

The background features a blue sky over a body of water with several ships. A large, dark blue geometric shape, resembling a stylized arrow or a folded corner, points from the top right towards the center of the slide. The text is overlaid on this dark blue area.

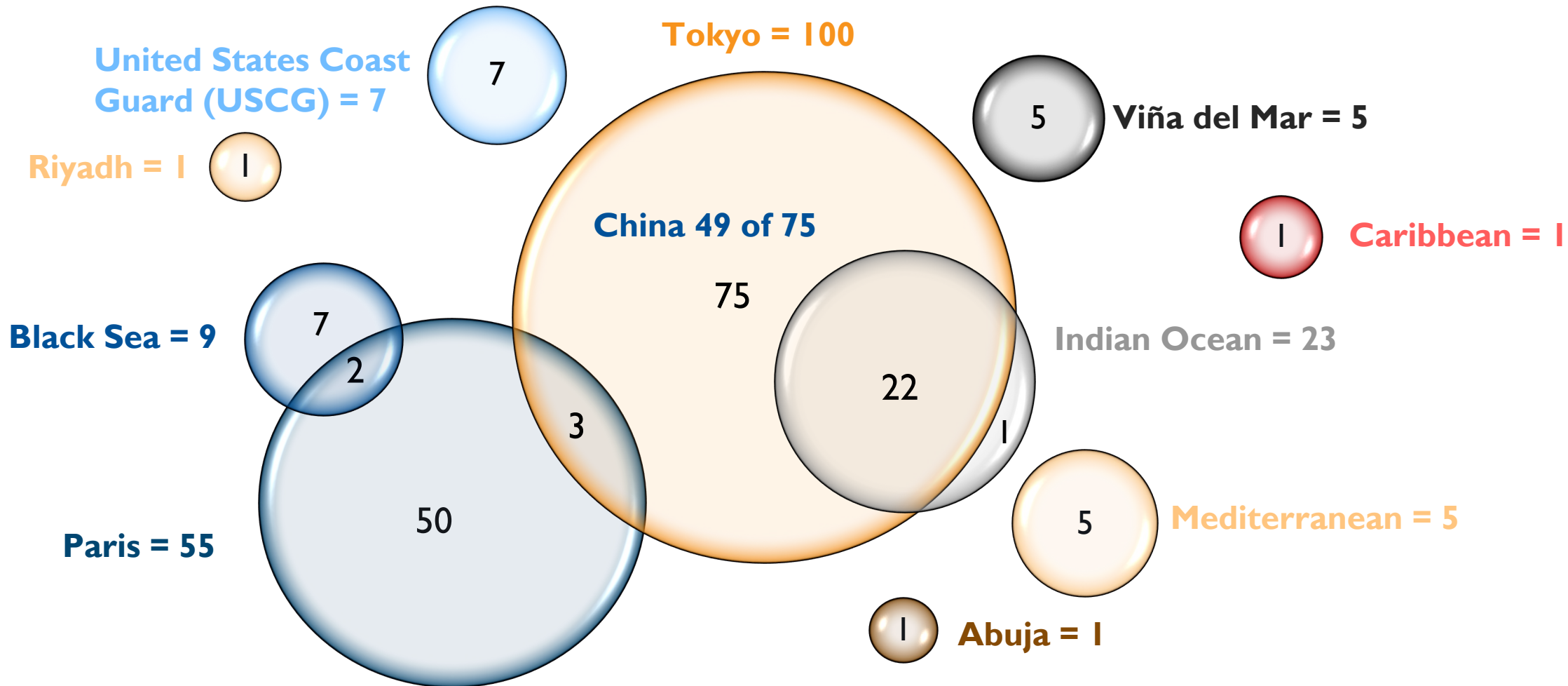
PORT STATE CONTROL (PSC) UPDATE

Presented by:

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2023 PSC DETENTIONS BY MEMORANDUM OF UNDERSTANDING (MoU)



2023 – Total Detentions = 180

MAJOR MoU COMPETITOR BENCHMARKS

PSC Detention Ratios 2023

Flag	Paris MoU	Tokyo MoU	USCG
Republic of the Marshall Islands (RMI)	3.09%	3.17%	0.55%
Liberia	4.03%	4.28%	1.75%
Panama	6.98%	5.02%	1.92%



Sources: USCG 2023 Annual Report; Tokyo MoU 2023 Annual Report.
Paris MoU Database (www.parismou.org).

