June 2025

[English]

# Port State Control Annual Report

## Foreword

This Annual Report on Port State Control (PSC) summarizes deficiencies identified during PSC inspections carried out in various countries around the world. The report is prepared with the objective of building awareness of the present state of PSC and thereby improving future onboard maintenance and inspections as well as Safety Management Systems. It consists of the following chapters:

**Chapter 1**: Measures Adopted by ClassNK
**Chapter 2**: Statistical Analysis of Detained Ships Registered with ClassNK
**Appendix**: Sample Photos of Typical Deficiencies

Port State Control has been recognized as an effective means to reduce the number of substandard ships, improve the safety of ships at sea, and prevent marine pollution. Worldwide PSC activity has been significantly strengthened along with the increasing number of amendments to the relevant International Conventions. Also, for more effective implementation of port state responsibilities, many countries have signed a Memorandum of Understanding (MOU) for regional cooperation in local PSC, agreeing to establish a centralized & digitized database system and/or a harmonized approach.

The scope of PSC inspection has been extended from the hardware aspect of ships to the software aspect, such as onboard maintenance or operational procedures, ever since the ISM Code was adopted and applied to all ships, and it is still expanding as new regulation concepts continue to be introduced.

In line with the above progress of PSC, ClassNK has been and will continue working hard to increase the transparency of information related to PSC and to eliminate substandard vessels.

June 2025

# TABLE OF CONTENTS

# Chapter 1

# Measures Adopted by ClassNK

## 1.1 Cooperative Assistance with PSC and Treatment of Deficiencies

When surveyors of the Society are notified of the detention of a ship classed with ClassNK by port state, the Society actively responds in the following manner:

- Surveyors liaise with PSCO to ensure that they are called in as soon as appropriate when deficiencies related to class and/or statutory matters are identified.
- Surveyors carefully explain to PSCO IACS or class interpretation of class and statutory requirements when there is any question regarding PSCO's viewpoint of these requirements or PSCO requests the Society's viewpoint.
- Surveyors provide PSCO with background information extracted from previous survey reports pertinent to the inspection and the details of class and/or statutory conditions as requested.
- Surveyors who attend ships for deficiencies identified by PSCO conduct a careful examination of not only these deficiencies but also the hull, machinery and equipment to the extent of an Annual Survey, as appropriate, considering the seriousness of any deficiency.

## 1.2 Treatment of Inspection Reports by PSC Officers

When a surveyor receives a copy of a PSC inspection report, the report is forwarded to Head Office for investigation by the relevant department. Insight and knowledge obtained from the investigation are utilized to improve our survey and audit quality. Also, as a result of the investigation, in cases where the deficiencies identified by PSC are related to previous surveys, suitable corrective and preventive actions are taken in line with our quality system.

# Chapter 2

# Statistical Analysis of Detained Ships Registered with ClassNK

## 2.1 General

The data in this chapter on ships detained due to deficiencies identified during PSC inspections is based on the following sources:

(1) Notifications issued from Port States in accordance with IMO Resolution A.1185(33) “Procedures for Port State Control” and
(2) Public Information related to detained ships issued by the Tokyo MOU, the Paris MOU, and the USCG.

In 2024, 381 PSC detentions were reported for NK classed ships. They include cases of detention for reasons not related to class or to NK.

## 2.2 Data on Detentions

### 2.2.1 Detentions per Ship Type

**Table 2.2.1 Detentions per Ship Type**

| Ship Type | Number of Registered Ships (500GT or over) | | | Number of Detentions | | | Detention Ratio (%) | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2022 | 2023 | 2024 | 2022 | 2023 | 2024 | 2022 | 2023 | 2024 |
| Bulk Carrier | 3,998 | 4,046 | 4138 | 209 | 270 | 236 | 5.2 | 6.7 | 5.7 |
| General Cargo | 693 | 713 | 740 | 39 | 43 | 56 | 5.6 | 6.0 | 7.6 |
| Container Carrier | 674 | 677 | 701 | 14 | 28 | 20 | 2.1 | 4.1 | 2.9 |
| Chip Carrier | 132 | 142 | 141 | 4 | 6 | 7 | 3.0 | 4.2 | 5.0 |
| Cement Carrier | 128 | 128 | 124 | 0 | 1 | 1 | 0.0 | 0.8 | 0.8 |
| Ro-Ro Ship | 99 | 100 | 100 | 1 | 3 | 2 | 1.0 | 3.0 | 2.0 |
| Vehicles Carrier | 309 | 295 | 297 | 6 | 11 | 7 | 1.9 | 3.7 | 2.4 |
| Reefer Carrier | 108 | 106 | 108 | 2 | 3 | 9 | 1.9 | 2.8 | 8.3 |
| Oil/Chemical Tanker | 1,404 | 1,374 | 1352 | 35 | 45 | 29 | 2.5 | 3.3 | 2.1 |
| Gas Carrier | 404 | 406 | 406 | 1 | 9 | 12 | 0.2 | 2.2 | 3.0 |
| Others | 661 | 661 | 653 | 2 | 0 | 2 | 0.3 | 0.0 | 0.3 |
| Total | 8,610 | 8,648 | 8,760 | 313 | 419 | 381 | | | |

