

INTERNATIONAL REGISTER OF SHIPPING
Port State Control Performance
Annual Report
2025





Mission:

Provide services that meet or exceed the customer expectation and all applicable requirements and the quality of which is continuously perfected through the documented quality management system of the organization and establishment of measurable quality objectives

Vision:

A Reliable Partner for the Maritime World

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Preface

International Register of Shipping (INTLREG) is an independent organization that operates with impartiality and objectivity as a self-regulating body within the international maritime industry. Its mission is to serve the public interest as well as the needs of its clients by promoting the safety and security of life, property, and the natural environment. This is achieved primarily through the development, application, and verification of standards for the design, construction, and operational maintenance of marine-related facilities.

INTLREG firmly believes that adherence to sound principles of corporate governance - supported by effective systems of checks and balances and clear personal accountability - is essential to safeguarding the organization's reputation, assets, stakeholder confidence, and customer trust.

Drawing on extensive expertise in the marine and offshore sectors, INTLREG operates in complex, risk-intensive environments with a strong commitment to safety. Its solid business acumen and practical industry insight enable vessel operators to address complex challenges effectively and to achieve and sustain competitiveness within a risk-informed operational framework.

In pursuit of its vision to be a trusted and reliable partner to the global maritime community - one whose name reflects safety, quality, and environmental responsibility - INTLREG places strong emphasis on customer satisfaction. This includes understanding and anticipating customer needs and expectations, treating clients as valued partners, maintaining strict confidentiality, sharing knowledge and experience responsibly, engaging customers in service enhancement, and ensuring consistent and uniform service delivery across all operations.

Executive Summary

This annual **INTLREG Port State Control (PSC) Performance Report** presents a comprehensive summary of PSC inspection and detention data for all INTLREG-classed vessels worldwide and evaluates INTLREG's performance during the year **2025**, with the objective of supporting the continuous improvement of fleet performance.

The PSC data for 2025 have been analyzed and benchmarked against data from the preceding three-year period. Statistical evaluations and trend analyses have been conducted to assess the performance of INTLREG-classed vessels during PSC inspections across various MoU regions globally. The data used in this report are derived from the INTLREG PSC database, which systematically records all PSC inspections and detentions in different MoU regions worldwide. Performance has been analyzed using the methodologies (applicable to current reporting period) published by the respective MoU regions for each year.

In addition, this report provides a focused summary of the number and types of deficiencies identified by PSC authorities within the Paris and Tokyo MoU regions. A detailed analysis of these deficiencies has been undertaken with the aim of enhancing future vessel maintenance and inspection practices and further reducing the number of substandard vessels within the INTLREG fleet.

Port State Control-Related Measures

INTLREG conducts an annual review and analysis of PSC inspection and detention data for its entire fleet worldwide. Based on comparative performance assessments against previous years, corrective and preventive actions are implemented as necessary to reduce detentions and enhance overall fleet performance.

INTLREG has implemented enhanced procedures for new class entry vessels for several years. These entry-screening measures ensure that vessels seeking classification with INTLREG meet defined minimum acceptance criteria. The criteria are periodically reviewed and strengthened to align with performance benchmarks established by various Port State Control regimes worldwide.

Vessels whose performance indicators approach established threshold limits are required to undergo a pre-class entry inspection. Based on the inspection findings, INTLREG determines the vessel's eligibility for class entry. The objective of these measures is to prevent the acceptance of substandard vessels and to mitigate the risk of Port State Control detentions that could adversely impact INTLREG and the relevant flag administrations. In parallel with strengthened procedures to prevent any new and repeated detentions of the vessels, INTLREG has developed and implemented a structured improvement strategy based on education, enforcement, and encouragement.

