

COMPREHENSIVE SAFETY MANAGEMENT REPORT 2026

Safety Performance | Regulatory Oversight |
Continuous Improvement



SAFE
SHIPS



EMPOWERED
PEOPLE



STRONG
COMPLIANCE



CLEANER
OCEANS



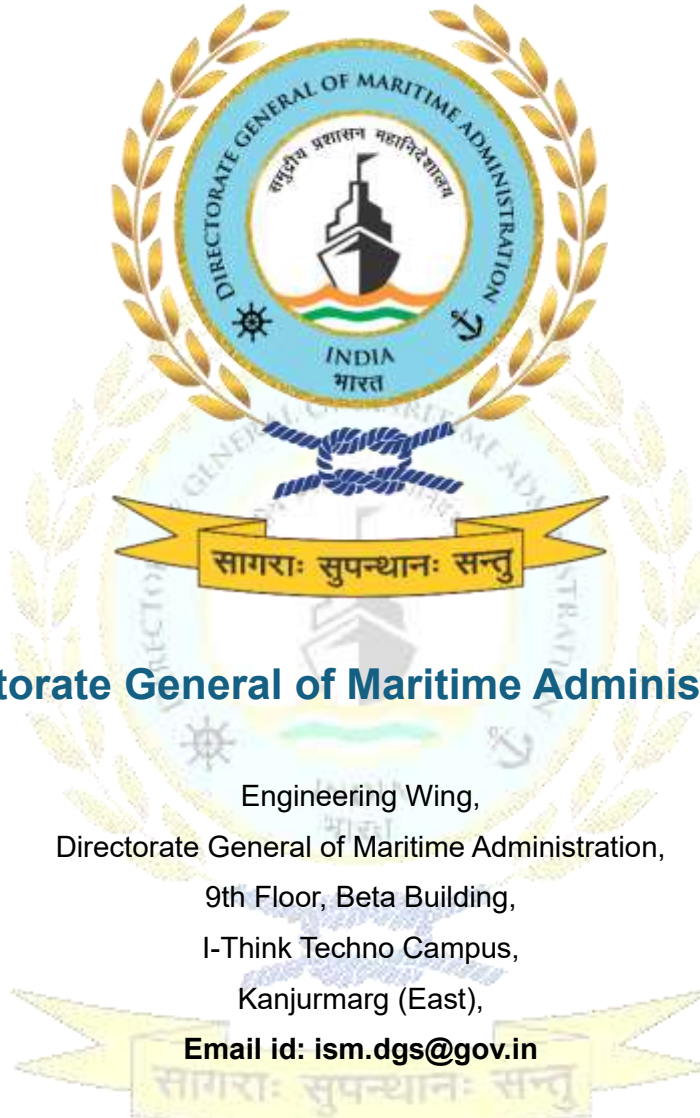
A SAFER
TOMORROW

*Safer Seas
Stronger India
Sustainable Tomorrow*





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Message from the Director General of Maritime Administration

As the Director General of Maritime Administration, Government of India, it is with great pride and a deep sense of responsibility that I present the 2026 Indian Safety Management Report, the third edition of this comprehensive publication on the safety performance of the Indian mercantile marine administration. This annual report reflects our continued commitment to strengthening maritime safety, enhancing seafarer welfare, and promoting the highest standards of regulatory compliance across the Indian shipping sector.



Since the publication of the first report, the Indian Maritime Administration has continued to strengthen its efforts towards improving safety performance through focused inspections, rigorous surveys and audits, effective monitoring mechanisms, and continuous assessment of regulatory compliance. The implementation of Age and Quality norms for vessels entering and operating under the Indian flag, together with enhanced oversight of Recognized Organizations, ship owners, ship managers, charterers, and port authorities, has contributed significantly to strengthening the overall safety framework of Indian shipping.

Maritime safety is a multifaceted responsibility that requires the coordinated and sustained participation of all stakeholders — the Administration, Recognized Organizations, ship owners and operators, ports, seafarers, and coastal State agencies. Inspections, surveys, audits, and compliance assessments are not merely regulatory requirements; they serve as important performance indicators that enable us to identify systemic weaknesses, address deficiencies in a timely manner, and strengthen the protection of human life, ships, cargo, and the marine environment.

The Comprehensive Safety Management Report 2026 provides a comprehensive assessment of survey outcomes, inspections, audits, statutory compliance, casualty records, and other key safety indicators. It also examines the performance of companies and organizations entrusted with the responsibility of maintaining safe and compliant ship operations. Through this assessment, the report seeks to provide meaningful insights to stakeholders and support their efforts towards continuous improvement in safety standards and operational performance.

This report also complements other performance-oriented publications of the Indian Maritime Administration, including the Marine Environment Management Report and the Port State and Flag State Inspection Reports. Collectively, these publications demonstrate India's continued commitment to transparency, accountability, evidence-based regulatory oversight, and continuous improvement in maritime safety and environmental protection.

I am confident that the Comprehensive Safety Management Report 2026 will serve as a valuable reference for the Administration and all maritime stakeholders, supporting informed decision-making, strengthening safety management practices, and further advancing India's commitment to excellence in maritime safety and regulatory compliance.



Shri. Shyam Jagannathan, IAS
Directorate General of Maritime Administration &
Additional Secretary to the Government of India

Message from the Chief Surveyor

The global maritime industry operates within a complex matrix of regulatory frameworks, environmental challenges, and evolving operational demands. In this dynamic landscape, maintaining the highest standards of maritime safety, security, and environmental protection remains the core mission of the Maritime Administration. It is with great pleasure and a profound sense of responsibility that we present this Comprehensive Safety Management Report-2026.



This publication serves as a transparent, data-driven assessment of our fleet's operational integrity and regulatory compliance. Moving beyond traditional qualitative overviews, this report utilizes critical Key Performance Indicators (KPIs) to provide an objective analysis of our safety culture.

Key focus areas within this report include:

- International Safety Management (ISM) Audits: An evaluation of the effectiveness of safety management systems both onboard vessels and within shore-based management teams, identifying systemic trends and areas for continuous improvement.
- Condition of Class Assessments: A comprehensive review of statutory and class-related conditions issued to flag vessels, ensuring that structural, mechanical, and operational integrity is rigorously maintained.
- Port State Control (PSC) Detentions: A detailed analysis of deficiency and detention data from major regional PSC regimes, serving as a critical benchmark of our fleet's compliance on the international stage.

By synthesizing these vital datasets, the Maritime Administration aims to provide shipowners, operators, seafarers, and international stakeholders with actionable insights. This report does not merely document past performance; it serves as a strategic tool to proactively mitigate risks, refine training paradigms, and strengthen policy enforcement.

It is pleasing to note that the Merchant Shipping (Safety Management) Rules, 2026, & the Merchant Shipping (Port State Control and Flag State Implementation) Rules, 2026 which are vital for the administration and stake holders, towards ensuring maritime safety and regulatory compliance have already been notified in July this year.

As the maritime sector moves towards greater sustainability, technological advancement, and accountability, continued cooperation among all stakeholders is essential to building a safer, more efficient, resilient, and globally respected maritime ecosystem.

I extend my appreciation to the entire team, including the field surveyors, auditors, and data analysts, whose collaborative diligence is captured within these pages. Compiling and analyzing complex indicators across our flagged fleet requires immense coordination. Their dedication ensures that this report serves not just as a historical record, but as an active shield protecting lives and assets at sea.

Jai Hind.



(Shri Killi Mohana Rao)
Chief Surveyor-cum-Addl. DG (Engg)

Message from the Nautical Advisor

As the Nautical Advisor to the Government of India, it is my privilege to present the third edition of the Comprehensive Safety Management Report, 2026. This publication continues our endeavour to provide stakeholders with a consolidated view of the safety performance of Indian ships and the companies managing them.



The year 2025 witnessed continued growth and transformation in the Indian maritime sector, along with emerging challenges in maintaining and enhancing safety standards. Indian flag tonnage continued to evolve, with growth across bulk carriers, offshore support vessels, and specialised ships. At the same time, the age profile of the fleet highlights the need for effective maintenance, fleet renewal, and sustained compliance with applicable maritime requirements.

Safety management remains central to India's maritime vision. The analysis of ISM audits conducted during 2025 highlights recurring findings under Clause 10 (Maintenance of Ship and Equipment), Clause 11 (Documentation), and Clause 12 (Company Verification and Review). These findings emphasise the need for robust maintenance practices, effective documentation, and systematic verification of Safety Management Systems.

The findings from Port State Control (PSC) and Flag State Inspections (FSI) further underline the importance of compliance readiness. While Indian-flagged ships continue to demonstrate satisfactory performance across several inspection parameters, focused attention is required in segments such as Other Cargo Ships and offshore support vessels to address recurring deficiencies.

The outcomes of Maritime Labour Convention (MLC) inspections continue to highlight areas related to seafarers' employment agreements, wages, and accommodation facilities. These findings are important not only from a regulatory perspective but also as indicators of the welfare and well-being of our seafarers.

Looking ahead, India's maritime administration remains committed to strengthening digital tools for inspections and audits, enhancing transparency, and adopting data-driven and risk-based approaches for PSC targeting. The insights from this report will support shipowners, managers, surveyors, and other stakeholders in implementing effective corrective and preventive actions.

I extend my sincere appreciation to all surveyors, Recognized Organizations, and industry stakeholders for their valuable contribution to the preparation of this report. I am confident that the Comprehensive Safety Management Report, 2026 will serve as a valuable resource for strengthening safety culture, improving compliance, and promoting continual improvement across the Indian shipping industry.



Capt. Abul Kalam Azad
Nautical Advisor-cum-Addl. DG (Nautical)
Directorate General of Maritime Administration
Government of India



Message from the Chief Ship Surveyor

It is with great pride and satisfaction that this Directorate presents the Comprehensive Safety Management Report 2026. This publication reflects the continued dedication, professionalism, and collective commitment of India's maritime administration and shipping industry towards safety, regulatory compliance, and operational excellence.



The Indian maritime sector has demonstrated resilience and adaptability amid evolving international regulations, emerging technologies, and changing operational requirements. This report brings together key information on Safety Management Audits, Port State Control and Flag State Inspections, Maritime Labour Convention (MLC) compliance, classification and certification, casualty trends, and the performance of Recognized Organizations, providing a comprehensive view of the safety and compliance performance of the Indian maritime fleet.

The continued performance of Indian-flagged vessels in international port State control regimes reflects the collective efforts of shipowners, ship managers, Recognized Organizations, seafarers, surveyors, and the Directorate General of Shipping. Their commitment to safety continues to strengthen the credibility and reputation of the Indian Flag in the international maritime community.

This report is intended not merely as a record of performance, but as a tool for continuous improvement. The data and analysis provide valuable inputs for identifying recurring concerns, strengthening risk-based oversight, improving safety management practices, and supporting informed policy and strategic planning.

A strong maritime safety culture depends on continuous learning, effective implementation, and shared responsibility. The findings provide stakeholders with an opportunity to review practices, address identified gaps, and contribute towards safer ships, safer operations, and improved working and living conditions for seafarers.

I extend my sincere appreciation to all officers, surveyors, Recognized Organizations, shipowners, ship managers, seafarers, and other stakeholders whose diligence, expertise, and cooperation have

contributed to this publication. Their continued efforts remain vital to strengthening India's maritime safety framework and supporting the sustainable growth of the Indian shipping sector.

I am confident that the Comprehensive Safety Management Report 2026 will serve as a valuable reference for the maritime community and contribute to our shared objective of safer shipping, stronger compliance, and continual improvement in India's maritime sector.

Pradeep Sudhakar K

Shri. Pradeep Sudhakar K
Chief Ship Surveyor-cum-Joint Director General
Directorate General of Maritime Administration
Government of India



From the Editor's Desk

This **Comprehensive Safety Management Report 2026** marks the third consolidated effort to present key safety performance indicators of Indian ships and the management companies responsible for their operation. The report brings together information from surveys, inspections, audits, and casualty records to provide a broader and more meaningful view of safety and compliance across the Indian shipping sector.



The objective of the report is not only to present statistical information but also to highlight trends, recurring issues, and areas that require continued attention. The analysis covers key dimensions that collectively contribute to the overall safety culture and performance of Indian shipping.

Survey Planning and Maintenance between Statutory Surveys are assessed through conditions of class issued during statutory surveys. These provide useful insights into ship maintenance, operational readiness, and compliance with Regulation 11, Part B, Chapter I of SOLAS, including the timely reporting and follow-up of safety-related defects to the Administration or Recognized Organizations.

The report also examines **Port State Control (PSC) and Flag State Inspections (FSI)**, together with relevant Directorate circulars, to understand inspection trends, compliance patterns, and areas where recurring deficiencies require greater attention.

The analysis of **ISM DOC and SMC audits** focuses on the nature and frequency of non-conformities across companies and ship types, average findings per audit, management company performance, and observations from Interim Audits, including the conversion of Interim DOCs to Initial Audits. These findings provide an important indication of the effectiveness of Safety Management Systems implemented by companies and ships.

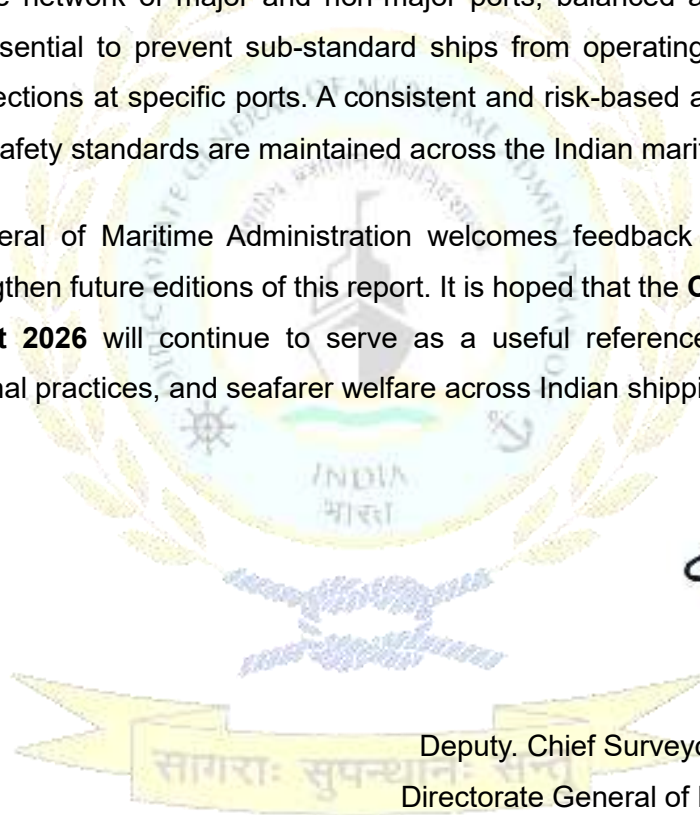
A separate assessment of **Maritime Labour Convention (MLC) inspections** reviews deficiencies across ship types, seafarers' working and living conditions, and company-level performance in meeting MLC requirements. The report also examines the **performance of Recognized Organizations**, using audit and inspection statistics to understand their consistency and effectiveness in supporting compliance and maintaining safety standards on Indian ships.

This edition brings together key safety indicators—including casualty records, conditions of class, ISM audits, MLC inspections, and PSC outcomes. By considering these indicators together, the report provides stakeholders with a more comprehensive basis for understanding safety performance and identifying areas for improvement.

The presentation of safety data is intended to support stakeholders in carrying out self-assessment, identifying corrective and preventive actions, and strengthening the safety performance of Indian ships, ports, and seafarers. It also aims to encourage greater awareness, accountability, and continuous improvement across the maritime sector.

With India's extensive network of major and non-major ports, balanced and targeted inspection coverage remains essential to prevent sub-standard ships from operating while avoiding undue concentration of inspections at specific ports. A consistent and risk-based approach to inspections will help ensure that safety standards are maintained across the Indian maritime sector.

The Directorate General of Maritime Administration welcomes feedback and suggestions from stakeholders to strengthen future editions of this report. It is hoped that the **Comprehensive Safety Management Report 2026** will continue to serve as a useful reference for improving safety, compliance, operational practices, and seafarer welfare across Indian shipping.



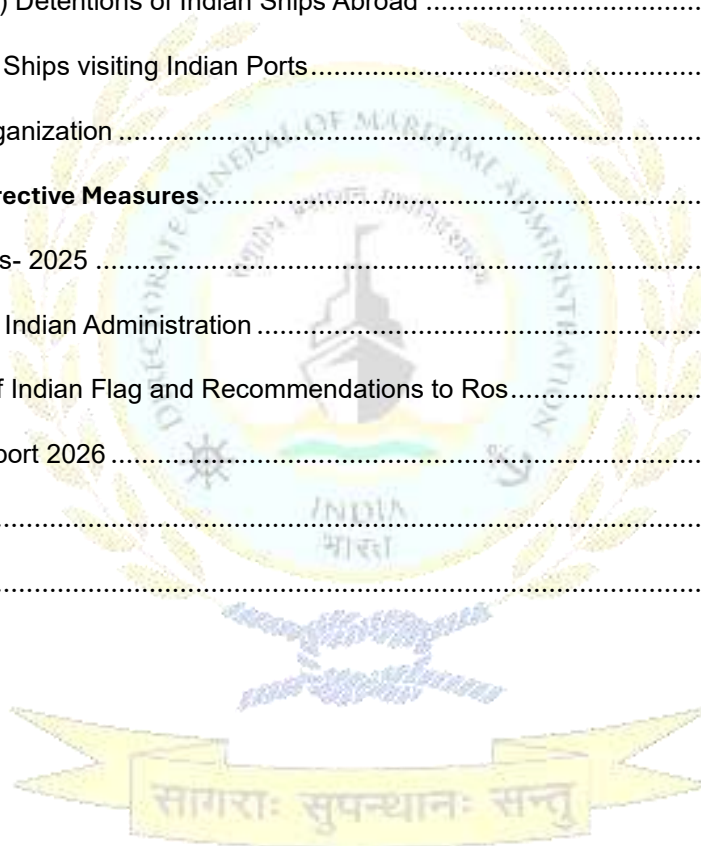
Shri Shrish Kumar
Deputy. Chief Surveyor-cum-Sr. DDG (Tech.)
Directorate General of Maritime Administration
Government of India

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CHAPTER I





Chapter I: Overview of Indian Flag Tonnage and Recent Trends

Introduction to Indian Flag Tonnage

Indian flag tonnage encompasses a diverse fleet including cargo ships, tankers, passenger vessels, and other specialized ships operating in coastal and international waters. The growth and stability of Indian flag tonnage are crucial indicators of the nation's maritime strength, economic activity, and self-reliance in sea trade.

The Indian shipping industry plays a vital role in facilitating both domestic and international trade, contributing significantly to the nation's economy. The size and composition of the Indian fleet reflect the country's maritime policies, global trade dynamics, and investment in the shipping sector.

Analysis of Indian Flag Tonnage:

The Indian flag tonnage has shown a modest increase from the end of 2023 to the end of 2025, indicating a continued growth trajectory for the national fleet.

Key Figures:

- **As on December 31, 2023:** The total Indian flag tonnage stood at **13.75 million GT**.
- **As on December 31, 2024:** The total Indian flag tonnage increased to **13.81million GT**.
- **As on December 31, 2025:** The total Indian flag tonnage increased to **14.156 million GT (including Indian controlled tonnage 0.13 million GT)**.

Trend and Analysis: The Indian flag tonnage grew by 3,53,000 GT in 2025. This increment, while not substantial, signifies a positive trend in the expansion of India's maritime capabilities. This rise is indicative of ongoing efforts to modernize and expand the fleet, potentially through new acquisitions, capacity upgrades, or improved registration processes.

This growth contributes to enhancing India's capacity for seaborne trade, reducing reliance on foreign shipping, and strengthening its position in the global maritime landscape. Factors contributing to this trend could include government initiatives promoting domestic shipping, increased demand for maritime transport services, and strategic investments by Indian shipping companies.

Key Observations of Coastal/Foreign going Indian tonnage (1997-2025):

- **Coastal Tonnage Growth:** The coastal tonnage has exhibited a significant upward trend over this period. Starting from 0.140 million GT in 1997, it reached 1.69 million GT by the end of 2025. This sustained growth highlights the increasing reliance on coastal shipping for domestic trade and transportation of goods along India's vast coastline. While there have been minor year-on-year fluctuations, the overall trajectory is robustly positive, demonstrating the sector's expansion and modernization efforts in the years to come.
- **Foreign-Going Tonnage Growth:** The foreign-going (overseas) tonnage also experienced substantial growth, increasing from 6.74 million GT in 1997 to 12.33 million GT in 2025. This segment consistently represents the larger share of India's total tonnage, underscoring its pivotal role in international trade. Notable growth spurts were observed, particularly between 2008 and 2011, and a resumed upward trend from 2016 onwards after a brief plateau. This expansion reflects India's growing engagement in global commerce and its efforts to enhance its presence in international shipping lanes & **Indian controlled tonnage is 0.13 million GT**.

*Table 1. Table of Indian Coastal and Foreign-going tonnage year-wise
from 1997-2025 (expressed in Thousand GT)*

Year	Coastal GT	Overseas GT	Total GT
1997	140	6744	6884
1998	172	6876	7048
1999	233	6945	7178
2000	359	7067	7426
2001	397	7124	7521
2002	436	7202	7638
2003	467	7245	7712
2004	532	7306	7838
2005	598	7371	7969
2006	677	7454	8131
2007	740	7653	8393
2008	804	8080	8884
2009	980	8499	9479
2010	1013	9152	10165
2011	1048	10013	11061
2012	1086	9331	10417
2013	1135	9248	10383
2014	1218	9090	10308
2015	1502	9006	10508
2016	1518	9907	11425
2017	1469	10883	12352
2018	1479	11204	12683
2019	1480	11266	12746
2020	1672	11433	13105
2021	1560	11538	13098
2022	1578	11696	13274
2023	1722	12023	13745
2024	1672	12140	13812
2025	1697	12329	14026

- Note: Additionally **Indian controlled tonnage is 0.13 million GT**, in 2025.

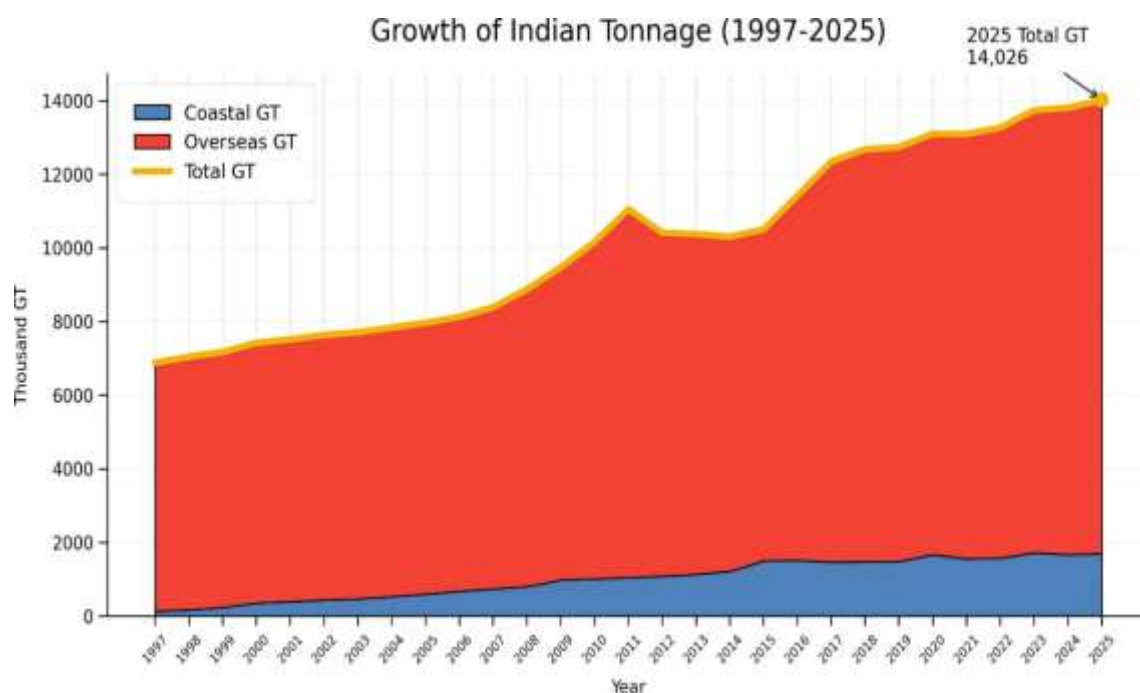


Figure 1 Growth of Indian Tonnage (coastal & Overseas GT) (expressed in Thousand GT) (1997-2025)

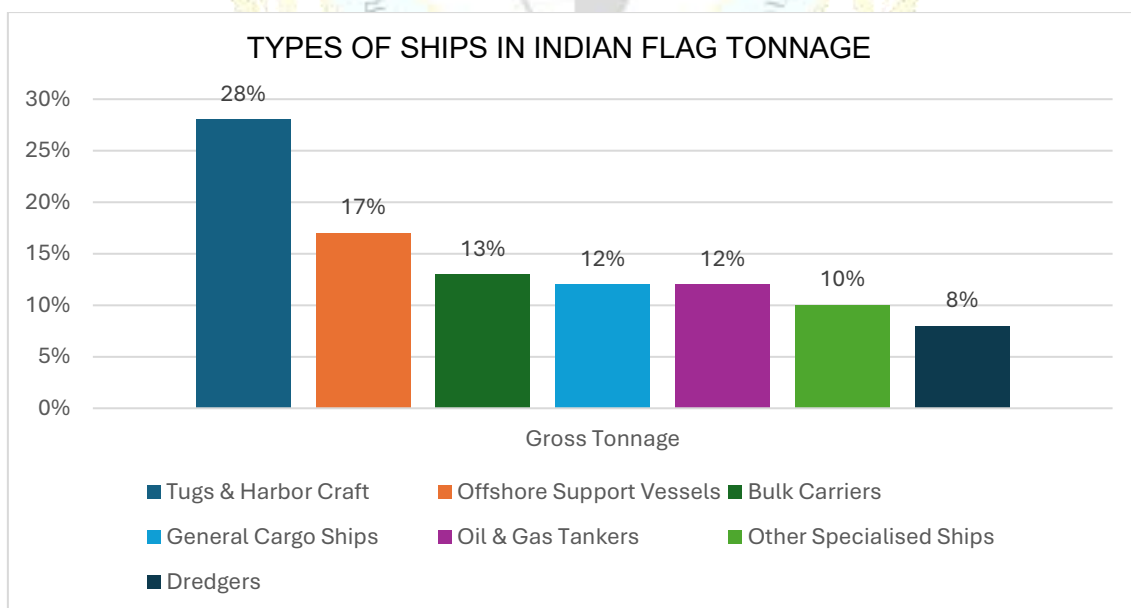


Figure 2 Analysis of Types of Ships under Indian Shipping Fleet in 2025

Analysis of Types of Ships in Indian Shipping Fleet in 2025:

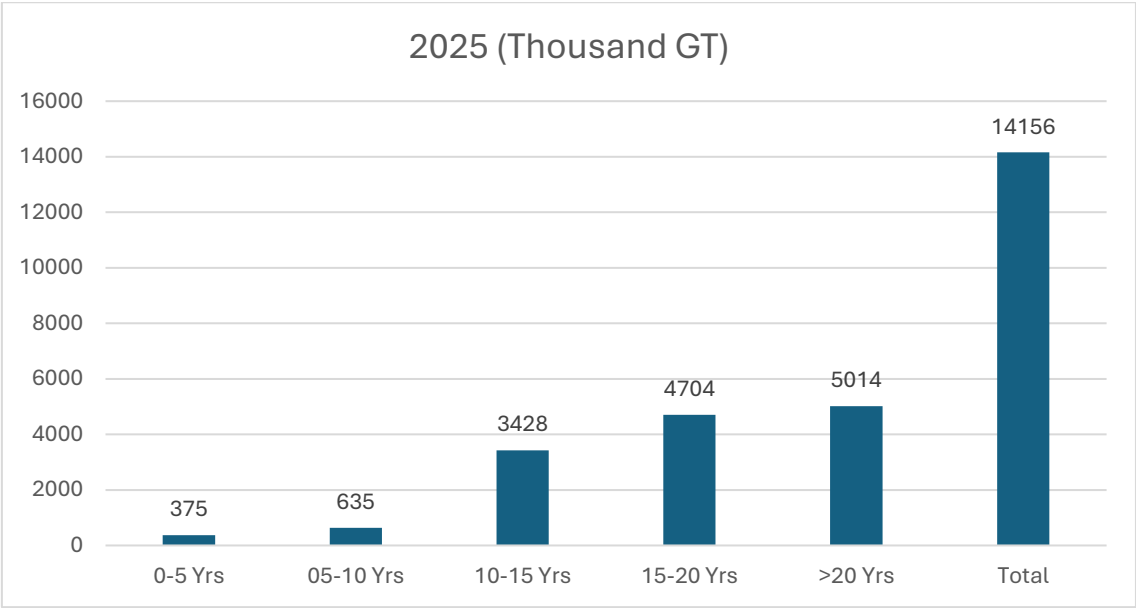


Figure 3 Age-wise Break-up of Indian Fleet& Change for 2025



The Indian tonnage comprises a diverse fleet of ships, reflecting the varied requirements of its coastal and international trade, as well as specialized maritime activities.