FLAG STATE GOALS



CHINA PSC

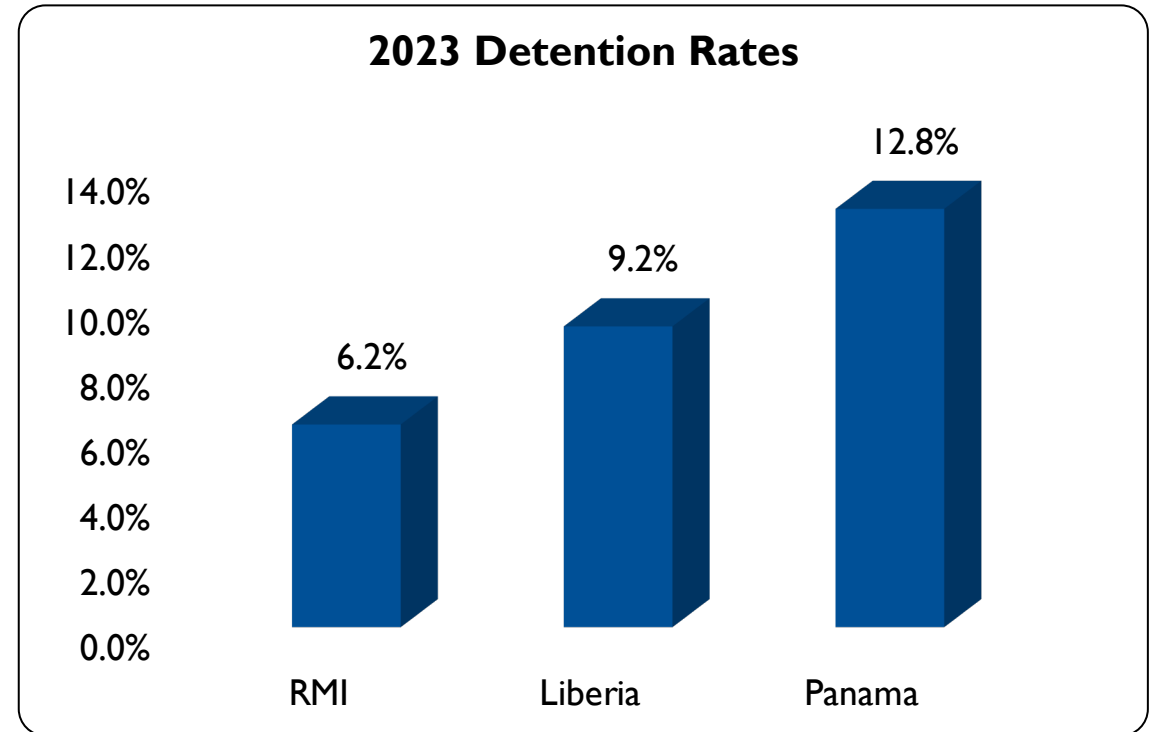


- Average detention rate in China for all flags is approximately 10%
- Firm PSC stance taken following marine incidents and casualties occurring in Chinese waters
- *Preventing Collisions in Coastal Waters of China* (Marine Safety Advisory (MSA) 17-23)
- China Marine Safety Administration (MSA) announced special action to prevent the failure of ship mechanical and electrical equipment (April through October 2024)
- *Detentions in China due to Maneuverability Issues* (MSA-05-24)
- Most common detainable deficiencies – fire safety, lifesaving, International Safety Management (ISM), pollution, emergency systems
- China continues to inspect ships in shipyards to prevent casualties when ships are departing from the yards

CHINA PSC (continued)