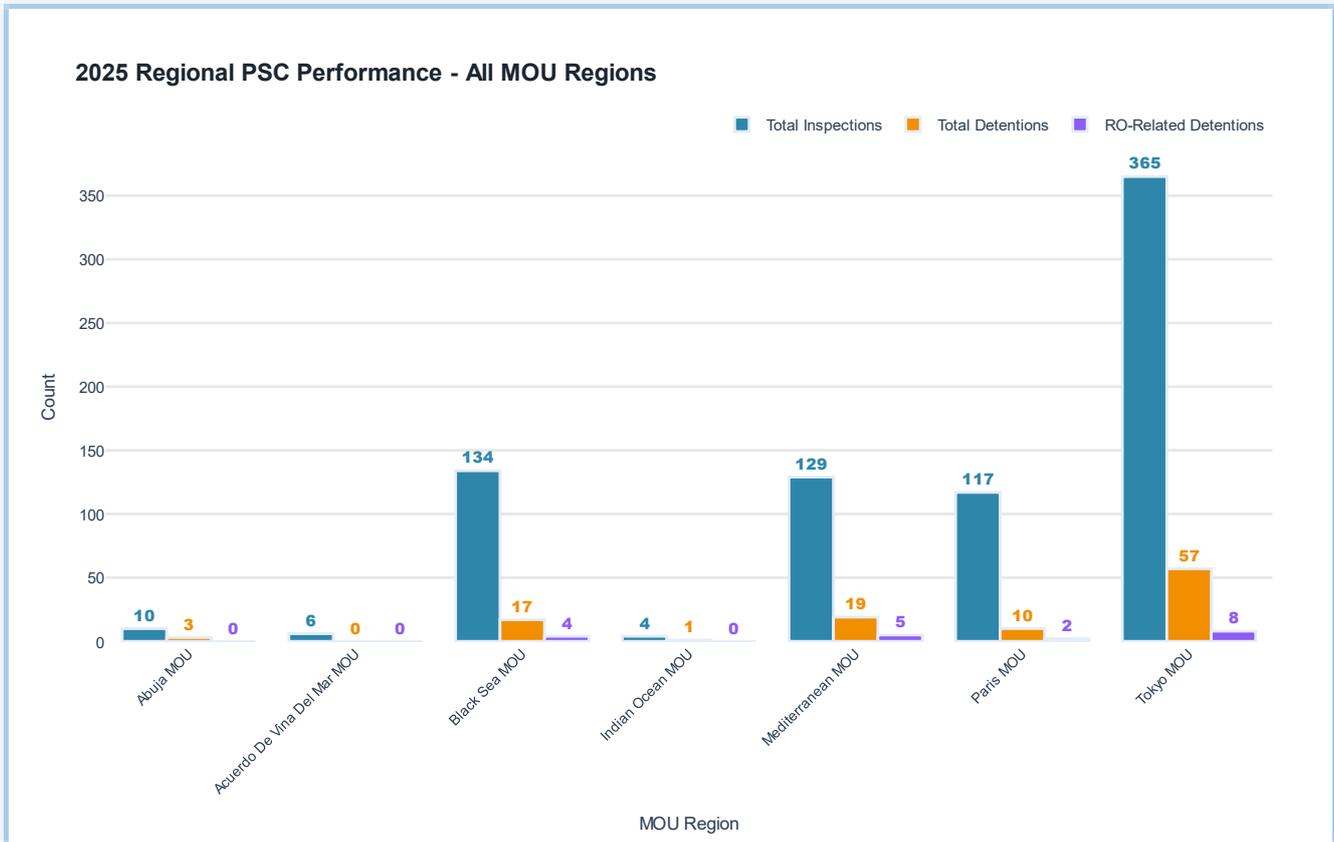
Vetting and risk screening are also carried out periodically after class entry. Prior to each periodic survey, a risk assessment is conducted based on the vessel's most recent three-year operational and inspection history. The vessel's risk level is reviewed and updated accordingly, and appropriate actions are taken based on the assessed risk.

These initiatives have already demonstrated positive results, with further performance improvements expected to be reflected in the 2025 annual PSC reports. Overall analysis indicates a significant reduction in the number of substandard vessels during the reporting year and a measurable improvement in the general quality of the INTLREG fleet, thereby contributing to enhanced maritime safety and effective pollution prevention.