As on December 2025, the total number of ships in the Indian fleet was 1588. Key vessel types and their approximate numbers include Tugs (592), Offshore Supply Vessels (94), Bulk Carriers (124), General Cargo ships (172), and Oil Tankers (86), Chemical Tankers (21), Gas Carriers (32). Other notable categories include, Barges (26), Cement Carriers (11), Dredgers (40), Passenger Ships (74), Container Ships (36), Other type of ships (280). The Indian fleet composition in **December 2025** reflects continued expansion in selected vessel segments, with the total fleet standing at **1,588 vessels**.

Distribution of Indian Tonnage- Age-wise (2024 vs 2025):

- **Newer Fleet (0-10 years):** The 0–5 years and 5–10 years vessel-age segments indicate continued fleet renewal and modernization. The combined tonnage increased from 1,349 thousand GT in 2023 to 1,385 thousand GT in 2024, before reaching 1,010 thousand GT in 2025.
- **Mid-Life Fleet (10-20 years):** Vessels in the 10–15 years and 15–20 years age brackets collectively account for a significant share of the Indian fleet tonnage, increasing from 7,510 thousand GT in 2023 to 7,543 thousand GT in 2024 and further to 8,132 thousand GT in 2025. This continued growth indicates the sustained operational contribution of mature vessels and their importance in maintaining the overall capacity of the Indian fleet.
- **Older Fleet (>20 years):** The largest segment of the Indian fleet, in terms of Gross Tonnage (GT), comprises vessels that are more than 20 years old. This segment increased from 4,884 thousand GT in 2024 to 5,014 thousand GT in 2025, indicating a continued dependence on older vessels within the fleet. While the induction of newer vessels reflects ongoing fleet development, the substantial share of tonnage from vessels over 20 years old highlights the continued presence and operational reliance on the ageing fleet. This trend underscores the importance of progressive fleet renewal and modernization to enhance the overall efficiency, safety, and competitiveness of the Indian maritime sector.
- Overall, the Indian tonnage shows a gradual renewal process with addition in mid-life categories, but the fleet remains characterized by a significant proportion of older vessels. The age profile indicates a balance between fleet modernization efforts and the continued utility of older ships in operation



CHAPTER II





Chapter II: The Safety Management Audit Report: 2021-2025

Background

The International Safety Management (ISM) Code ensures safety at sea, prevents human injury or loss of life, and protects the environment through the mandatory implementation of a Safety Management System (SMS).

- **Core Objectives:** Provide safe ship operation practices, establish a safe working environment, assess operational risks, and ensure continuous improvement of safety skills ashore and onboard.
- **The Safety Management System (SMS):** A structured, documented system allowing company personnel and crew to effectively implement the company's safety and environmental protection policy.
- **Key Responsibilities:** Requires top-level management commitment, a designated Designated Person Ashore (DPA) to link shore management with ships, and clear recognition of the Master's overriding authority for safety.

Document of Compliance (DoC) Audit for the Company:

The **DoC audit** evaluates the shore-based management office to verify that the company's organizational structure and SMS comply with the ISM Code.

Safety Management Audit of Ships (Safety Management Certificate - SMC):

The **SMC audit** takes place onboard a specific vessel to confirm that the shipboard personnel follow the established SMS.

- **Relevant Rules/MS Notices/DGS Circulars**
 - i. Merchant Shipping (Management for the Safe Operation of Ships) Amendment Rules, 2014.
 - ii. Merchant Shipping (Management for the Safe Operation of Ships) Amendment Rules, 2003.
 - iii. Merchant Shipping (Management for the Safe Operation of Ships) Amendment Rules, 2002.
 - iv. Merchant Shipping (Management for the Safe Operation of Ships) Rules, 2000.
 - v. Merchant Shipping Notice No.09 of 2014
 - vi. Merchant Shipping (Safety Management) Rules, 2026 (Notified on 7th July 2026)
- **Delegation of Safety Audits under ISM**
 - i. The Document of Compliance (DOC) audits of shipping companies: Interim, Initial, Annual and Renewal are conducted by Administration.
 - ii. The Safety Management Certificate (SMC) audits of ships: Interim, Initial and Renewal have been delegated to the RO-IRS. Intermediate Audits are undertaken by Administration except for ships plying abroad where IRS is authorized to undertake the Audits on behalf of the Administration.

- **Issuance of Safety Management Certificates:** Interim SMC are issued by IRS, while Initial and Renewal certificates are issued by Administration.

Analysis of DOC audit data - 2025

1. In the year 2025, 135 DOC Audits and 253 SMC Audits were undertaken.
2. As per the data for the year 2025, there are 23 companies holding DOC for Bulk Carriers, 36 for Oil Tankers, 11 for Passenger HSC ships, 6 for Passenger ships, 14 for Chemical tankers, 9 for Gas Carriers and 83 for Other Cargo ships.
3. More than 31% of all DOC Audits in last two years were Interim audits indicating growth of management companies in India.
4. The performance of companies and the vessels under their management during the ISM audits have been analysed in detail in the subsequent sections.

Table 2. Types of DOC Audits

Year	Interim	Initial	Annual	Renewal	Additional	Total
2021	33	10	41	11	1	96
2022	28	16	37	20	4	105
2023	30	13	31	6	16	96
2024	35	17	44	11	10	117
2025	45	17	55	9	9	135

Table 3. Analysis of findings in DOC Audits

Year	Total Number of Audits	Total Number of NCs	NCs/Audit	Number of Audits with Nil Finding	Nil Finding Index
2021	96	99	1.031	45	0.469
2022	105	112	1.067	49	0.467
2023	96	109	1.135	43	0.448
2024	117	177	1.513	39	0.333
2025	135	199	1.474	58	0.430

Table 4. Year wise distribution of DOC Audits for the period 2021 to 2025

DOC Audits 2025					
Audit Type	Total Number of Audits	Number of Audits with Nil Finding	Nil Finding Index	Total Number of Findings	NCs/Audit
Interim	45	39	0.867	7	0.156
Initial	17	6	0.353	25	1.471
Annual	55	6	0.109	140	2.545
Renewal	9	3	0.333	18	2
Additional	9	4	0.444	9	1

DOC Audits 2024					
Interim	35	29	0.829	11	0.314
Initial	17	1	0.059	39	2.294
Annual	44	2	0.045	94	2.136
Renewal	11	2	0.182	20	1.818
Additional	10	5	0.500	13	1.300

DOC Audits 2023					
Interim	30	26	0.867	4	0.133
Initial	13	3	0.231	18	1.385
Annual	31	3	0.097	62	2
Renewal	6	1	0.167	10	1.667
Additional	16	10	0.625	15	0.938

DOC Audits 2022					
Interim	28	27	0.964	1	0.036
Initial	16	7	0.438	19	1.188
Annual	37	5	0.135	67	1.811
Renewal	20	7	0.350	24	1.200
Additional	4	3	0.750	1	0.250

DOC Audits 2021					
Interim	33	28	0.848	5	0.152
Initial	10	3	0.300	14	1.400
Annual	41	12	0.293	55	1.341
Renewal	11	2	0.182	22	2
Additional	1	0	0	3	3

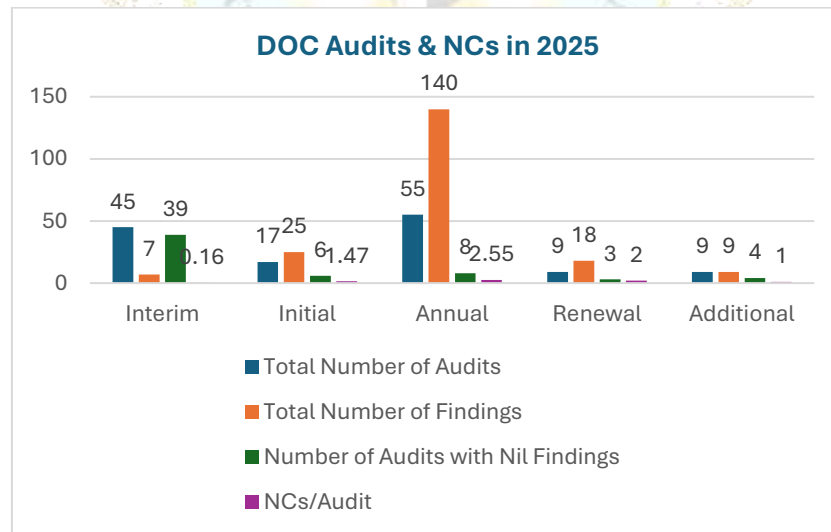


Figure 4 DOC Audits and NCs in 2025

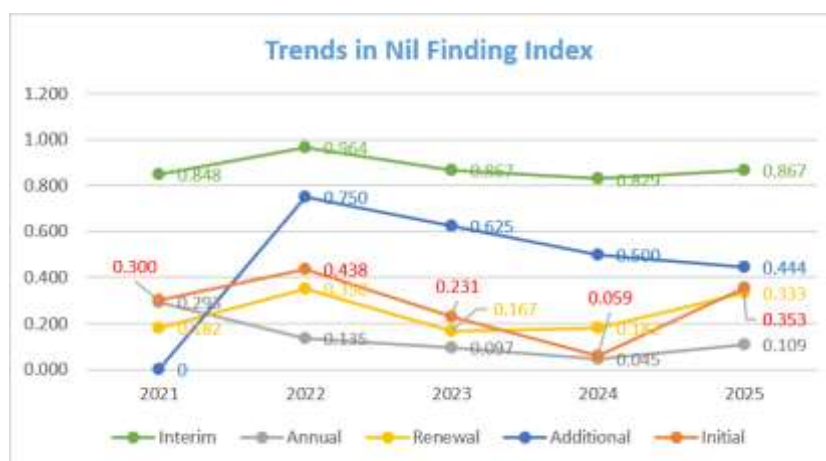


Figure 5 DOC Audits: Trends in Nil Finding Index (2021-2025)

Table 5. NCs identified across different clauses of ISM Code during DOC audits: 2021-2025

Year	Total NC	ISM Clauses													
		1	2	3	4	5	6	7	8	9	10	11	12	14	NC/Audit
2021	99	16	0	2	0	2	8	4	10	8	25	9	15	0	1.031
2022	112	12	1	2	1	1	14	3	8	14	16	18	22	0	1.067
2023	109	14	0	2	1	1	12	7	6	6	26	13	21	0	1.135
2024	177	4	0	3	3	24	14	22	21	4	40	37	5	0	1.513
2025	199	19	1	3	1	2	23	11	22	20	39	29	28	1	1.474

Key Findings:

- Total non-conformities (NCs) more than doubled from 99 in 2021 to 199 in 2025, indicating increased identification of compliance gaps through expanded audit oversight.
- The NC-per-audit ratio increased from 1.03 in 2021 to 1.51 in 2024 before improving to 1.47 in 2025, suggesting early signs of improving compliance performance despite sustained high NC volumes.
- Clauses 6 (Resources & Personnel), 10 (Maintenance of Ship and Equipment), 11 (Documentation), and 12 (Company Verification, Review & Evaluation) consistently accounted for a significant proportion of findings, highlighting these areas as the principal compliance risk drivers.
- Clause 6 emerged as a key concern in 2025, recording 23 NCs, the highest level observed during the review period, indicating persistent challenges relating to resources and personnel.
- Clause 10 findings increased sharply to 40 NCs in 2024 before reducing to 39 NCs in 2025; however, it remained the largest contributor to overall non-conformities, emphasizing the need for continued focus on maintenance management and equipment reliability.
- Although total NCs increased from 177 in 2024 to 199 in 2025, the NC/Audit ratio improved marginally from 1.51 to 1.47, suggesting that compliance performance is beginning to stabilize despite the higher number of observations recorded.
- Overall, the trend suggests a gradual improvement in compliance maturity and SMS implementation; however, recurring findings in Clauses 5, 8, 9, 10 and 11 indicate that sustained

management attention is required to strengthen operational controls, corrective action processes, maintenance practices, emergency preparedness, and documentation management.

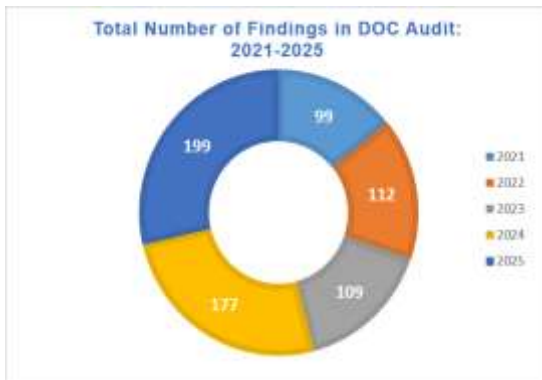


Figure 6 Total Number of Findings in DOC Audit (2021-2025)



Figure 7 Clause wise Total Number of Findings in DOC Audit (2025)

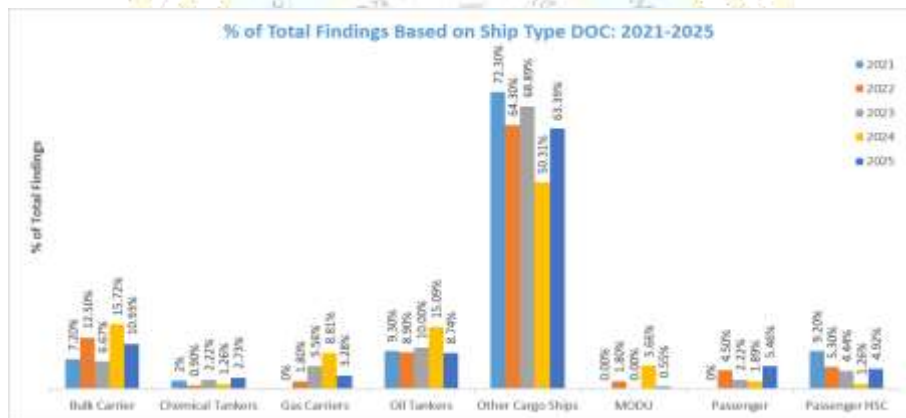


Figure 8 Distribution of findings across Ship types - DOC 2021-2025

Analysis of SMC audit data - 2025

1. SMC audit coverage increased from 128 audits in 2022 to 253 audits in 2025, indicating an increase in the number of ships and sustained focus on safety management assessments.
2. Overall, the trend indicates improving compliance performance despite increased audit coverage. SMC audits increased from 128 in 2022 to 253 in 2025, while nil-finding audits rose from 3 (3.9%) to 30 (21.3%), suggesting stronger SMS implementation, better audit preparedness, and a gradually maturing safety culture across Technical Management companies.

Table 6. Findings in SMC Audits: 2022-2025

Year	Total Number of Audits	Total Number of NCs	NCs/Audit
2022	128	260	2.03
2023	136	257	1.875
2024	211	208	0.98
2025	253	262	1.036

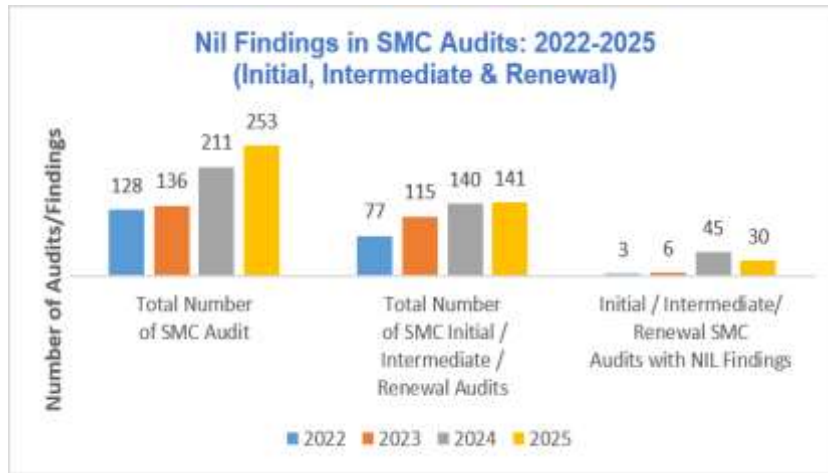


Figure 9 Nil Findings in SMC Audits (2022-2025)

Table 7. Distribution of SMC audit findings across ISM Code clauses

ISM Clause	Heading	Total Number				Percentage of total number in year			
		2025	2024	2023	2022	2025	2024	2023	2022
1	Objectives	5	4	4	3	1.91%	1.92%	1.56%	1.15%
2	Safety and Environmental Protection Policy	1	0	0	0	0.38%	0.00%	0.00%	0.00%
3	Company Responsibilities and Authority	4	3	5	2	1.53%	1.44%	1.95%	0.77%
4	Designated Person(s)	4	3	2	8	1.53%	1.44%	0.78%	3.08%
5	Masters Responsibility & Authority	16	24	24	26	6.11%	11.54%	9.34%	10.00%
6	Resources and Personnel	20	14	12	12	7.63%	6.73%	4.67%	4.62%
7	Shipboard Operations	27	22	24	29	10.31%	10.58%	9.34%	11.15%
8	Emergency Preparedness	27	21	25	25	10.31%	10.10%	9.73%	9.62%
9	Reports and Analysis of Non-conformities, Accidents and Hazardous Occurrences	8	4	5	13	3.05%	1.92%	1.95%	5.00%
10	Maintenance of Ship & Equipment	82	68	86	89	31.30%	32.69%	33.46%	34.23%
11	Documentation	47	37	57	40	17.94%	17.79%	22.18%	15.38%
12	Company Verification, Review and Evaluation	21	8	13	13	8.02%	3.85%	5.06%	5.00%
	Total →	262	208	257	260				

Interim Audits and analysis of findings

- i. An Interim Document of Compliance can be issued for a period not exceeding twelve months and the Interim SMC can be issued to a ship for a period not exceeding six months, after completion of the audit. The difference between the number of Interim DOC Audits and Initial DOC Audits may indicate that newly established companies, or existing companies seeking a new ship type, have not been successful in bringing that ship type under their management.
- ii. The average conversion ratio of Interim DOC audits to Initial DOC audits decreased from 52% in 2024 to 32% in 2025, which can be attributed to the increased total number of Interim DOC Audits undertaken from 28 in 2024 to 69 in 2025.
- iii. On average about 18% of all Interim DOC Audits are with findings while about 75% of all Interim SMC Audits in 2025 are with findings.
- iv. Most of the findings in Interim SMC Audits related to ISM Clauses 1, 10, 11 & 12.

Table 8. Interim DOC Audits based on Ship Type

Ship Type	2025			2024			2023			2022		
	Total Audits/% Audits with Nil findings	Total NCs	NC/Audit	Total Audits/% Audits with Nil findings	Total NCs	NC/Audit	Total Audits/% Audits with Nil findings	Total NCs	NC/Audit	Total Audits/% Audits with Nil findings	Total NCs	NC/Audit
All	45	7	0.156	35	3	0.086	30	4	0.133	28	1	0.036
Bulk Carrier	8/100%	0	0	6/83%	1	0.167	4/100%	0	0	6/100%	0	0
Gas Carrier	4/75%	1	0.25	0	NA	NA	0	NA	NA	2/100%	0	0
Oil Tanker	12/78%	2	0.167	8/100%	0	0	5/100%	0	0	3/100%	0	0
Chemical Tanker	1/100%	0	0	1	0	0	1/100%	0	0	1/100%	0	0
Other Cargo Ships	13/87%	3	0.231	15/100%	0	0	13/77%	3	0.231	12/100%	0	0
Passenger HSC	5/100%	0	0	3/100%	0	0	2/50%	1	0.5	1/100%	0	0
Passenger Ships	1	1	1	0	NA	NA	1/100%	0	0	1/100%	0	0
MODU	1/100%	0	0	2/50%	2	1	3/100%	0	0	2	1	0.5
Cargo High Speed Craft	0	NA	NA	0	NA	NA	1/100%	0	0	0	NA	NA
Oil Tanker (FPSO)	0	NA	NA	0	NA	NA	0	NA	NA	0	NA	NA

Table 9. Conversion Rate of Interim DOC into Initial DOC Audits

Ship Type	2025			2024			2023			2022		
	Number of Interim Audits	Number of Initial Audits	Conversion Ratio of Interim Audits to Initial Audits	Number of Interim Audits	Number of Initial Audits	Conversion Ratio of Interim Audits to Initial Audits	Number of Interim Audits	Number of Initial Audits	Conversion Ratio of Interim Audits to Initial Audits	Number of Interim Audits	Number of Initial Audits	Conversion Ratio of Interim Audits to Initial Audits
Bulk Carrier	8	3	38%	6	4	67%	4	2	50%	6	3	50%
Gas Carrier	4	0	0%	0	0	NA	0	0	NA	2	3	150%
Oil Tanker	17	1	6%	8	3	38%	5	1	20%	3	1	33%
Chemical Tanker	10	2	20%	1	1	100%	1	0	0%	1	0	0%
Other Cargo Ships	22	12	55%	15	6	40%	13	5	38%	10	7	70%
Passenger HSC	6	1	17%	3	0	0%	2	1	50%	1	0	0%
Passenger Ships	1	1	100%	0	0	0%	1	1	100%	1	1	100%
MODU	1	1	100%	2	1	50%	2	1	50%	3	2	67%
Cargo High Speed Craft	0	0	NA	0	0	NA	0	0	NA	1	0	0%
Oil Tanker (FPSO)	0	0	NA	0	0	NA	0	0	NA	0	1	0%

Table 10. Interim SMC Audits

Particulars	2025	2024	2023
Total Interim Audits	14	4	9
Number of Audits with Nil Findings/%Audits with Nil Findings	4/28.57%	0/0%	1/11.1%
Number of Findings/Average Findings per Audit	12/0.86	9/0.44	8/0.89

Table 11. Nature of Findings in Interim SMC Audits

Year	Number of Findings	ISM Clause											
		1	2	3	4	5	6	7	8	9	10	11	12
2025	12	1	0	0	1	0	1	1	2	1	4	1	0
2024	9	1	0	1	0	0	1	1	0	0	1	2	2
2023	8	0	0	3	0	0	0	0	2	0	2	1	0

Initial/Annual/Renewal DOC Audits

- During Initial DOC Audits average findings per Audit is about 1.5, and this figure rises to 2-2.55 during Renewal and Annual audits.
- More than 50% of all findings were observed during audit for the ship-type 'Other Cargo Ships'. This is because the number of Other Cargo Ships in the Indian Flag are more than twice the other types.

- iii. In 2025, three major NCs were raised during the renewal DOC audit of M/s.ITT Shipping Private Ltd. against ISM clause 1.4.2, 6.0, 6.2.1 and 7.0

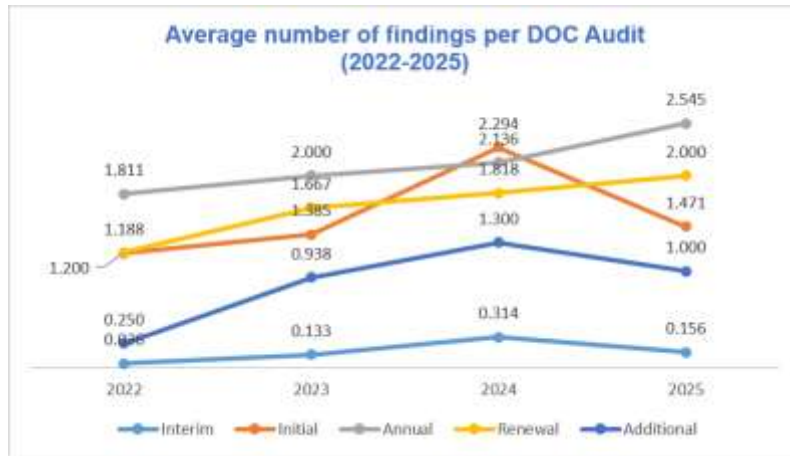


Figure 10 Average Number of Findings per DOC Audit (2022-2025)

Table 12. Distribution of 'nil' findings in Initial, Annual and Renewal DOC Audits

Ship Types	2025		2024		2023		2022	
	Number of Audits with Nil Findings	Number of Ship Type Audits with Nil Findings/Percentage	Number of Audits with Nil Findings	Number of Ship Type Audits with Nil Findings/Percentage	Number of Audits with Nil Findings	Number of Ship Type Audits with Nil Findings/Percentage	Number of Audits with Nil Findings	Number of Ship Type Audits with Nil Findings/Percentage
Bulk Carrier	19	4 (21.05%)	6	2 (16.66%)	7	0 (0%)	19	3 (15.8%)
Chemical Tanker		1 (5.26%)		0 (0%)		0 (0%)		2 (10.5%)
Oil Tankers		2 (10.53%)		1 (33.33%)		1 (14.3%)		3 (15.8%)
Gas Carriers		0 (0%)		1 (7.6%)		1 (14.3%)		1 (5.3%)
Other Cargo Ships		11 (57.89%)		1 (2.8%)		3 (42.8%)		9 (47.3%)
Passenger Ships		0 (0%)		1 (25%)		0		1 (5.3%)
MODU		1 (5.26%)		0		2 (28.6%)		0

Table 13. Analysis of findings - DOC Audits: Initial, Annual & Renewal

Ship Type	2025			2024			2023		
	Number of Audits	Number of Findings	Average Findings per Audits	Number of Audits	Number of Findings	Average Findings per Audits	Number of Audits	Number of Findings	Average Findings per Audits
All	81	183	2.26	72	159	2.21	50	90	1.80
Bulk Carrier	13	20	1.54	12	25	2.08	5	6	1.20
Chemical Tankers	4	5	1.25	3	2	0.67	1	2	2
Gas Carriers	2	6	3	12	14	1.17	4	5	1.25
Oil Tankers	9	16	1.78	3	24	8	5	9	1.80
Other Cargo Ships	41	116	2.83	35	80	2.29	30	62	2.07
MODU	2	1	0.50	1	9	9	2	0	0
Passenger	6	10	2	4	3	0.75	1	2	2
Passenger HSC	4	9	2.25	2	2	1	2	4	2

Initial/Intermediate/Renewal SMC Audits

- The findings identified during Initial/Intermediate/Renewal SMC audits in 2025, were about 1.71 per audit.
- During Initial SMC Audits the average number of findings per audit was 1.67 and during renewal, it was about 1.66.
- In 2025, a major NC was raised during the initial SMC audit of Supply vessel, 'Shivansh' IMO No.9303637 by the RO-IRS, against ISM clause 10.1
- The Oil Tanker ships were noted to have an average findings per SMC Audit of 1.95.
- The Other Cargo ships were noted to have an average findings per SMC Audit of more than two.