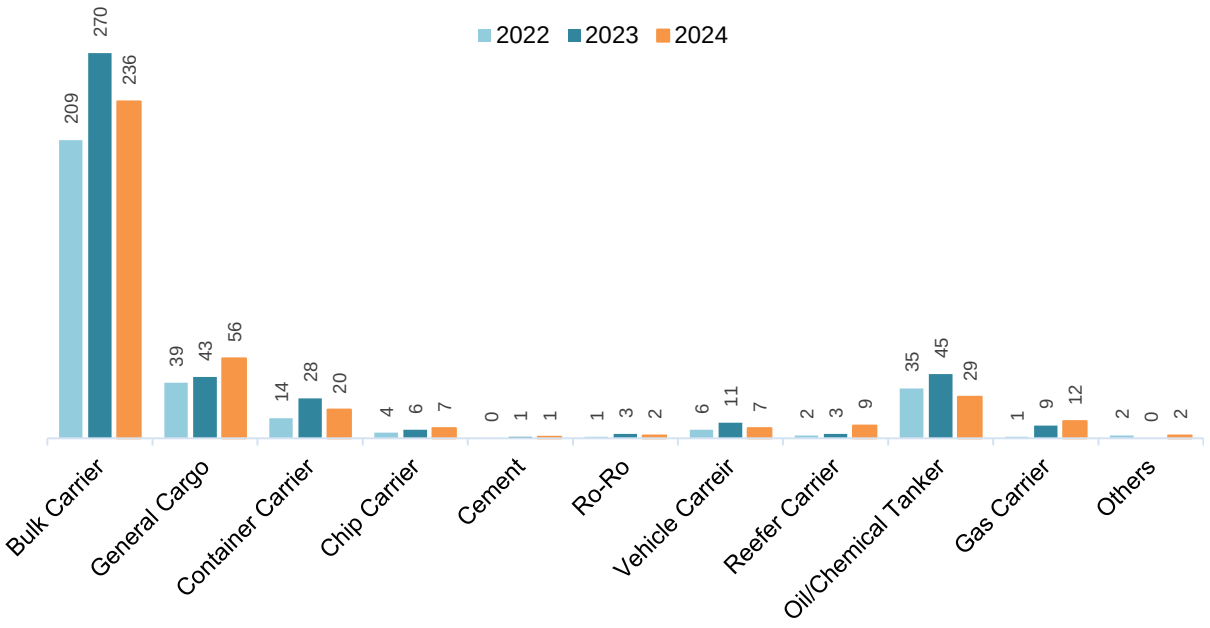


**Fig. 2.2.1-1 No. of Detentions per Ship Type**

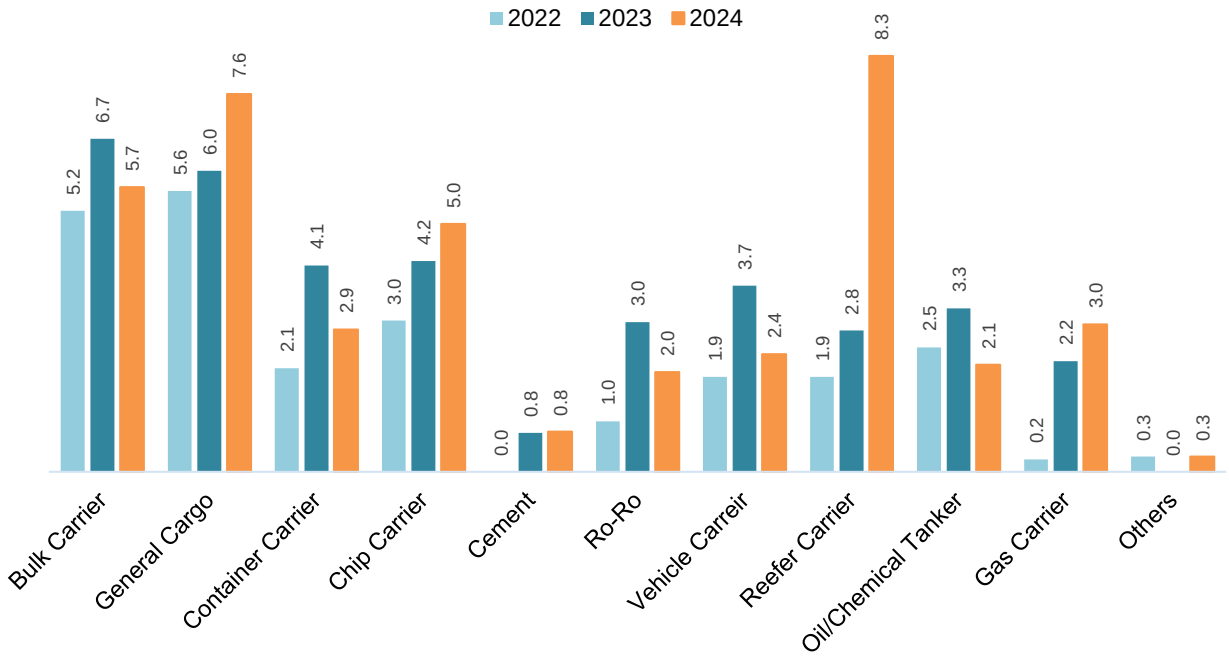


**Fig. 2.2.1-2 Detention Ratio per Ship Type (%)**

### 2.2.2 Detentions per Ship Age

**Table 2.2.2 Detentions per Ship Age**

| Ship's Age | Number of Registered Ships (500GT or over) | | | Number of Detentions | | | Detention Ratio (%) | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2022 | 2023 | 2024 | 2022 | 2023 | 2024 | 2022 | 2023 | 2024 |
| Up to 5 years old | 1,984 | 1,655 | 1,981 | 17 | 14 | 10 | 0.9 | 0.7 | 0.5 |
| Over 5 and up to 10 | 2,218 | 1,816 | 1,771 | 42 | 29 | 26 | 1.9 | 1.6 | 1.5 |
| Over 10 and up to 15 | 2,241 | 2,313 | 2,275 | 116 | 123 | 100 | 5.2 | 5.4 | 4.4 |
| Over 15 and up to 20 | 1,095 | 1,576 | 1,535 | 63 | 112 | 101 | 5.8 | 7.3 | 6.6 |
| Over 20 and up to 25 | 642 | 679 | 643 | 44 | 75 | 83 | 6.9 | 11.7 | 12.9 |
| Over 25 | 430 | 609 | 555 | 31 | 66 | 61 | 7.2 | 11.9 | 11.0 |
| Total | 8,610 | 8,648 | 8,760 | 313 | 419 | 381 | | | |