Performance of INTLREG in Port State Control regions

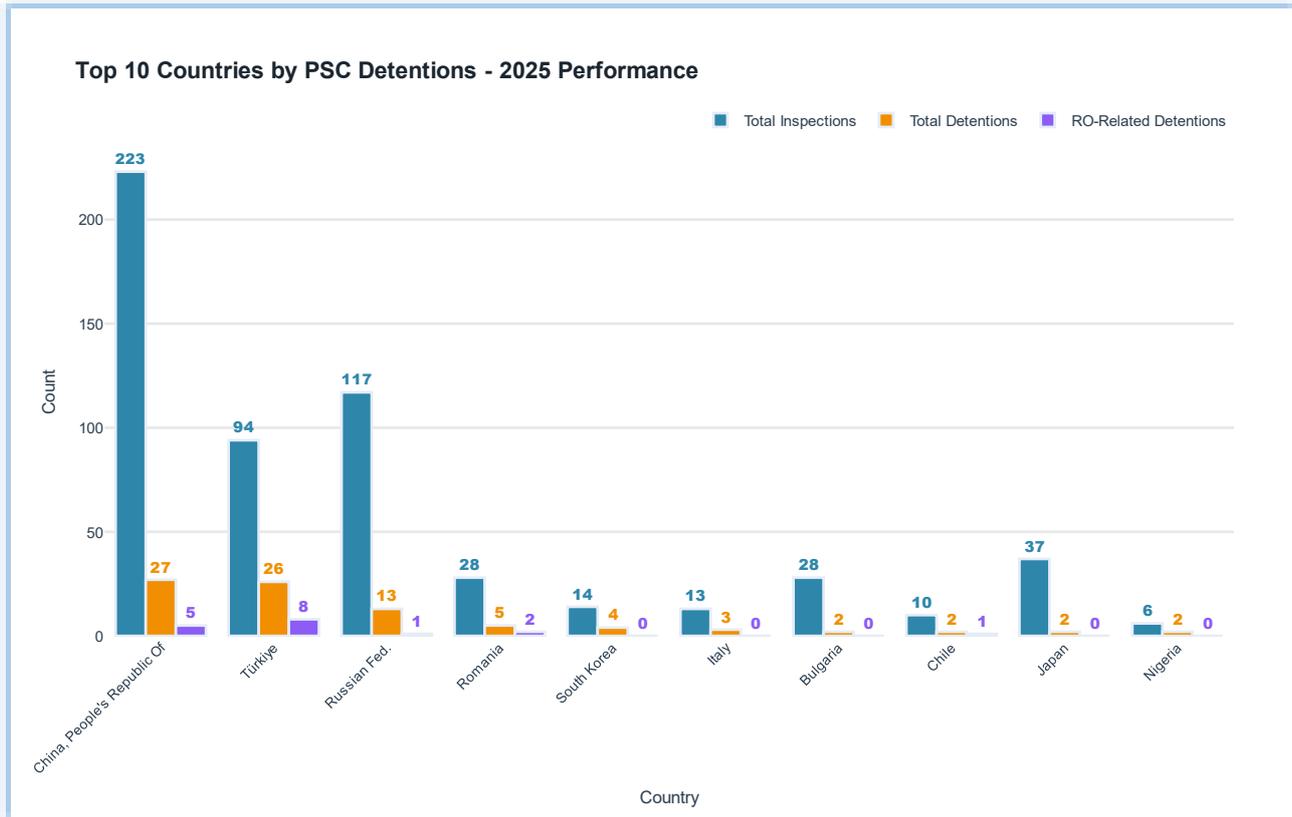
During 2025, INTLREG demonstrated a strong Port State Control performance in most of the PSC MoU regimes. Overall RO responsible detentions percentage was around 2% including in the Paris MoU region. RO-related detentions accounted for less than 2% of total inspections, a level broadly comparable with that of several leading classification societies. This outcome represents a marked improvement over the previous year and underscores the consistently improved performance of INTLREG-certified vessels during PSC inspections within the Paris MoU region.

The measures implemented by INTLREG are therefore demonstrating tangible and positive results. Based on the observed performance trends, INTLREG is expected to achieve further improvements and progress to higher performance levels across global Port State Control regimes in the coming years.