Table 14. Analysis of findings - SMC Audits: Initial, Intermediate & Renewal

Ship Type	2025			2024			2023		
	Number of Audits	Number of Findings	Average Findings per Audits	Number of Audits	Number of Findings	Average Findings per Audits	Number of Audits	Number of Findings	Average Findings per Audits
All	141	241	1.71	35	58	1.66	115	215	1.87
All Initials	63	105	1.67	12	18	1.50	62	125	2.02
All Renewals	38	63	1.66	28	50	1.79	44	76	1.73
Bulk Carrier	27	48	1.78	4	4	1	18	29	1.61
Chemical Tankers	3	4	1.33	0	0	0	2	5	2.50
Gas Carriers	3	3	1.00	2	1	0.50	3	1	0.33
Oil Tankers	21	41	1.95	9	7	0.78	20	32	1.60
Other Cargo Ships	66	144	2.18	11	25	2.27	72	148	2.06

Performance of Bulk Carriers and Companies managing such ships during DOC & SMC audits

- Bulk Carrier DOC audits recorded 1.08-2.08 findings per audit during 2022-2025, with the ratio improving from 2.08 in 2024 to 1.62 in 2025, indicating better compliance performance.
- Bulk Carrier SMC Audits recorded 1.61 findings per audit in 2023, reducing to 1.17 in 2025, reflecting an overall improvement in shipboard SMS compliance.
- DOC Audit findings were mainly concentrated in ISM Clauses 9, 10, 11 and 12, while SMC Audit findings were predominantly observed under Clauses 10, 11, 5 and 7.
- Overall, Bulk Carrier companies demonstrated improving compliance trends; however, recurring findings in maintenance, documentation, verification and operational control processes continue to require management attention.

Table 15. Performances of Bulk Carrier managing companies in DOC audits

Initial/Annual/renewal DOC Audits															
Year	Total Audits/ Audits without findings	Number of Findings	Findings/Audit	ISM Clause											
				1	2	3	4	5	6	7	8	9	10	11	12
2025	13/4	21	1.615	2	0	0	0	0	2	1	0	5	5	3	3
2024	12/1	25	2.083	1	0	2	0	0	4	1	1	2	5	4	5
2023	5/0	6	1.200	1	0	0	0	0	0	0	0	0	3	1	1
2022	13/3	14	1.077	1	0	0	0	0	2	0	0	3	1	4	3
Initial/Intermediate/Renewal SMC Audits															
2025	30/4	35	1.167	0	0	2	0	3	2	3	3	3	14	5	0
2024	4/1	4	1	0	0	0	0	0	0	0	1	0	1	1	1
2023	18/1	29	1.611	0	0	0	0	3	1	8	1	0	9	5	2

Table 16. Performance of Bulk Carrier DOC Companies: Initial/Annual/Renewal Audit

Name of Company	2025		2024		2023		2022	
	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit
Apollo Ship Management India Pvt. Ltd	1	0	0	0	0	0	0	0
Apeejay Shipping Ltd.	1	3	1	1	0	0	1	1
Anglo-Eastern Ship Management Limited	0	0	0	0	0	0	1	0
ASP Ship Management (I) Pvt Ltd	0	0	0	0	0	0	1	0
Bravo Ship Management Pvt. Ltd.	0	0	1	7	1	1	0	0
Equip Trans Logistics Private	2	5	1	0	0	0	0	0
Executive Bulk Ship Management Pvt. Ltd.	2	1	1	1	0	0	1	1
Five Stars Shipping Company Pvt. Ltd.	0	0	0	0	0	0	1	2
Fluyt Maritime Private Limited	0	0	1	4	0	0	0	0
Fleet Management Pvt. Ltd.	0	0	0	0	0	1	0	0
The Great Eastern Shipping Co. Ltd.	0	0	1	2	0	1	1	0
India Cements Limited	0	0	1	1	0	1	1	0
K Steamship Pvt. Ltd.	1	0	0	0	1	3	1	1
Vridhi Maritime Pvt. Ltd.	1	0	1	2	1	1	0	0
TW Ship Management Private Limited	2	4	1	2	1	1	1	2
Tolani Shipping Company Limited	1	2	1	0	0	0	1	1
Panbulk Marine Services Pvt. Ltd.	0	0	1	3	0	0	0	0
Nautilus Shipping Pvt. Ltd.	1	2	1	1	0	0	0	0
The SCI Ltd.	1	3	0	0	1	2	0	0
Su-Nav Ship Management Pvt. Ltd	0	0	0	0	0	0	1	1
T-Erudite Ship Managers Private Limited	0	0	1	1	0	0	1	1



Table 17. Performance of Bulk Carriers in SMC Initial /Intermediate/ Renewal Audits

Name of DOC Company	2025				2024				2023			
	Number of Ship Audits	Number of Findings	Findings per Audit	Ships with more than Average number of	Number of Ship Audits	Number of Findings	Findings per Audit	Ships with more than Average number of findings	Number of Ship Audits	Number of Findings	Findings per Audit	Ships with more than Average number of findings
Anglo-Eastern Ship Management Ltd.	0	NA	NA	NA	0	NA	NA	NA	3	2	0.67	None
Apollo Ship Management Pvt. Ltd.	2	0	NA	NA	0	NA	NA	NA	0	NA	NA	NA
Apeejay Shipping Ltd.	2	2	1	NA	0	NA	NA	NA	2	3	1.5	None
Equip Trans Logistics Private	0	NA	NA	NA	0	NA	NA	None	3	8	2.67	Parshvanath IMO No. 9428152
Executive Ship Management Pvt. Ltd	4	1	0.25	NA	1	1	1	NA	2	2	1	None
Five Stars Shipping Company Pvt. Ltd	5	4	0.8	NA	0	NA	NA	None	3	3	1	None
Fluyt Maritime Private Limited	3	8	2.67	NA	0	NA	NA	None	0	NA	NA	None
Great Eastern Shipping Co. Ltd.	1	0	NA	NA	1	2	2	None	0	NA	NA	NA
India Cements Limited	0	NA	NA	NA	0	NA	NA	None	0	NA	NA	NA
"K" Steamship Agencies Pvt. Ltd.	1	2	2	NA	0	NA	NA	None	0	NA	NA	None
Lighthouse Marine Services India Pvt Ltd	0	NA	NA	NA	0	NA	NA	Mahavir IMO No. 9209491	0	NA	NA	NA
Panbulk Marine Services Pvt. Ltd.	2	5	2.5	NA	0	NA	NA	None	0	NA	NA	None
SCI Ltd.	4	8	2	NA	2	1	0.5		2	4	2	None
Su-Nav Ship Management Pvt. Ltd	1	2	2	NA	0	NA	NA	NA	1	3	3	Ripley Pride IMO No. 9253832
T-Erudite Ship Managers Private Limited	1	2	2	NA	0	NA	NA	None	0	NA	NA	NA
Tolani Shipping Company Limited	3	1	0.33	NA	0	NA	NA	NA	2	2	2	-None
TW Ship Management Private Limited	0	NA	NA	NA	0	NA	NA	TBC Kailash IMO No. 9455399				None
Vridhi Maritime Pvt Ltd	1	0	NA	NA	0	NA	NA	None	1	2	2	None

Performance of Companies managing other cargo ships and such ships during DOC & SMC audits

- The average findings per DOC Audit (Initial/Annual/Renewal) increased from 1.82 in 2022 to 2.76 in 2025, remaining in the range of 1.82-2.76 during 2022-2025. For SMC Audits (Initial/Intermediate/Renewal), the average findings per audit ranged between 1.82 and 2.18 during 2023-2025.
- During DOC Audits, findings were predominantly concentrated in ISM Clauses 1, 10, 11 and 12, which together accounted for approximately 63% of total findings during 2022-2025. During SMC Audits, Clauses 10 and 11 accounted for about 52% of all findings, highlighting recurring deficiencies related to maintenance and documentation.
- In 2025, at least 14 DOC Companies recorded three or more findings in at least one DOC Audit, compared to 5 companies in 2024. For SMC Audits, 5 companies recorded more than 3 findings in at least one audit during 2025, compared to 2 companies in 2024, indicating a wider distribution of findings across companies.
- Overall, while audit coverage continues to identify compliance gaps across Other Cargo Ship operators, findings remain concentrated in maintenance, documentation and SMS implementation-related areas, indicating the need for sustained corrective action and management oversight.

Table 18. Analysis of DOC & SMC audit findings of Other Cargo Ships

Initial/Annual/renewal DOC Audits															
Year	Total Audits/ Audits without findings	Number of Findings	Findings/ Audit	ISM Clause											
				1	2	3	4	5	6	7	8	9	10	11	12
2025	42/9	116	2.76	18	3	0	0	0	13	4	5	9	22	22	20
2024	35/1	80	2.29	11	1	0	0	0	17	2	5	9	16	9	10
2023	29/3	62	2.14	10	0	1	0	1	7	1	5	4	15	8	10
2022	39/9	71	1.82	6	1	2	1	0	11	3	5	9	11	10	12
Initial/Intermediate/Renewal SMC Audits															
2025	66/4	144	2.18	1	1	1	3	14	10	13	18	4	46	29	4
2024	11/2	20	1.82	1	0	1	0	4	1	4	4	1	3	1	0
2023	71/1	147	2.07	1	0	0	2	11	7	10	16	2	50	43	5

Table 19. Performance of Other Cargo Ships Managing Companies: Initial/Annual/Renewal DOC Audits

Name of Company	2025		2024		2023		2022	
	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit
ABS Marine Services Pvt Ltd	1	2	0	0	1	3	1	3
Adani Ports & Special Economic Zone Ltd.	0	0	0	0	2	0	1	0
Adsun Offshore Diving Contractors Pvt. Ltd.	1	2	1	1	0	NA	1	2
Allianz Offshore Services Private Ltd.	1	2	1	3	0	NA	1	3
Amba Shipping & Logistics Pvt Ltd	1	3	0	0	0	NA	0	NA
Ambuja Cements Limited	0	0	0	0	1	2	0	NA
Ambuja Shipping Services Limited	1	1	0	0	0	0	0	0
Albastross Marine Services	0	0	0	0	1	1	0	NA
ASP Ship Management	0	0	1	6	0	0	0	0
Columbia Aurus Ship Management Pvt. Ltd	0	0	1	6	0	0	0	0
Dredging Corporation Of India Ltd.	3	10	1	2	1	4	2	2.5
Delta Maritime & Industrial Skill Training Institute Pvt. Ltd.	2	8	0	0	1	3	0	NA
Equip Trans Logistics Private	1	3	1	3	0	NA	0	NA
First Oil And Gas Services Pvt Ltd	0	0	0	0	0	NA	1	5
Fluyt Maritime Private Limited	1	1	0	0	0	0	0	0
Gaur Hari Marine Services Pvt. Ltd.	1	2	0	0	0	0	0	0
Global Offshore Services Limited	0	0	0	0	1	2	0	NA
Greatship (India) Limited	0	0	1	3	0	NA	1	0
HAL Offshore Limited	0	0	1	2	1	2	1	2
Hind Offshore Pvt. Ltd.	1	3	1	1	0	NA	1	4
Hoger Offshore & Marine Pvt. Ltd.	1	2	0	0	1	2	0	NA
Igopl Offshore Private Limited	1	2	1	3	1	2	1	2
Indiana Maritime Private Limited	1	3	0	0	0	0	0	0
ITT Shipping Pvt. Ltd.	1	5	1	3	1	1	1	1
K.R. Marine Services Pvt. Ltd.	2	8	0	0	0	0	0	0
Lehar Marine Services Pvt. Ltd	1	1	0	0	0	0	0	0
L & T Sapura Shipping Pvt Ltd	0	0	0	0	1	0	1	0
Lakshadweep Development Corporation Ltd	0	0	0	0	1	1	0	NA
Libraa Ship Management Pvt Ltd	1	2	1	2	1	2	1	1
Lighthouse Marine Services India Private Ltd.	0	0	0	0	1	1	1	0
Lilly Maritime Pvt Ltd	1	3	0	NA	12	6	1	2
MAK Logistics (Pvt) Ltd.	1	3	0	0	0	NA	1	1
Mat Marine Services Pvt. Ltd.	1	2	1	2	1	3	0	NA
MJ Marine Services Pvt. Ltd.	1	3	1	2	1	2	1	2

Name of Company	2025		2024		2023		2022	
	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit
Ocean Sparkle Ltd.	1	3	1	3	0	NA	1	2
Ogen Ship Management Pvt. Ltd.	0	0	1	1	0	NA	0	NA
Peninsular Maritime India Pvt. Ltd.	0	0	0	0	1	4	0	4
Penna Shipping Limited	0	0	0	0	1	1	0	NA
Proactive Ship Management Pvt. Ltd.	1	2	1	2	1	5	1	4
Raj Shipping Agencies Ltd	1	3	1	2	1	3	0	NA
Sadhav Shipping Limited	1	3	1	2	0	NA	1	3
Samundar Manthan Offshore India Pvt. Ltd.	1	2	0	0	0	0	0	0
Shreysun Global Maritime Ltd	1	2	0	0	0	0	0	0
Su-Nav Smea Private Limited	1	2	0	0	0	0	0	0
SCI Limited	1	3	0	0	0	0	0	0
Samson Maritime Ltd	0	0	0	0	0	NA	1	2
Seamec Limited	0	0	1	4	0	NA	1	0
Seaport Shipping Pvt Ltd	1	1	1	2	0	NA	2	1.5
Shivansh Offshore And Marine Services Pvt Ltd	1	1	0	0	0	NA	1	1
Sonar Maine Consultant Pvt. Ltd.	0	0	0	0	2	2	0	NA
S S Offshore Pvt Ltd	1	4	0	0	1	2	0	4
Suchna Marine Services Pvt. Ltd	1	3	0	0	0	NA	2	2
Supreme Hydro Engineering Pvt Ltd	0	0	0	0	0	NA	1	0
Sushe Marine Services Pvt Ltd	1	3	0	0	0	NA	1	2
TCI Seaways	1	3	0	0	1	1	1	3
Transworld Fleet Management India Pvt. Ltd.	1	1	0	0	0	0	0	0
Triton Maritime Private Limited	1	4	0	0	0	NA	1	3
TW Ship Management Pvt Ltd	1	3	0	0	1	1	1	1
Van Oord India Pvt Ltd	1	2	1	0	1	2	0	0
Varuni Marine Services	1	3	1	1	0	NA	1	2
Vision Maritime Pvt Ltd	1	3	1	3	1	3	1	0
VR Maritime Pvt Ltd	0	0	1	1	0	0	0	0

Table 20. Performance of Other Cargo Ships: SMC Initial/Annual/Renewal audits

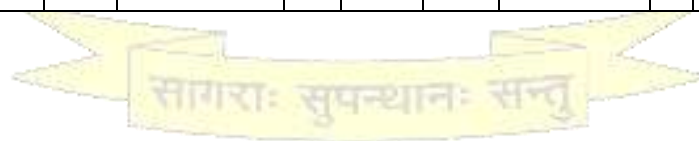
Name of DOC Company	2025				2024				2023			
	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)
ABS Marine Services Pvt. Ltd.	3	6	2	Ocean Diamond (9471939) with 3 findings	1	1	1	NA	3	6	2	Sagar Nidhi (9384485) with 3 findings
Adsun Offshore Diving Contractors Pvt. Ltd.	0	0	0	-	2	7	3.5	NA	1	1	1	None
Albatross Marine Services	0	0	0	-	0	0	0		2	3	1.5	None
Allianz Offshore Security Pvt. Ltd	1	2	2	-	0	0	0	-	0	0	0	None
Amba Shipping & Logistics Private Limited	3	8	2.67	Creative 1 (9300233) and Urja (8360066) with 3 findings each	7	15	2.1	Malaviya 6 IMO No. 9249215 with 6 findings	4	12	3	Malaviya Eighteen (9249427) with 4 findings and Mencast 18 & PFS Supplier with 3 findings each.
Ambuja Cements Limited	1	2	2	-	6	9	1.5	None	0	0	0	0
Anglo-Eastern Ship Management Limited	1	1	1	-	0	NA	NA	NA	0	NA	NA	NA
CMA CGM International Shipping Company Pvt. Ltd.	2	3	1.5	-	0	NA	NA	NA	0	NA	NA	NA
Dawn Shipping Private Ltd.	0	0	0	-	1	0	0	0	0	0	0	0
DCI Limited	2	7	3.5	DCI Dredge XVII (9217292) with 5 findings	0	0	0	DCI Dredge X (9217292)	1	2	2	-
Delta Maritime & Industrial Skill Training Institute Pvt. Ltd.	1	3	3	Saga (8407979) with 3 findings	1	1	1	0	0	0	0	0

Name of DOC Company	2025				2024				2023			
	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)
Equip Trans Logistics Private Limited	0	0	0	-	2	2	1	NA	1	3	3	Samarth (9415363) with 3 findings
Executive Ship Management Pvt Ltd	0	0	0	-	1	0	0	0	0	0	0	
Five Star Shipping Co Ltd	0	0	0	-	1	0	0	0	0	0	0	
Fleet Management Pvt Ltd	0	0	0	-	1	2	2	0	0	0	0	
Fluyt Maritime Pvt Ltd	1	3	3	Amns Hercules IMO no. 9687928 with 3 findings	6	5	0.8	0	0	0	0	
Gaur Hari Marine Services Pvt Ltd	0	0	0	-	5	6	1.2	0	0	0	0	
The Great Eastern Shipping Co. Ltd.	0	0	0	-	18	8	0.4	0	0	0	0	0
Global Offshore Services Ltd.	1	2	2	-	1	0	0	Coastal Sathwa (9509205)	1	2	2	None
Great Ship India	1	2	2	-	1	2	2	None	5	6	1.2	Greatship Rachna (9607332) with 3 findings
HAL Offshore Limited	2	5	2.5	Hal Supporter (8129096) with 3 findings	2	2	1	None	2	5	2.5	Hal Supporter (8129096) with 3 findings
Hind Offshore Pvt Ltd.	0	0	0	0	0	NA	NA	NA	2	6	3	Sumai Tangkas (8026476) with 4 findings
Hoger Offshore & Marine Pvt Ltd	4	13	3.25	Tag 13 (9680827)	10	10	1	PFS Supplier (9221176) with 6 findings	5	10	2	K. D. Malaviya & N.B Prasad with 3 findings each

Name of DOC Company	2025				2024				2023			
	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)
Igopl Offshore Pvt. Ltd.	0	0	0	0	0	NA	NA	NA	1	3	3	Wil Chief 1 with 3 findings
Indiana Maritime Private Limited	6	12	2	Ocean Morganite (9676498) Ocean Opal (9626493)	0	NA	NA	NA	0	NA	NA	NA
ITT Shipping (Private) Limited	0	0	0	0	0	NA	NA	NA	1	1	1	None
K. R. Marine Services Pvt. Ltd.	1	2	2	-	0	NA	NA	NA	0	NA	NA	NA
L & T Sapura Shipping Pvt. Ltd	0	0	0	0	0	NA	NA	NA	1	1	1	None
LDC Ltd.	2	2	1	-	0	NA	NA	NA	0	NA	NA	NA
Lehar Marine Services Pvt. Ltd.	2	6	3	Ocean Aquamarine (9404211) Ocean Jade (9660750)	0	NA	NA	NA	0	NA	NA	NA
Libraa Ship Management Pvt. Ltd.	1	2	2	-	0	NA	NA	NA	0	NA	NA	NA
M J Marine Services Private Limited	0	0	0	0	3	4	1.3	None	5	14	2.8	3 out of 4 ships, that is, VMS 21. VMS 6 & VMS 3 & Meenakas hi
MAK Logistics (P) Limited	1	2	2	-	0	NA	NA	NA	0	NA	NA	NA
Mat Marine Services Private Limited	1	2	2	-	0	NA	NA	NA	1	2	2	None
Ocean Sparkle Limited	0	0	0	0	0	NA	NA	NA	1	2	2	None
OCS Services (India) Pvt. Ltd.	0	0	0	0	0	NA	NA	NA	1	2	2	None
Panbulk Marine Services	0	0	0	0	6	10	1.7	0	0	0	0	0
Peninsular Maritime India Pvt. Ltd	0	0	0	0	0	0	0	0	1	2	2	None
Proactive Ship Management Pvt. Ltd.	4	9	2.25	ITT Leopard (9192648) and ITT Lion (8222771)	0	0	0	0	4	7	1.8	THERA IMO No. 9351177

Name of DOC Company	2025				2024				2023			
	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)
												with 3 findings
Raj Shipping Agencies Ltd	5	16	3.2	Offshore Monarch (9249453) Offshore Adventure (9285536) Offshore Supporter (9253557) Offshore Symphony (9561227) with 3 findings each	0	0	0	0	1	2	2	None
S. G. Maritime Services Pvt. Ltd.	1	3	3	Shivansh (9303637) (One Major NC)	0	0	0	None	0	0	0	None
S.S Offshore Private Limited	1	5	5	Sagar Energy with 5 finding	0	0	0	0	1	1	1	None
Samson Maritime Limited	0	0	0	0	2	3	1.5	0	3	7	2.3	Ocean Garnet & Ocean Citrine with 3 findings each
SCI Ltd.	6	11	1.83	SCI Kundan - 3 Findings SCI Ahimsa - 5 findings	20	29	1.5	SCI Panna (9524889) with 3 findings	4	5	1.3	None
Seamec Limited	1	2	2	0	0	0	0	None	2	3	1.5	None
Seaport Shipping Private Limited	1	1	1	0	0	0	0	None	1	2	2	None
Shivansh Offshore And Marine Services Pvt. Ltd.	0	0	0	0	0	NA	NA	NA	3	9	3	Shivansh 9303637 with 6 findings
Sima Marine (India) Pvt. Ltd.	1	1	1	-	0	NA	NA	NA	0	NA	NA	NA
Sonar Marine Consultant Pvt Ltd	1	1	1	0	0	NA	NA	NA	1	1	1	None
Suchna Marine Services Private Limited	1	1	1	0	3	5	1.7	NA	4	7	1.8	P. R. Nayak with 3 findings.

