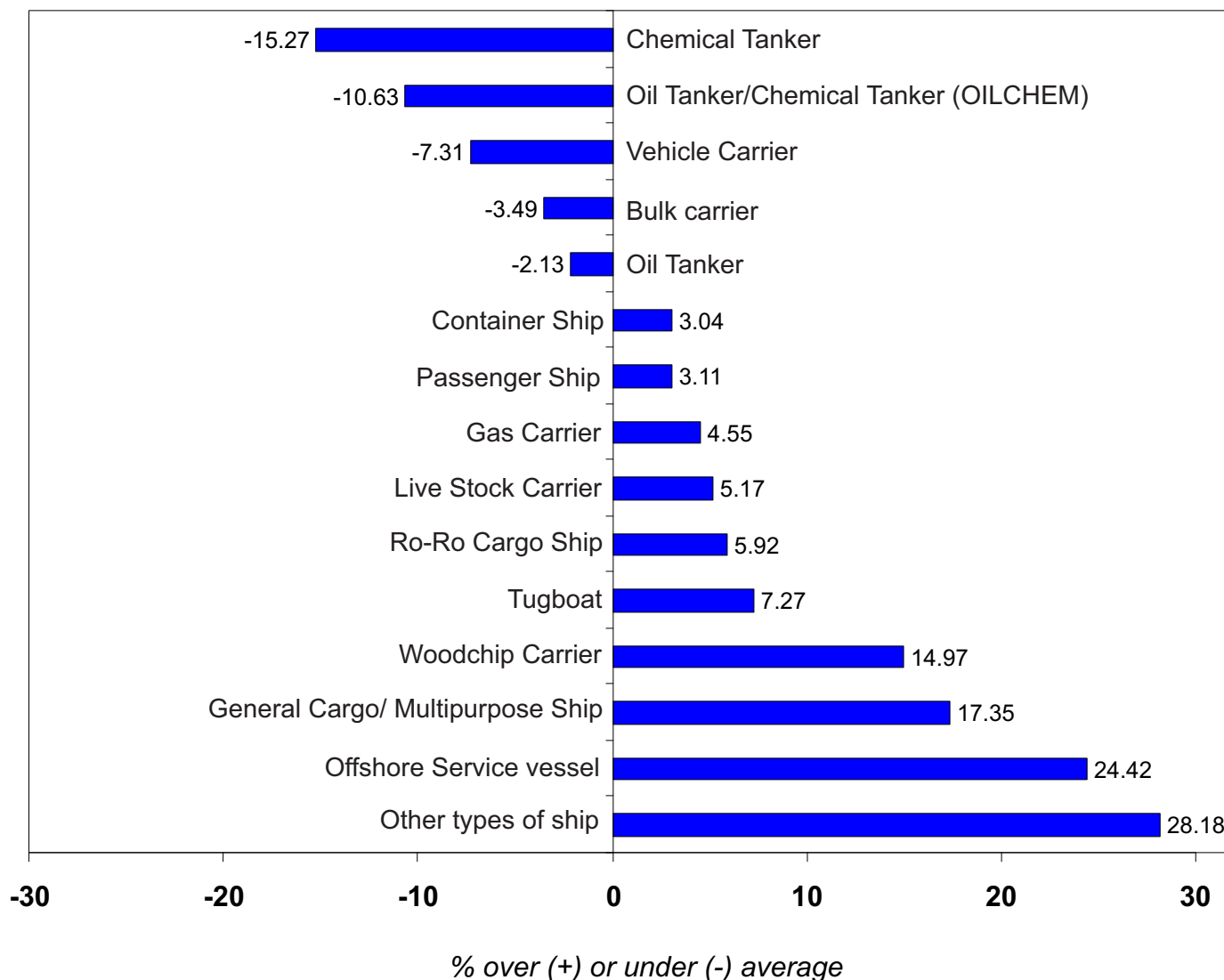
* Earlier known to be Tanker not otherwise specified.

COMPARISON OF INSPECTIONS PER SHIP TYPE*



*30 or more inspections during 2022, 2023, 2024 by Ship Type

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



(Deficiencies with under average percentage indicating better performance)