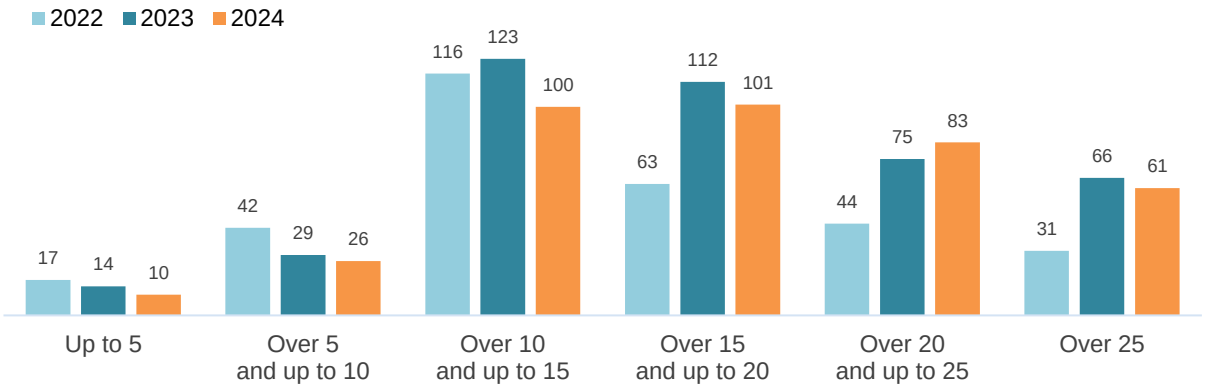


**Fig. 2.2.2-1 No. of Detentions per Ship Age**

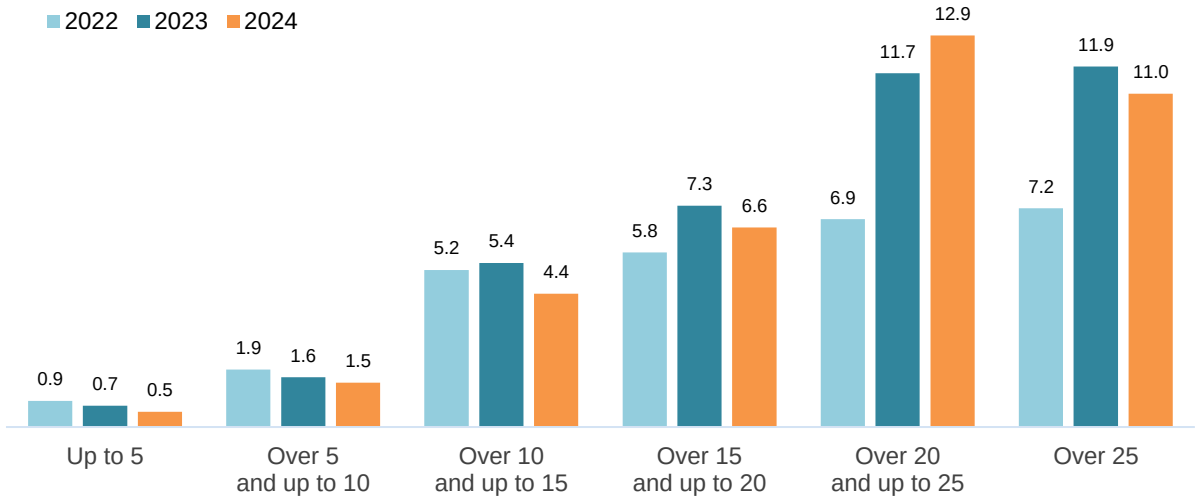


**Fig. 2.2.2-2 Detention Ratio per Ship Age (%)**

### 2.2.3 Detentions per PSC Authority

**Table 2.2.3 No. of Detentions per PSC Authority**

| Country | 2022 | 2023 | 2024 |
|---|---|---|---|
| CHINA | 41 | 175 | 116 |
| AUSTRALIA | 54 | 54 | 42 |
| RUSSIA | 32 | 23 | 34 |
| ITALY | 18 | 22 | 22 |
| CANADA | 12 | 13 | 18 |
| JAPAN | 6 | 6 | 12 |
| INDIA | 3 | 6 | 9 |
| UNITED KINGDOM | 7 | 7 | 9 |
| GERMANY | 7 | 5 | 7 |
| TURKIYE | 8 | 4 | 7 |
| UNITED STATES | 8 | 12 | 7 |
| INDONESIA | 22 | 13 | 6 |
| KOREA | 6 | 6 | 5 |
| NETHERLANDS | 6 | 7 | 5 |
| SINGAPORE | 4 | 9 | 5 |
| Others | 79 | 57 | 77 |
| Total | 313 | 419 | 381 |

(*) Including Guam, Puerto Rico, and Pago Pago

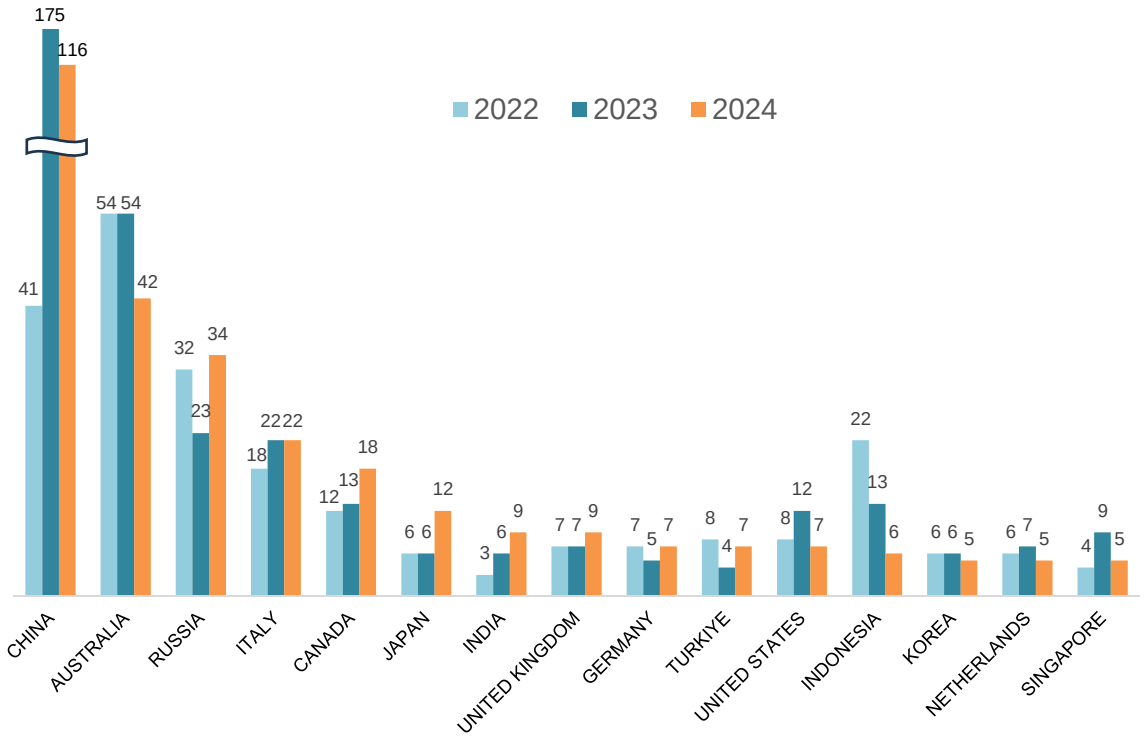


**Fig. 2.2.3 No. of Detentions per PSC Authority**

### 2.2.4 Detentions per Tokyo, Paris MOUs and USCG

**Table 2.2.4 No. of Detentions per Tokyo, Paris MOUs and USCG**

| Region | No. of Inspections | | | No. of Detentions | | | Detentions Percentage | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2022 | 2023 | 2024 | 2022 | 2023 | 2024 | 2022 | 2023 | 2024 |
| Tokyo MOU (*) | 7,453 | 8,610 | 8,536 | 164 | 281 | 214 | 2.20 | 3.26 | 2.51 |
| Paris MOU (*) | 2,375 | 2,238 | 2,302 | 98 | 79 | 92 | 4.13 | 3.53 | 4.00 |
| USCG | 2,286 | 2,097 | 2,090 | 8 | 12 | 6 | 0.35 | 0.57 | 0.29 |
| Total(*) | 12,114 | 12,945 | 12,928 | 270 | 372 | 312 | 2.23 | 2.87 | 2.41 |