Name of DOC Company	2025				2024				2023			
	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)
Su-Nav SMEA Private Limited	2	3	1.5	-	0	NA	NA	NA	0	NA	NA	NA
Sushe Marine Services Private Ltd.	2	2	1	0	0	2	0	None	0	NA	NA	NA
TCI Seaways	3	4	1.33	None	1	1	1	None	1	1	1	None
Triton Maritime Private Limited.	0	0	0	None	0	NA	NA	NA	1	3	3	Triton Harmony with 3 findings
TW Ship Management Private Limited	2	4	2	None	15	20	1.3	SSL Bharat (9141314) with 4 findings and SSL Sabrimala with 2 findings	3	8	2.7	SSL Ganga and SSL Brahmaputra with 3 findings each
Van Oord India Private Limited.	1	1	1	-	0	NA	NA	NA	0	NA	NA	NA
Vindhyawashini Offshore Services Pvt. Ltd.	0	0	0	None	0	NA	NA	NA	3	8	2.7	KPS Shivali with 4 findings
Viridian Maritime Pvt. Ltd.	0	0	0	None	1	2	2	None	0	NA	NA	NA
Vision Maritime Private Limited	0	0	0	None	1	2	2	None	0	NA	NA	NA



Performance of Oil Tanker managing companies in DOC audits and Oil Tankers ships in SMC audits

Table 21. Performance of Oil Tankers Managing Companies: Initial/Annual/Renewal Audits

Name of Company	2025		2024		2023		2022	
	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit
Apollo Ship Management India Pvt. Ltd	1	0	0	NA	0	NA	0	NA
Asmi Ships Private Limited	1	3	1	2	1	1	0	NA
AZA Shipping Pvt. Ltd	1	2	1	3	1	2	0	NA
Bravo Ship Management Pvt Ltd	0	NA	1	1	1	0	0	NA
Castle Ships Ltd.	0	NA	6	0	1	2	0	NA
Dawn Shipping Private Limited	1	2	3	2	0	NA	1	3
The Great Eastern Shipping Co. Ltd.	0	NA	1	2	0	NA	1	1
Fleet Management India Pvt Ltd	1	0	2	3	0	NA	1	0
LDC Ltd.	0	NA	1	2	0	0	0	0
Marine Solutions Shipping and Offshore LLP	1	2	0	NA	0	NA	0	NA
OCS Services Pvt Ltd	0	NA	1	2	0	0	0	0
Sanmar Shipping Ltd	0	NA	0	NA	0	NA	1	1
Sea Breeze Ship Management Pvt Ltd	1	3	1	3	-	-	-	-
Seven Islands Shipping Ltd	1	2	1	4	1	2	0	NA
Shane Marine Services Pvt Ltd	0	NA	1	1	0	NA	1	5
Synergy Oceanic Services India Pvt Ltd	1	2	1	2	0	NA	0	NA

सागराः सुपन्थानः सन्तु

Table 22. SMC Initial/Intermediate/Renewal Audits (Oil Tankers)

Name of DOC Company	2025				2024				2023			
	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)
Bravo Ship Management	0	NA	NA	NA	0	NA	NA	NA	1	1	1	None
Castle Ships Pvt. Ltd	1	2	2	None	0	NA	NA	NA	0	NA	NA	NA
Dawn Ship Management Pvt. Ltd.	0	NA	NA	NA	0	NA	NA	NA	3	7	2.33	Dawn Mansarovar with 3 findings
The Great Eastern Shipping Co. Ltd.	1	1	1	None	0	0	0	None	4	5	1.25	None
Sanmar Shipping Ltd.	3	5	1.67	None	0	0	0	None	2	0	0	None
Seven Islands Shipping Ltd	9	15	1.67	None	5	12	2.40	Success had 3 findings in last SMC Audit	3	7	2.33	CORONET with 3 findings
Shane Marine Services Private Limited	0	NA	NA	NA	0	NA	NA	None	1	1	1	None
SCI Ltd.	6	17	NA	NA	3	8	2.66	Desh Vishal has 3 findings in last SMC Audit	6	11	1.83 3	None
Synergy Oceanic Service India Pvt. Ltd	1	2	0	None	0	NA	NA	NA	0	NA	NA	None

सागराः सुपन्थानः सन्तु

Performance of Passenger HSC DOC Companies

Table 23. Performance of Passenger HSC Managing Companies: (Initial/Annual/Renewal Audits)

Name of Company	2025		2024		2023		2022	
	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit
ITT Shipping Pvt Ltd	1	4	1	1	1	2	1	1
LDC Ltd	0	0	6	7	1	2	0	NA
MAK Logistics (Pvt) Ltd	1	3	1	0	0	NA	1	2
Nautilus Shipping India Pvt. Ltd.	1	2	0	0	0	0	0	0
Proactive Ship Management Pvt Ltd	1	0	0	NA	0	NA	1	3
SCI Ltd.	0	0	3	3	0	NA	0	NA
Sonar Marine Consultant Pvt Ltd	0	0	0	0	0	NA	0	NA

Performance of Passenger Ship DOC Companies

Table 24. Performance of Passenger Ships Managing Companies: (Initial/ Annual/ Renewal Audits)

Name of Company	2025		2024		2023		2022	
	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit
Castle Ships Pvt. Ltd.	0	NA	0	NA	-	-	1	1
LDC Ltd	0	NA	0	NA	1	2	0	NA
Proactive Ship Management Pvt. Ltd	1	2	0	NA	0	NA	0	NA
SCI Ltd	3	4	1	1	0	NA	2	4
Sonar Marine Consultant Pvt Ltd	1	4	0	NA	0	NA	1	0

Performance of Chemical Tanker Ships DOC Companies and Chemical Tankers Ships during Ship Audits

Table 25. Performance of Chemical Tankers Managing Companies: (Initial /Annual/ Renewal Audits)

Name of Company	2025		2024		2023		2022	
	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit
Apollo Ship Management India Pvt. Ltd.	1	0	0	NA	0	NA	0	NA
Asmi Ships Private Limited	1	3	0	NA	1	2	0	NA
Castle Ships Pvt. Ltd.	1	0	0	NA	0	NA	0	NA
Dawn Ship Management	1	2	3	1	0	NA	0	NA
Fleet Management India Pvt Ltd	0	0	0	NA	0	NA	1	0
The Great Eastern Shipping Co. Ltd.	0	0	0	NA	0	NA	1	0
Reliance Industries Limited	0	0	0	NA	0	NA	1	1

Table 26. SMC Initial/Intermediate/Renewal Audits (Chemical Tankers)

Name of DOC Company	2025				2024				2023			
	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)
Apollo Ship Management India Pvt. Ltd	1	1	1	None	0	NA	NA	None	0	NA	NA	None
The Great Eastern Shipping Co. Ltd.	1	1	1	None	0	NA	NA	None	1	2	2	None
Seven Islands Shipping Ltd.	1	2	2	None	0	NA	NA	None	1	3	3	FALCONS had 3 findings

Performance of Gas Carriers Ships DOC Companies and Gas Carriers Ships during Ship Audits

Table 27. Performance of Gas Carrier Managing Companies:(Initial/Annual/Renewal Audits)

Name of Company	2025		2024		2023		2022	
	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit	Total Number of Audits	Number of Findings per Audit
Dawn Shipping Private Limited	0	NA	0	NA	1	3	0	NA
Gaslite Ship Management Private Limited	0	NA	0	NA	1	0	0	NA
The Great Eastern Shipping Co. Ltd.	0	NA	0	NA	0	NA	1	0
MOL Nippon India Management Pvt. Ltd	1	2	0	NA	0	NA	0	NA
MOL Tankship Management Pvt Ltd	0	NA	0	NA	1	1	1	0
Sanmar Shipping Ltd	0	NA	0	NA	0	NA	1	1
SCI Ltd.	0	NA	0	NA	0	NA	1	1
Seven Islands Shipping Ltd.	1	4	0	NA	1	1	1	0
Synergy Oceanic Services	0	NA	2	1	0	0	0	0

Table 28. SMC Initial/Intermediate/Renewal Audits (Gas Carriers)

Name of DOC Company	2025				2024				2023			
	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)	Number of Ship SMC Audits	Total Findings	Findings per Audit	Ship with higher number of deficiencies (3 & above)
Gaslite Ship Management Private Limited	0	NA	NA	None	0	NA	NA	None	1	1	1	None
The Great Eastern Shipping Co. Ltd.	0	NA	NA	None	1	0	NA	0	NA	NA	NA	NA
MOL Tankship Management Pvt. Ltd.	0	NA	NA	None	0	NA	NA	None	NA	NA	NA	None
MOL Nippon India Ship Management Pvt Ltd	0	NA	NA	None	1	0	0	None	NA	NA	NA	None
Reliance Industries Limited	0	NA	NA	None	0	NA	NA	None	2	0	0	None
Sanmar Shipping Ltd.	0	NA	NA	None	1	2	2	None	0	NA	NA	None
Synergy Oceanic Service India Pvt. Ltd	1	1	1	None	0	NA	NA	None	0	NA	NA	None
SCI Ltd.	2	2	1	None	0	NA	NA	None	0	NA	NA	None

Additional DOC Audits

Table 29. Additional DOC Audits

Year	Name of Company	Reason for Audit/Ship Type	Number of Findings	Findings Areas (ISM Clauses)
2021	Seavantak Shipping Services Pvt.Ltd	Change of Address/Other Cargo Ship	3	12.6, 11.2.1, 10.3
2022	SS Offshore Pvt. Ltd.	Follow up of Initial Audit/Other Cargo Ship	1	1.4
2022	ASP Ship Management (I) Pvt Ltd	Change of Address/Bulk Carrier	0	NA
2022	Columbia Aurus Ship Management Pvt. Ltd	Change of Address/Other Cargo Ship	0	NA
2022	MOL Nippon Ship India Management Pvt Ltd	Change of Address/ Gas Carriers	0	NA
2023	Adani Ports and Special Economic Zone Limited	Change of Address/Other Cargo Ship	0	NA
2023	Synergy Oceanic Services India Pvt. Ltd	Change of Address/Other Cargo Ship	0	NA
2023	Synergy Oceanic Services India Pvt. Ltd	Change of Address/ Oil Tankers	0	NA
2023	Synergy Oceanic Services India Pvt. Ltd	Change of Address/ Gas Carriers	0	NA
2023	Delta Maritime & Industrial Skill Training Institute Pvt. Ltd	Change of Address/Other Cargo Ship	3	1.4.2, 3, 6.5
2023	Bravo Ship Management Pvt Ltd	Change of Address/Bulk Carrier	0	NA
2023	Bravo Ship Management Pvt Ltd	Change of Address/ Oil Tankers	0	NA
2023	Anglo Eastern Ship Management (India) Private Limited	Change of Address/Bulk Carrier	0	NA
2023	Anglo Eastern Ship Management (India) Private Limited	Change of Address/Other Cargo Ship	0	NA
2023	Peninsular Maritime India Pvt Ltd	Change of Address/Other Cargo Ship	4	9.2, 10.2, 12.2, 12.4
2023	HAL Offshore Limited	Measures imposed by DGS after issuance of Show cause notice/Other Cargo Ships	3	12, 10.2, 11
2023	Pro Active Ship Management Pvt. Ltd	Recommendation of the Annual DOC Audit towards the Ineffective implementation of previous audit CA/PA/ Other Cargo Ship	2	6,7
2023	MAK Logistics P Ltd	Change of Address/Other Cargo Ship	0	0
2023	MAK Logistics P Ltd	Change of Address/Passenger HSC Ship	0	0
2024	M/s ABS Marine Services Pvt Ltd.	Name Changing from company name listing	2	6.5
2024	IGOPL Offshore Pvt. Ltd.	Change of Address	NIL	NA
2024	Shane Marine Services Private Limited	Change of Address	NIL	NA
2024	Anglo-Eastern Ship Management (India) Private Limited	As directed by DGS and found the SMS of the company has been implemented onboard the four vessels managed by the company.	2	1.2.3.2/10.2.3

Year	Name of Company	Reason for Audit/Ship Type	Number of Findings	Findings Areas (ISM Clauses)
2024	Fleet Management India Pvt. Ltd.	Due to raised non-conformity No- 1	3	1.2.3/12.1/11.2
2024	Samundar Manthan Offshore India Pvt. Ltd.	Change of company name	NIL	NA
2024	Allianz Offshore Services Private Limited	Change of Address	3	11/6/10
2024	Vidhyashwini Offshore Services Pvt. Ltd.	Change of Address	3	12.2/12.1/6.3
2024	Equiptrans Logistics Private Limited	Change of Address	NIL	NA
2025	ABS Marine Services Ltd.	Change of Address	2	9.2/12.5
2025	Apollo Ship Management India Pvt. Ltd.	Change of Address	NIL	NA
2025	HAL Offshore Ltd	Change of Address	NIL	NA
2025	K. R. Marine Services Pvt. Ltd.	Ship Type 'Other Cargo Ship' Carried out	2	6.3/6.4/7
2025	Libraa Ship Management Pvt. Ltd.	For NC Closure	NIL	NA
2025	Mat Marine Services Pvt. Ltd.	Change of Address	2	9.2/6.5
2025	Shivansh Offshore and Marine Services Pvt. Ltd.	Change of Address	1	8.2
2025	Shreysun Global Maritime LLP	Change of Address	2	12.0/6.0
2025	VR Maritime Services Private Limited	Change of Address	NIL	NA



CHAPTER III





Chapter III: Report of MLC Inspections: 2021-2025

Analysis of Compliance to Maritime Labor Convention

1. During 2021-2025, MLC inspection volumes remained stable at around 300-400 inspections annually. Initial Inspections accounted for approximately 33%-41% of total inspections, Renewal Inspections for 22%-44%, and Interim Inspections for 17%-32%. Other Cargo Ships continued to account for the majority of inspections, reflecting their predominance in the Indian-flag fleet.
2. The percentage of inspections without deficiencies has remained consistently at a higher level during 2024-2025 accounting for approximately 88% and 87% of total inspections, indicating an improvement in MLC compliance across ships. The Nil Deficiency Ratio (Number of Inspections without deficiencies ÷ Total Number of Inspections) declined marginally from 0.883 in 2024 to 0.865 in 2025, while the Deficiency Ratio (Total Deficiencies ÷ Total Inspections, the higher this index, the greater the number of deficiencies per ship)) improved from 0.24 in 2024 to 0.23 in 2025.
3. MLC compliance performance improved significantly in 2025, with total deficiencies reducing from 140 in 2024 to 67 in 2025. However, deficiencies remained concentrated in Accommodation and Recreational Facilities (28 deficiencies; 41.8%), Wages (12 deficiencies; 17.9%), and Seafarers' Employment Agreements (10 deficiencies; 14.9%), which together accounted for approximately 75% of all deficiencies reported during the year.
4. Accommodation and Recreational Facilities remained the principal area of concern in 2025, accounting for 28 of the 67 deficiencies reported. Although the number of deficiencies reduced substantially from 51 in 2024, it continued to represent the largest share of MLC non-compliances.
5. Deficiencies related to Wages accounted for 12 of the 67 deficiencies reported in 2025, increasing in relative significance compared to 2024 and indicating the need for continued focus on wage administration and employment-related compliance.
6. Seafarers' Employment Agreements accounted for 10 of the 67 deficiencies reported in 2025. While the number of deficiencies declined compared to previous years, this area continues to require attention to ensure compliance with contractual and statutory requirements.
7. In 2025, around 90% of all MLC Inspections across the Indian fleet were completed without deficiencies, demonstrating a positive level of compliance with Maritime Labour Convention requirements. Gas Carriers, Chemical Tankers, and Crew Boats/Utility Vessels/Work Boats achieved deficiency-free performance in all MLC inspections conducted in 2025, while Bulk Carriers, Container Vessels, and Tugs maintained nil deficiency rates exceeding 90%.
 - i. Although deficiency levels varied across all vessel age groups over the period, vessels in the 21-25 years age category generally exhibited a higher deficiency trend compared to

other age groups. This suggests comparatively greater maintenance and compliance challenges within this age bracket, warranting continued monitoring and management attention.

- ii. **Oil Tankers** demonstrated an overall improvement in MLC compliance during 2021–2025, with the Nil Deficiency Index increasing from 0.590 in 2021 to 0.850 in 2025, while the Average Deficiency Index declined from 0.639 to 0.2. In 2025, 40 Oil Tankers were inspected, of which 34 (85%) were free from deficiencies, with a total of 8 deficiencies reported, indicating improved compliance performance compared to previous years.
- iii. **Chemical Tankers** demonstrated strong MLC compliance during 2021–2025. In 2025, all 3 inspections were completed without deficiencies, resulting in a Nil Deficiency Index of one and an Average Deficiency Index of zero, compared to the fleet averages of 0.865 and 0.226, respectively.
- iv. **Other Cargo Ships** (AHTS, Offshore Support, Supply and allied vessels) recorded comparatively lower MLC compliance levels during 2021–2025. In 2025, 43 inspections were conducted, of which 29 (67.4%) were completed without deficiencies, with a total of 27 deficiencies reported. The category recorded the highest Average Deficiency Index (0.628) among major vessel types, indicating the need for continued compliance monitoring and focused corrective action.
- v. **Gas Carriers** demonstrated strong MLC compliance during 2021–2025. In 2025, all 17 inspections were completed without deficiencies, resulting in a Nil Deficiency Index of one and an Average Deficiency Index of zero.
- vi. **Other Cargo vessels** (Buoys, Floating Cranes, Lighthouse Vessels, Patrol Boats, Pilot/Survey Launches, Trailing Suction Barges, Research Vessels and Oil Barges) maintained satisfactory MLC compliance during 2021–2025. In 2025, 10 of the 11 inspections were completed without deficiencies, resulting in a Nil Deficiency Index of 0.909 and only 2 deficiencies being reported.
- vii. **Other Cargo vessels** (Crew Boats, Utility Vessels and Work Boats) maintained a strong MLC compliance record during 2021–2025. In 2025, all 11 inspections were completed without deficiencies, resulting in a Nil Deficiency Index of 1.000 and an Average Deficiency Index of 0.000, demonstrating full compliance with MLC requirements.
- viii. **Dredgers** maintained satisfactory MLC compliance during the review period. In 2025, 6 of the 7 inspections were completed without deficiencies, resulting in a Nil Deficiency Index of 0.857 and an Average Deficiency Index of 0.286, with 2 deficiencies reported during the year.
- ix. **Container Ships** demonstrated strong MLC compliance during 2021–2025. In 2025, 20 of the 21 inspections were completed without deficiencies, resulting in a Nil Deficiency Index of 0.952 and an Average Deficiency Index of 0.143, both better than the corresponding fleet averages.
- x. **General Cargo** vessels showed a decline in MLC compliance performance in 2025. Of the 35 inspections conducted, 28 were completed without deficiencies, resulting in a Nil

Deficiency Index of 0.800, while 9 deficiencies were reported. The Average Deficiency Index increased to 0.257, exceeding the fleet average of 0.226.

- xi. **Cement Carriers** recorded a decline in MLC compliance performance in 2025. Of the 3 inspections conducted, 2 were completed without deficiencies, resulting in a Nil Deficiency Index of 0.667, while 3 deficiencies were reported. The Average Deficiency Index of 1 was higher than the fleet average of 0.226, indicating the need for continued monitoring of this vessel category.
- xii. **Tugs** demonstrated sustained MLC compliance during 2021–2025. In 2025, 65 of the 71 inspections were completed without deficiencies, resulting in a Nil Deficiency Index of 0.915 and an Average Deficiency Index of 0.113, both better than the fleet averages. Despite accounting for a significant proportion of inspections, only 8 deficiencies were reported during the year.



Figure 11 Number of MLC Inspections: 2021-2025

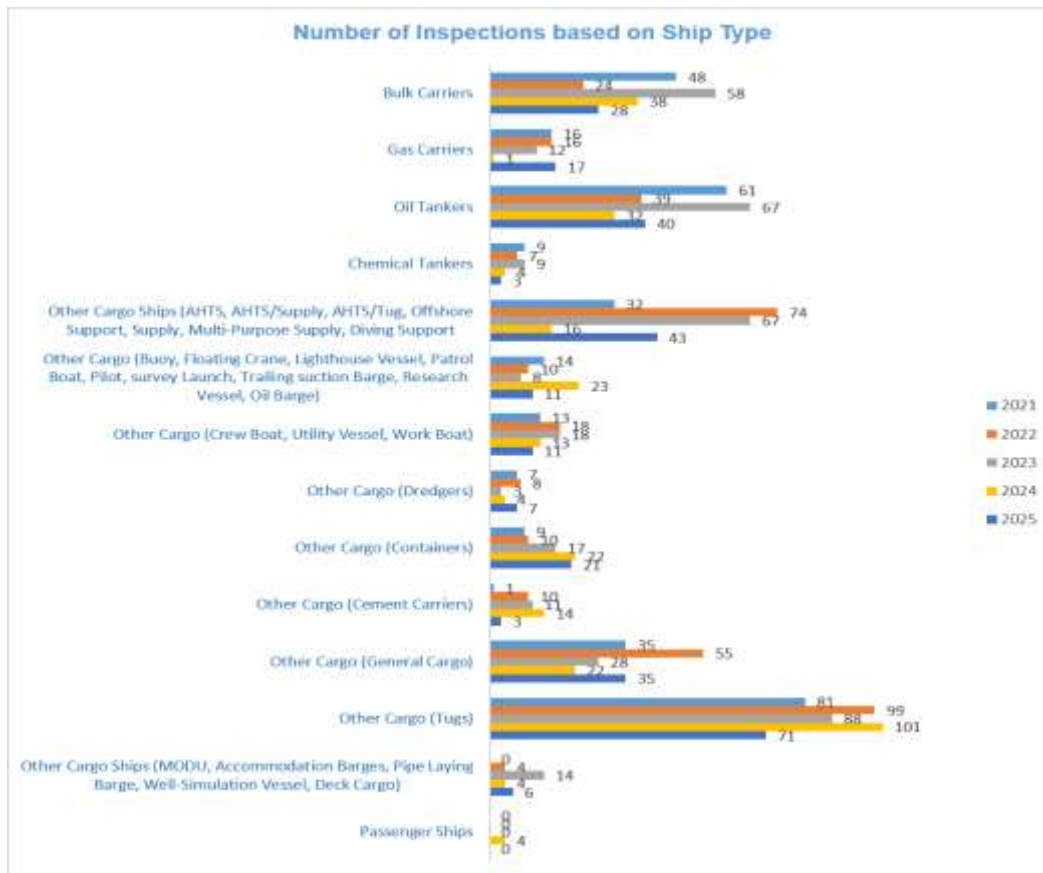


Figure 12 Number of Inspections based on Ship Type



Figure 13 Deficiencies and number of MLC Inspection: 2021-2025

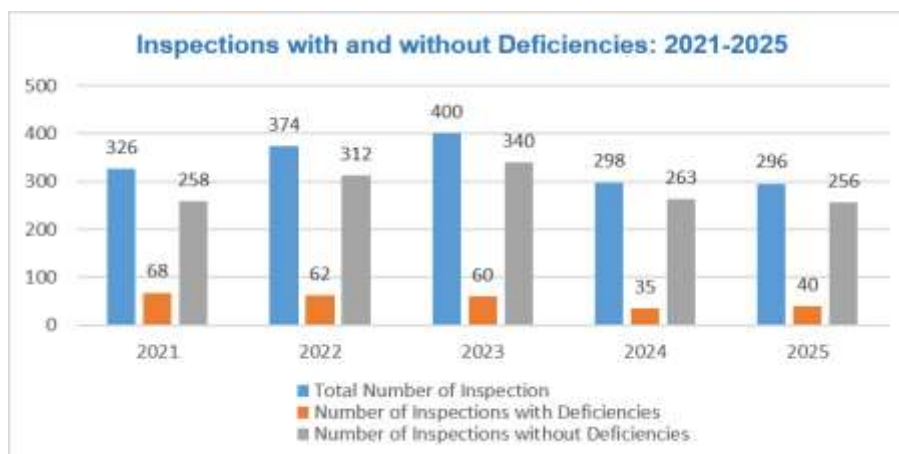


Figure 14 Inspections with and without Deficiencies: 2021-2025

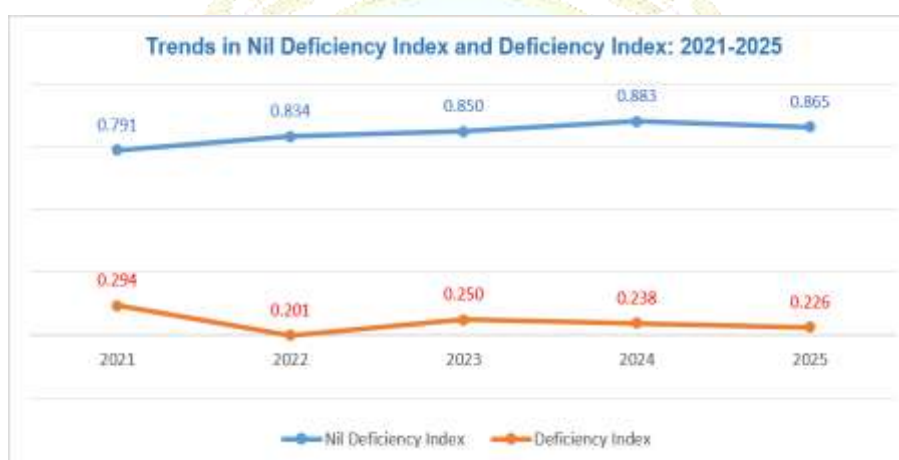


Figure 15 Trends in Nil Deficiency Index and Deficiency Index: 2021-2025



Table 30. Nature and Types of Deficiencies

MLC Regulation	Description	2021		2022		2023		2024		2025	
		Total Number	% of total deficiency	Total Number	% of total deficiency	Total Number	% of total deficiency	Total Number	% of total deficiency	Total Number	% of total deficiency
All Total		96	100.00%	75	100%	92	100%	140	100%	67	100%
1.2	Medical certificate	2	2.08%	1	1.33%	1	1.09%	4	2.86%	1	1.49%
1.3	Training and qualifications	2	2.08%	0	0.00%	1	1.09%	0	0.00%	0	0.00%
1.4	Recruitment and placement	0	0.00%	2	2.67%	0	0.00%	1	0.71%	1	1.49%
2.1	Seafarers' employment agreements	21	21.88%	26	34.67%	27	29.35%	23	16.43%	10	14.93%
2.2	Wages	7	7.29%	13	17.33%	9	9.78%	12	8.57%	12	17.91%
2.3	Hours of work and hours of rest	5	5.21%	1	1.33%	1	1.09%	8	5.71%	2	2.99%
2.4	Entitlement to leave	0	0.00%	1	1.33%	0	0.00%	0	0.00%	0	0.00%
3.1	Accommodation and recreational facilities	20	20.83%	20	26.67%	27	29.35%	51	36.43%	28	41.79%
3.2	Food and catering	3	3.13%	6	8.00%	6	6.52%	12	8.57%	1	1.49%
4.1	Medical care on board ship and ashore	2	2.08%	3	4.00%	5	5.43%	10	7.14%	3	4.48%
4.3	Health and safety protection and accident prevention	4	4.17%	1	1.33%	11	11.96%	11	7.86%	3	4.48%
5.1	Flag State responsibilities	1	1.04%	0	0.00%	0	0.00%	3	2.14%	3	4.48%
5.1.3	Maritime labour certificate and declaration of maritime labour compliance	26	27.08%	0	0.00%	0	0.00%	5	3.57%	2	2.99%
5.1.5	On-board complaint procedures	3	3.13%	1	1.33%	4	4.35%	0	0.00%	1	1.49%

Table 31. Age Based Inspection Results

Age Grouping	2021			2022			2023			2024			2025		
	Inspections	Deficiencies	Deficiencies per Inspection	Inspections	Deficiencies	Deficiencies per Inspection	Inspections	Deficiencies	Deficiencies per Inspection	Inspections	Deficiencies	Deficiencies per Inspection	Inspections	Deficiencies	Deficiencies per Inspection
1-5 Years	37	2	0.054	34	1	0.029	28	1	0.036	35	3	0.086	42	2	0.048
6-10 Years	49	1	0.020	52	6	0.115	40	7	0.175	32	7	0.219	22	5	0.227
11-15 Years	84	40	0.476	88	18	0.205	118	44	0.373	54	17	0.315	55	13	0.236
16-20 Years	88	32	0.364	91	20	0.220	101	22	0.218	87	15	0.172	104	18	0.173
21-25 Years	32	13	0.406	41	14	0.341	53	16	0.302	32	23	0.719	33	20	0.606
26 Years & above	36	8	0.222	68	16	0.235	60	10	0.167	58	6	0.103	40	9	0.225

Ship Type Analysis Average Deficiencies per total inspection

Table 32. Ship Type Based Deficiencies: 2025

Ship Type	Number of Inspections	Number of Inspections with deficiencies	Total Number of Deficiencies	Number of Inspections without deficiencies /Total number of inspections	Average Deficiencies per total inspection
Bulk Carrier	28	1	1	0.964	0.036
Gas Carriers	17	0	0	1	0
Oil Tanker	40	6	8	0.850	0.200
Chemical Tanker	3	0	0	1	0
Other Cargo Ships (AHTS, AHTS/Supply, AHTS/Tug, Offshore Support, Supply, Multi-Purpose Supply, Diving Support)	43	14	27	0.674	0.628
Other Cargo (Buoy, Floating Crane, Lighthouse Vessel, Patrol Boat, Pilot, survey Launch, Trailing suction Barge, Research Vessel, Oil Barge)	11	1	2	0.909	0.182
Other Cargo Ships (Crew Boat, Utility Vessel, Work Boat)	11	0	0	1	0
Other Cargo Ships (Dredgers)	7	1	2	0.857	0.286
Other Cargo Ships (Container)	21	1	3	0.952	0.143
Other Cargo Ships (Cement Carrier)	3	1	3	0.667	1.000
Other Cargo Ships (General Cargo)	35	7	9	0.800	0.257
Other Cargo Ships (Tugs)	71	6	8	0.915	0.113
Other Cargo Ships (MODU, Accommodation Barges, Pipe Laying Barge, Well-Simulation Vessel, Deck Cargo)	6	2	4	0.667	0.667