COMPARISON OF INSPECTIONS AND DETENTIONS PER FLAG

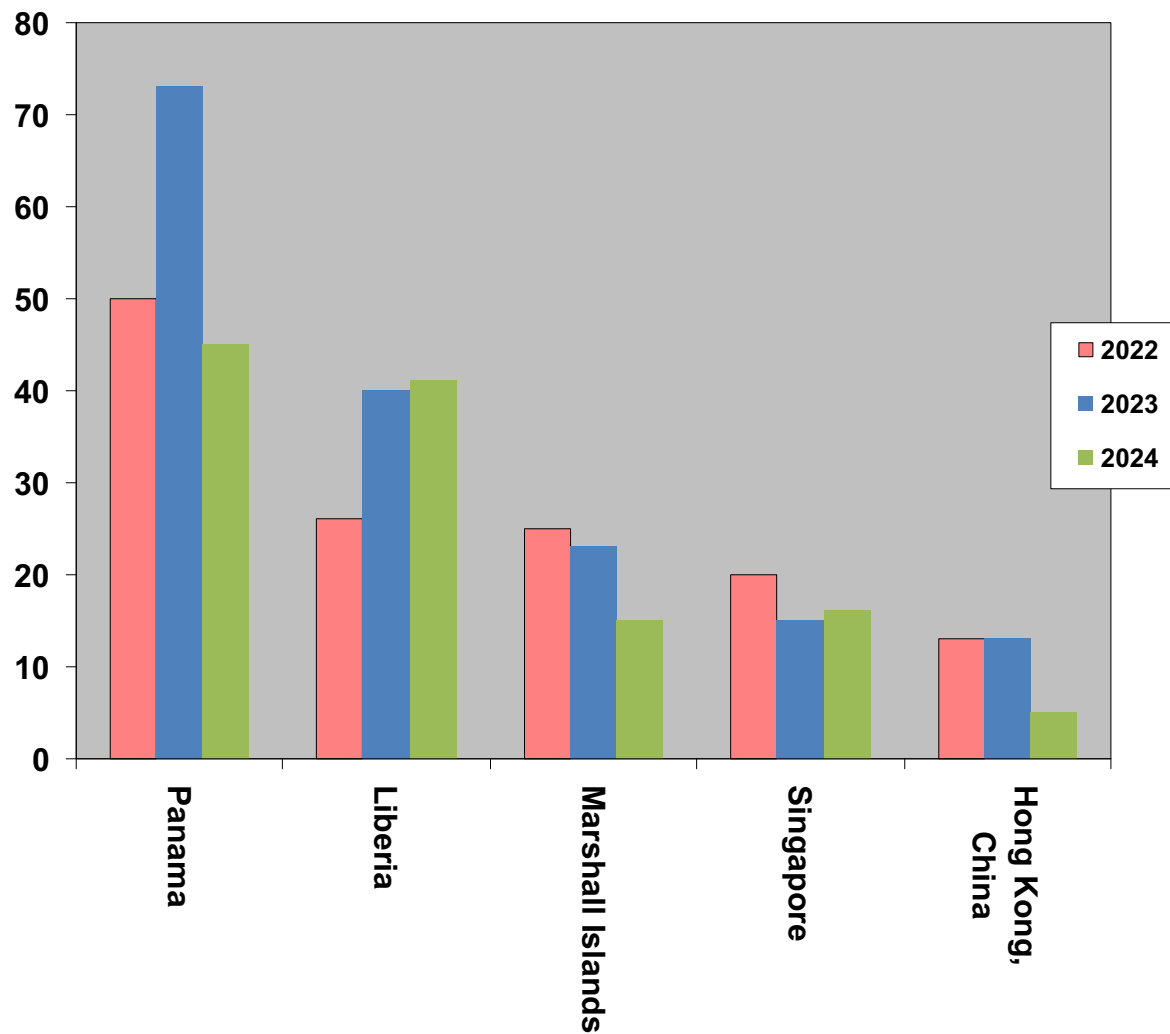
| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|---------------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Algeria | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Antigua and Barbuda | 73 | 89 | 64 | 226 | 9 | 8 | 5 | 22 | 9.73 |
| Azerbaijan | 2 | 4 | 7 | 13 | 0 | 0 | 0 | 0 | 0.00 |
| Bahamas | 129 | 152 | 161 | 442 | 3 | 3 | 8 | 14 | 3.17 |
| Bangladesh | 2 | 11 | 10 | 23 | 1 | 1 | 1 | 3 | 13.04 |
| Barbados | 9 | 24 | 30 | 63 | 0 | 0 | 0 | 0 | 0.00 |
| Belgium | 4 | 11 | 5 | 20 | 0 | 0 | 0 | 0 | 0.00 |
| Belize | 11 | 10 | 15 | 36 | 0 | 3 | 0 | 3 | 8.33 |
| Bermuda (UK) | 4 | 10 | 8 | 22 | 0 | 0 | 0 | 0 | 0.00 |
| Cameroon | 3 | 6 | 4 | 13 | 2 | 4 | 2 | 8 | 61.54 |
| Cayman Islands (UK) | 23 | 22 | 14 | 59 | 0 | 0 | 0 | 0 | 0.00 |
| China | 122 | 130 | 118 | 370 | 1 | 1 | 2 | 4 | 1.08 |
| Comoros | 6 | 20 | 46 | 72 | 0 | 1 | 19 | 20 | 27.78 |
| Cook Islands | 24 | 31 | 23 | 78 | 6 | 5 | 4 | 15 | 19.23 |
| Croatia | 2 | 4 | 1 | 7 | 0 | 0 | 0 | 0 | 0.00 |
| Curacao (NL) | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Cyprus | 97 | 98 | 110 | 305 | 5 | 6 | 3 | 14 | 4.59 |
| Denmark | 41 | 30 | 31 | 102 | 0 | 0 | 1 | 1 | 0.98 |
| Djibouti | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Dominica | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Egypt | 2 | 4 | 4 | 10 | 0 | 0 | 0 | 0 | 0.00 |
| Ethiopia | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Equatorial Guinea | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Fiji | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| France | 5 | 3 | 10 | 18 | 0 | 0 | 0 | 0 | 0.00 |
| Gabon | 2 | 5 | 5 | 12 | 0 | 1 | 0 | 1 | 8.33 |
| Germany | 3 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0.00 |
| Gibraltar (UK) | 7 | 7 | 5 | 19 | 1 | 0 | 1 | 2 | 10.53 |
| Greece | 35 | 55 | 53 | 143 | 1 | 3 | 0 | 4 | 2.80 |
| Guinea | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|--------------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Guinea Bissau | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Guyana | 2 | 0 | 2 | 4 | 1 | 0 | 1 | 2 | 50.00 |
| Hong Kong, China | 436 | 443 | 359 | 1238 | 13 | 13 | 5 | 31 | 2.50 |
| Honduras | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| India | 30 | 19 | 24 | 73 | 1 | 1 | 1 | 3 | 4.11 |
| Indonesia | 33 | 21 | 16 | 70 | 2 | 0 | 0 | 2 | 2.86 |
| Iran | 9 | 11 | 9 | 29 | 1 | 0 | 0 | 1 | 3.45 |
| Israel | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Isle of Man (UK) | 32 | 43 | 29 | 104 | 1 | 2 | 1 | 4 | 3.85 |
| Italy | 18 | 19 | 11 | 48 | 0 | 0 | 1 | 1 | 2.08 |
| Jamaica | 3 | 2 | 2 | 7 | 0 | 0 | 1 | 1 | 14.29 |
| Japan | 56 | 58 | 39 | 153 | 1 | 0 | 1 | 2 | 1.31 |
| Jordan | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0.00 |
| Kazakhstan | 0 | 2 | 3 | 5 | 0 | 0 | 0 | | 0.00 |
| Kiribati | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 33.33 |
| Korea, Republic of | 60 | 54 | 46 | 160 | 1 | 3 | 3 | 7 | 4.38 |
| Kuwait | 4 | 3 | 4 | 11 | 0 | 0 | 0 | 0 | 0.00 |
| Lebanon | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Liberia | 678 | 916 | 866 | 2460 | 26 | 40 | 41 | 107 | 4.35 |
| Libya | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Luxembourg | 6 | 10 | 10 | 26 | 0 | 1 | 0 | 1 | 3.85 |
| Micronesia | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Madagascar | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Malaysia | 9 | 14 | 10 | 33 | 1 | 1 | 3 | 5 | 15.15 |
| Malta | 244 | 243 | 208 | 695 | 6 | 9 | 8 | 23 | 3.31 |
| Marshall Islands | 683 | 768 | 649 | 2100 | 25 | 23 | 15 | 63 | 3.00 |
| Mauritius | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Mongolia | 4 | 2 | 2 | 8 | 0 | 0 | 0 | 0 | 0.00 |
| Montenegro | 2 | 3 | 0 | 5 | 1 | 1 | 0 | 2 | 40.00 |
| Myanmar | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|----------------------------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| Niue | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Netherlands | 28 | 42 | 35 | 105 | 2 | 6 | 3 | 11 | 10.48 |
| New Zealand | 2 | 4 | 3 | 9 | 0 | 0 | 0 | 0 | 0.00 |
| Norway | 60 | 91 | 58 | 209 | 2 | 1 | 0 | 3 | 1.44 |
| Pakistan | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 1 | 25.00 |
| Palau | 21 | 42 | 51 | 114 | 2 | 3 | 6 | 11 | 9.65 |
| Panama | 1152 | 1292 | 1147 | 3591 | 50 | 73 | 45 | 168 | 4.68 |
| Papua New Guinea | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 33.33 |
| Philippines | 20 | 12 | 7 | 39 | 0 | 0 | 0 | 0 | 0.00 |
| Portugal | 56 | 102 | 91 | 249 | 2 | 0 | 2 | 4 | 1.61 |
| Qatar | 2 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 25.00 |
| Russian Federation | 116 | 95 | 173 | 384 | 1 | 0 | 0 | 1 | 0.26 |
| Seychelles | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Saint Kitts and Nevis | 10 | 22 | 44 | 76 | 2 | 6 | 6 | 14 | 18.42 |
| Saint Vincent and the Grenadines | 4 | 18 | 17 | 39 | 0 | 0 | 0 | 0 | 0.00 |
| Sao Tome and Principe | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0.00 |
| Saudi Arabia | 3 | 6 | 6 | 15 | 0 | 0 | 0 | 0 | 0.00 |
| Ships registration withdrawn-ZZ | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Sierra Leone | 1 | 2 | 6 | 9 | 0 | 0 | 0 | 0 | 0.00 |
| Singapore | 427 | 453 | 396 | 1276 | 20 | 15 | 16 | 51 | 4.00 |
| South Africa | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Spain | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Sri Lanka | 2 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0.00 |
| Sweden | 10 | 8 | 3 | 21 | 0 | 1 | 0 | 1 | 4.76 |
| Switzerland | 5 | 4 | 1 | 10 | 0 | 1 | 0 | 1 | 10.00 |
| Taiwan, China | 8 | 13 | 13 | 34 | 1 | 1 | 0 | 2 | 5.88 |
| Tanzania | 8 | 13 | 22 | 43 | 2 | 1 | 4 | 7 | 16.28 |
| Thailand | 33 | 23 | 38 | 94 | 0 | 0 | 4 | 4 | 4.26 |
| Togo | 2 | 10 | 19 | 31 | 0 | 0 | 4 | 4 | 12.90 |
| Turkey | 6 | 7 | 5 | 18 | 0 | 1 | 0 | 1 | 5.56 |
| Tuvalu | 30 | 23 | 23 | 76 | 2 | 0 | 2 | 4 | 5.26 |
| United Arab Emirates (UAE) | 4 | 2 | 4 | 10 | 0 | 1 | 0 | 1 | 10.00 |
| United Kingdom | 23 | 25 | 28 | 76 | 0 | 2 | 1 | 3 | 3.95 |