2025 Regional PSC Performance Summary

MOU Region	Inspections	Total Detentions	Total Detention %	RO-Related Detentions	RO-Related Detention %
Abuja MOU	10	3	30.0%	0	0.0%
Acuerdo De Vina Del	6	0	0.0%	0	0.0%
Black Sea MOU	134	17	12.69%	4	2.99%
Indian Ocean MOU	4	1	25.0%	0	0.0%
Mediterranean MOU	129	19	14.73%	5	3.88%
Paris MOU	117	10	8.55%	2	1.71%
Tokyo MOU	365	57	15.62%	8	2.19%



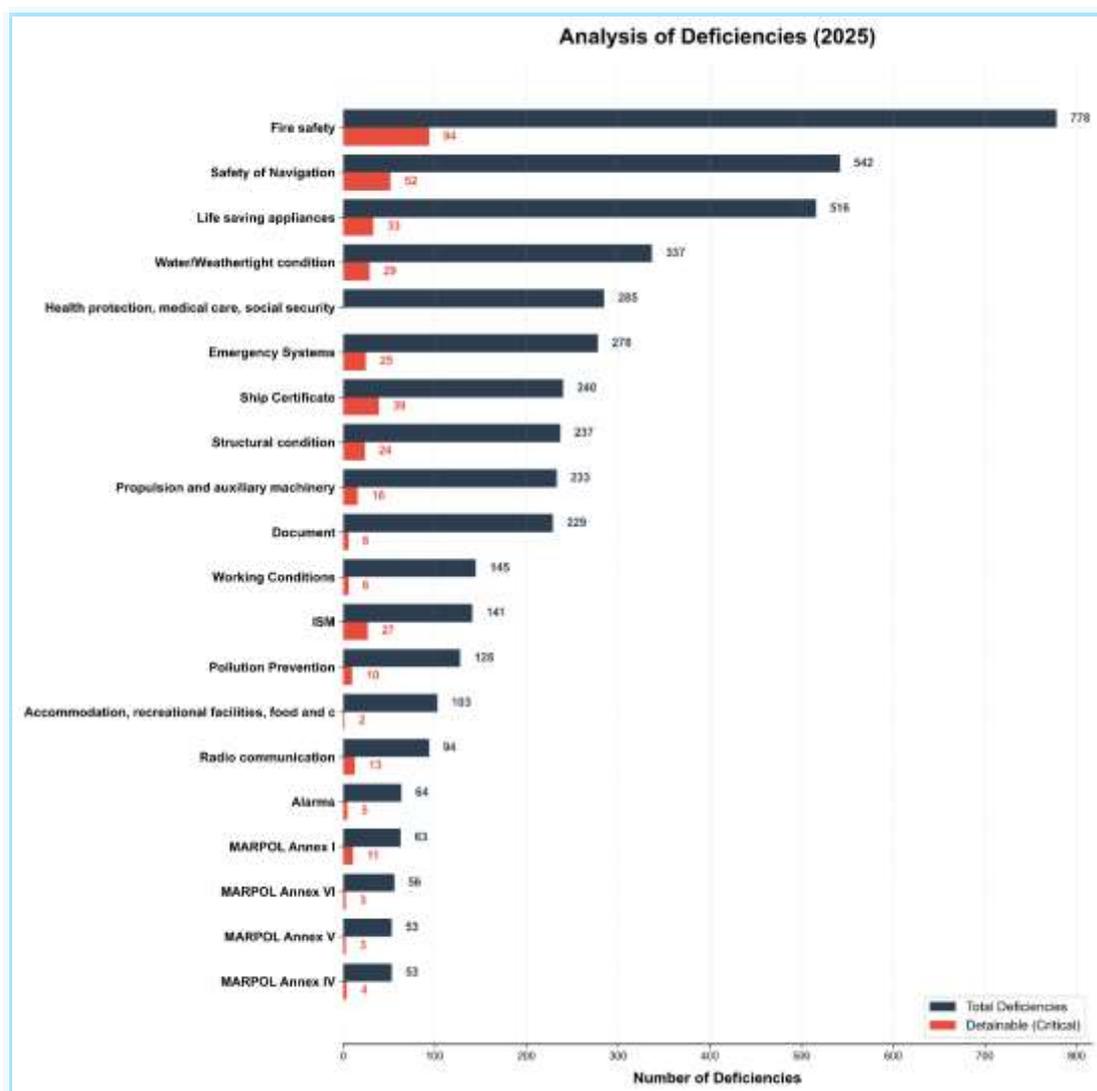
Top 10 Countries by PSC Detentions - 2025 Performance Summary