(*) : There are overlapping detention cases between Tokyo MOU and Paris MOU (west coast of Canada).

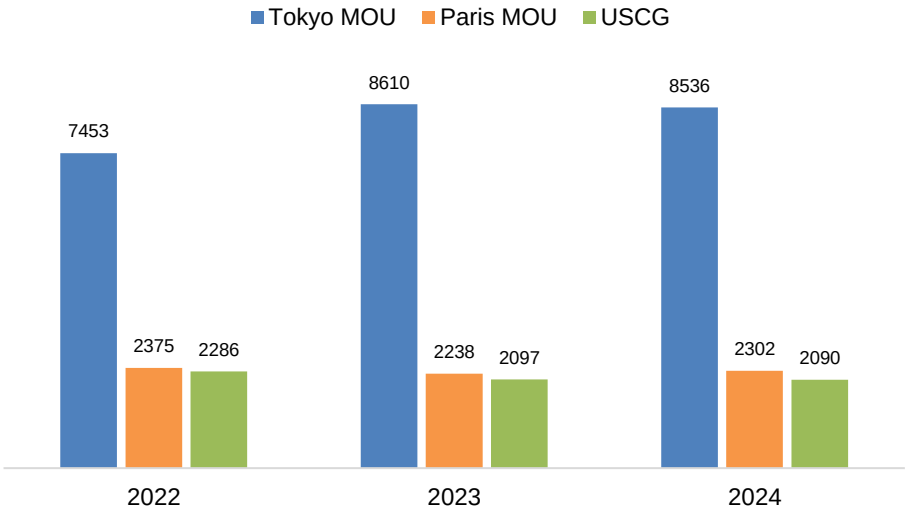


**Fig. 2.2.4-1 No. of Inspections per Tokyo, Paris MOUs and USCG**

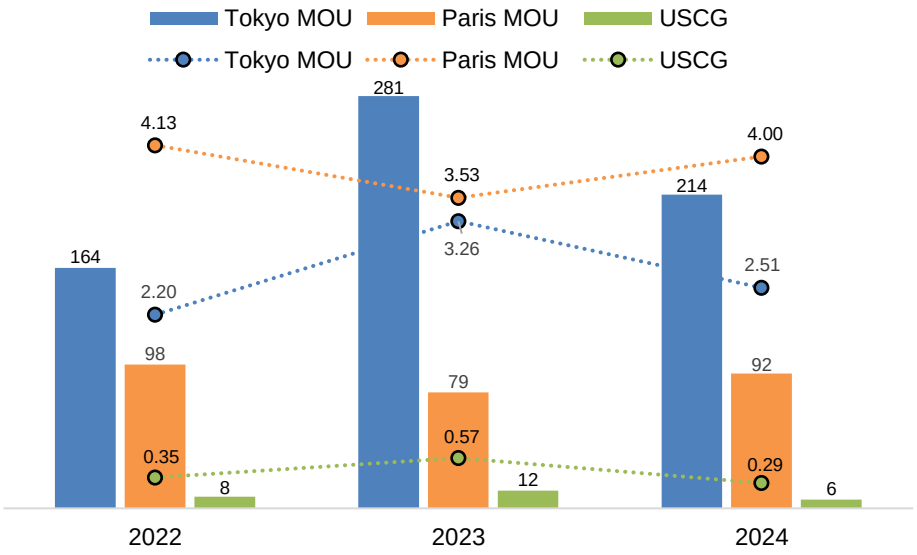


**Fig. 2.2.4-2 No. of Detentions and Detention ratio per Tokyo, Paris MOUs and USCG**

## 2.3 Analysis of Detainable Deficiencies

### 2.3.1 Number of Detainable Deficiencies per Category

In 2024, a total of 1,448 detainable deficiencies were reported in conjunction with 381 detentions. The deficiencies are categorized as shown in Figure 2.3.1 and categories in this figure are based on those of the Tokyo MOU.