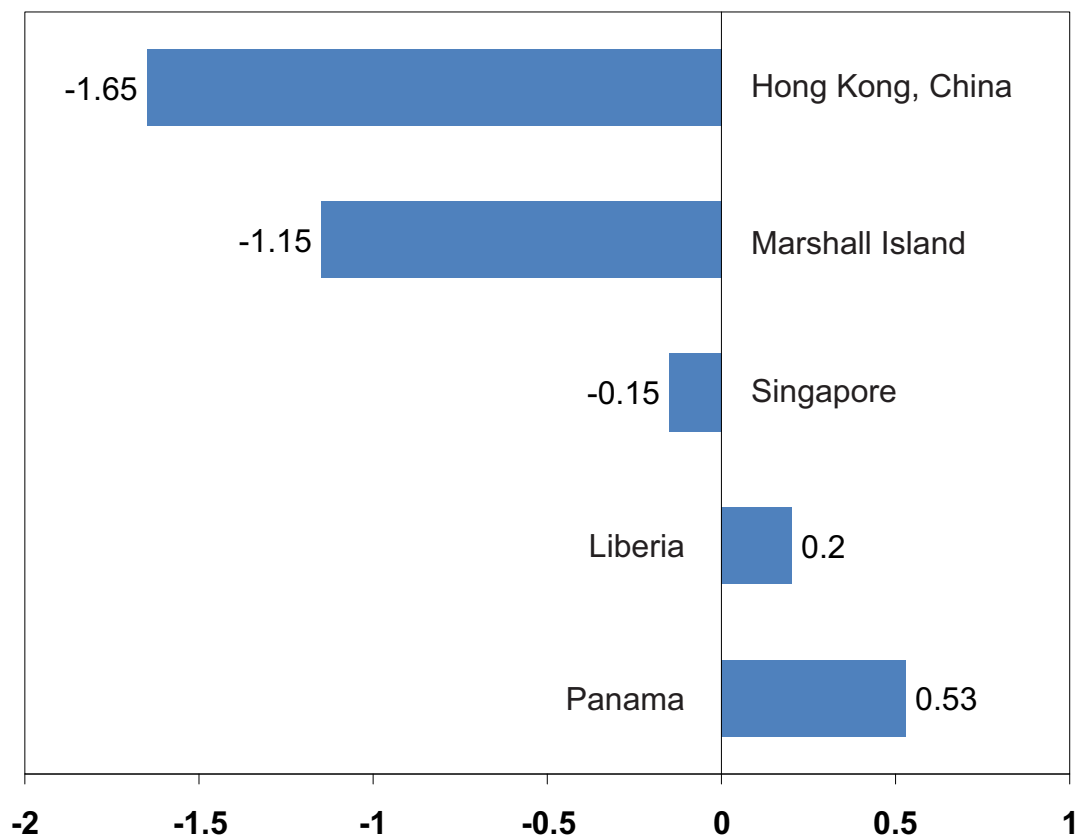
| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|---------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2022 | 2023 | 2024 | Total | 2022 | 2023 | 2024 | Total | |
| United States | 13 | 13 | 7 | 33 | 0 | 0 | 0 | 0 | 0.00 |
| Vanuatu | 6 | 11 | 10 | 27 | 0 | 3 | 1 | 4 | 14.81 |
| Viet Nam | 81 | 66 | 83 | 230 | 2 | 0 | 2 | 4 | 1.74 |
| Total | 5062 | 5785 | 5334 | 16181 | 200 | 247 | 225 | 672 | 4.15 |