Table 33. Ship Type Based Deficiencies: 2024

Ship Type	Number of Inspections	Number of Inspections with deficiencies	Total Number of Deficiencies	Number of Inspections without deficiencies /Total number of inspections	Average Deficiencies per total inspection
Bulk Carrier	38	6	13	0.842	0.342
Gas Carriers	1	0	0	1	0
Oil Tanker	32	6	14	0.813	0.438
Chemical Tanker	4	1	2	0.750	0.500
Other Cargo Ships (AHTS, AHTS/Supply, AHTS/Tug, Offshore Support, Supply, Multi-Purpose Supply, Diving Support)	16	4	12	0.750	0.750
Other Cargo Ships (Buoy, Floating Crane, Lighthouse Vessel, Patrol Boat, Pilot , survey Launch, Trailing suction Barge, Research Vessel, Oil Barge)	23	1	2	0.957	0.087
Other Cargo ships (Crew Boat, Utility Vessel, Work Boat)	13	1	2	0.923	0.154
Other Cargo Ships (Dredgers)	4	2	3	0.500	0.750
Other Cargo Ships (Container)	22	2	2	0.909	0.091
Other Cargo Ships (Cement Carrier)	14	2	3	0.857	0.214
Other Cargo Ships (General Cargo)	22	2	2	0.909	0.091
Other Cargo Ships (Tugs)	101	4	11	0.960	0.109
Other Cargo Ships (MODU, Accommodation Barges, Pipe Laying Barge, Well-Simulation Vessel)	4	1	2	0.750	0.500
Passenger Ships	4	3	3	0.250	0.750



Table 34. Ship Type Based Deficiencies: 2023

Ship Type	Number of Inspections	Number of Inspections with deficiencies	Total Number of Deficiencies	Number of Inspections without deficiencies / Total number of inspections	Average Deficiencies per total inspection
Bulk Carrier	58	7	9	0.879	0.155
Gas Carriers	12	1	1	0.917	0.083
Oil Tanker	67	20	29	0.701	0.433
Chemical Tanker	9	0	0	1	0
Other Cargo Ships (AHTS, AHTS/Supply, AHTS/Tug, Offshore Support, Supply, Multi-Purpose Supply, Diving Support)	67	13	25	0.806	0.373
Other Cargo Ships (Buoy, Floating Crane, Lighthouse Vessel, Patrol Boat, Pilot , survey Launch, Trailing suction Barge, Research Vessel, Oil Barge)	8	1	2	0.875	0.250
Other Cargo Ships (Crew Boat, Utility Vessel, Work Boat)	18	1	2	0.944	0.111
Other Cargo Ships (Dredgers)	3	0	0	1	0
Other Cargo Ships (Container)	17	3	6	0.824	0.353
Other Cargo Ships (Cement Carrier)	11	0	0	1	0
Other Cargo Ships (General Cargo)	28	4	13	0.857	0.464
Other Cargo Ships (Tugs)	88	9	12	0.898	0.136
Other Cargo Ships (MODU, Accommodation Barges, Pipe Laying Barge, Well-Simulation Vessel)	14	1	1	0.929	0.071



Table 35. Ship Type Based Deficiencies: 2022

Ship Type	Number of Inspections	Number of Inspections with deficiencies	Total Number of Deficiencies	Number of Inspections without deficiencies /Total number of inspections	Average Deficiencies per total inspection
Bulk Carrier	24	4	5	0.833	0.208
Gas Carriers	16	1	1	0.938	0.063
Oil Tanker	39	7	7	0.821	0.179
Chemical Tanker	7	1	1	0.857	0.143
Other Cargo Ships (AHTS, AHTS/Supply, AHTS/Tug, Offshore Support, Supply, Multi-Purpose Supply, Diving Support)	74	21	30	0.716	0.405
Other Cargo Ships (Buoy, Floating Crane, Lighthouse Vessel, Patrol Boat, Pilot , survey Launch, Trailing suction Barge, Research Vessel, Oil Barge)	10	0	0	1	0
Other Cargo Ships (Crew Boat, Utility Vessel, Work Boat)	18	2	2	0.889	0.111
Other Cargo Ships (Dredgers)	8	0	0	1	0
Other Cargo Ships (Container)	10	2	2	0.800	0.200
Other Cargo Ships (Cement Carrier)	10	4	4	0.600	0.400
Other Cargo Ships (General Cargo)	55	10	10	0.818	0.182
Other Cargo Ships (Tugs)	99	10	13	0.899	0.131
Other Cargo Ships (MODU, Accommodation Barges, Pipe Laying Barge, Well-Simulation Vessel)	4	0	0	1	0



Table 36. Ship Type Based Deficiencies: 2021

Ship Type	Number of Inspections	Number of Inspections with deficiencies	Total Number of Deficiencies	Number of Inspections without deficiencies /Total number of inspections	Average Deficiencies per total inspection
Bulk Carrier	48	18	23	0.625	0.479
Gas Carriers	16	0	0	1	0
Oil Tanker	61	25	39	0.590	0.639
Chemical Tanker	9	4	8	0.556	0.889
Other Cargo Ships (AHTS, AHTS/Supply, AHTS/Tug, Offshore Support, Supply, Multi-Purpose Supply, Diving Support)	32	4	5	0.875	0.156
Other Cargo Ships (Buoy, Floating Crane, Lighthouse Vessel, Patrol Boat, Pilot , survey Launch, Trailing suction Barge, Research Vessel, Oil Barge)	14	1	1	0.929	0.071
Other Cargo Ships (Crew Boat, Utility Vessel, Work Boat)	13	1	2	0.923	0.154
Other Cargo Ships (Dredgers)	7	1	1	0.857	0.143
Other Cargo Ships (Container)	9	1	1	0.889	0.111
Other Cargo Ships (Cement Carrier)	1	0	0	1	0
Other Cargo Ships (General Cargo)	35	6	9	0.829	0.257
Other Cargo Ships (Tugs)	81	7	7	0.914	0.086
Other Cargo Ships (MODU, Accommodation Barges, Pipe Laying Barge, Well-Simulation Vessel)	0	NA	NA	NA	NA
Passenger Ships	0	NA	NA	NA	NA



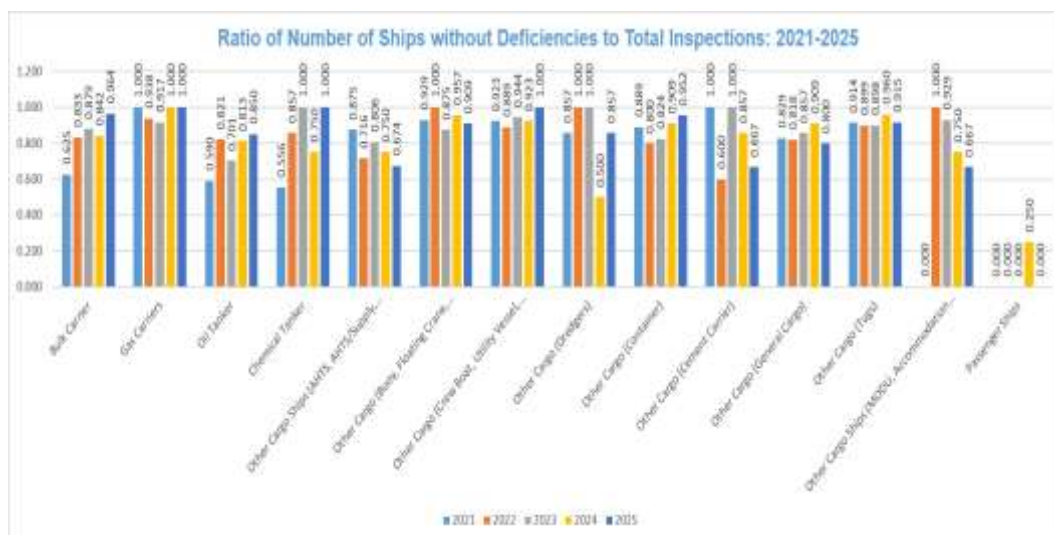


Figure 16 Ratio of No. of Ships without Deficiencies to Total Inspections: 2021-25

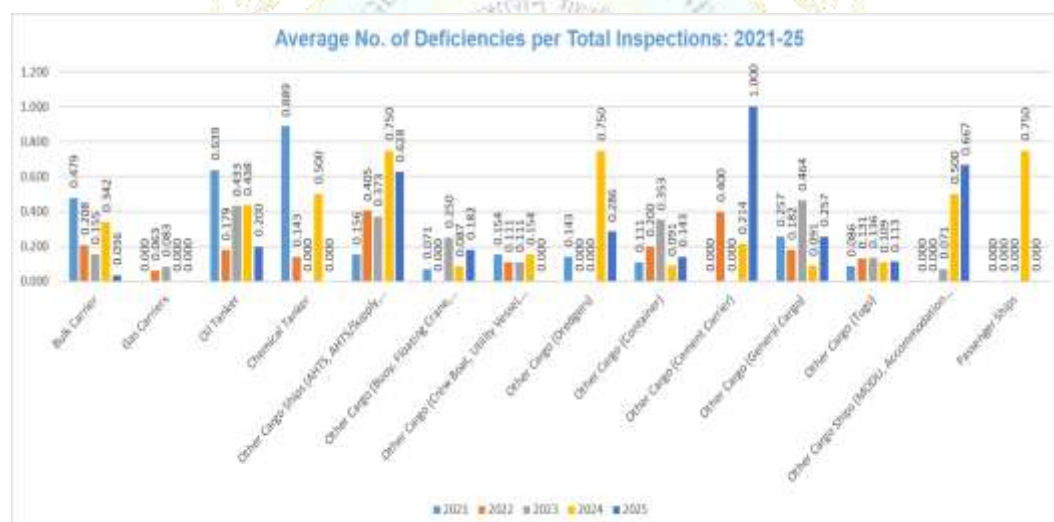


Figure 17 Average No. of Deficiencies per Total Inspections: 2021-25

Trend Analysis: Bulk Carriers

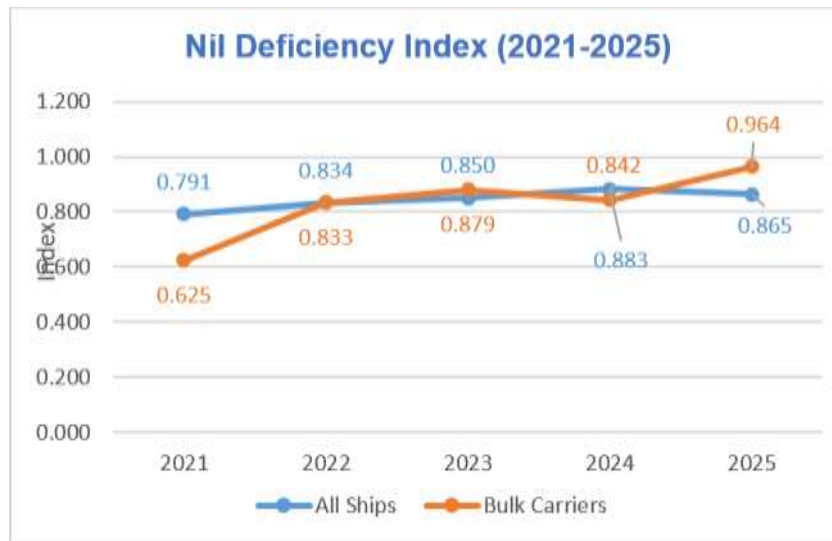


Figure 18 Nil Deficiency Index: 2021-2025- Bulk Carriers

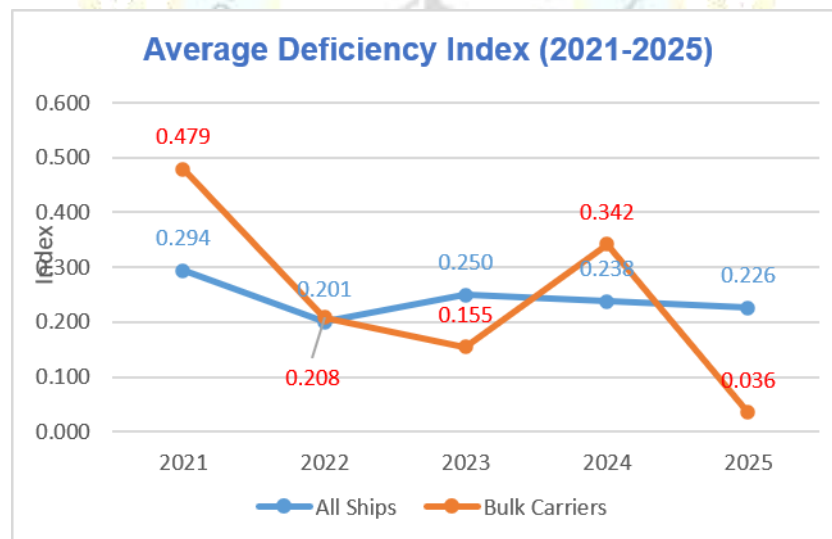


Figure 19 Average Deficiency Index: 2021-2025- Bulk Carriers

Table 37. Deficiencies as per MLC- Bulk Carriers

MLC Regulation/ Article	Deficiency: 2025	Total Number
3.1	Accommodation and recreational facilities: Accommodation spaces were not maintained in a clean and hygienic condition; common washrooms, storeroom adjacent to the hospital and gymnasium, and accommodation AHU room were found inadequately maintained. Inspection records were not updated in the Ship's PMS software.	1
Deficiency: 2024		
2.4	Entitlement to leave: The above requirement found not effectively implemented onboard as evidenced below: ETO found not signed off/repatriated upon completion of AOA (Signed on 05/05/2023 and engaged for 10 months). Request for Sign Off found submitted by Seafarer on 05/03/2024, acknowledged by Master on 06/03/2024 and forwarded to Company Fleet Personnel on 06/03/2024	1
2.7	Manning levels: Vessel not manned as per Safe Manning Document (MMD/MUMBAI/2019/012 dated 21/01/2019) - CO signed off on 29/02/2024 without any replacement.	1
3.1	Accommodation and recreational facilities: Accommodation not maintained in clean and habitable condition; weekly inspection records not available.	7
4.1	Medical care on board ship and ashore: Medical facilities not provided at all ports.	1
Deficiency: 2023		
2.1	Seafarers' employment agreements: Original SEA not signed by both Seafarer and Owner.	1
3.1	Accommodation and recreational facilities: Weekly accommodation inspections not carried out.	4
3.2	Food and catering: Required quality of food not provided.	1
4.1	Medical care on board ship and ashore: Medicines not on board as required.	1
4.3	Health and safety protection and accident prevention: Proper procedures not in place to ensure occupational health and safety of seafarers.	2
Deficiency: 2022		
2.1	Seafarers' employment agreements: Original SEA not signed by both Seafarer and Owner.	2
2.2	Wages	1
3.1	Accommodation and recreational facilities: Accommodation not maintained in clean and habitable condition; weekly inspection records not available.	2
Deficiency: 2021		
2.1	Seafarers' employment agreements: Seafarer not paid as per Articles of Agreement	5
2.2	Wages: Seafarer not paid at monthly intervals.	1
3.1	Accommodation and recreational facilities: Regular inspection of accommodation, toilets and recreational facilities. Maintenance of accommodation	3
3.2	Food and catering: Food storage places not properly maintained.	1
4.1	Medical care on board ship and ashore: On board medicines not as per list provided in the International medical guide for ships and as per National requirement	1
4.3	Health and safety protection and accident prevention: Inadequate risk assessment to identify hazards and minimize risk for shipboard operations involving safety of ships & personnel on board; safety management system ensures that seafarer live , work and train on board in safe and hygienic conditions	3
5.1.3	Maritime labour certificate and declaration of maritime labour compliance: DMLC not revised as per DGS Circular 35 of 2020.	9

Trend Analysis: Oil Tanker

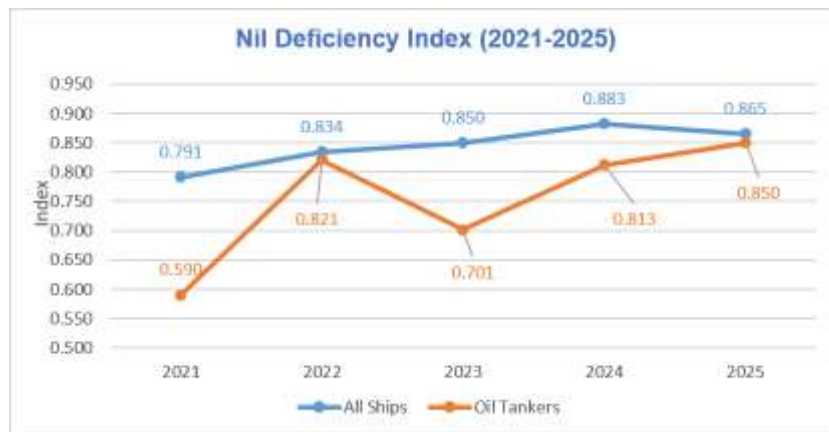


Figure 20 Nil Deficiency Index: 2021-2025- Oil Tanker

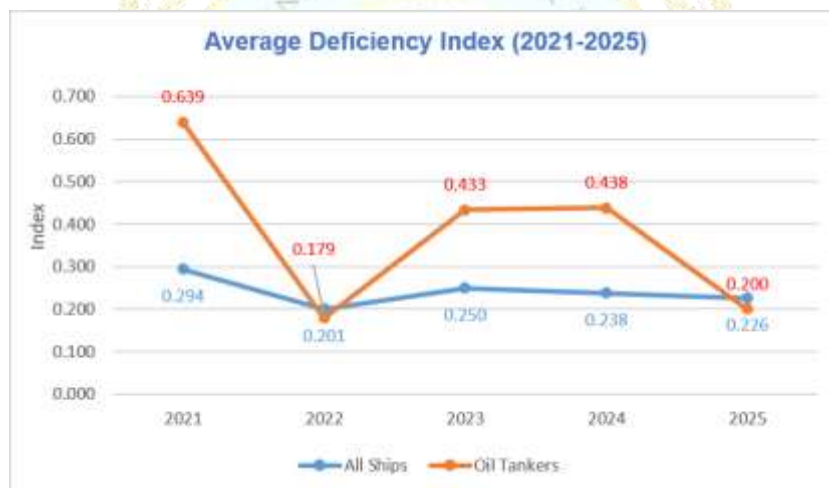


Figure 21 Average Deficiency Index: 2021-2025- Oil Tanker

Table 38. Deficiencies as per MLC- Oil Tanker

MLC Regulation/ Article	Deficiency: 2025	Total Number
1.4	Recruitment and Placement: Discrepancy noted between the applicable CBA specified in the Contract Letter (INSA-MUI/NMB) and the wage scale applied on board, which was found to be in accordance with ICCSA.	1
2.1	Seafarers' Employment Agreement: Articles of Agreement for the seafarers were not found to be made, signed, and uploaded by the Shipowner in accordance with the prescribed requirements.	1
2.2	Wages: A seafarer signed on as an Engine Rating was observed performing watchkeeping duties in the engine room, indicating a mismatch between the rank engaged under the Article of Agreement and the duties assigned onboard.	1
3.1	Accommodation and recreational facilities: Accommodation deficiencies, including damaged fittings, missing accommodation amenities, and temporary arrangements in crew rooms, were observed during inspection despite regular accommodation inspections being recorded with no deficiencies noted. Additionally, the approved Crew Accommodation Plan was not available onboard.	2
3.1.1	Accommodation and Recreational Facilities: Deficiencies in the maintenance and condition of accommodation and service areas were observed, including damaged fittings, missing components, inadequate insulation, obstructed equipment, and improper cable installations, indicating that accommodation and onboard facilities were not maintained to the required standard.	1
5.1	Flag State Responsibilities: Discrepancy noted in the recorded date of registration with the Flag State, with inconsistent entries observed between statutory records and certification documents on board.	1
5.1.3	Maritime Labour certificate and declaration of maritime labour compliance: Original DMLC Part I and Part II issued by flag administration are not available on board only copies made available.	1

Deficiency: 2024		
2.1	Seafarers' employment agreements: Availability of valid AOA; Signed SEA availability.	3
2.2	Wages: The wages detailed in SEA is less than that in CBA.	1
3.1	Accommodation and recreational facilities: Accommodation not maintained in clean and habitable condition; weekly inspection records not available.	4
3.2	2. Vessel is using RO Plants for Drinking water supply, maintenance schedule however not established/followed	1

Deficiency: 2023		
1.2	Medical Certificate: Seafarer sailing on ship with expired medical certificate with more than 90 days.	1
2.1	Seafarers' employment agreements: Availability of valid AOA; Signed SEA availability.	10
2.2	Wages: The wages detailed in SEA is less than that in CBA.	1
3.1	Accommodation and recreational facilities: Regular inspection of accommodation not carried out.	9
3.2	Food and catering: Required quality and food and water not available.	4
4.1	Medical care on board ship and ashore: The medical chest is not complete with required equipment and medicines.	2
4.3	Health and safety protection and accident prevention: The occupational health and safety procedures does not ensure safety of seafarers.	2

Deficiency: 2022		
2.1	Seafarers' employment agreements: Conditions of the employment not spelt out in SEA; Minimum annual leave pay not spelt out in SEA; Death and disability compensation in SEA not as per MSN 07 of 2020.	4
2.2	Wages: Paid wages not as per Rules.	1
2.3	Hours of work and hours of rest: Rest not as per Flag requirements.	1
4.1	Medical care on board ship and ashore: Record of medical treatment on board not maintained.	1

Deficiency: 2021		
1.2	Medical certificate: Not valid Medical Certificate	1
2.1	Seafarers' employment agreements: In SEA, seafarer's employment are set out in clear, written and legally enforceable agreement; Articles of Agreement does not meet CBA requirements, SEA does not contain	12
2.2	Hours of work and hours of rest: Signed copies of weekly records not available.	2
2.3	wages in accordance with AOA; Wages: Monthly account of wages not given to seafarer; wages not paid as per CBA.	3
3.1	Accommodation and recreational facilities: Accommodation not maintained in clean and habitable condition; weekly inspection records not available.	6
3.2	Food and catering: The quality and quantity of food supplied shall be in conformity with the collective bargaining agreement or seafarer's employment agreement.	1
4.1	Medical care on board ship and ashore: Medical facilities not provided at all ports.	1
4.3	Health and safety protection and accident prevention: Reasonable precautions to prevent occupational accidents, injuries & diseases on board the ship not provided.	1
5.1.3	Maritime labour certificate and declaration of maritime labour compliance: DMLC Part II not revised as per DGS Circular 35 of 2020.	11
5.1.5	On-board complaint procedures: Seafarers not provided with on-board complaint procedures.	1



Trend Analysis: Chemical Tankers

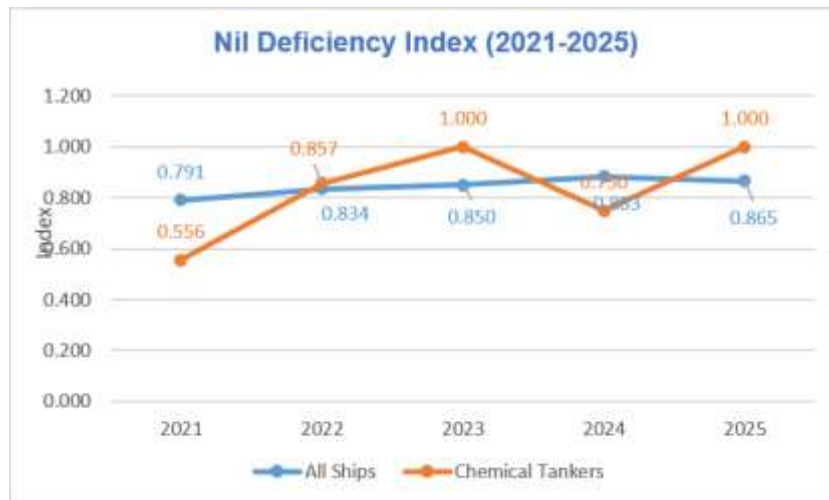


Figure 22 Nil Deficiency Index: 2021-2025- Chemical Tankers

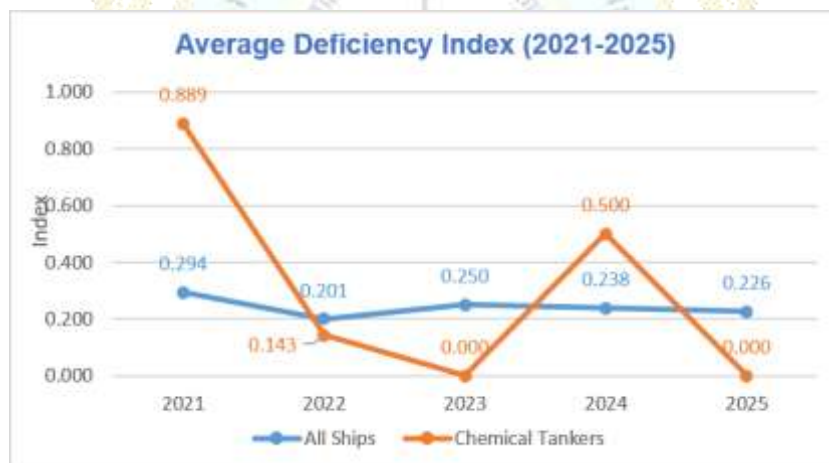


Figure 23 Average Deficiency Index: 2021-2025- Chemical Tankers

Table 39. Deficiencies as per MLC- Chemical Tankers

MLC Regulation/ Article	Deficiency: 2025	Total Number
	NIL	
Deficiency: 2024		
2.1	Seafarers' employment agreements: The terms and conditions of AOA are not in accordance with CBA.	1
Deficiency: 2023		
	NIL	
Deficiency: 2022		
3.1	Accommodation and recreational facilities: Sanitary and Laundry facilities not maintained in clean, working and hygienic conditions	1
Deficiency: 2021		
1.2	Medical certificate: Valid Seafarer Medical Certificate not available.	1
2.1	Seafarers' employment agreements: The terms and conditions of AOA are not in accordance with CBA.	1
2.2	Wages: Seafarers not paid wages as per CBA	1
3.1	Accommodation and recreational facilities: Recreational facilities at no cost to seafarers not available; Weekly inspection of accommodation; Accommodation not maintained in clean and habitable conditions.	3
5.1.3	Maritime labour certificate and declaration of maritime labour compliance: DMLC Part II not revised as per DGS Circular 35 of 2020.	2



Trend Analysis: Other Cargo Ships

(AHTS, AHTS/Supply, AHTS/Tug, Offshore Support, Supply, Multi-Purpose Supply, Diving Support)

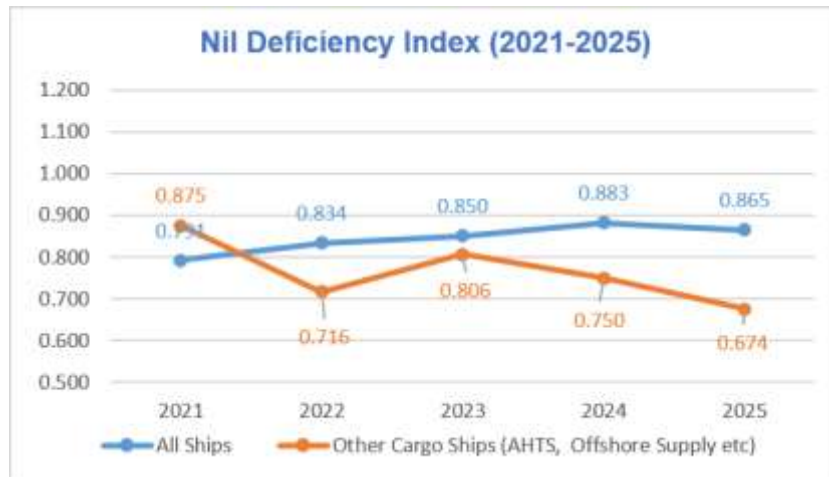


Figure 24 Nil Deficiency Index: 2021-2025- Other Cargo Ships (AHTS, Offshore Supply, etc.)