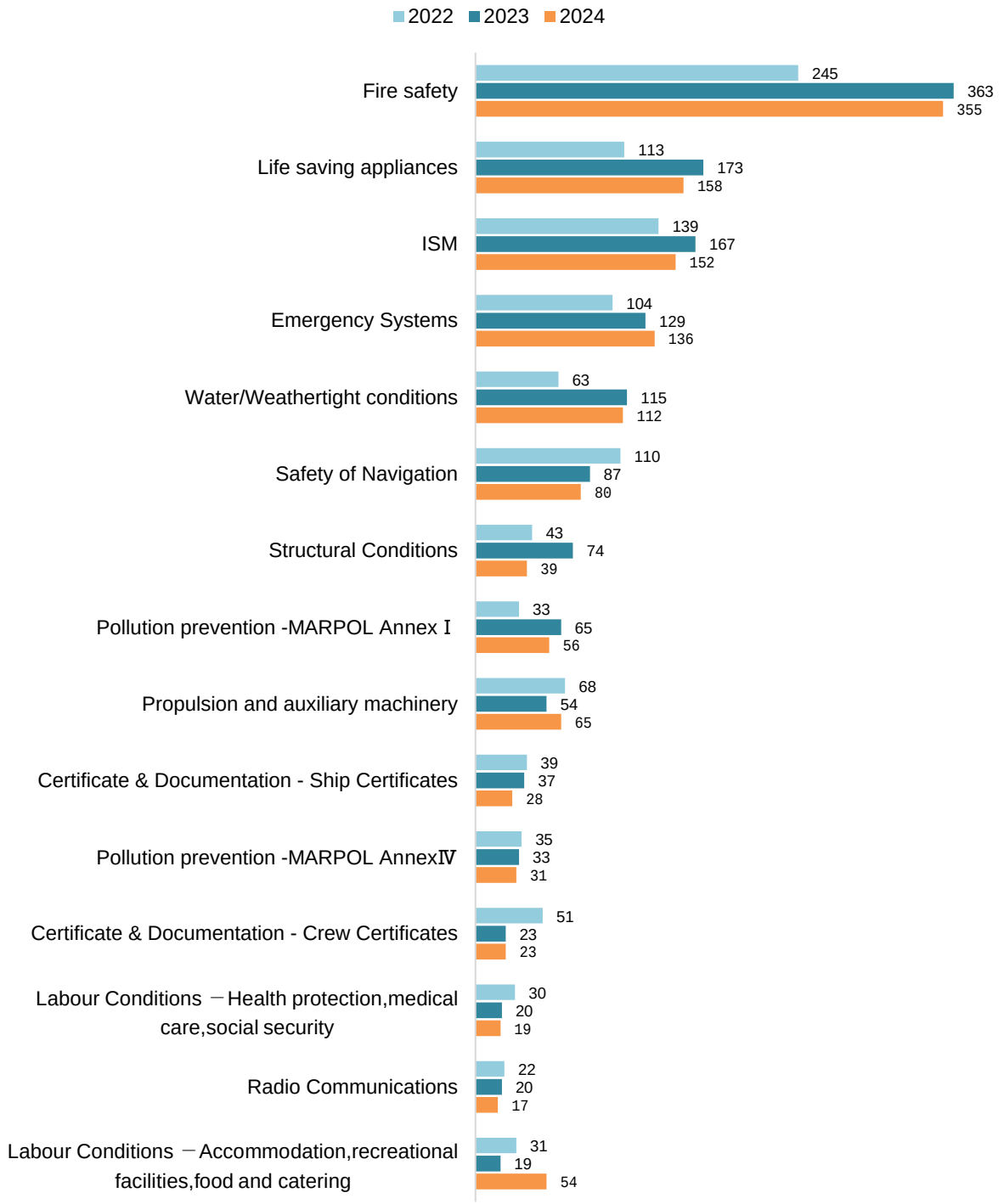


**Fig. 2.3.1 No. of Detainable Deficiencies per Category**

### 2.3.2 Number of Detainable Deficiencies per Defective item

Figure 2.3.2 shows those items of detainable deficiencies that were reported frequently, in conjunction with the actual detention of ships in the NK fleet.

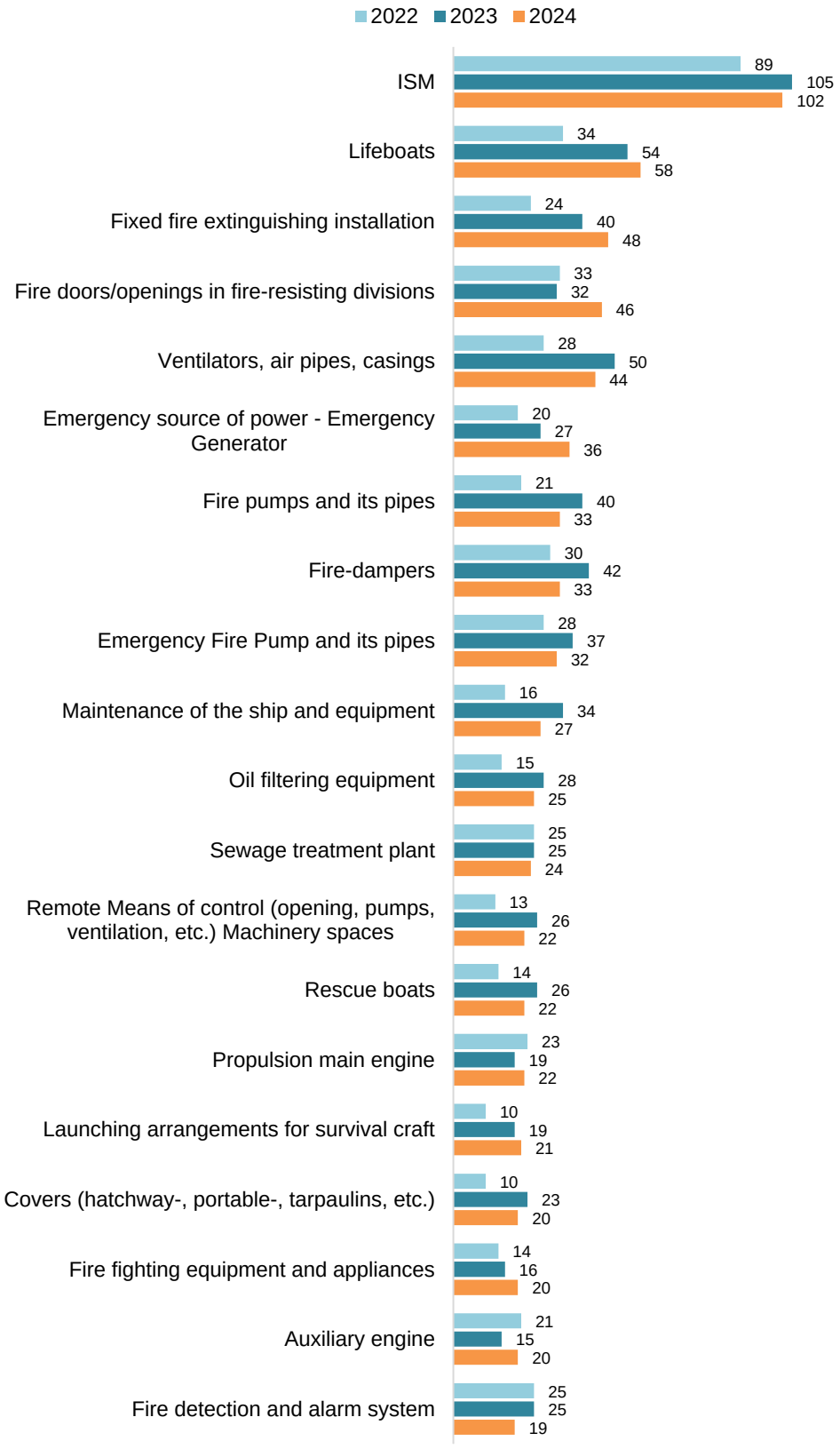


**Fig. 2.3.2 No. of Detainable Deficiencies per Defective item**

### 2.3.3 Frequently Reported Deficiencies per Category

The deficiencies per category reported from 2022 to 2024 are explained in detail in (1) to (9).