COMPARISON OF DETENTIONS PER FLAG*



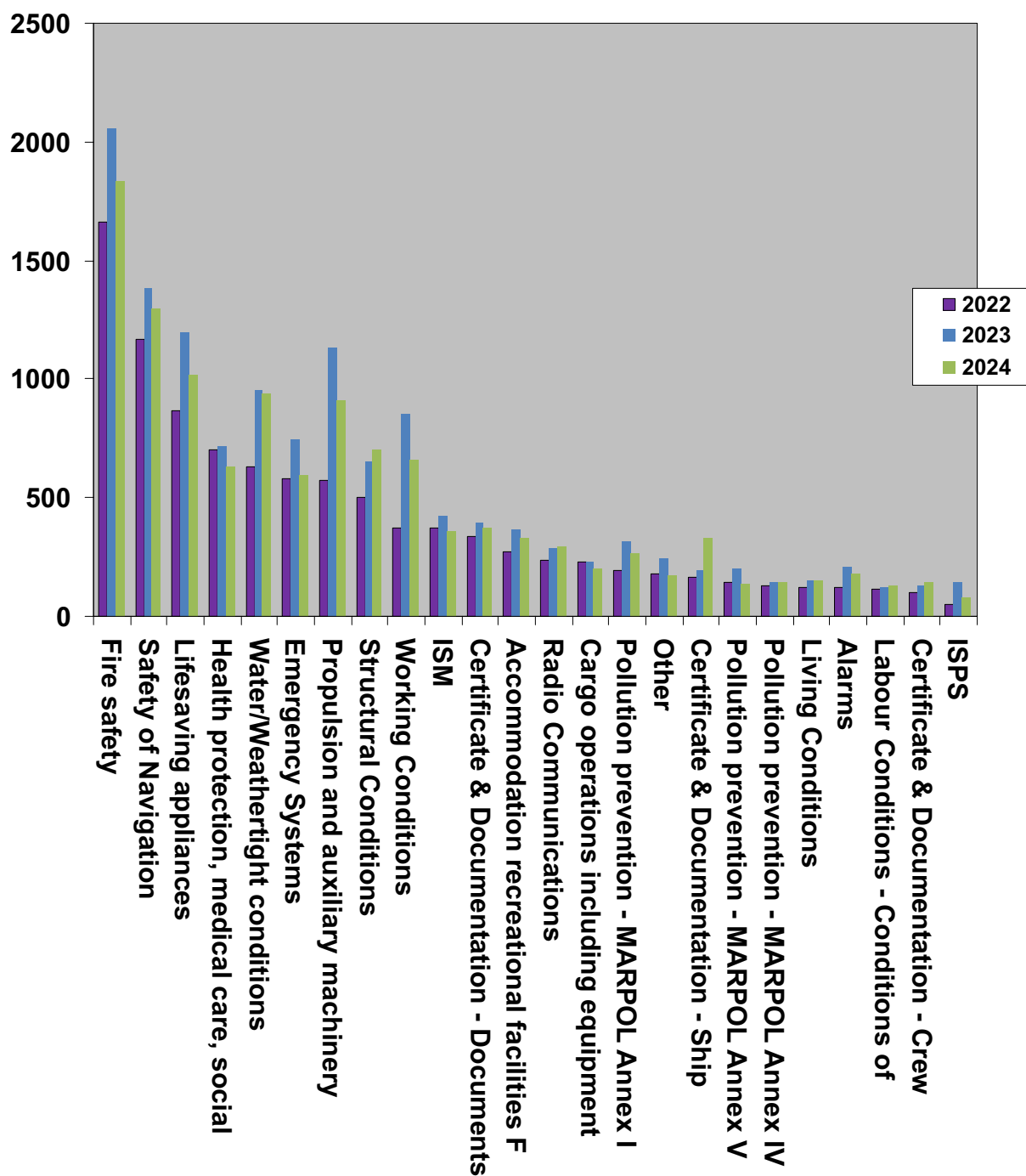
**10 or more detentions during 2022, 2023, 2024 by Flag*