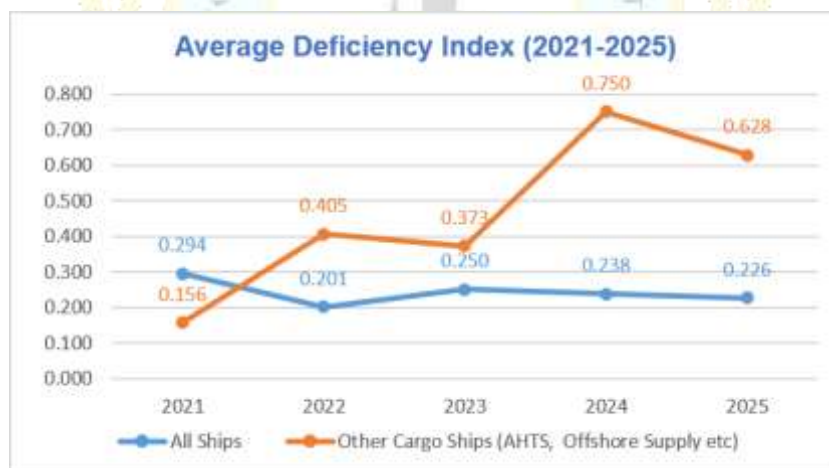


Figure 25 Average Deficiency Index: 2021-2025- Other Cargo Ships (AHTS, Offshore Supply, etc.)

Table 40. Deficiencies as per MLC- Other Cargo Ships (AHTS, Offshore Supply, etc.)

MLC Regulation/ Article	Deficiency: 2025	Total Number
2.1	Seafarers' Employment Agreements: Seafarers' employment documentation was found not fully compliant with statutory and contractual requirements, as evidenced by missing or incomplete SEA particulars, inconsistencies between SEA, AOA and applicable CBAs, expired contractual agreements, inadequate provisions relating to repatriation and social protection, non-availability of CBAs on board, failure to update employment documentation following changes in engagement status, and deficiencies in seafarers' statutory records and endorsements.	7
2.2	Wages: Deficiencies were noted in the implementation of wage-related requirements, including payment of wages below applicable CBA scales, discrepancies between employment agreements and CBA wage provisions, absence of mandatory wage-related SEA clauses, and delays in payment of wages to seafarers.	4
2.2.1	Wages: The wage provisions stipulated in the DMLC Part II were not fully complied with, as wages paid to certain seafarers were found to be lower than the minimum wages prescribed under the applicable INSA-MUI/NMB Collective Bargaining Agreement, resulting in non-conformity with the approved wage scales.	1
2.3	Hours of Work and Hours of Rest: Hours of work and rest records were maintained manually, with no onboard company ERP or electronic system in use for recording and monitoring purposes.	1
3.1	Accommodation and Recreational Facilities: Significant deficiencies were observed in the condition and maintenance of accommodation, galley, and welfare facilities, including damaged fittings, inadequate upkeep, hygiene concerns, missing amenities, non-compliance with approved accommodation arrangements, and shortcomings in seafarer welfare provisions.	11
3.1.1	Accommodation and Recreational Facilities: Weekly accommodation inspections were not effective in identifying, recording, and addressing deficiencies, as shortcomings related to accommodation maintenance, safety arrangements, ventilation cleanliness, equipment and fittings, and emergency preparedness were observed during inspection.	1
5.1	Flag State Responsibilities: Vessel name was found inconsistently recorded between the DMLC Part I and statutory registration documents.	1

Deficiency: 2024		
2.1	Seafarers' employment agreements: CBA not available on-board ship; SEA does not meet CBA requirements.	2
2.2	Wages: Overdue salary payment of seafarer on board ships	2
2.3	Hours of work and hours of rest: Rest hours do not meet Rule requirements.	3
3.1	Accommodation and recreational facilities: Design of accommodation does not facilitate easy cleaning, accommodation not regularly inspected, Non-functioning air conditioner, and accommodation not in decent habitable and repaired condition.	9
3.2	Food and catering: Food and drinking water of appropriate quality, nutritional value and quantity served are not of adequate quality.	1
5.1.5	On-board complaint procedures: Non-availability of procedures.	1
4.1	Medical care on board ship and ashore: Hospital facilities does not meet flag state requirements regarding medicines and medical supplies	1
4.3	Health and safety protection and accident prevention: The occupational health and safety procedures does not ensure safety of seafarers.	1

Deficiency: 2023		
2.1	Seafarers' employment agreements: SEA does not clearly specify all elements of seafarer salary, Seafarer not serving at Articles wages, signing of agreement by seafarer and owner representative.	5
2.2	Wages: Non-Payment of Seafarer salary at monthly intervals.	5
2.3	Hours of work and hours of rest: Non-compliance with work and rest hours.	1

Deficiency: 2023		
3.1	Accommodation and recreational facilities: No recreational facilities, accommodation design not meeting Flag requirements, accommodation not maintained in proper conditions.	10
3.2	Food and catering: Master inspection frequency	1
4.1	Medical Care on Board: Medical chest not complete with all required medicines.	1
4.3	Health and safety protection and accident prevention: The occupational health and safety procedures does not ensure safety of seafarers.	1
5.1.5	On Board Complaint: Non availability of on board complaint procedures.	1

Deficiency: 2022		
1.2	Medical Certificate: Not signed by approved Medical Doctor.	1
1.4	Recruitment and Placement Agencies: The Ship Owner does not have an agreement with RPSL supplying seafarer to ship.	1
2.1	Seafarers' employment agreements: Valid SEA not available; annual paid leave not detailed in SEA	7
2.2	Wages: Seafarers not paid as per Agreement between Seafarer Organizations, Competent Authority and Ship Owner Association; Salary not paid at monthly intervals.	5
3.1	Accommodation and recreational facilities: Design of accommodation does not facilitate easy cleaning, accommodation not regularly inspected, Non-functioning air conditioner, and accommodation not in decent habitable and repaired condition.	10
3.2	Food and catering: Storage space for food not available; quality of food not as required; unhygienic food;	5
4.1	Medical care on board ship and ashore: Hospital facilities does not meet flag state requirements regarding medicines and medical supplies	1

Deficiency: 2021		
2.1	Seafarers' employment agreements: CBA not available on board ship; SEA does not meet CBA requirements.	1
2.2	Wages: Overdue salary payment of seafarer on board ships	1
2.3	Hours of work and hours of rest: Rest hours does not meet Rule requirements.	1
3.2	Food and catering: Food and drinking water of appropriate quality, nutritional value and quantity served are not of adequate quality.	1
5.1.5	On-board complaint procedures: Non availability of procedures.	1



Trend Analysis: Gas Carriers

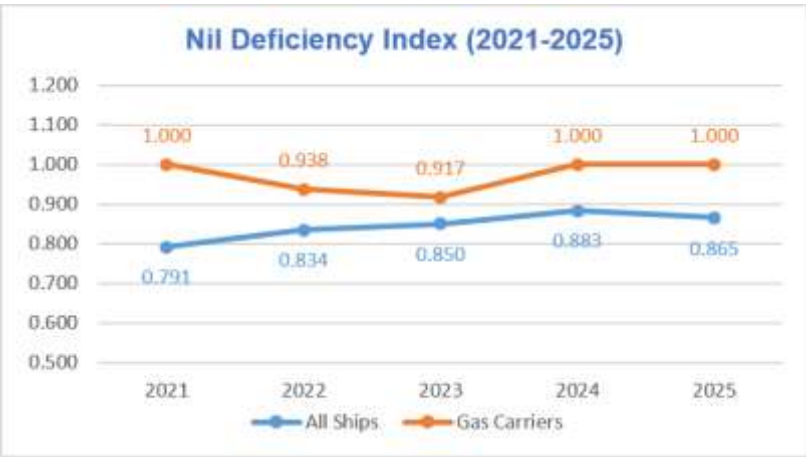


Figure 26 Nil Deficiency Index: 2021-2025- Gas Carriers

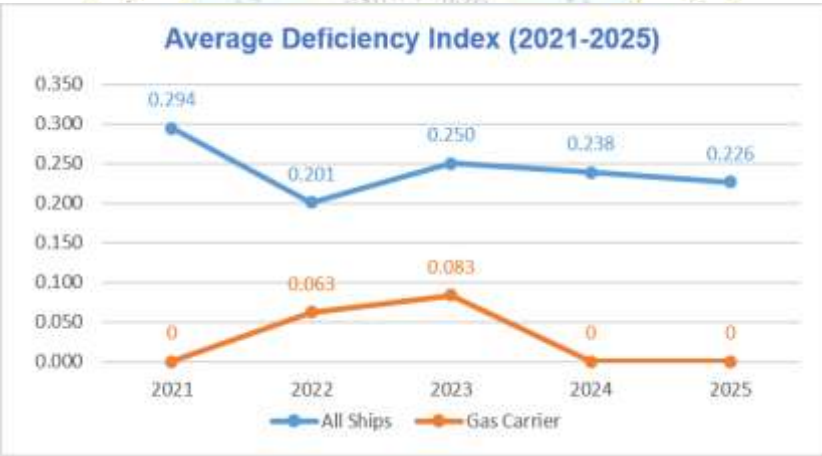


Figure 27 Average Deficiency Index: 2021-2025- Gas Carriers

Table 41. Deficiencies as per MLC- Gas Carriers

MLC Regulation/ Article	Deficiency: 2025	Total Number
	NIL	
	Deficiency: 2024	
	NIL	
	Deficiency: 2023	
4.1	Medical care on board ship and ashore: Medicines not on board as required.	1
	Deficiency: 2022	
5.1.5	On-board complaint procedures: Not available on board ship.	1
	Deficiency: 2021	
	NIL	



Trend Analysis: Other Cargo Ships (Buoy, Floating Crane, Lighthouse Vessel, Patrol Boat, Pilot, survey Launch, Trailing suction Barge, Research Vessel, Oil Barge)

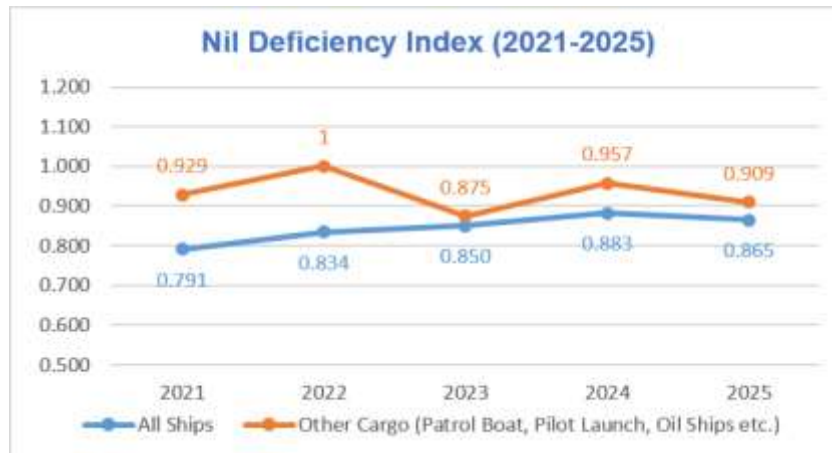


Figure 28 Nil Deficiency Index: 2021-2025- Other Cargo Ships (Buoys, Floating Cranes etc.)

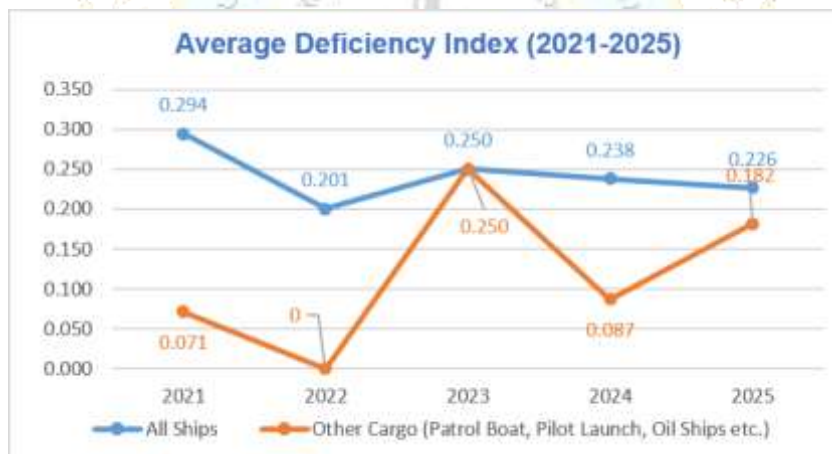


Figure 29 Average Deficiency Index: 2021-2025- Other Cargo Ships (Buoys, Floating Cranes etc.)

Table 42. Deficiencies as per MLC- Other Cargo Ships (Buoy, Floating Crane, Lighthouse Vessel, Patrol Boat, Pilot, survey Launch, Trailing suction Barge, Research Vessel, Oil Barge)

MLC Regulation/ Article	Deficiency: 2025	Total Number
2.2	Wages: Wage scales stipulated in the SEA were not aligned with the applicable INSA-MUI/NMB CBA, with discrepancies noted in wages for certain officers and crew, including non-alignment with qualifications/certificates held. However, wages were paid monthly in accordance with the signed SEA.	1
3.2	Food and Catering: The requirements relating to food, drinking water and galley hygiene were not found to be fully complied with. Annual drinking water testing by an accredited shore-based laboratory had not been carried out within the prescribed period, and deficiencies in housekeeping and hygiene standards were observed in the galley and provision storage areas.	1
Deficiency: 2024		
2.1	Seafarers' employment agreements: Valid SEA not available; annual paid leave not detailed in SEA	1
3.1	Accommodation and recreational facilities: Design of accommodation does not facilitate easy cleaning, accommodation not regularly inspected, Non-functioning air conditioner, and accommodation not in decent habitable and repaired condition.	1
4.1	Medical care on board ship and ashore: Hospital facilities does not meet flag state requirements regarding medicines and medical supplies	1
Deficiency: 2023		
2.1	Seafarers' employment agreements: SEA does not clearly specify all elements of seafarer salary	1
5.1.5	On-board complaint procedures: Procedures not available with seafarers serving on board.	1
Deficiency: 2022		
	NIL	
Deficiency: 2021		
5.1.3	Maritime labour certificate and declaration of maritime labour compliance: DMLC Part II not revised as per DGS Circular 35 of 2020	1

Trend Analysis: Other Cargo Ships (Crew Boat, Utility Vessel, Work Boat)

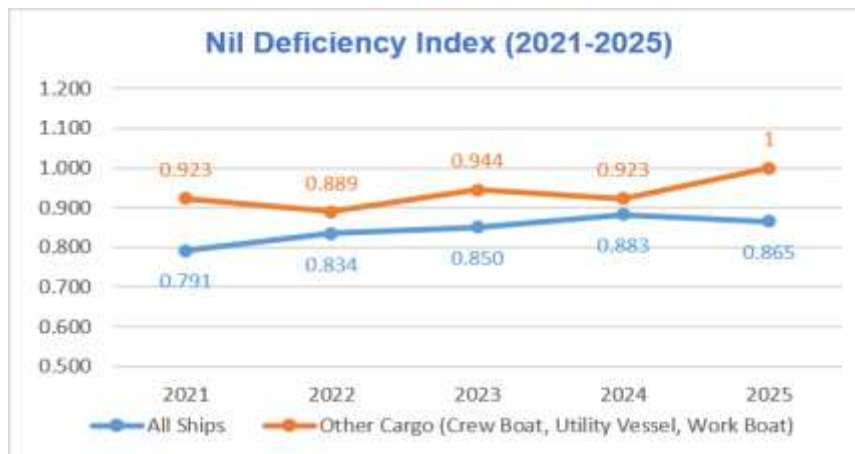


Figure 30 Nil Deficiency Index: 2021-2025- Other Cargo Ships

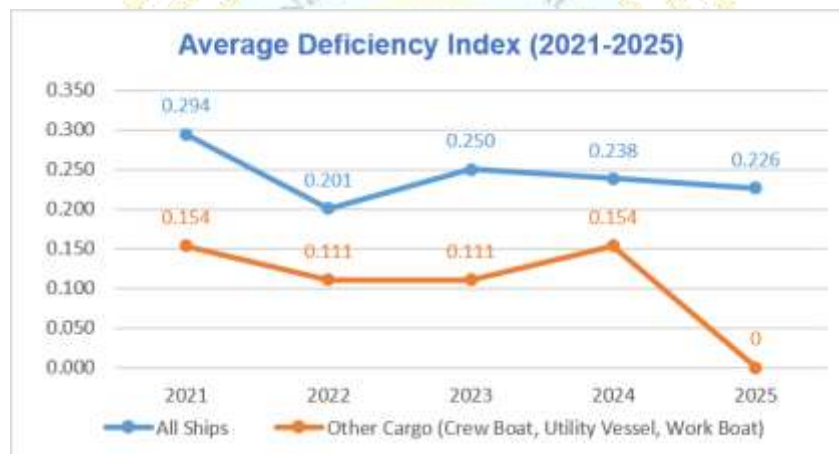


Figure 31 Avg. Deficiency Index: 2021-2025-Other Cargo Ships



Table 43. Deficiencies as per MLC- Other Cargo Ships (Crew Boat, Utility Vessel, Work Boat)

MLC Regulation/ Article	Deficiency: 2025	Total Number
	NIL	

Deficiency: 2024		
2.3	Hours of work and hours of rest: Working hours are exceeding the Rule requirements.	1
5.1.3	Maritime labour certificate and declaration of maritime labour compliance: Copy of DMLC Part 2 not submitted to Registrar as per MS Notice 1 of 2019.	1

Deficiency: 2022		
2.2	Wages: Monthly account of wages not given to seafarer; Seafarers not paid on monthly basis.	2

Deficiency: 2023		
1.3	Training and qualifications: Ship not manned as per MSMD.	1
2.1	Seafarers' employment agreements: These does not meet MS Rules.	1
3.1	Accommodation and recreational facilities: Accommodation not maintained in decent condition.	1

Deficiency: 2021		
2.3	Hours of work and hours of rest: Working hours are exceeding the Rule requirements.	1
5.1.3	Maritime labour certificate and declaration of maritime labour compliance: Copy of DMLC Part 2 not submitted to Registrar as per MS Notice 1 of 2019.	1



Trends: Other Cargo Ships (Dredgers)

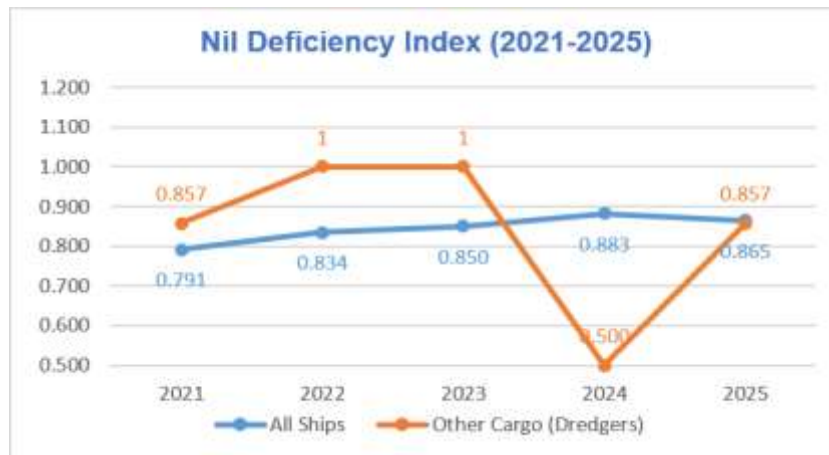


Figure 32 Nil Deficiency Index: 2021-2025- Other Cargo Ships (Dredgers)

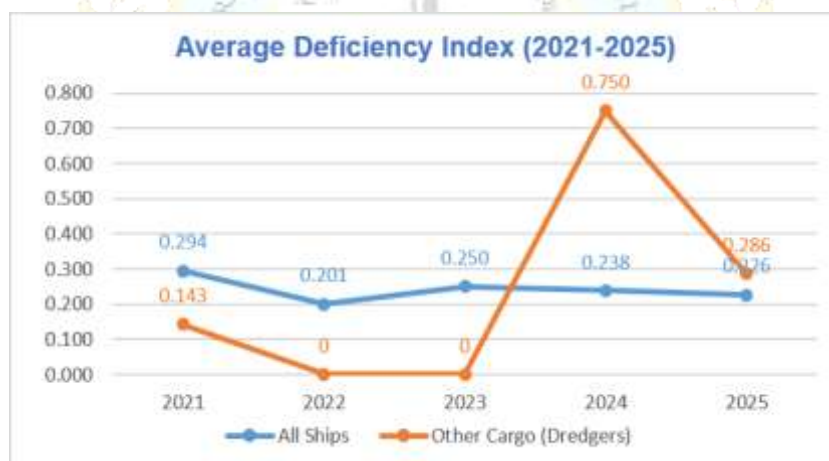


Figure 33 Average Deficiency Index: 2021-2025- Other Cargo Ships (Dredgers)

Table 44. Deficiencies as per MLC- Other Cargo Ships (Dredgers)

MLC Regulation/ Article	Deficiency: 2025	Total Number
2.1	Seafarers' Employment Agreements: Discrepancy noted between the wage scales specified in the SEA/AOA and the applicable MUI Agreement, with basic wages for the Master, Chief Engineer and Second Engineer not in accordance with the prescribed CBA wage scales.	1
5.1.5	Onboard Complaint Procedures: Implementation of the onboard complaint procedure was found ineffective, as crew members were not adequately aware of the established complaint mechanism and the recruiting company had not provided the complaint procedure. Additionally, deficiencies were noted in the provision of seafarer welfare facilities and amenities.	1

Deficiency: 2024		
3.1	Accommodation and recreational facilities: Design of accommodation does not facilitate easy cleaning, accommodation not regularly inspected, Non-functioning air conditioner, and accommodation not in decent habitable and repaired condition.	1

Deficiency: 2023		
	NIL	

Deficiency: 2022		
	NIL	

Deficiency: 2021		
1.3	Training and qualifications: Ship not manned as per MSMD	1



Trends: Other Cargo Ships (Container)

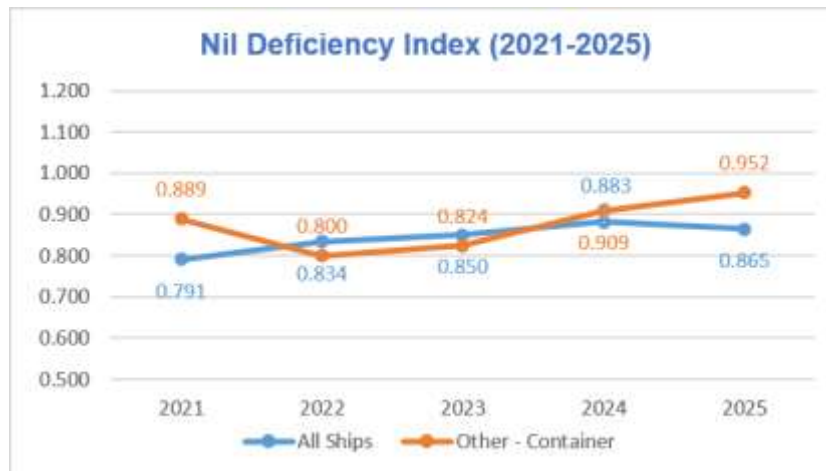


Figure 34 Nil Deficiency Index: 2021-2025- Other Cargo Ships (Containers)

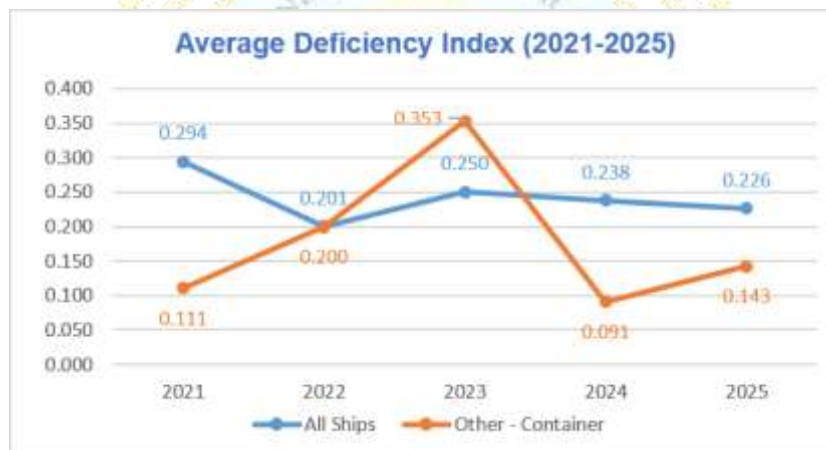


Figure 35 Average Deficiency Index: 2021-2025- Other Cargo Ships (Containers)



Table 45. Deficiencies as per MLC- Other Cargo Ships (Containers)

MLC Regulation/ Article	Deficiency: 2025	Total Number
2.2	Wages: Wage provisions were not effectively implemented, with basic wages for certain ranks found not in accordance with the applicable INSA-MUI/NMB CBA wage scales, and wage revisions not updated where applicable. Additionally, monthly pay slips were found to lack detailed wage components, including leave pay, overtime, and other allowances.	1
2.3	Hours of Work and Hours of Rest: Records of hours of rest were not maintained in accordance with MLC requirements, with deficiencies noted in the recording methodology, calculation of rest hours for specified periods, and accuracy of entries, including errors in hours-of-rest records.	1
3.1	Accommodation and Recreational Facilities: Recreational facilities provided to seafarers were found inadequate, as social connectivity services (internet access) were not available on board in accordance with applicable requirements.	1
Deficiency: 2024		
3.1	Accommodation and recreational facilities: Design of accommodation does not facilitate easy cleaning, accommodation not regularly inspected, Non-functioning air conditioner, and accommodation not in decent habitable and repaired condition.	1
4.3	Health and safety protection and accident prevention: The occupational health and safety procedures does not ensure safety of seafarers	1
Deficiency: 2023		
2.1	Seafarers' employment agreements: Conditions of employment are specified in clear terms in SEA.	1
4.3	Health and safety protection and accident prevention: The occupational health and safety procedures do not ensure safety of seafarers	2
5.1.5	On-board complaint procedures: Procedures not available with seafarers serving on board	1
Deficiency: 2022		
2.1	Seafarers' employment agreements: Conditions of employment are specified in clear terms in SEA.	1
2.2	Wages: Wages not in accordance with CBA.	1
Deficiency: 2021		
2.1	Seafarers' employment agreements: The Articles of Agreement do not detail clear information about conditions of employment.	1

Trends: Other Cargo Ships (Cement Carriers)