Rank	Country	Inspections	Total Detentions	Total Detention %	RO-Related Detentions	RO-Related Detention %
1	China, People's Republic Of	223	27	12.11%	5	2.24%
2	Türkiye	94	26	27.66%	8	8.51%
3	Russian Fed.	117	13	11.11%	1	0.85%
4	Romania	28	5	17.86%	2	7.14%
5	South Korea	14	4	28.57%	0	0.0%
6	Italy	13	3	23.08%	0	0.0%
7	Bulgaria	28	2	7.14%	0	0.0%
8	Chile	10	2	20.0%	1	10.0%
9	Japan	37	2	5.41%	0	0.0%
10	Nigeria	6	2	33.33%	0	0.0%

Analysis of Deficiencies (2025)

The analysis of Port State Control deficiencies recorded in 2025 highlights clear concentration areas, with safety-critical items continuing to account for the majority of findings. **Fire Safety** remains the most significant deficiency category, recording the highest number of total deficiencies, along with the highest number of detainable (critical) deficiencies. This indicates that fire prevention, detection, and firefighting arrangements remain a key area requiring sustained attention.

Safety of Navigation and **Life-Saving Appliances** are the next most prominent categories, both in terms of total deficiencies and detainable deficiencies. These findings underscore the importance of effective bridge procedures, navigational equipment maintenance, and the operational readiness of lifesaving equipment, all of which are closely scrutinized during PSC inspections.



Deficiencies related to **Water/ Weathertight Condition, Emergency Systems, Health Protection and Medical Care**, and **Ship Certification** also feature prominently. While many of these deficiencies are non-detainable, their frequency indicates recurring issues in vessel maintenance, documentation control, and emergency preparedness, which, if not addressed in a timely manner, could escalate into detainable conditions.

Categories such as **Structural Condition, Propulsion and Auxiliary Machinery**, and **ISM** show moderate deficiency levels, with a noticeable proportion of detainable findings. This suggests that failures in maintenance regimes, machinery reliability, and safety management system implementation continue to contribute to PSC risk exposure.

Lower numbers of deficiencies are observed in areas including **Pollution Prevention, MARPOL Annexes, Radio Communication, Alarms**, and **Accommodation and Working Conditions**. Importantly, detainable deficiencies in these categories remain relatively limited, indicating generally acceptable compliance levels; however, continued vigilance is necessary to prevent isolated deficiencies from becoming systemic issues.