SUMMARY OF 3 YEAR DETENTION PERCENTAGE PER FLAG*



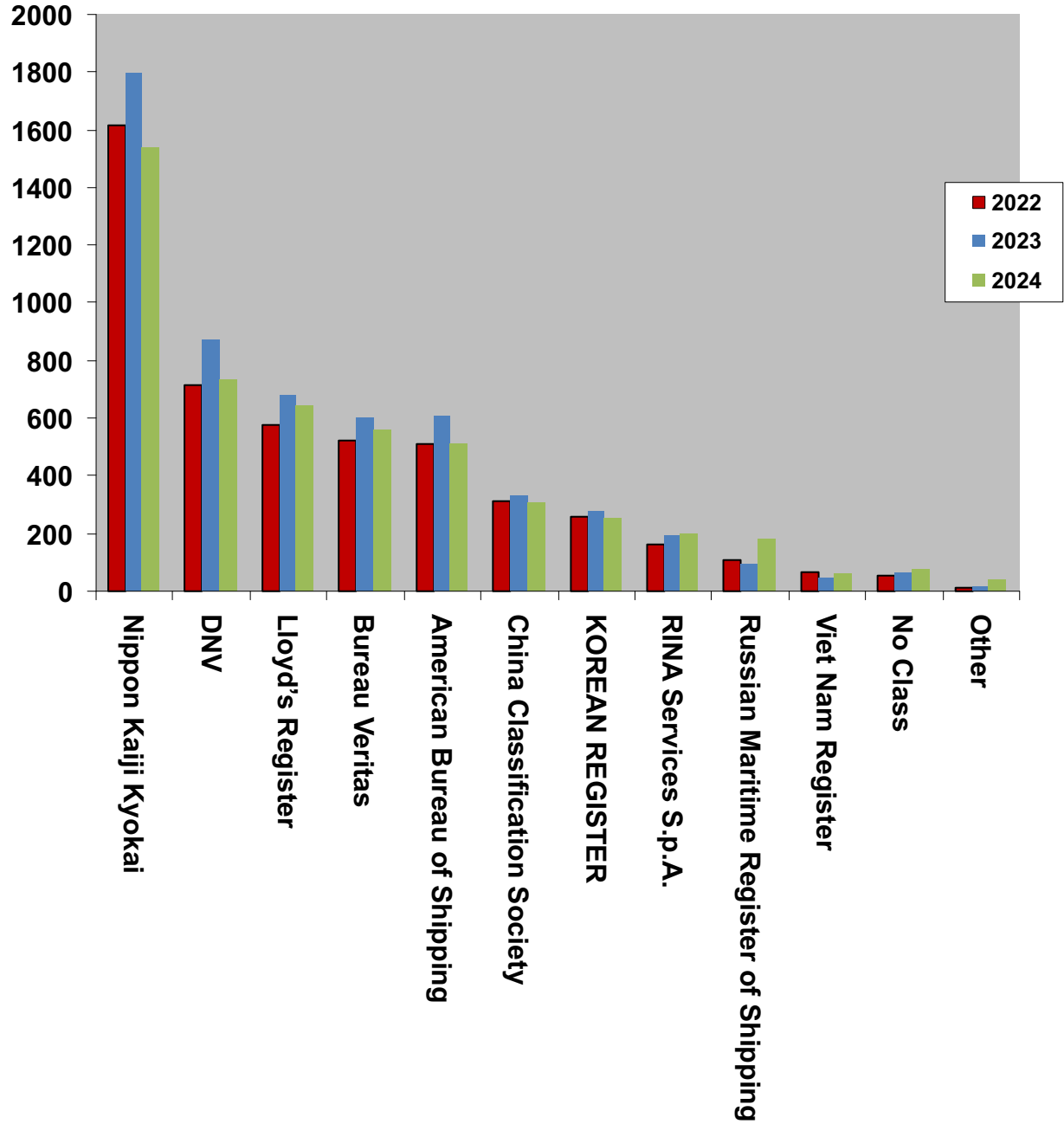
*% OVER (+) OR UNDER (-) AVERAGE
(Detentions with under average percentage indicating better performance)*