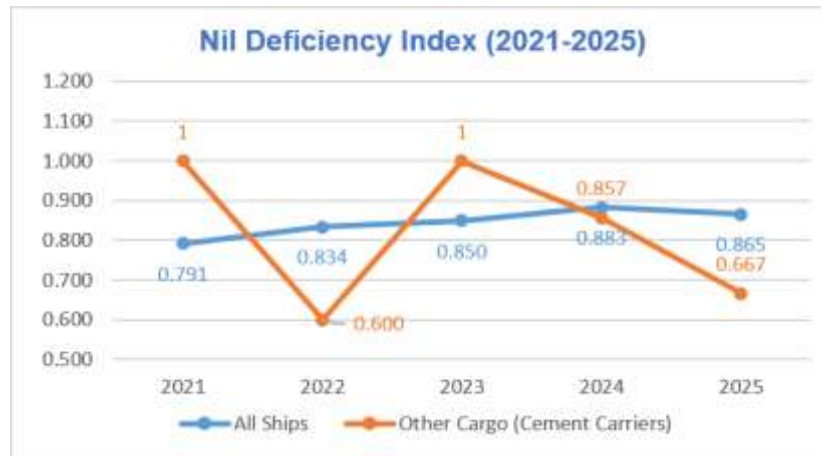


Figure 36 Nil Deficiency Index: 2021-2025- Other Cargo Ships (Cement Carriers)

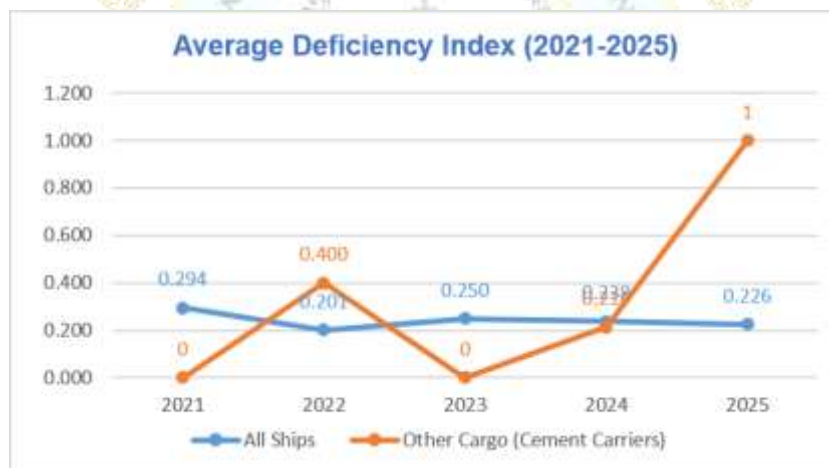


Figure 37 Average Deficiency Index: 2021-2025- Other Cargo Ships (Cement Carriers)

Table 46. Deficiencies as per MLC- Other Cargo Ships (Cement Carriers)

MLC Regulation/ Article	Deficiency: 2025	Total Number
2.1	Seafarers' Employment Agreements: Employment documentation was not effectively maintained, with incorrect or incomplete next-of-kin particulars recorded in the Articles of Agreement and inconsistencies noted between the CBAs specified in the Articles of Agreement and the applicable CBAs maintained on board.	1
2.2	Wages: Wage provisions were not found to be fully complied with, as basic wages for certain seafarers were not updated in the Articles of Agreement in line with the latest applicable wage scales. Additionally, contractual provisions relating to PF and gratuity were included in the Article of Agreement of a Deck Cadet, indicating inconsistencies in employment documentation.	1
5.1	Flag State Responsibilities: DMLC Part I and Part II maintained on board were not updated to incorporate the 2022 MLC Amendments. Although an addendum was available and the revised DMLC Part II had been submitted to the Flag Administration for review, the reviewed and approved original DMLC documentation incorporating the amendments was not available on board.	1
Deficiency: 2024		
2.1	Seafarers' employment agreements: Article of agreement of Chief cook found expired and no extension record found available onboard	3
Deficiency: 2023		
	NIL	
Deficiency: 2022		
2.1	Seafarers' employment agreements: Seafarers does not understand the terms and conditions detailed in SEA.	4
Deficiency: 2021		
	NIL	

Trends: Other Cargo Ships (General Cargo)

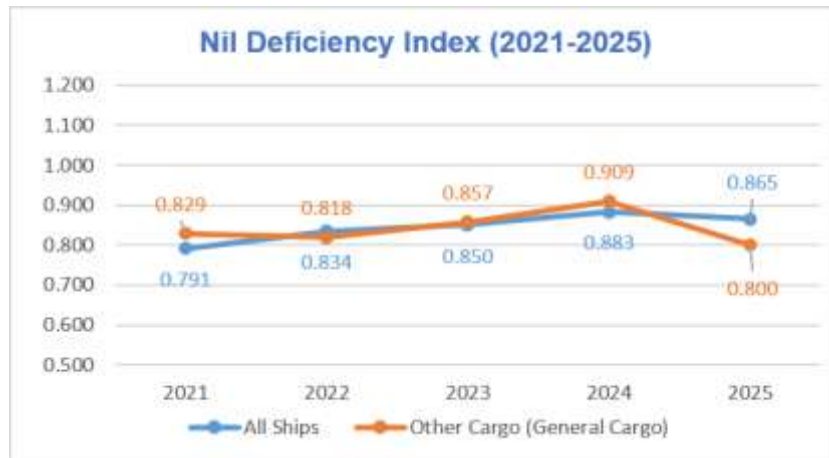


Figure 38 Nil Deficiency Index: 2021-2025- Other Cargo Ships (General Cargo)

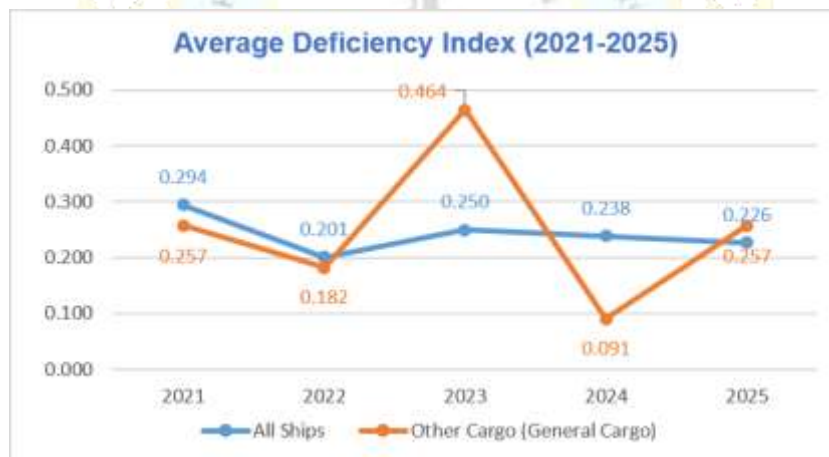


Figure 39 Average Deficiency Index: 2021-2025- Other Cargo Ships (General Cargo)

Table 47. Deficiencies as per MLC- Other Cargo Ships (General Cargo)

MLC Regulation/ Article	Deficiency: 2025	Total Number
3.1	Accommodation and Recreational Facilities: Accommodation, galley and recreational facilities were not maintained in a satisfactory condition, as evidenced by the non-availability of the approved crew accommodation plan on board, deviations from statutory accommodation requirements, inadequate hygiene and housekeeping standards, pest infestation in galley and provision areas, damaged or deficient accommodation fittings and amenities, non-operational air-conditioning and other equipment, unsafe or poorly maintained accommodation spaces, inadequate sanitary arrangements, and the absence of social connectivity facilities for seafarers.	8
5.1	Flag State Responsibilities: Updated DMLC Part I and Part II incorporating the latest amendments as required under applicable regulations were not available on board. The Shipowner demonstrated that the process for obtaining Flag-reviewed and approved amended DMLC documentation was in progress, and Flag Administration concurrence had been obtained for conduct of the intermediate MLC inspection pending completion of the process.	1

Deficiency: 2024		
2.1	Hours of work and hours of rest: Records not maintained in standardized form.	1
3.1	Accommodation and recreational facilities: Non-Operational Air Conditioner; Accommodation Plan not approved; Laundry facilities not available.	7

Deficiency: 2023		
2.1	Seafarers' employment agreements: The terms and conditions for employment of a seafarer are not in a clear written legally enforceable agreement or consistent with the standards set out in the MLC; Copy of CBA not-available.	2
3.1	Accommodation and recreational facilities: Weekly inspections not conducted.	1
4.3	Health and safety protection and accident prevention: The occupational health and safety procedures does not ensure safety of seafarers	1

Deficiency: 2022		
2.1	Seafarers' employment agreements: The terms and conditions for employment of a seafarer are not in a clear written legally enforceable agreement or consistent with the standards set out in the MLC; Not signed by both Owner and Seafarer.	4
3.1	Accommodation and recreational facilities: Non-Operational Air Conditioner; Accommodation Plan not approved; Laundry facilities not available	6

Deficiency: 2021		
1.3	Training & Qualification: Cook not certified	1
2.3	Hours of Work and hours of rest: Records not maintained in standardized form.	1
3.1	Accommodation and recreational facilities: Non-Operational Air Conditioner; Accommodation Plan not approved; Laundry facilities not available.	5
5.1	Flag State Responsibilities: Non availability of MLC Convention on board ship.	1
5.1.5	On-board complaint procedures: Seafarers not provided with on-board complaint procedures.	1

Trends: Other Cargo Ships (Tugs)

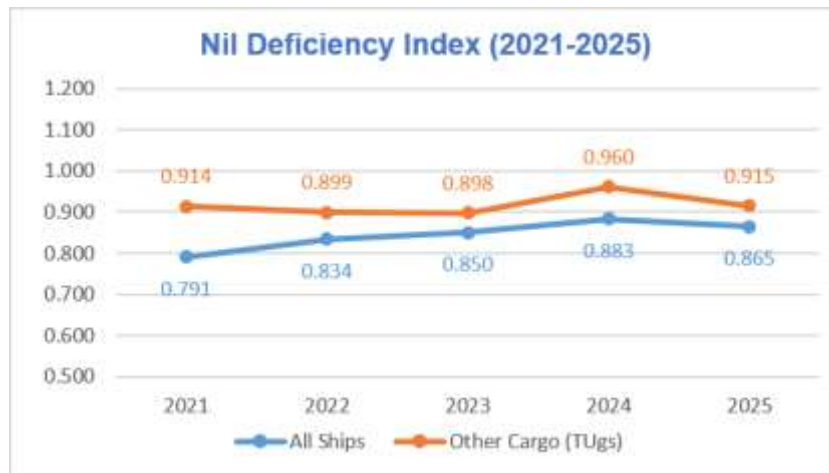


Figure 40 Nil Deficiency Index: 2021-2025- Other Cargo Ships (Tugs)

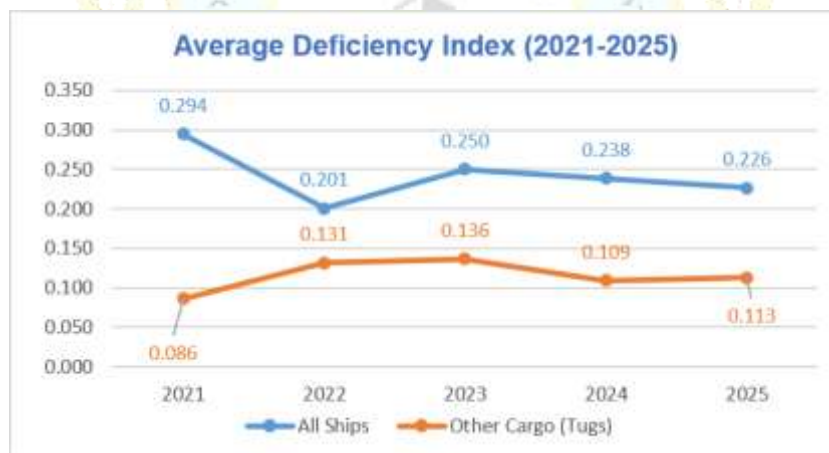


Figure 41 Average Deficiency Index: 2021-2025- Other Cargo Ships (Tugs)

Table 48. Deficiencies as per MLC- Other Cargo Ships (Tugs)

MLC Regulation/ Article	Deficiency: 2025	Total Number
2.2.1	Wages: Wage provisions were not fully complied with, as basic wages of certain seafarers were found to be lower than the wage scales prescribed under the applicable INSA-MUI/NMB Collective Bargaining Agreement, resulting in non-conformity with the approved CBA wage structure.	1
3.1	Accommodation and Recreational Facilities: Accommodation arrangements and maintenance were not found fully compliant with the approved accommodation plan and applicable requirements. Deviations were observed in cabin occupancy from the approved crew accommodation plan, and routine accommodation inspections were not effective in identifying and recording deficiencies. Additionally, defects relating to sanitary fittings, accommodation fixtures, and equipment maintenance were observed during inspection.	1
3.1.1	Accommodation and Recreational Facilities: Weekly accommodation inspections were not found effective in identifying and recording deficiencies. Deficiencies observed during inspection included missing AC louver regulators, accumulation of soot deposits in ventilation ducts, non-operational exhaust ventilation in sanitary spaces, missing light covers, defective door self-closing arrangements, pest infestation in galley and mess rooms, missing bunk curtains in crew accommodation, and improper use of accommodation spaces for storage purposes.	1

Deficiency: 2024		
2.1	Seafarers' employment agreements: No power given to RPSL to sign RPSL on behalf of Owners.	2
2.2	Wages: Wages not paid at monthly intervals.	2
2.3	Hours of work and hours of rest: Working hours are exceeding the Rule requirements.	2
3.1	Accommodation and recreational facilities: Choked drainage system; accommodation plan not approved.	10
3.2	Food and catering: Food supplied to seafarer is not of required quality, nutritional value.	1
4.1	Medical care on board ship and ashore: Stock of medicines and equipment not available.	1
5.1.3	Original DMLC Part I issued by Flag administration dated not sighted onboard.	1

Deficiency: 2023		
1.4	Recruitment and placement: The AOA not filed with Shipping Master.	1
2.1	Seafarers' employment agreements: Terms and Conditions of employment are not clearly set out in SEA; SEA not signed by both ship owner or its representative and seafarer.	4
2.2	Wages: Payment of wages not at monthly intervals.	3
2.4	Entitlement to leave: Paid leave provisions not detailed in SEA.	1
3.1	Accommodation and recreational facilities: Weekly inspection of accommodation not carried out.	1
3.2	Food and catering: Food supplied to seafarer is not of required quality, nutritional value.	1
4.1	Medical care on board ship and ashore: Stock of medicines and equipment not available.	1
4.3	Health and safety protection and accident prevention: No procedures in place of "Permit to work" system when undertaking hazardous tasks on board.	1

Deficiency: 2022		
2.1	Seafarers' employment agreements: SEA not signed by both seafarer and ship owner; terms and Conditions of employment are not clearly set out in SEA; SEA not signed by both ship owner or its representative and seafarer.	4
2.2	Wages: All elements of salary not reflected in account of wages; wages not paid at monthly intervals.	3
3.1	Accommodation and recreational facilities: Not-maintained accommodation.	1
4.3	Health and safety protection and accident prevention: The occupational health and safety procedures does not ensure safety of seafarers	3
5.1.5	Maritime labor certificate and declaration of maritime labor compliance: All requirements detailed in DMLC Part II not implemented.	1

Deficiency: 2021		
2.1	Seafarers' employment agreements: No power given to RPSL to sign RPSL on behalf of owners.	1
2.2	Wages: Wages not paid at monthly intervals	1
3.1	Accommodation and recreational facilities: Choked drainage system; accommodation plan not approved.	3
5.1.3	Maritime labour certificate and declaration of maritime labour compliance: DMLC Part II not revised as per DGS Circular 35 of 2020.	2



Trends: Other Cargo Ships (MODU, Accommodation Barges, Pipe Laying Barge, Well-Simulation Vessel)

Table 49. Deficiencies as per MLC- Other Cargo Ships (MODU, Accommodation Barges, Pipe Laying Barge, Well-Simulation Vessel)

MLC Regulation/ Article	Deficiency: 2025	Total Number
1.2	Medical Certificate: Statutory certification records were not adequately maintained onboard, as original medical certificates for certain seafarers could not be produced during inspection, indicating deficiencies in the control and availability of mandatory seafarer documentation.	1
2.2.1	Wages: Seafarers' wages were not fully aligned with the applicable Collective Bargaining Agreements (CBAs), as discrepancies were identified between the basic salaries paid onboard and the minimum wage rates prescribed under the relevant INSA-MUI and NMB agreements, indicating non-compliance with agreed remuneration requirements. Seafarers' wages were not paid in accordance with the applicable Collective Bargaining Agreements (CBAs), as discrepancies were identified between the wages paid onboard and the minimum wage rates prescribed under the relevant INSA-MUI and NMB (India) agreements. The non-compliance affected multiple ranks across the deck and engine departments, including officers and ratings, indicating inadequate implementation of agreed wage provisions.	2
3.1.1	Accommodation and recreational facilities: Deficiencies were observed in the maintenance and condition of ventilation, insulation, and accommodation support systems, including non-functional ventilation components, damaged ducting, accumulation of soot deposits, missing insulation, and defective air-conditioning controls. These deficiencies indicate inadequate maintenance of accommodation and machinery space environmental control arrangements.	1
Deficiency: 2024		
	NIL	
Deficiency: 2023		
	NIL	
Deficiency: 2022		
3.1	Accommodation and recreational facilities	1
Deficiency: 2021		
1.3	Training & Qualification: Cook not certified	1

CHAPTER IV





Chapter IV: Performance of Indian Ships

(Based on Survey reports, Casualty investigation, Flag and Port State Inspections)

Assessment of Condition of Class issued during completion of Surveys

A Recommendation and a Condition of Class are terms used by maritime classification societies which mean that the requirements to the effect that specific measures, repairs, surveys etc. are to be carried out within a specific time limit. A Condition of Class issued during periodical surveys is an indication of one or more of the following:

- Poor maintenance of ship between surveys.
- Ship operational with defects.
- A maintenance regime on ship which is unable to detect deficiencies.
- Non-compliance to Regulation 11 (*Maintenance of conditions after survey*) part B, Chapter I of SOLAS which require that whenever an accident occurs to a ship or a defect is discovered, either of which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment, the master or owner of the ship shall report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible for issuing the relevant certificate.

Review of Statistics of the Condition of Class imposed in last 4 years

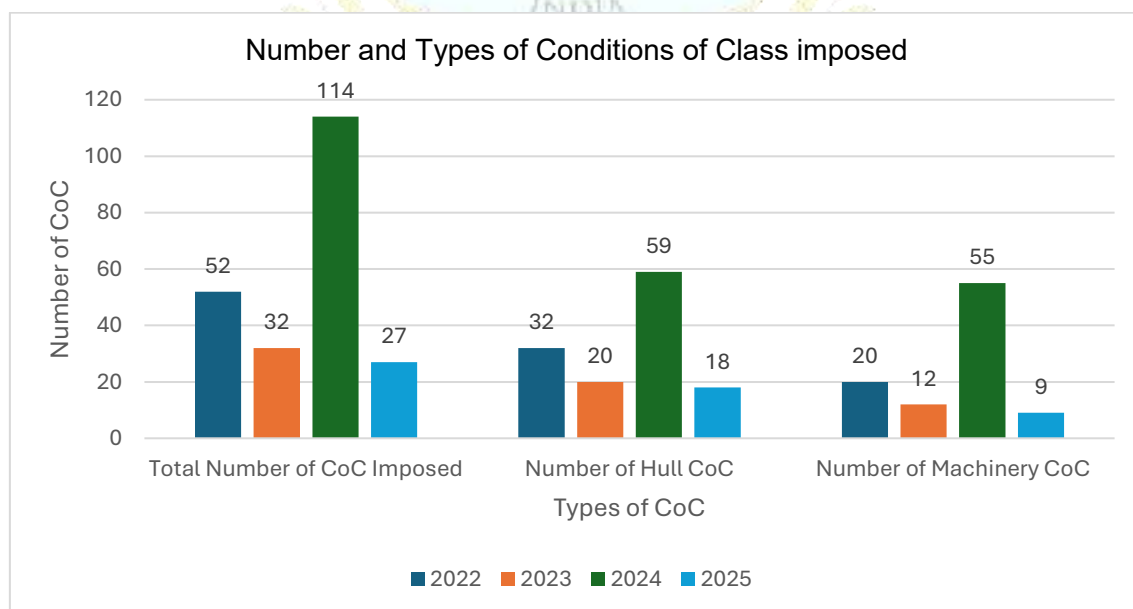


Figure 42 Number and Types of Conditions of Class imposed

2025 reversed the 2024 peak, with CoC counts falling sharply across all categories. Hull CoCs remained higher than Machinery CoCs in absolute numbers, while Machinery CoCs recorded the steeper percentage decline.

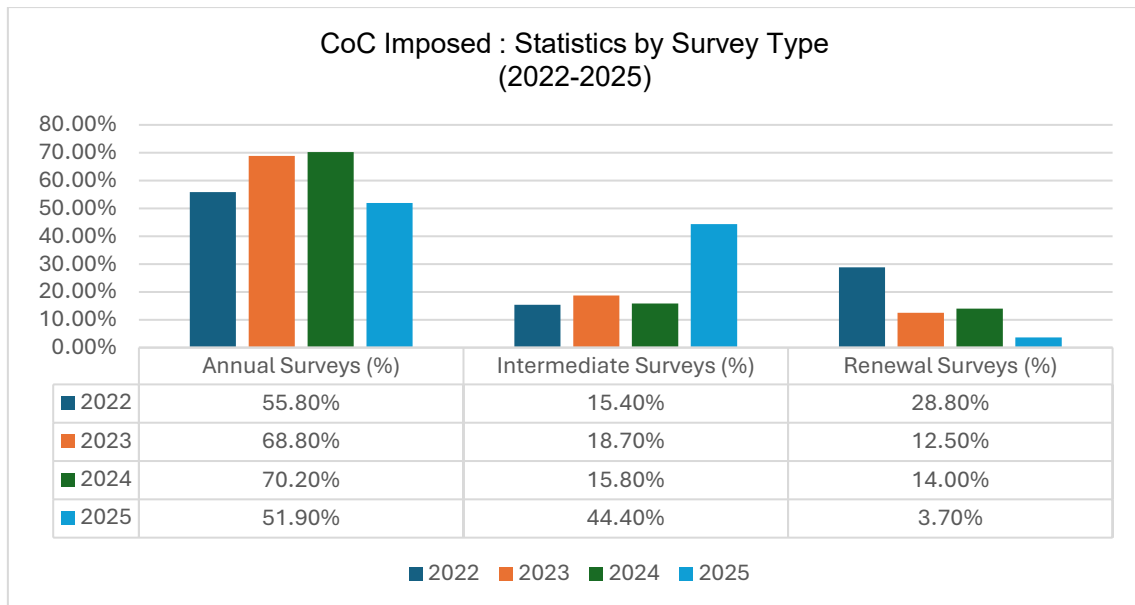


Figure 43 CoC Imposed: Statistics by Survey Type (2022-2025)

In 2025, over half of all CoCs (51.9%) were imposed during Annual Surveys, while a significant 44.4% were identified during Intermediate Surveys. The high proportion of CoCs at Annual and Intermediate Surveys indicates gaps in routine maintenance and timely rectification of deficiencies by ship operators.

The substantial share of CoCs imposed during Intermediate Surveys, which are major statutory surveys involving detailed examination of the vessel, suggests a need for improved maintenance planning, proactive defect management, and better preparation by shipping companies throughout the survey cycle.

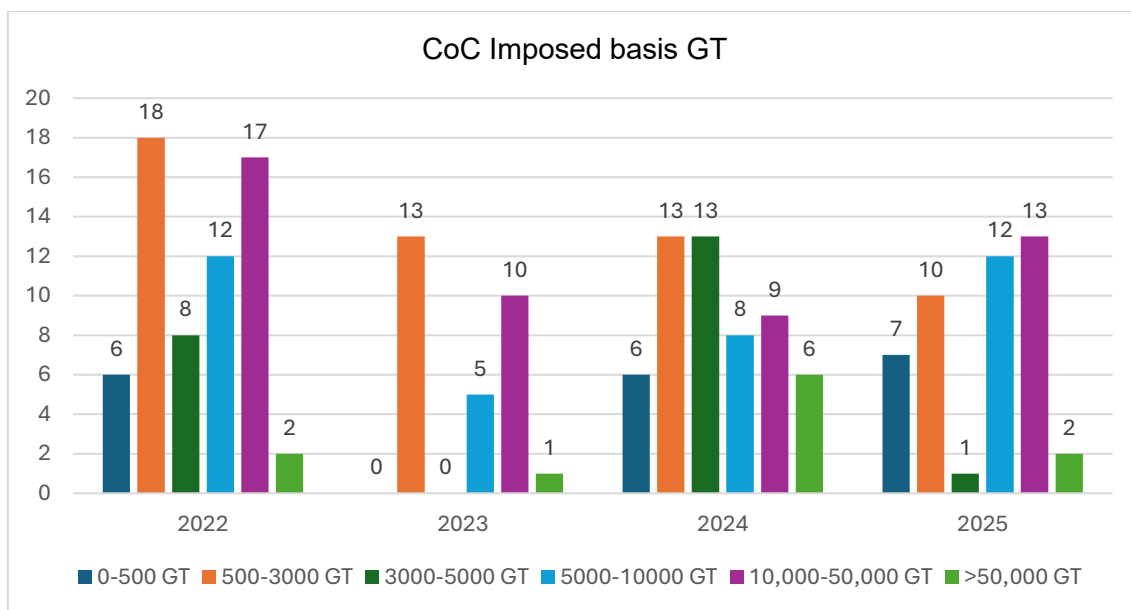


Figure 44 CoC Imposed basis GT

In 2025, CoCs were primarily concentrated in the 10,000-50,000 GT (13 cases) and 5,000-10,000 GT (12 cases) segments, together accounting for nearly 60% of all CoCs. The 500-3,000 GT category also recorded a notable number of cases (10), while vessels above 50,000 GT recorded the fewest CoCs (2).

The concentration of CoCs in the 5,000-50,000 GT range indicates that compliance and maintenance challenges were more prominent among medium-sized vessels in 2025, highlighting the need for focused monitoring and preventive maintenance in these segments.

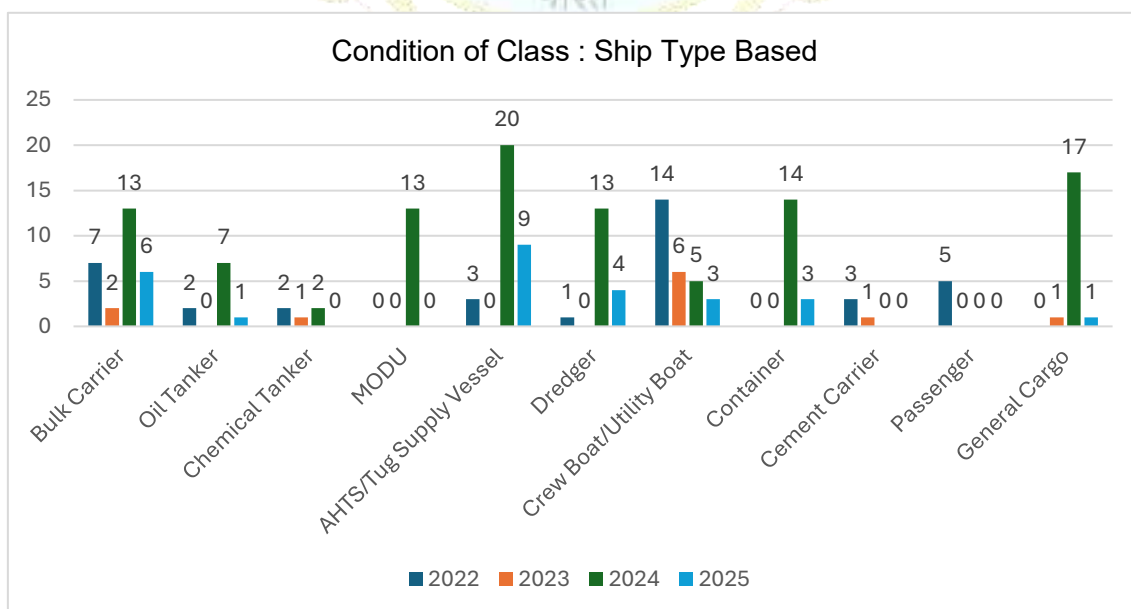


Figure 45 Condition of Class: Ship Type Based

Review of Statistics of Condition of Class imposed in last 2 years

In 2025, AHTS/Tug Supply Vessels (9 cases) and Bulk Carriers (6 cases) accounted for over 55% of all CoCs, indicating that compliance and maintenance issues remained concentrated in these vessel types. While total CoCs dropped sharply from 114 in 2024 to 27 in 2025, AHTS/Tug Supply Vessels continued to be the most affected category, highlighting the need for focused monitoring and maintenance oversight in this segment.