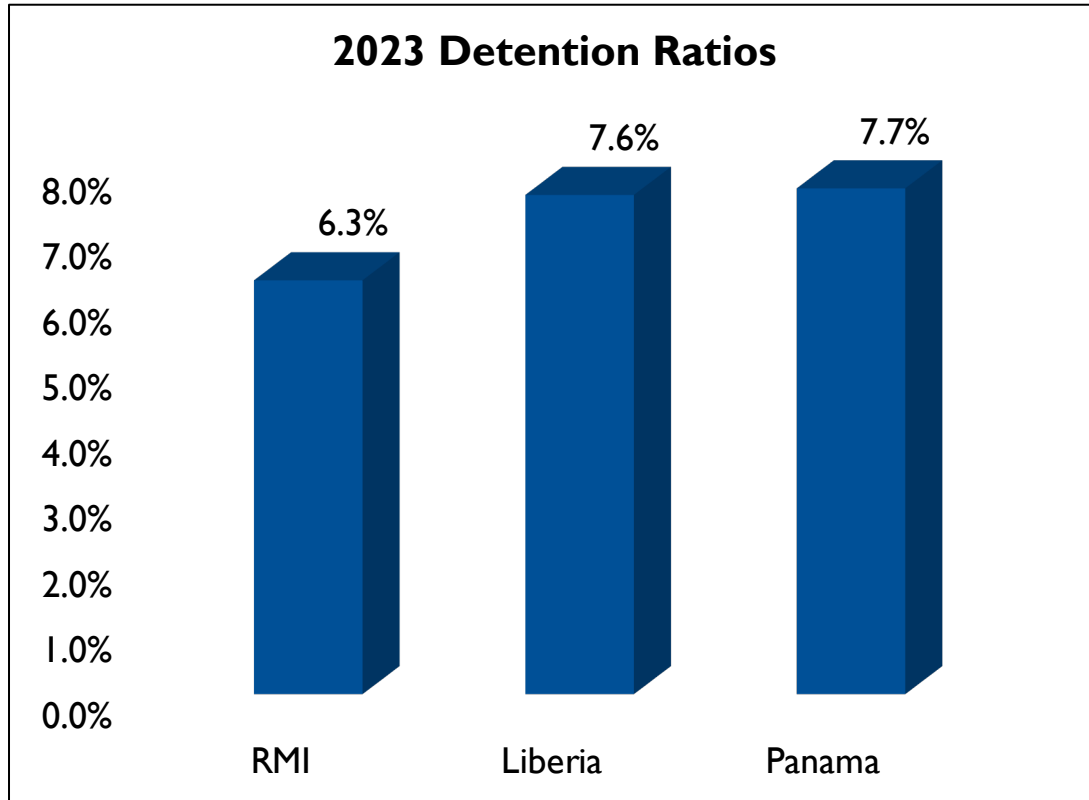
FLAG'S ACTIONS MATTER

- RMI detention rate in China = 6.2%; well below the average
- Positive PSC interventions by flag overturned several detentions
- MSD-340 A/C works when taken seriously by crew and managers
- The RMI Maritime Administrator (the “Administrator”) increasing inspector resources in all parts of China
- Report, Report, Report



Source: Tokyo MoU Database (www.tokyo-mou.org).

AUSTRALIAN MARITIME SAFETY AUTHORITY (AMSA)



Source: AMSA 2023 Annual Report.



AMSA (continued)

PSC Updates

- Targeting system: 75% accident-based and 25% detention-based
- AMSA has requested transparency regarding flag attendance
- Joint inspection along with PSC should be avoided
- AMSA focusing on crew fatigue issues when they see multiple inspections occurring
- Conflict of interest – 3rd party inspectors playing multiple roles
- Remote inspections by the Classification Society (Class) / Recognized Organization (RO) are to be avoided and not allowed for detainable items
- Reporting using AMSA form 18/19