COMPARISON OF DEFICIENCIES BY CATEGORY*



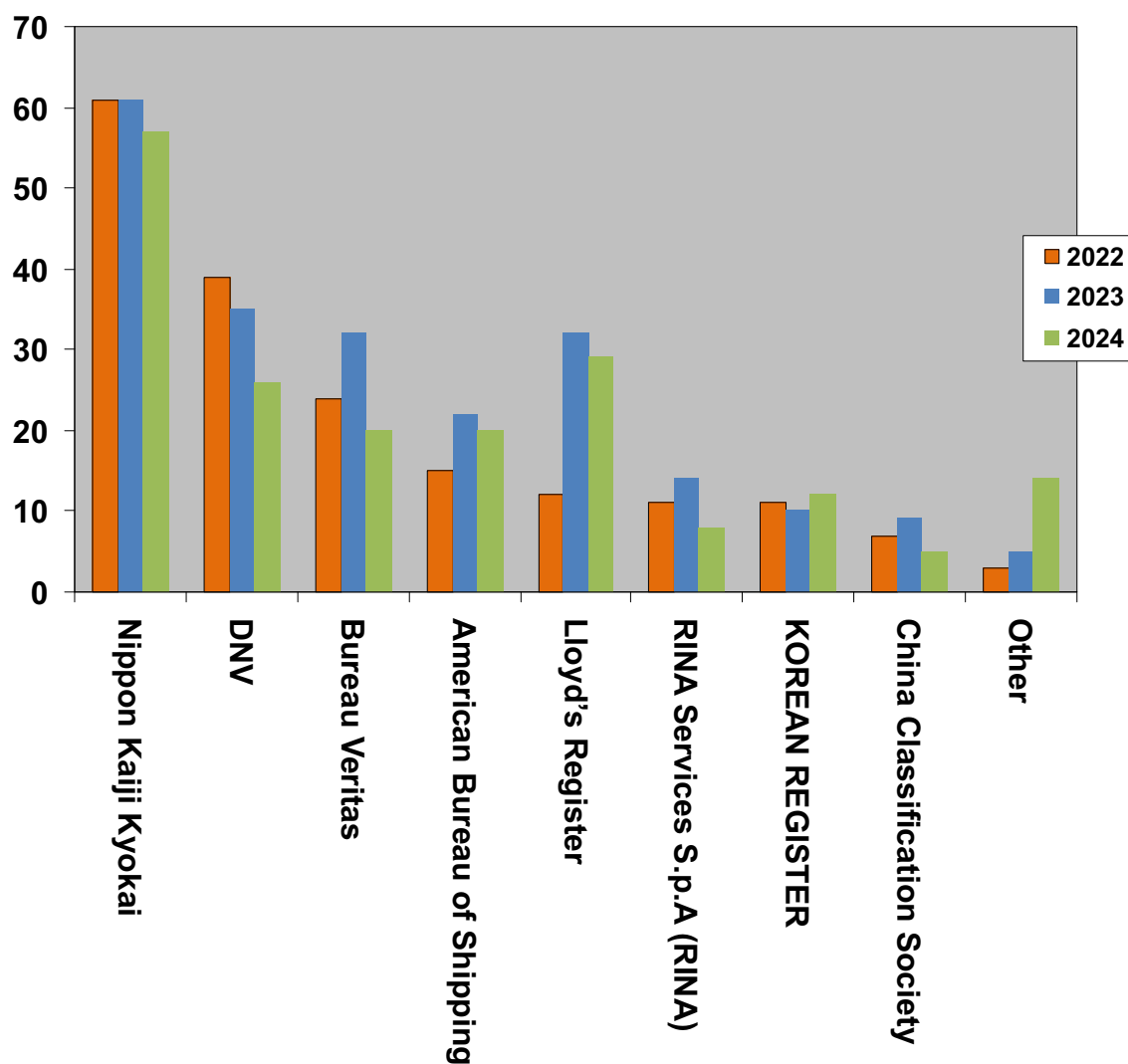
*100 or more deficiencies during 2022, 2023, 2024 by Category

COMPARISON OF INSPECTIONS PER RECOGNIZED ORGANIZATION*



**40 or more ship inspections during 2022, 2023, 2024 by Recognized Organization*

COMPARISON OF DETENTIONS PER RECOGNIZED ORGANIZATION*



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

LIST OF UNDERPERFORMING SHIPS FOR THE YEAR 2024

| Sr. No. | IMO No. | Ship Name | Date of Inspections | Flag | RO | Company Number | Detainable Deficiencies | Inspecting Authority |
|---------|---------|------------|---------------------|-------------|--------------------------|----------------|--|----------------------|
| 01 | 9173056 | CAMILA B | 2023-04-14 | Panama | DNV GL AS | 1704039 | 18314 - Provisions quantity 07115 - Fire-dampers | Australia |
| | 9173056 | CAMILA B | 2024-01-16 | Panama | Det Norske Veritas (DNV) | 1704039 | 18299 - Other (Conditions of employment) 14104 - Other (Conditions of employment) | Australia |
| | 9173056 | CAMILA B | 2024-07-18 | Panama | Det Norske Veritas (DNV) | 1704039 | 11101 - Lifeboats 15106 - Shipboard operations | Australia |
| 02 | 9571507 | MARSGRACHT | 2023-10-09 | Netherlands | Bureau Veritas (BV) | 0289239 | 15150 - Multiple Elements of the ISM code | Australia |
| | 9571507 | MARSGRACHT | 2024-02-06 | Netherlands | Bureau Veritas (BV) | 0289239 | 15150 - Multiple Elements of the ISM code | Australia |
| | 9571507 | MARSGRACHT | 2024-11-14 | Netherlands | Bureau Veritas (BV) | 0289239 | 15106 - Shipboard operations | Australia |

MARITIME LABOUR CONVENTION (MLC) STATISTICS FOR THE YEAR 2024 AND 2023

| Over all figures on PSC Inspections | 2024 | 2023 |
|--|-------------|-------------|
| Total No. of PSC inspections in general | 5334 | 5785 |
| Total No. of PSC inspections with deficiencies | 2758 | 3021 |
| Total No. of PSC deficiencies | 11991 | 13346 |
| Total No. of PSC detentions | 225 | 247 |
| PSC detentions percentage | 4.22 | 4.27 |
| Figures on PSC Inspections w.r.t MLC 2006 as amended | | |
| Total No. of PSC inspections having MLC related deficiencies | 768 | 798 |
| Total No. of PSC deficiencies w.r.t MLC 2006 as amended | 1193 | 1266 |
| Total No. of PSC detentions w.r.t MLC 2006 as amended | 20 | 18 |
| Total No. of PSC deficiencies on detained ships w.r.t MLC 2006 | 31 | 21 |
| Percentage of PSC inspections w.r.t to MLC 2006 as amended | 14.39% | 13.79% |
| Percentage of PSC detentions w.r.t MLC 2006 as amended | 8.88% | 7.28% |

**THE REPORT OF CIC ON CREW WAGES AND SEAFARER
EMPLOYMENT AGREEMENT (MLC)**

| Name of reporting Authority | Total number of inspections | Total number of deficiencies | Total number of detentions |
|------------------------------------|------------------------------------|-------------------------------------|-----------------------------------|
| Australia | 471 | 30 | 0 |
| Bangladesh | 182 | 3 | 0 |
| France | 6 | 0 | 0 |
| India | 144 | 21 | 0 |
| Iran | 69 | 8 | 0 |
| Kenya | 31 | 5 | 0 |
| Myanmar | 28 | 0 | 0 |
| Oman | 22 | 0 | 0 |
| Seychelles | 3 | 0 | 0 |
| South Africa | 24 | 1 | 0 |
| Sudan | 11 | 47 | 0 |
| Tanzania | 125 | 2 | 0 |
| Total | 1116 | 117 | 0 |