#### (1) Fire Safety

Major types and details of deficiencies noted under the category of "Fire Safety" are shown in Table 2.3.3-(1) below.

**Table 2.3.3-(1) Fire Safety**

| 欠陥項目 | 2022 | 2023 | 2024 | Noted Deficiencies |
|---|---|---|---|---|
| Fixed fire extinguishing Installation | 21 | 40 | 48 | Worn/corroded/holed piping line, Malfunction |
| Fire doors/openings in fire-resisting divisions | 33 | 32 | 46 | Unable to close properly (by self-closing device), Fitting of hold-back system, Unable to lock with latch |
| Fire pumps and its pipes | 21 | 40 | 33 | Malfunction of fire pump (incl. for emergency),<br>Insufficient pressure, Worn/holed/leaking in fire main line, Malfunction of isolation valves |
| Fire-dampers | 30 | 42 | 33 | Worn, Unable to close properly |
| Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces | 13 | 26 | 22 | Failure of quick closing valve, Defective closure for ventilation of engine room |
| Fire fighting equipment and appliances | 14 | 16 | 20 | Damage/leakage of Fire main pipes、<br>Damage/failure of isolation valves |

#### (2) Life Saving Appliances

Major types and details of deficiencies noted under the category of "Life Saving Appliances" are shown in Table 2.3.3-(2) below.

**Table 2.3.3-(2) Life Saving Appliances**

| 欠陥項目 | 2022 | 2023 | 2024 | Noted Deficiencies |
|---|---|---|---|---|
| Lifeboats | 34 | 54 | 58 | Unable to start engine, Poor maintenance of rechargeable batteries, Inoperable on-load release gears |
| Rescue boats | 14 | 26 | 22 | Unable to start engine, Poor maintenance of rechargeable batteries |
| Launching arrangements for survival craft | 10 | 19 | 21 | Inoperable, Corrosion/damage, Installation of obstructions, Defective wires for remote control means |
| Launching arrangements for rescue boats | 11 | 16 | 9 | Inoperable, Poor maintenance, Inadequate pressure of hydraulic accumulator |
| Embarkation arrangement survival craft | 8 | 17 | 9 | Poor condition of embarkation ladder, Embarkation lights broken/burned out, Installation of obstructions |
| Inflatable liferafts | 3 | 4 | 7 | Overdue maintenance interval, Inappropriate installation condition |

**(3) Emergency Systems**

Major types and details of deficiencies noted under the category of “Emergency Systems” are shown in Table 2.3.3-(3) below.

**Table 2.3.3-(3) Emergency Systems**

| 欠陥項目 | 2022 | 2023 | 2024 | Noted Deficiencies |
|---|---|---|---|---|
| Emergency source of power - emergency generator | 20 | 27 | 36 | Unable to start (including secondary means of starting), Unable to automatically connect to emergency switchboard |
| Emergency fire pump and its pipes | 28 | 37 | 32 | Inoperable Insufficient discharge pressure |
| Fire drills | 14 | 19 | 15 | Unfamiliarity with operation/procedure/assigned duty |
| Crew familiarisation with Emergency Systems | 6 | 4 | 10 | Unfamiliarity with operation |
| Abandon ship drills | 8 | 9 | 9 | Unfamiliarity with tasks, operation/procedure/assigned duty |
| Emergency lighting, batteries and switches | 12 | 11 | 8 | Weak/abnormal batteries, Inoperative/worn/damaged emergency lights |

**(4) MARPOL (All)**

Major types and details of deficiencies noted under the category of “MARPOL” are shown in the Table 2.3.3-(4) below.

**Table 2.3.3-(4) MARPOL (All)**

| 欠陥項目 | 2022 | 2023 | 2024 | Noted Deficiencies |
|---|---|---|---|---|
| Oil filtering equipment (Annex I) | 15 | 28 | 25 | Unfamiliarity with operation, Malfunction |
| Sewage treatment plant (Annex IV) | 25 | 25 | 24 | Malfunction, Defective instruments, Corrosion of plant case |
| 15ppm alarm arrangement (Annex I) | 7 | 17 | 18 | 3-way valves/alarm malfunction, Sampling line stuck, Unfamiliarity with operation |
| Incinerator including operations and operating manual (Annex VI) | 1 | 0 | 9 | Inoperable, Malfunction of interlock |

**(5) Water/Weathertight Conditions**

Major types and details of deficiencies noted under the category of “Water/Weathertight conditions” are shown in Table 2.3.3-(5) below.

**Table 2.3.3-(5) Water/Weathertight conditions**

| Item | 2022 | 2023 | 2024 | Noted Deficiencies |
|---|---|---|---|---|
| Ventilators, air pipes, casings | 28 | 50 | 44 | Corroded/seized flaps/covers of ventilators and air pipe head float |
| Hatch covers<br>Cargo and other hatchways | 17 | 31 | 36 | Worn/corroded/holed, Worn/missing cleats, Oil leakage from hydraulic oil system, Worn/missing rubber packing |
| Doors | 7 | 10 | 8 | Corroded/worn, Not properly closed, Worn/missing rubber packing |

**(6) Safety of Navigation**

Major types and details of deficiencies noted under the category of “Safety of Navigation” are shown in Table 2.3.3-(6) below.

**Table 2.3.3-(6) Safety of Navigation**

| Item | 2022 | 2023 | 2024 | Noted Deficiencies |
|---|---|---|---|---|
| Lights, shapes, sound-signals | 10 | 12 | 17 | Navigation lights damaged (glass cracked, cover worn, etc.) |
| Voyage data recorder (VDR / S-VDR) | 16 | 13 | 12 | Malfunction |
| Charts | 8 | 8 | 6 | Not up to date, Navigation charts for engaged/intended voyage unavailable |
| Nautical publications | 16 | 6 | 6 | Not up to date, Necessary publications unavailable |
| Radar | 0 | 17 | 4 | Malfunction, Inoperable |
| Gyro compass | 4 | 2 | 4 | Malfunction, Inoperable |

### (7) Structural Conditions

Major types and details of deficiencies noted under the category of "Structural Conditions" are shown in Table 2.3.3-(7) below.