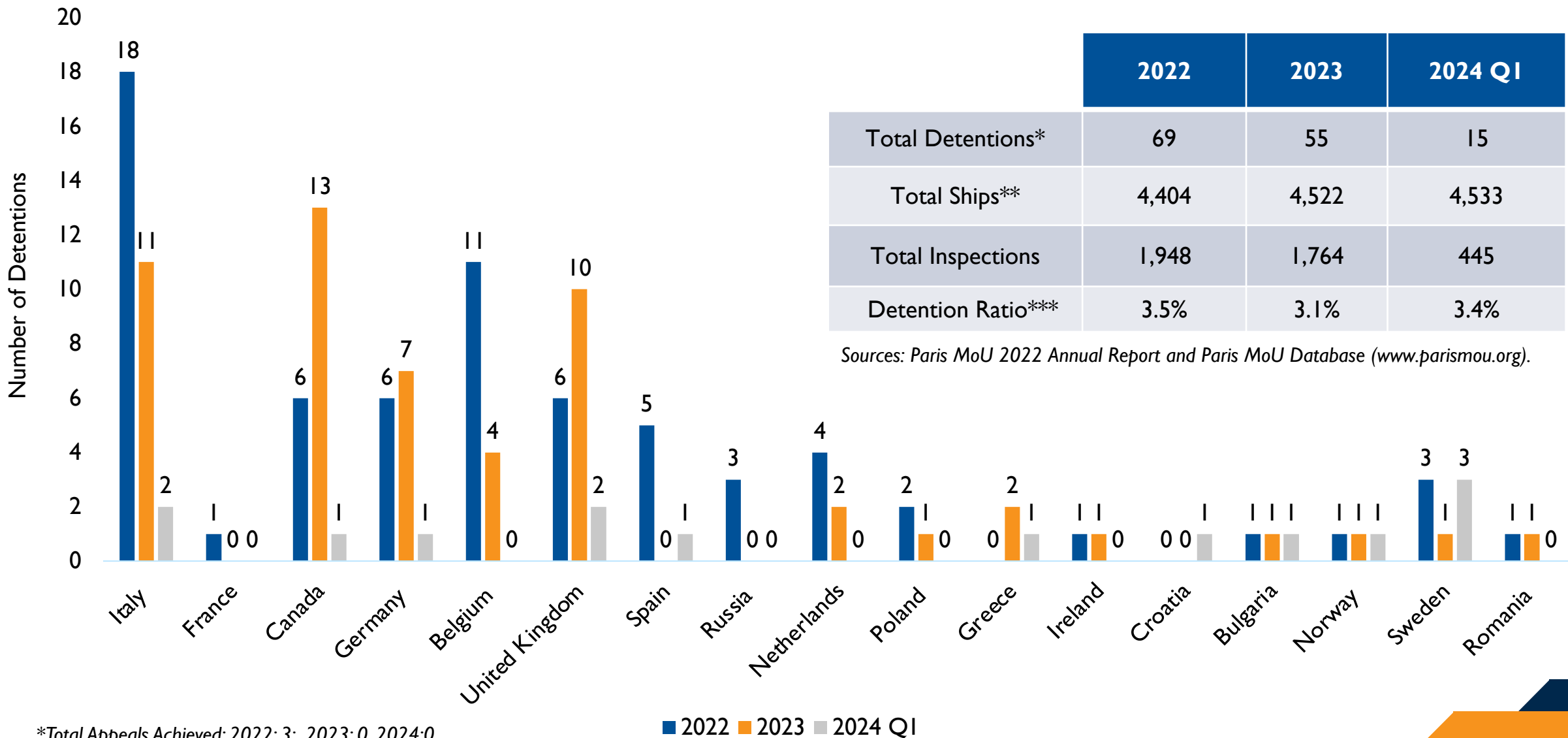


AMSA (continued)

Recent Focus of PSC Inspections

- AMSA focusing on crew fatigue issues when they see multiple inspections occurring
- Maintenance of machinery – breakdowns
- Attention paid to crew retention / in-house / crewing agency – not linked to any nationality
- Efforts to rectify critical item defects and verification by local Class
- New focus on drills as part of PSC inspections
- New marine notice on oily water separators – increased attention
- Pilot ladders and boarding arrangements continue to be scrutinized

PARIS MoU PERFORMANCE



*Total Appeals Achieved: 2022: 3; 2023: 0, 2024:0

**Excluding Mobile Offshore Units and Yachts

***Detention ratio previous years (Paris MoU Annual Reports): 2018: 0.9%; 2019: 1.6%; 2020: 2.1%; 2021: 3.4%

PARIS MoU HOTSPOTS

Belgium

- Belgium reduced detentions, although significant deficiencies still reported
- Recent meetings with Belgium PSC stressed open and transparent communication from flag

Italy

- Focus continues on non-priority vessels
- Deficiencies in the Maritime Labour Convention, 2006 (MLC, 2006) are the highest of all deficiency categories
- Opens the door for a closer look and detention
- Detainable deficiencies include fire safety, ISM, emergency systems, and lifesaving appliances



PARIS MoU HOTSPOTS (continued)

Canada

- Higher than normal detention rate, especially on the East Coast
- Deficiencies in MLC, 2006 items are twice as high as in any other category
- Opens the door for a closer look and detention
- Detainable deficiencies include fire safety, emergency systems, ISM, and lifesaving appliances
- Meeting scheduled next week with Transport Canada – head office and Montreal office



USCG PSC

- *Measures to Improve Compliance in United States Ports (MN 5-034-5)*
 - Notice of Arrival (NOA)
 - Ensure accurate submittal to noa@register-iri.com
 - Ensure non-operational equipment (if any) is submitted prior to arrival
- *Critical Items Checklist (MSD 340)*
 - Ensure the crew thoroughly reviews each item prior to arrival
 - Notify the Administrator in writing if any inoperable equipment is observed



USCG – BEST PRACTICES

Goal – Display adequate implementation of the safety management system to the USCG

- Failing to report defects will lead to ISM-related deficiencies and/or vessel detention.
- Effective risk mitigation must be implemented on board.
- Ensure requisitions for spares and supporting documentation are readily available on board.
- Ensure all efforts to rectify the defective equipment are exhausted at the current port.



USCG – PORT STATE / FLAG STATE RELATIONSHIP

- USCG has implemented quarterly concentrated inspection campaigns.
- The Administrator’s relationship with USCG has achieved unprecedented levels of cooperation, often allowing the Administrator to handle issues instead of PSC action(s).
- Likely increased scrutiny of propulsion, power, and steering issues following a recent major marine casualty.





QUALSHIP 21

USCG 2023 ANNUAL REPORT

Well-positioned to maintain QUALSHIP 21 listing 20+ years in a row



23
Detentions



7
Detentions



25
Detentions

CONCLUSION

Focus on **Quality** and **Compliance** brings **Value** to vessel operations with:

- Experienced personnel
- Worldwide infrastructure
- Exceptional service

The Administrator invests in the resources and expertise to effectively fulfill its obligations as a flag State and support its owners / operators as a **Quality** flag and additional safety net for the RMI fleet.





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