**CIC ON CREW WAGES AND SEAFARER EMPLOYMENT AGREEMENT (MLC)
RELATED DEFICIENCIES AS PER SHIP TYPE FOR THE YEAR 2024**

| CIC topic related deficiencies | No. of CIC related deficiencies | No. of CIC related deficiencies recorded as ground for detention | No. of CIC related deficiencies recorded as RO related |
|--|--|---|---|
| NLS tanker-311 | 0 | 0 | 0 |
| combination carrier-312 | 0 | 0 | 0 |
| oil tanker-313 | 0 | 0 | 0 |
| Oil tanker/Chemical tanker (OILCHEM)-314 | 0 | 0 | 0 |
| gas carrier -320 | 1 | 0 | 0 |
| Gas Carrier/NLS tanker (GASNLS)-324 | 0 | 0 | 0 |
| chemical tanker-330 | 4 | 0 | 0 |
| bulk carrier-340 | 41 | 0 | 0 |
| vehicle carrier-352 | 0 | 0 | 0 |
| container ship-353 | 6 | 0 | 0 |
| ro-ro cargo ship-355 | 0 | 0 | 0 |
| general cargo/multi-purpose ship-360 | 32 | 0 | 0 |
| wood-chip carrier-363 | 0 | 0 | 0 |
| livestock carrier-367 | 14 | 0 | 0 |
| ro-ro passenger ship-370 | 11 | 0 | 0 |
| passenger ship-371 | 0 | 0 | 0 |
| heavy load carrier-375 | 0 | 0 | 0 |
| offshore service vessel-376 | 0 | 0 | 0 |
| special purpose ship-382 | 0 | 0 | 0 |
| tugboat-385 | 8 | 0 | 0 |
| other types of ship-399 | 0 | 0 | 0 |
| Total | 117 | 0 | 0 |



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF TRANSPORT
TANZANIA SHIPPING AGENCIES CORPORATION
TASAC



TANZANIA SHIPPING AGENCIES CORPORATION (TASAC)

TASAC PROFILE

1. Introduction

Tanzania Shipping Agencies Corporation (TASAC) is Government Corporation established under section 4 of the Tanzania Shipping Agencies Act, Cap. 415 as maritime administration to regulate ports services, shipping services, maritime environment, safety, security, and carry out shipping business in Mainland Tanzania.

TASAC come in operation after the Government Notice No. 53 published on 16th February, 2018. Thus, the Corporation started to operate with effect from 23rd February, 2018 under the Ministry of Transport (MoT). TASAC took-over part of functions and duties including maritime safety and security, port and shipping regulatory functions that were undertaken by the Surface and Marine Transport Regulatory Authority (SUMATRA).

In June, 2022; the Tanzania Shipping Agencies Act, Cap. 415 was amended through Finance Act No.5 of the FY 2022 and removed the responsibilities of the Shipping Agency, Document Control, and Ship Tallying. Amendments of section 7 (1) have reduced the scope of the exclusive mandates and remained with the role of clearing and forwarding exclusively for arm and ammunitions, mineral concentrates, chemicals used by mining companies, Government trophies, and wild animals under the wildlife conservation act

2. Mandate of TASAC

The overall mandate of the Corporation is to regulate ports, maritime safety, security, and the environment. The objectives of the Corporation include the following:

- a) Promoting effective management and operations of shipping agencies;
- b) Promoting effective operations of ports and shipping services;
- c) Maintaining cargo safety and security;
- d) Promoting and maintaining the maritime environment, safety, and security;
- e) Promoting efficiency, economy, and reliability;
- f) Fostering the development and expansion of the maritime transport sector; and
- g) Promoting competition in the shipping agency business.

3. Roles of The Corporation

The roles of the Corporation in related to regulating maritime administration, maritime environment, safety, and security. It performs the following functions:

- a) Administer the Merchant Shipping Act;
- b) Exercise port state control of all foreign ships and flag state control of ships registered; in Mainland Tanzania;
- c) Regulate and approve marine services safety equipment's and marine services providers;
- d) Regulate ferries;
- e) Coordinate maritime search and rescue operations;
- f) Regulate and coordinate the protection and preservation of the marine environment; and
- g) Disseminate information and create awareness on matters related to maritime; environment, safety, and security.

4. Vision, Mission, and Core Value

Vision: A world class maritime administration transforming Tanzania into global maritime hub.

Mission: To regulate Maritime transport sector for safe, secure, competitive and contribute to socio-economic welfare

Core Value:

- Customer focus
- Innovation
- Integrity
- Accountability

5. Services Offered

The Corporation has four directorates whereby Directorate of Maritime Safety, Security and Protection of Marine Environment (DMSE), The Directorate of Maritime Transport Services (DMTR), Directorate of Shipping Business (DSB), and Directorate of Corporate Services (DCS). The following are the responsibilities of each directorate;

5.1 Directorate of Maritime Safety, Security and Protection of Marine Environment

The Directorate of Maritime Safety, Security and Environment regulates Maritime Transport by ensuring that it establishes and maintains at all time:

- i) Safety of the vessel, its crew, cargo, and passengers;
- ii) Security of the vessel and port facilities; and
- iii) Protection of marine environment from pollution caused by vessels.