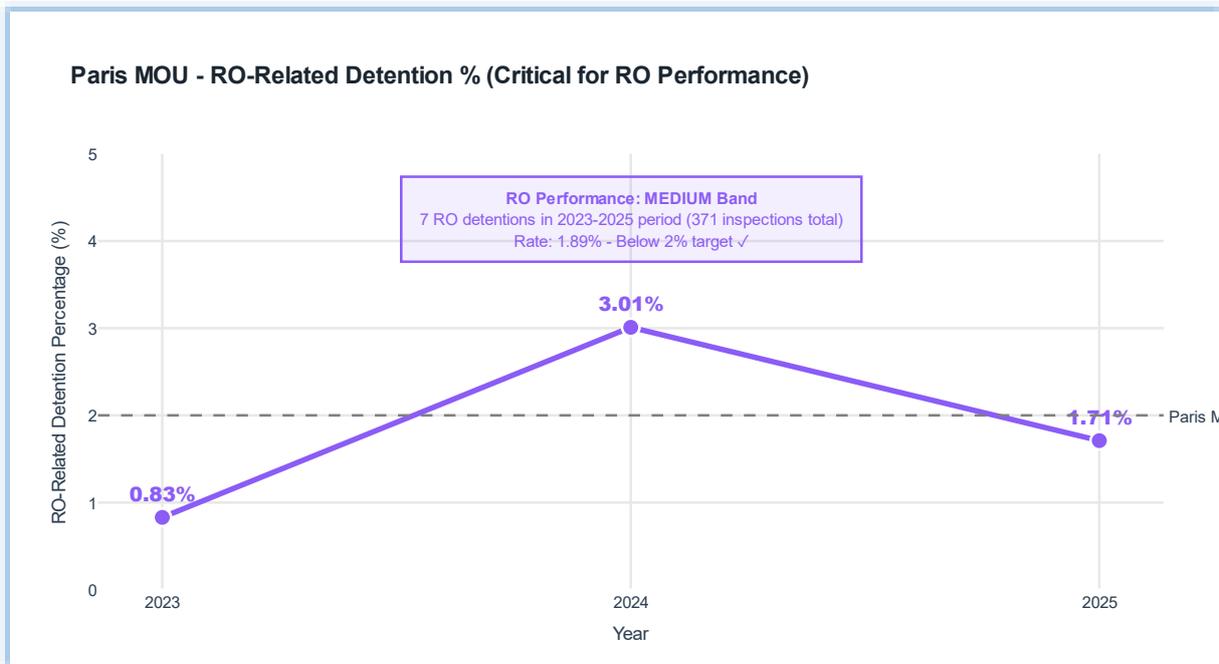
Overall, the deficiency profile for 2025 indicates that while compliance levels are broadly stable, **safety-related technical areas—particularly Fire Safety, Navigation, and Life-Saving Appliances—remain the primary drivers of detention risk**. The data supports the continued focus on targeted inspections, enhanced surveyor vigilance, and proactive risk-based interventions in these high-impact areas to further reduce detention exposure in future PSC inspections.

INTLREG in Paris PSC MOU region:

The Paris MoU performance trends over the three-year period from 2023 to 2025 indicate a steady and measurable improvement in overall detention outcomes.

Total detentions show a consistent downward trend, reducing from 19 in 2023 to 14 in 2024, and further to 10 in 2025. This represents a significant improvement in overall compliance and inspection outcomes across the fleet. Correspondingly, the total detention percentage declined steadily from approximately 15–16% in 2023 to around 10–11% in 2024, and further to below 9% in 2025, confirming sustained progress year on year.

With respect to RO-related detentions, the data shows some fluctuation. RO-related detentions increased from 1 in 2023 to 4 in 2024, before decreasing to 2 in 2025. This pattern is also reflected in the RO detention percentage, which peaked in 2024 at approximately 3%, but improved in 2025 to around 1.7%, remaining well below critical thresholds.