**Table 2.3.3-(7) Structural Conditions**

| Item | 2022 | 2023 | 2024 | Noted Deficiencies |
|---|---|---|---|---|
| Electrical installations in general | 2 | 9 | 6 | Emergency switchboard malfunction, Electrical cable insulation damaged |
| Closing devices/watertight doors | 2 | 8 | 6 | Watertight doors leakage, Packing deteriorated |
| Ballast, fuel and other tanks | 10 | 4 | 5 | Inoperable/malfunctioning valves fitted in tanks |
| Decks - corrosion | 4 | 1 | 4 | Heavy corrosion, Hole |

### (8) Propulsion and Auxiliary Machinery

Major types and details of deficiencies noted under the category of "Propulsion and Auxiliary Machinery" are shown in Table 2.3.3-(8) below.

**Table 2.3.3-(8) Propulsion and auxiliary machinery**

| Item | 2022 | 2023 | 2024 | Noted Deficiencies |
|---|---|---|---|---|
| Propulsion main engine | 23 | 19 | 22 | Oil/cooling water leakage, Defective instruments |
| Auxiliary engine | 21 | 15 | 20 | Inoperable auxiliary engines, oil leakage |
| Other (machinery) | 7 | 3 | 10 | Leakage from pipes, Inoperable/malfunctioning valves |

### (9) Crew Certificate

Major types and details of deficiencies noted under the category of "Crew Certificate" are shown in Table 2.3.3-(9) below.

**Table 2.3.3-(9) Crew Certificates**

| Item | 2022 | 2023 | 2024 | Noted Deficiencies |
|---|---|---|---|---|
| Seafarers' employment agreement (SEA) | 18 | 11 | 13 | Contract expired, Unsuitable contract, Continuously employed on board for long period, Inappropriate/unpaid wages |
| Endorsement from flag state | 10 | 4 | 5 | (Original) certificate not available onboard, Expired |
| Certificates for master and officers | 6 | 3 | 3 | Not available onboard Unsuitable certificate |
| Medical certificate | 5 | 3 | 1 | Expired Not available onboard |

## 2.4 Analysis of Detainable Deficiencies per PSC Authority

The most frequent detainable deficiencies per PSC Authority are shown in Tables 2.4.1 to 2.4.7 according to the number of detentions reported from 2022 to 2024.

### 2.4.1 China

**Table 2.4.1 China**

| Category of Detainable Deficiency | 2022 | 2023 | 2024 |
|---|---|---|---|
| Fire safety | 23 | 162 | 133 |
| Water/Weathertight conditions | 9 | 69 | 54 |
| Life saving appliances | 14 | 81 | 35 |
| Emergency Systems | 10 | 46 | 27 |
| Pollution prevention -MARPOL Annex Ⅰ | 5 | 34 | 26 |
| ISM | 8 | 38 | 21 |

| Defective Items | 2022 | 2023 | 2024 |
|---|---|---|---|
| Fixed fire extinguishing installation | 5 | 22 | 26 |
| Ventilators, air pipes, casings | 3 | 31 | 25 |
| Lifeboats | 6 | 28 | 16 |
| Fire pumps and its pipes | 7 | 20 | 15 |
| Oil filtering equipment | 3 | 20 | 15 |
| Fire-dampers | 1 | 18 | 12 |
| Covers (hatchway-, portable-, tarpaulins, etc.) | 2 | 17 | 11 |
| Fire prevention structural integrity | 0 | 10 | 11 |
| Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces | 1 | 18 | 11 |
| Fire doors/openings in fire-resisting divisions | 0 | 7 | 10 |

A total of 402 detainable deficiencies for 112 detained ships were reported in 2024.
(3.6 detainable deficiencies/detained ships)

### 2.4.2 Australia

**Table 2.4.2 Australia**

| Category of Detainable Deficiency | 2022 | 2023 | 2024 |
|---|---|---|---|
| ISM | 16 | 21 | 17 |
| Life saving appliances | 4 | 5 | 11 |
| Fire safety | 6 | 12 | 9 |
| Water/Weathertight conditions | 13 | 7 | 8 |
| Emergency Systems | 6 | 4 | 8 |
| Pollution prevention -MARPOL Annex I | 2 | 8 | 5 |

| Defective Items | 2022 | 2023 | 2024 |
|---|---|---|---|
| Emergency source of power - Emergency Generator | 4 | 5 | 6 |
| Fire-dampers | 10 | 6 | 6 |
| ISM | 8 | 13 | 6 |
| Lifeboats | 2 | 4 | 5 |
| Shipboard operations | 4 | 2 | 5 |
| 15 PPM Alarm arrangements | 3 | 3 | 4 |
| Maintenance of the ship and equipment | 5 | 1 | 3 |
| Covers (hatchway-, portable-, tarpaulins, etc.) | 1 | 2 | 2 |
| Ventilators, air pipes, casings | 2 | 4 | 2 |
| Embarkation arrangement survival craft | 0 | 0 | 2 |
| Fitness for duty- work and rest hours | 0 | 0 | 2 |

A total of 53 detainable deficiencies for 43 detained ships were reported in 2024.
(1.3 detainable deficiencies/detained ships)

### 2.4.3 Italy

**Table 2.4.3 Italy**

| Category of Detainable Deficiency | 2022 | 2023 | 2024 |
|---|---|---|---|
| Fire safety | 38 | 45 | 44 |
| Labour Conditions －Accommodation,recreational facilities,food and catering | 11 | 9 | 22 |
| Emergency Systems | 16 | 21 | 21 |
| ISM | 17 | 20 | 20 |
| Life saving appliances | 18 | 14 | 16 |

| Defective Items | 2022 | 2023 | 2024 |
|---|---|---|---|
| ISM | 17 | 20 | 20 |
| Fire doors/openings in fire-resisting divisions | 9 | 5 | 11 |
| Fire drills | 6 | 3 | 6 |
| Fixed fire extinguishing installation | 4 | 3 | 6 |
| Fire fighting equipment and appliances | 8 | 5 | 5 |
| Evaluation of Crew Performance (fire drill) | 3 | 6 | 5 |
| Sanitary facilities | 3 | 3 | 5 |

A total of 196 detainable deficiencies for 21 detained ships were reported in 2024.
(9.3 detainable deficiencies/detained ships)