The Directorate is composed of three sections namely:

i) Registration, Survey, and Inspection of Vessels

The functions of this section include:

- a) Initiating the ratification, domestication, and implementation of the relevant International Maritime Instruments;
- b) Developing Merchant Shipping Regulations and forwarding to the Minister responsible for shipping for approval and signing;
- c) Appointment of Surveyors;
- d) Registration and licensing vessels;
- e) Surveying and inspection of vessels along with issuing relevant safety certificates;
- f) Measuring the tonnage of ships;
- g) Marking of ships i.e. load lines;
- h) Overseeing safe manning level of vessels;
- i) Exercising Port State Control of all foreign ships;
- j) Regulating and approving marine services safety equipment and marine services providers; and
- k) Regulating ferries including ferries that are offering services and operated by the Government.

ii) Seafarers Training and Certification

The functions of this section include:

- a) Accreditation of Maritime Training Institutions;
- b) Dealing with seafarers' affairs; and
- c) Certification of seafarers.

iii) Navigation, Security and Marine Environment

The functions of this section include:

- a) Dealing with prevention of collisions of ships and safety of navigation, including investigation of incidents and accidents;
- b) Coordinating all matters relating to the National Maritime Search and Rescue activities;
- c) Overseeing and coordinating all matters related to the prevention of marine pollution from vessels;
- d) Disseminating information and creating awareness on matters related to Maritime Environment, Safety and Security;
- e) Dealing with wrecks and its removal;
- f) Overseeing matters related to maritime security including ship and port facility security and the implementation of International Ship and Port Facilities Security (ISPS) Code;
- g) Overseeing matters relating to port safety; and
- h) Regulating and coordinating the protection and preservation of marine environment.

5.2 The Directorate of Maritime Transport Services

It provides effectively, efficiently, and timely regulatory services. The directorate is composed with two sections, namely:

i) Shipping Services Regulation Section

- a) Shipping Agents;
- b) Cargo Consolidators and De-consolidators; and
- c) Clearing and Forwarding Agents.

II) Port Services Regulation Section

- a) Port and Terminal Operators;
- b) Dry Ports;
- c) Miscellaneous Port Services (MPS Providers);
- d) Gross Mass Verifiers (GMV).

Under both sections mentioned above, TASAC deals with regulatory services and ensures compliance as follows:

- Issue, renew and cancel licenses;
- Establish standards for regulated goods and regulated services;
- Establish standards for the terms and conditions of supply of the regulated goods and services;
- Regulate rates and charges;
- Monitor the performance of the regulated services providers;
- Facilitate the resolution of complaints and disputes;
- Monitor and superintend the conduct and practices of shipping lines and other regulated service providers;
- Monitor freight rates and surcharge to ensure there is correct application during the period of their validity;
- Call for, register and appraise freight rates currency and bunker adjustment factors and other charges or surcharges in relation to maritime transport services;
- Require all ships loading or discharging cargo in Mainland Tanzania ports to submit to the Corporation; Ship particulars; Freight rates; Copies of cargo freighted manifest and charter parties for both import and export; Copies of operational or service agreement; Notification of any imposition of new charges; Condition of services and any other relevant information;
- Register shippers, shipping agents and clearing and forwarding agents;
- Superintend the conduct of shipping agents;
- Disseminate information about matters relevant to the functions of the Corporation;
- Perform such others functions as may be conferred on the Corporation by the Act or any other written by laws.

The above-mentioned regulatory services are provided online through Shipping Service Providers Online Portal

5.3 Directorate of Shipping Business

TASAC performs its exclusive mandate in clearing and forwarding functions in accordance with section 7 of the Tanzania Shipping Agencies Act, Cap. 415. Therefore, the Directorate of Shipping Business is responsible for carrying out the responsibilities of cargo clearing and forwarding services under the exclusive mandate functions relating to import and export of: arms and ammunition, mineral concentrates, chemical used by mining companies, Government trophies and live animals under the Wildlife Conservation Act.

i) Clearing and forwarding activities

Clearing and forwarding activities performed by the Corporation involve the following: verification of documents and classification of import and export cargo, coordinating permits application to various departments, preparation of customs declarations, mobilization of clients to pay taxes & duties, representing customers to shipping agents, representing clients during cargo verification, coordinating payment of port charges, coordinating freight forwarding activities, advising clients on all matters related to cargo clearing and forwarding.

ii) Areas of operations

The Corporation operates in established custom entry and exit points including; maritime ports, airports, border stations and other customs-controlled areas.

5.4 Directorate of Economic Regulation

The Directorate of Economic Regulation performs the following key activities:

- a) Monitor enforcement of economic regulations and requirements in the regulated services.
- b) Carry out reviews of rates and charges and use regulatory powers of the Act to influence pricing of services in the interest of consumers and regulated services providers.
- c) Develop methods for determining performance benchmarks and performance standards for services provided.
- d) Manage the complaint process.
- e) Conduct and manage surveys and search information necessary for industry control.
- f) Tracking the economic dynamics that can affect the controlled industry.

6. TASAC Stakeholders

The Corporation interacts with various internal and external stakeholders including Ministries; Institutions and Authorities under the Ministry; Private Sector, Employees; General Public; Non-Government Organizations (NGOs); Regional and International Organization. Therefore, effective achievement of its outcomes depends on the way the Corporation engages those stakeholders in day-to-day operation.

Some Key stakeholders are International Maritime Organisations, Ministry of Transport, Treasury Registrar's Office, Tanzania Bureau of Standard (TBS), TAEC and Government Chemical Laboratory Agency (GCLA), Tanzania Meteorological Agency (TMA), National Environment Management Council (NEMC), local governments, NAVY Force, Police Marine, National Bureau of Statistics (NBS), Tanzania Port Authority (TPA), Tanzania Revenue Authority (TRA), Media, Publics, Regulated Service Providers (Shipping Agents, Clearing & Forwarding Agent).

Others include Cargo Consolidators / De-Consolidators, Dry Ports, Terminal Operators, and Miscellaneous Ports Services (MPS) Providers, Gross mass verifiers, Public Procurement Regulatory Authority (PPRA), e-Government Authority (e-GA), Ship/Vessel owners or principal, General public, and others.

7. TASAC Office

The Headquarter of TASAC is in Dar es Salam and 8 regional offices in Tanga, Mtwara, Kigoma, Rukwa, Geita, Kagera, Mwanza, Mara and 8 Station offices in Ukerewe, Kyela, Tunduma, Sirari, Holoholo, Holili, Tunduma and Kahama.

8. Contacts

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TANZANIA.

“Building a Resilient Maritime World: Safety, Cooperation, and Innovation”





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