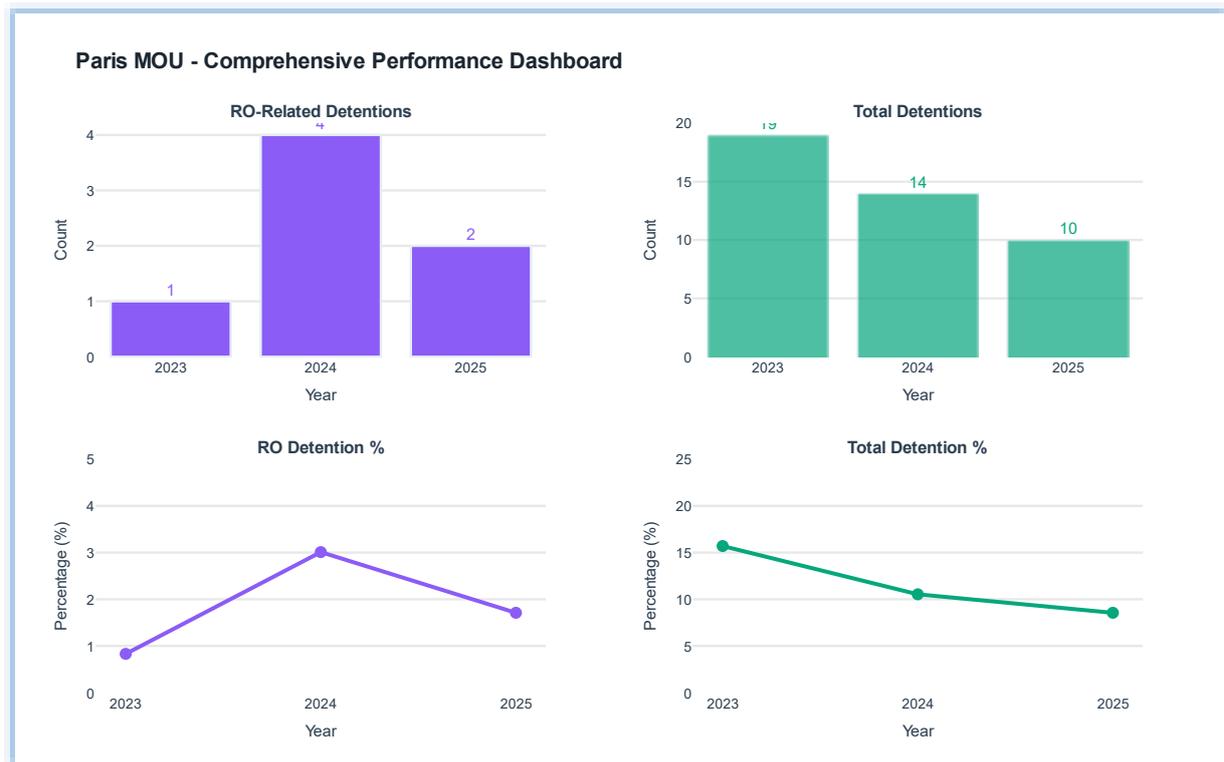
The graphs and tables below illustrate a positive trend in the Port State Control performance of INTLREG vessels within the Paris MoU. RO-related detentions decreased from 4 cases in 2024 to 2 cases in 2025. The total number of detentions and the overall detention rate both decreased during the reporting period, reflecting improved performance despite an increase in the total number of inspections conducted in recent years.



Paris MOU Performance Summary (2023-2025)

Year	Inspections	RO-Related Detentions	RO Detention %	Total Detentions	Total Detention %
2023	121	1	0.83%	19	15.7%
2024	133	4	3.01%	14	10.53%
2025	117	2	1.71%	10	8.55%

■ RO-Related Metrics ■ Total Detention Metrics



Based on data of 2023–2025 period, the observed number of detentions falls within the applicable acceptance interval and confidence limits. Therefore, INTLREG’s performance under the Paris MoU is projected to be in the **Medium Performance** category, as the Excess Factor (EF) is expected to be between 0 and 1 for the 2025 Annual report of PMOU

Tokyo MoU

The Tokyo MoU performance data for the period 2023–2025 reflects a mixed trend, with notable improvements in certain years alongside increased exposure driven by higher inspection volumes.

In 2023, a total of 157 inspections resulted in 35 detentions, corresponding to a total detention rate of 22.29%. Of these, 7 detentions were RO-related, giving an RO detention rate of 4.46%, indicating relatively high-risk exposure during that year.

In 2024, performance improved significantly. Despite an increase in inspections to 238, total detentions decreased to 30, and the total detention rate dropped to 12.61%. RO-related detentions reduced markedly to 3, with the RO detention rate improving

to 1.26%, reflecting effective corrective actions and strengthened survey and compliance controls.

In 2025, inspections increased substantially to 365, resulting in higher operational exposure. Total detentions rose to 57, with the total detention rate increasing to 15.62%. RO-related detentions also increased to 8, corresponding to an RO detention rate of 2.19%. While this represents a deterioration compared to 2024, the RO detention percentage remains significantly lower than the 2023 level, indicating that overall RO performance has remained relatively controlled despite the sharp increase in inspections.