### 2.4.4 Indonesia

**Table 2.4.4 Indonesia**

| Category of Detainable Deficiency | 2022 | 2023 | 2024 |
|---|---|---|---|
| Pollution prevention -MARPOL AnnexⅣ | 16 | 3 | 8 |
| ISM | 6 | 6 | 4 |
| Certificate & Documentation - Crew Certificates | 2 | 0 | 3 |
| Certificate & Documentation - Documents | 1 | 1 | 2 |
| Life saving appliances | 8 | 7 | 2 |

| Defective Items | 2022 | 2023 | 2024 |
|---|---|---|---|
| Sewage treatment plant | 11 | 2 | 5 |
| Seafarer' employment agreement (SEA) | 1 | 0 | 3 |
| Other (MARPOL Annex IV) | 0 | 0 | 2 |
| Masters responsibility and authority | 0 | 4 | 2 |
| Log-books / compulsory entries | 1 | 0 | 1 |
| Fire control plan - all | 0 | 0 | 1 |

A total of 28 detainable deficiencies for 6 detained ships were reported in 2024.
(4.7 detainable deficiencies/detained ships)

### 2.4.5 Canada

**Table 2.4.5 Canada**

| Category of Detainable Deficiency | 2022 | 2023 | 2024 |
|---|---|---|---|
| ISM | 6 | 9 | 11 |
| Emergency Systems | 7 | 4 | 9 |
| Life saving appliances | 4 | 10 | 7 |
| Pollution prevention -MARPOL Annex Ⅰ | 3 | 3 | 3 |
| Labour Conditions －Accommodation, recreational facilities,food and catering | 0 | 0 | 3 |

| Defective Items | 2022 | 2023 | 2024 |
|---|---|---|---|
| ISM | 6 | 9 | 11 |
| Emergency Fire Pump and its pipes | 1 | 2 | 6 |
| Emergency source of power - Emergency Generator | 2 | 0 | 3 |
| Seafarer' employment agreement (SEA) | 2 | 3 | 2 |
| Auxiliary engine | 0 | 2 | 2 |
| Oil filtering equipment | 1 | 1 | 2 |

A total of 47 detainable deficiencies for 18 detained ships were reported in 2024.
(2.6 detainable deficiencies/detained ships)

### 2.4.6 United States

**Table 2.4.6 United States(*)**

| Category of Detainable Deficiency | 2022 | 2023 | 2024 |
|---|---|---|---|
| Fire safety | 4 | 4 | 7 |
| ISM | 7 | 8 | 7 |
| Propulsion and auxiliary machinery | 0 | 0 | 2 |
| Structural Conditions | 0 | 2 | 1 |
| ISPS | 6 | 3 | 1 |

| Defective Items | 2022 | 2023 | 2024 |
|---|---|---|---|
| Maintenance of the ship and equipment | 3 | 6 | 5 |
| Fire doors/openings in fire-resisting divisions | 0 | 0 | 2 |
| Oil accumulation in engine room | 2 | 1 | 2 |
| Access control to ship | 2 | 2 | 1 |
| Fire pumps and its pipes | 1 | 1 | 1 |

(*): Including Guam, Puerto Rico

A total of 18 detainable deficiencies for 7 detained ships were reported in 2024.
(2.6 detainable deficiencies/detained ships)

### 2.4.7 Belgium

**Table 2.4.7 Belgium**

| Category of Detainable Deficiency | 2022 | 2023 | 2024 |
|---|---|---|---|
| Fire safety | 16 | 19 | 10 |
| Water/Weathertight conditions | 13 | 3 | 5 |
| Emergency Systems | 8 | 9 | 5 |
| Safety of Navigation | 10 | 4 | 5 |
| Life saving appliances | 13 | 7 | 12 |

| Defective Items | 2022 | 2023 | 2024 |
|---|---|---|---|
| ISM | 13 | 8 | 4 |
| Fire doors/openings in fire-resisting divisions | 1 | 3 | 3 |
| Lifeboats | 2 | 1 | 3 |
| Launching arrangements for survival craft | 3 | 2 | 3 |
| Electrical installations in general | 0 | 3 | 2 |
| Cargo and other hatchways | 1 | 0 | 2 |
| Crew familiarisation with Emergency Systems | 2 | 2 | 2 |
| Radar | 0 | 1 | 2 |
| Rescue boats | 1 | 1 | 2 |
| Launching arrangements for rescue boats | 2 | 2 | 2 |

A total of 48 detainable deficiencies for 4 detained ships were reported in 2024.
(12 detainable deficiencies/detained ships)

## Appendix
Sample Photos of Typical Deficiencies

Note: Sample photos of typical deficiencies are shown below. They consist not only of those found at PSC and class periodical surveys but also of others.

# Fire Safety

**Corroded fire damper**

**Improper fitting of fire door (large gap under door)**

# Fire Safety

Leakage from fire main line

Missing display of “Open/Shut”


Opening between galley and mess room and door installation
(improper modification)

# Life Saving Appliances

**Deformed rescue boat davit**

**Shortage of wire length for remote control**

**Missing connection of HRU painter**

# Life Saving Appliances

**Insufficient lighting in master station**

**Damaged platform for boarding rescue boat**


**Defective lights for life jackets**

# Load Line / Safety Construction

**Obscure display of load line mark**

**Corroded/damaged weathertight door**

**Damaged bolt holes in manhole cover**

# Load Line / Safety Construction

Heavily corroded deck

Corroded/damaged air pipe

Damage inside air pipe head

# Engine Room

Leakage from fire pump

Damaged sewage treatment plant

Leakage from machinery

# Others

**Corroded/damaged stairs**

**Unauthorized installation / penetration of electric cables**

# Others

Deformed gangway

Damaged sidelight

Corroded/damaged mooring fitting

**- Introduction of ClassNK Software for PSC Measures –**


## Trend analysis

Using AI, it is possible to analyze trends in typical deficiencies, defective items and categories for each country/port. You can also check and graph actual deficiencies recorded by PSC, classified into each typical deficiency.

## Checklist

Output pinpoint PSC checklists based on past PSC records of selected ports or countries. In addition, any checklists and report forms created on PC that are stipulated in the Safety Management Manual are automatically linked to the mobile app of the managed ships for convenient use on mobile devices.

## Tie-up

Communicate with land staff in chat format regarding PSC reports and malfunctioning equipment using the mobile app. In addition, by utilizing the task status management function, it is possible to prevent oversights in task responses.

## Summary report

Output a summary report of your fleet that summarizes PSC performance, defective items and frequently identified deficiencies, including trends in deficiencies found in frequently visited countries and ports.

## KPIs

Set your own KPIs and ship groups in order to monitor, measure and evaluate them.

More features are available free of charge to enhance PSC performance and assist in ship management.
For further details please refer to: https://www.classnk.or.jp/hp/en/activities/portal/psc-intelligence.html

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ClassNK

# Port State Control Annual Report
[English]

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