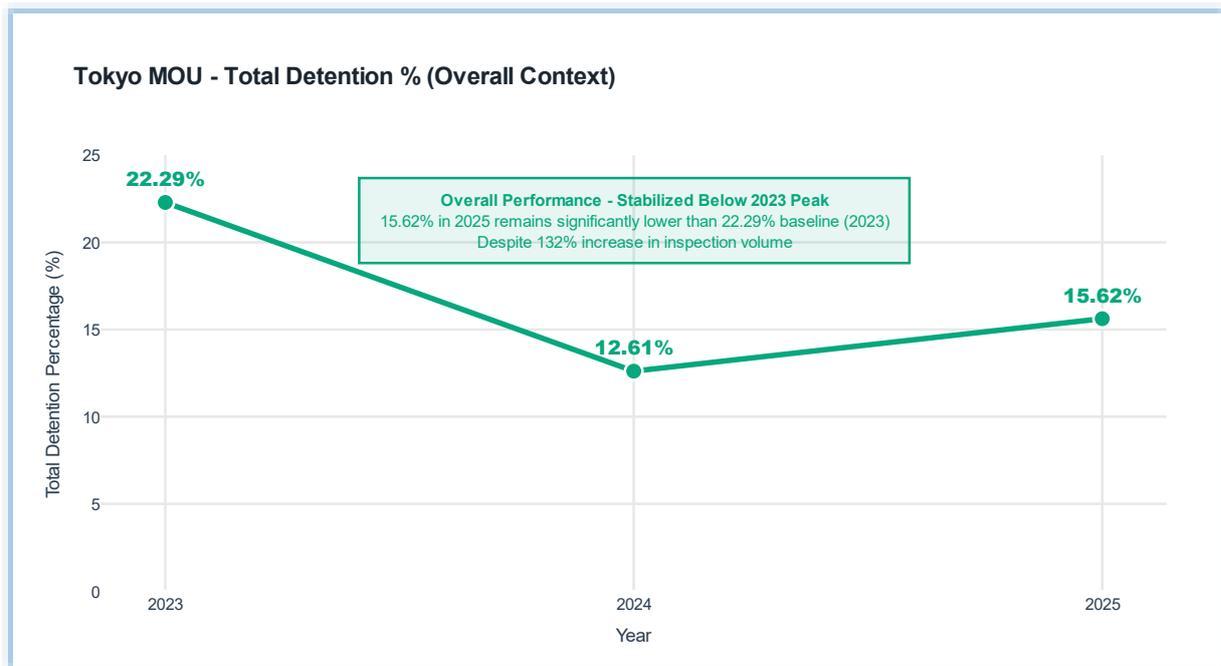
Overall, the data demonstrates a clear improvement from 2023 to 2024, followed by moderate regression in 2025 driven primarily by increased inspection volume rather than systemic decline. Continued focus on high-risk vessels, targeted survey oversight, and pre-PSC preparedness will be critical to stabilizing and improving Tokyo MoU performance going forward.

Tokyo MOU Performance Summary (2023-2025)

Year	Inspections	RO-Related Detentions	RO Detention %	Total Detentions	Total Detention %
2023	157	7	4.46%	35	22.29%
2024	238	3	1.26%	30	12.61%
2025	365	8	2.19%	57	15.62%

■ RO-Related Metrics

■ Total Detention Metrics



INTLREG is expected to maintain a **Medium Performance** category in the forthcoming annual report of the Tokyo MoU region as well, based on the three-year rolling assessment, despite a higher number of detentions recorded in the Asian region during 2025.

Outlook and Forthcoming Changes

The Paris MoU will implement a revised methodology for assessing Recognized Organization (RO) responsibility, effective from 2027, using inspection data from 2026 onwards. Under the revised approach, the current practice of manual assignment of RO responsibility by Port State Control Officers (PSCOs) for each detainable deficiency will be discontinued. Instead, detainable deficiencies will be automatically linked to the RO that issued or endorsed the relevant statutory certificates. Similar changes are expected from Tokyo MoU PSC regime also in following year.

In light of these changes, INTLREG is reviewing and enhancing its risk assessment framework to ensure continued alignment with the objective of maintaining a Medium or High-performance level in the coming years. This includes further strengthening class entry screening criteria and implementing continuous, risk-based monitoring of vessels classified as High or Medium risk. Such vessels will be managed through a dynamically maintained Target Ships List, updated on the basis of

performance data from the preceding 12-month period, enabling proactive intervention and focused compliance measures.

INTLREG is committed to maintaining very high standards in vessel inspections and class entry requirements. Various measures to enhance fleet quality and compliance have been implemented and are planned. INTLREG will continue to take actions that support safe, sustainable, and environmentally friendly shipping, in alignment with industry standards and the applicable regulatory framework.



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