Condition of Class imposed during Intermediate and Renewal Surveys

The class renewal surveys include extensive examinations to verify that the structure, main and essential auxiliary machinery, systems and equipment of the ship are in a condition which satisfies the relevant Class Rules. It is carried out after 5-years and results in issuance of Certificate for another 5-years. However, it is noted that a number of ships have been issued with a CoC after intermediate and renewal surveys indication of poor planning by ship owners.

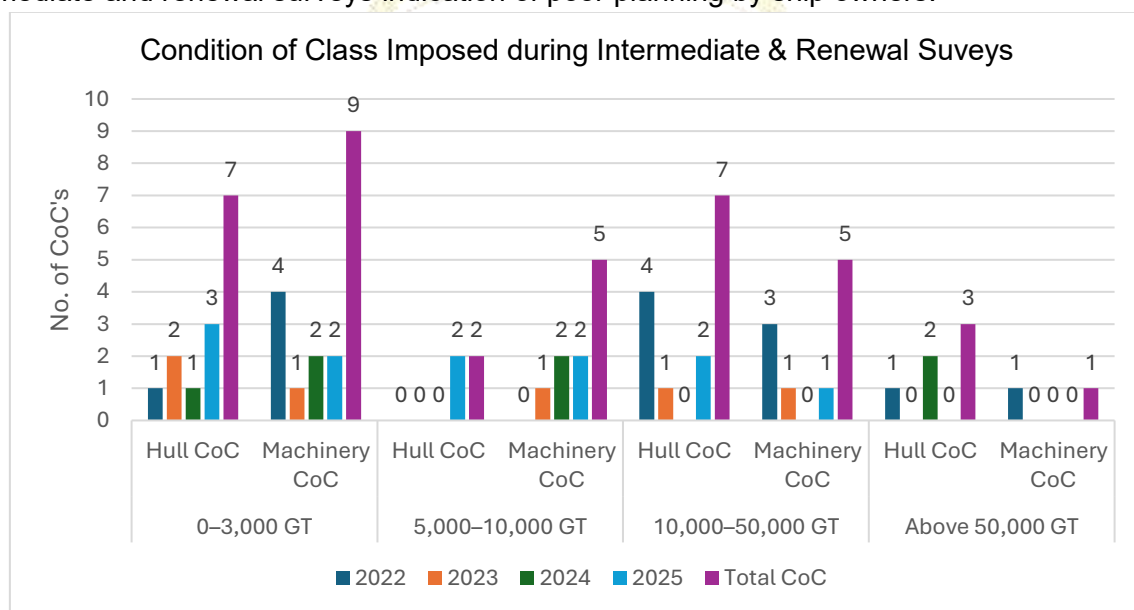


Figure 46 Condition of Class imposed during intermediate and renewal surveys

In 2025, CoC observations were mainly concentrated in the smaller vessel categories, with the 0-3,000 GT segment recording the highest numbers (3 Hull CoCs and 2 Machinery CoCs). The 10,000-50,000 GT segment also showed notable activity (2 Hull CoCs and 1 Machinery CoC), while vessels above 50,000 GT recorded no CoCs. This trend indicates that compliance-related observations in 2025 were primarily associated with small and medium-sized vessels.

Companies and Ships being imposed this condition of class

Table 50. Condition of Class imposed at Annual/Renewal & Intermediate Surveys
AN = Annual Surveys, IM = Intermediate Surveys, RN= Renewal Surveys

Name of Management Company	2025				2024				2023			
	Condition of Class Imposed				Condition of Class Imposed				Condition of Class Imposed			
	Total/Number of Ship on which CoC imposed	Hull CoC	Machinery CoC	Survey CoC Imposed	Total/Number of Ship on which CoC imposed	Hull CoC	Machinery CoC	Survey CoC Imposed	Total/Number of Ship on which CoC imposed	Hull CoC	Machinery CoC	Survey CoC Imposed
A.K. Ship Management & Services	NA	NA	NA	NA	1/1	0	1	IM	0	NA	NA	NA
Adani Ports And Special Economic Zone Limited	1/1	1	0	AN	1/1	0	1	AN	1/1	0	1	AN
Afcons Infrastructure Ltd.	NA	NA	NA	NA	1/1	0	1	AN	0	NA	NA	NA
Amba Shipping & Logistics Pvt Ltd	1/1	0	1	IM	2/2	0	2	AN	1/1	1	0	AN
Aqua Trans Liner Pvt. Ltd.	NA	NA	NA	NA	None	NA	NA	NA	1/1	0	1	AN
Ambuja Cements Limited	NA	NA	NA	NA	1/1	0	1	AN	0	NA	NA	NA
ARC Offshore India Private Limited	NA	NA	NA	NA	None	NA	NA	NA	1/1	1	0	IN
Asmi Ships Pvt. Ltd.	NA	NA	NA	NA	3/1	2	1	AN	2/1	2	0	AN
Castle Ships Pvt. Ltd	NA	NA	NA	NA	1/Pas senger Ship	1	0	AN	0	NA	NA	NA
Cochin Port Trust	NA	NA	NA	NA	1/1	1	0	RN	0	NA	NA	NA
Dredging Corporation Of India Ltd.	3/1	2	1	IM/RN	2/2	0	2	AN & IN	0	NA	NA	NA
Fact Engineering Works	NA	NA	NA	NA	1/1	1	0	AN	0	NA	NA	NA
Glory Ship Management Private Limited	NA	NA	NA	NA	None	NA	NA	NA	1/1	1	0	RN
Hoger Offshore & Marine Pvt. Ltd.	NA	NA	NA	NA	0	NA	NA	NA	2/2	1	1	AN & RN
Kerala Shipping & Inland Navigation Corpn. Ltd.	NA	NA	NA	NA	0	NA	NA	NA	1/1	1	0	AN
Marine Infrastructure (Goa) Pvt. Ltd.	NA	NA	NA	NA	1/1	0	1	RN	0	NA	NA	NA
Nautilus Shipping India Pvt. Ltd	NA	NA	NA	NA	0	NA	NA	NA	1/1	0	1	NA
Naval Science & Technological Lab	NA	NA	NA	NA	1/1	0	1	AN	0	NA	NA	NA
Oil And Natural Gas Corporation Ltd	NA	NA	NA	NA	6/2	5	5	RN: 5	1/1	1	0	RN

Name of Management Company	2025				2024				2023			
	Condition of Class Imposed				Condition of Class Imposed				Condition of Class Imposed			
	Total/Number of Ship on which CoC imposed	Hull CoC	Machinery CoC	Survey CoC Imposed	Total/Number of Ship on which CoC imposed	Hull CoC	Machinery CoC	Survey CoC Imposed	Total/Number of Ship on which CoC imposed	Hull CoC	Machinery CoC	Survey CoC Imposed
								AN:2				
Raj Shipping Agencies Ltd.	3/1	3	0	AN	0	NA	NA	NA	2/2	2	0	AN:1 IN:1
Samson Maritime Ltd.	1/1	0	1	IM	6/5	2	4	AN:4 IN:1	2/2	1	1	AN
Shreeji Shipping	NA	NA	NA	NA	0	NA	NA	NA	1/1	1	0	AN
Sima Marine (India) Pvt. Ltd.	NA	NA	NA	NA	2/1	2	0	AN	0	NA	NA	NA
SSR Marine Services Pvt. Ltd.	NA	NA	NA	NA	2/2	2	0	AN	0	NA	NA	NA
Suchna Marine Services Private Limited	1/1	1	0	AN	1/1	0	1	IN	0	NA	NA	NA
The Shipping Corporation of India Ltd.	5/5	3	2	IM /AN	14/12	9	5	AN:6 IN:2 RN:6	7/7	1	6	AN:3 IN:3 RN:1
Transworld Fleet Management India Pvt. Ltd.	NA	NA	NA	NA	4/2	1	3	AN:1 RN:3	5/3	3	2	AN
VR Maritime Services Private Limited	NA	NA	NA	NA	0	NA	NA	NA	1/1	1	0	AN
Adsun Offshore Diving Contractors Pvt. Ltd.	1/1	1	0	IM	NA	NA	NA	NA	NA	NA	NA	NA
Sushe Marine Services Pvt Ltd	1/1	1	0	IM	NA	NA	NA	NA	NA	NA	NA	NA
TW Ship Management Pvt. Ltd.	3/3	3	0	IM/A N	NA	NA	NA	NA	NA	NA	NA	NA
Sparkle Port Service Ltd.	1/1	1	0	IM	NA	NA	NA	NA	NA	NA	NA	NA
KNK Ship Management	1/1	0	1	AN	NA	NA	NA	NA	NA	NA	NA	NA
Ozellar Marine Private Limited	1/1	0	1	IM	NA	NA	NA	NA	NA	NA	NA	NA
Panbulk Marine Services Pvt Ltd	2/2	1	1	AN	NA	NA	NA	NA	NA	NA	NA	NA
Aurum Marine Management Services Pvt. Ltd.	1/1	0	1	AN	NA	NA	NA	NA	NA	NA	NA	NA

Condition of Class as a Performance Indicator

The inference drawn from above statistical analysis are:

Table 51. *Names of Companies whose managed vessels were issued only one condition of class at completion of Annual/ Renewal/ Intermediate Surveys*

S. No	Management Company	S. No	Management Company
1	ADANI PORTS AND SPECIAL ECONOMIC ZONE LIMITED	2	ADSUN OFFSHORE DIVING CONTRACTORS PVT. LTD.
3	AMBA SHIPPING & LOGISTICS PVT LTD	4	AURUM MARINE MANAGEMENT SERVICES PVT. LTD.
5.	OZELLAR MARINE PRIVATE LIMITED	6.	SPARKLE PORT SERVICE LTD.
7.	LILLY MARITIME PVT. LTD.	8.	SAMSON MARITIME LTD.
9.	SUCHNA MARINE SERVICES PRIVATE LIMITED	10.	SUSHE MARINE SERVICES PVT LTD
11.	M/S. JSW SHIPPING & LOGISTICS PRIVATE LIMITED		

Table 52. *Name of Companies with two CoCs on one ship or CoC on two ships in last two years*

S. No	Management Company	S. No	Management Company
1	PANBULK MARINE SERVICES PVT LTD	2	M/S. MARINE SOLUTIONZ SHIPPING AND OFFSHORE LLP

Table 53. *Name of Companies with more than two CoCs on a single ship or more than two ships with CoCs*

S. No	Management Company	S. No	Management Company
1	DREDGING CORPORATION OF INDIA LTD.	2	KNK SHIP MANAGEMENT
3	RAJ SHIPPING AGENCIES LTD.	4	THE SHIPPING CORPORATION OF INDIA LTD.
5	TW SHIP MANAGEMENT PVT. LTD.		

In 2025, nearly 67% of all CoCs (16 out of 24) were imposed on vessels below 10,000 GT, with the 0-3,000 GT segment accounting for the highest share (10 CoCs). This indicates persistent maintenance shortcomings, delayed reporting of defects to the RO/Directorate, and continued operation with known deficiencies within the smaller vessel fleet.

Hull CoCs (7) and Machinery CoCs (9) were broadly comparable in number, suggesting that maintenance and planning challenges exist across both structural and machinery systems. Medium-sized vessels (10,000-50,000 GT) accounted for a smaller but notable share of CoCs (3 cases), while no CoCs were recorded for vessels above 50,000 GT during 2025.

The continued concentration of CoCs in vessels below 10,000 GT highlights the need for enhanced monitoring, targeted inspections, and stronger preventive maintenance practices for this segment of the fleet.

Table 54. Under performing ships, (those with more than 1 CoC in 2025 or issued CoC in 2024 & 2025)

Name of Ship	Age/Type	Ship-Owner /Technical Management Co.
DCI Dredge VIII	Other Cargo Ship (Hopper Suction Dredger)/49 yrs	Dredging Corporation Of India Ltd.
KNK Jyoti	Other Cargo Ship (Tug)/8 yrs	KNK Ship Management
Prem Pride	Oil Tanker/27 yrs	M/S. Marine Solutionz Shipping and Offshore LLP
Offshore Runner	Other Cargo Ship (Utility Vessel)/17 yrs	Raj Shipping Agencies Ltd.
Swarna Kalash	Oil Tanker/16 yrs	The Shipping Corporation of India Ltd.
SSL Gujarat	Other Cargo Ship (Container Ship)/29 yrs	TW Ship Management Pvt. Ltd.

Port State Control (PSC) Detention Statistics

- A total of 6 PSC detentions of Indian flag ships were recorded in the year 2025.
- All 6 detentions occurred in the 15-25 years age group, with no detentions reported in other age categories.
- Vessel-wise PSC detentions were:
 - Bulk Carriers: 4
 - Oil Tankers: 2
- Bulk Carriers accounted for the highest share of detentions (67%), followed by Oil Tankers (33%). Bulk Carriers therefore recorded the poor PSC detention performance among the vessel types reviewed.

Table 55. Age based detentions: PSC: 2021-2025

Year	0-5 Years	05 - 10 years	10 – 15 years	15 – 25 years	25 & above	Total
2025	0	0	0	6	0	6
2024	0	0	1	0	0	1
2023	0	0	8	0	0	8
2022	0	0	1	0	0	1
2021	1	1	0	2	0	4

Table 56. Type based detentions

Year	General Cargo	Bulk Carrier	Oil Tanker	Gas Carrier	Total
2025	0	4	2	0	6
2024	0	1	0	0	1
2023	0	4	4	0	8
2022	0	1	0	0	1
2021	1	2	1	0	4

Table 57. Distribution of PSC detentions of Indian ships across different MoUs

Year	Tokyo	Paris	Black Sea	Total
2025	6	0	0	6
2024	1	0	0	1
2023	8	0	0	8
2022	1	0	0	1
2021	2	1	1	4

Analysis of Flag State Inspections and Detentions in 2025

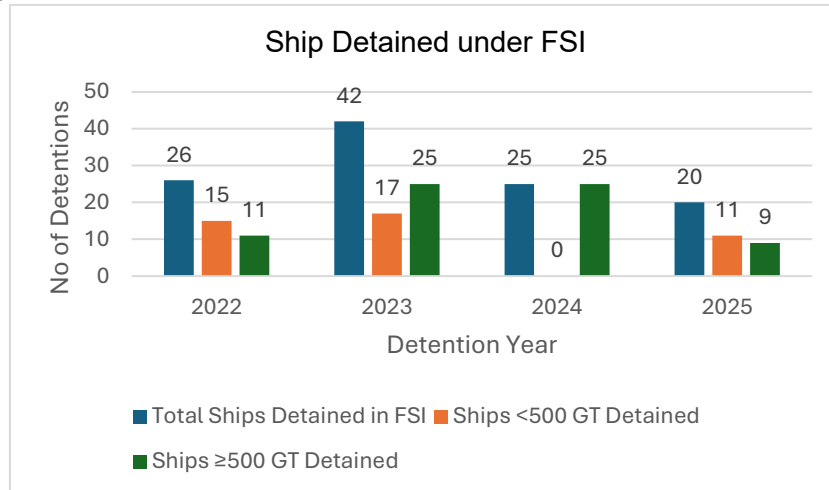


Figure 47 Details of Ships Detained under FSI-GT wise

FSI detentions increased from 26 vessels in 2022 to 42 vessels in 2023, before declining to 25 vessels in 2024 and 20 vessels in 2025.

Vessels ≥500 GT accounted for most detentions in 2023 and 2024, comprising 60% (25 of 42) and 100% (25 of 25) of detained vessels, respectively.

No vessels below 500 GT were detained in 2024; however, 11 such vessels were detained in 2025, indicating a notable shift in the detention profile.

In 2025, vessels <500 GT accounted for 55% (11 of 20) of all FSI detentions, exceeding the share of vessels ≥500 GT (45%, 9 of 20).

Over the period 2022-2025, vessels ≥500 GT accounted for 70 detentions (62%), compared to 43 detentions (38%) for vessels <500 GT, indicating that larger vessels were detained more frequently overall.

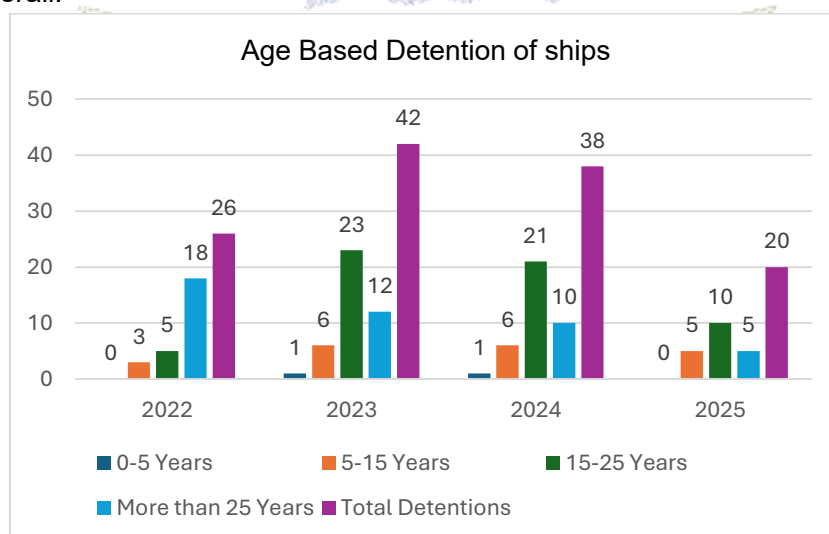


Figure 48 Age Based Detention of ships

Most detentions occurred in the 15–25-year age group (10 ships), although this was significantly lower than in 2024 (21) and 2023 (23).

Detentions of 5–15-year-old ships decreased slightly to 5, compared with 6 in both 2023 and 2024.

Detentions of older ships (>25 years) fell to 5, continuing the overall downward trend observed since 2022.

No detentions were recorded for newer ships (0–5 years) in 2025, reinforcing the consistently low detention risk among the vessels in this category.



Figure 49 Ships Less than 500 GT: Age Based Detention

A total of 11 ships below 500 GT were detained in 2025.

The vessels in the age group of more than 25 years, recorded the highest number of detentions with 4 vessels (36%), indicating increased detention susceptibility among older vessels.

The 5-15 years age group accounted for 4 detentions (36%), matching the number of detentions in the oldest age category.

The 15-25 years age group recorded 3 detentions (27%), while no detentions were reported in the 0-5 years age group, suggesting comparatively better compliance among newer vessels.

Overall, 73% (8 of 11) of detentions involved vessels either 5-15 years old or more than 25 years old, highlighting the need for enhanced maintenance and regulatory compliance across these age categories.

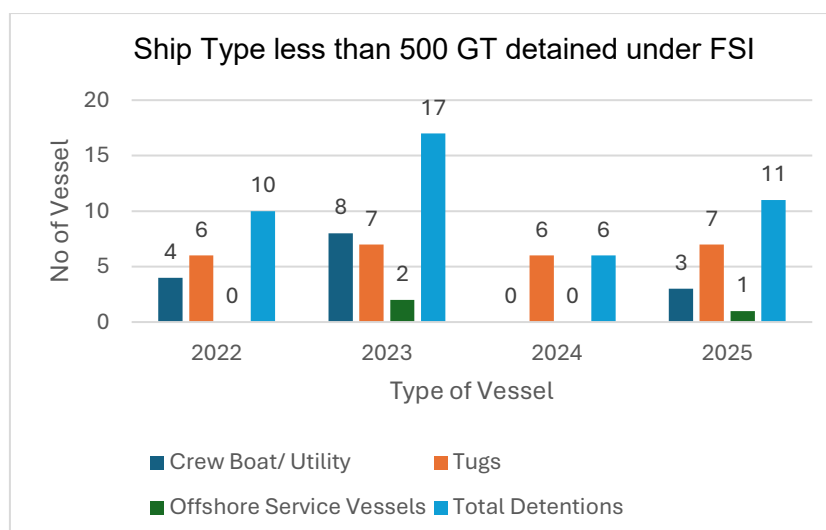


Figure 50 Ship Type less than 500 GT detained under FSI

Detentions of vessels below 500 GT increased from 6 in 2024 to 11 in 2025. Tugs remained the most detained vessel type, accounting for 7 detentions (64%), followed by Other Vessel Types (3) and Offshore Service Vessels (1). The increase in 2025 was primarily driven by higher detentions among Other Vessel Types and Offshore Service Vessels.

Table 58. FSI Performance of Companies managing ships less than 500 GT

Shipping Company	2025		2024		2023	
	Name of Vessel detained	Age/Type	Name of Vessel detained	Age/Type	Name of Vessel detained	Age/Type
M J Marine Services	VMS 3	44/Other types of ship	NA	NA	NA	NA
KNK Ship Management	KNK ASHIMA	7/Tugboat	NA	NA	NA	NA
Aum Dredging Private Limited	ESSAR VI	33/Tugboat	NA	NA	NA	NA
Rishi Mansukhani Port and Infrastructure Pvt Ltd.	RISHI VISTARA 1	9/Tugboat	NA	NA	NA	NA
Polestar Maritime Ltd.	IRIS	20/Tugboat	NA	NA	NA	NA
Serva Shanti Properties Ltd	NP SOHA II	32/Tugboat	NA	NA	NA	NA
MSI Ship Management	RELTUG SEVEN	26/Tugboat	NA	NA	NA	NA
San Marine	VANESSA 7	18/Offshore service vessel	NA	NA	NA	NA
Adani Harbour Services Limited	DOLPHIN NO.3	21/Tugboat	NA	NA	NA	NA

Shipping Company	2025		2024		2023	
	Name of Vessel detained	Age/Type	Name of Vessel detained	Age/Type	Name of Vessel detained	Age/Type
Sadhav Shipping Limited	SWACHCHAK	10/Other types of ship	NA	NA	NA	NA
Adsun offshore pvt Ltd	NA	NA	TAURUS 24	17	NA	NA
			REL DARSHAN	15		
Acoms India Pvt. Ltd.	NA	NA	NA	NA	ACOMS 11 < 3M	25/Utility Vessel
Allianz Offshore Services Private Limited	NA	NA	NA	NA	OLYMPUS	15/Offshore Support
Amba Shipping & Logistics Pvt Ltd	NA	NA	NA	NA	MP WORKBOAT 1 < 3-M	21/Utility Vessel
					PFS SUPPLIER <3-M	23/Supply
ARC Offshore India Private Limited	NA	NA	NA	NA	Chandra Sun <3M	17/Tug
Bapu's Shipping South Gujarat	NA	NA	NA	NA	IVY <3M	15/Tug
Bhoir Offshore Services	NA	NA	NA	NA	SHIVALI II	23/Tug
Castle Ships Pvt. Ltd	NA	NA	NA	NA	HARI ARADHANA	23/Oil Tanker
Craftway engineers Ltd	NA	NA	OCEAN CREWZER III	Other type/9		
Delta Maritime & Industrial Skill Training Institute Pvt Ltd.	NA	NA	NA	NA	Shivam <3M	35/Utility Vessel
Dolphin offshore pvt ltd	NA	NA	MARINA MERCURY	27/Tug boat	NA	NA
Equip Trans Logistics Pvt. Ltd.	NA	NA	NA	NA	SAMARTH	14/Offshore Support
					SHAKTI <3M	20/Tug
KNK Ship Management	NA	NA	KNK JYOTI	7/Tug	NA	NA
Equip trans logistics pvt ltd	NA	NA	ADINATH	Bulk Carrier/17	NA	NA
Fairplay Shipping And Logistics Private Limited	NA	NA	NA	NA	M.V. - MM FAIR <3-M	30/General Cargo
					SEA SIDDHEE	8/General Cargo

Shipping Company	2025		2024		2023	
	Name of Vessel detained	Age/Type	Name of Vessel detained	Age/Type	Name of Vessel detained	Age/Type
Gaur Hari Marine Services Pvt. Ltd	NA	NA	MALAVIYA EIGHTEEN	22/Other type of ships	MPB-II	16/General Cargo Ship
Hind Offshore Pvt. Ltd.	NA	NA	NA	NA	SEA PATRIOT	47/Accommodation Barge
					SEA STALLION	30/Accommodation Barge
					SEA JAGUAR	30/Accommodation Barge
					SEA MELODY <3M	46/Tug
Hal Offshore Limited	NA	NA	NA	NA	HAL ANANT	41/Offshore Supply
JSW Jaigarh port limited	NA	NA	JSW SINHGAD	Other type ships/2020	NA	NA
			JSW PRATAPGAD	Other type ships/2020		
			JSW RAIGAD	Other type ships/2020		
L & T Hydrocarbon Engineering Limited	NA	NA	NA	NA	LTB 300	13/Pipe Laying Cum Accommodation Barge
Lilly Maritime Pvt. Ltd.	NA	NA	NA	NA	Sudharshan	31/Offshore Support
MJ Marine Services Private Limited	NA	NA	NA	NA	VMS 21	33/Crew Boat
					GOMTI <3M	42/Workboat
Nautilus Shipping India Pvt. Ltd	NA	NA	NA	NA	JSW LOHGAD	4/General Cargo
Orion Offshore Services Pvt. Ltd.	ORION LAXMI	14/Other types of ship	NA	NA	Orion Lakshmi <3M	12/Utility Boat
PARADIGM MARINE& TECHNICAL	NA	NA	NA	NA	Parasea Two	26/Tug
Proactive Ship Management Pvt. Ltd.	NA	NA	NA	NA	THERA	16/Tug-Supply Vessel
PSR Marine Services	NA	NA	NA	NA	Teja	17/Utility Vessel
Sea breeze Ship management	NA	NA	COURAGE	21/Oil tanker	NA	NA
Samson Maritime Ltd.	NA	NA	NA	NA	OCEAN AMMOLITE	18/Offshore Support
					OCEAN GARNET	17/Tug-Supply Vessel

Shipping Company	2025		2024		2023	
	Name of Vessel detained	Age/Type	Name of Vessel detained	Age/Type	Name of Vessel detained	Age/Type
					OCEAN TANZANITE	14/Tug –Supply Vessel
Shivansh Offshore & Marine Services Pvt. Ltd.	NA	NA	SHIVANSH PRIYA	19/Other type of ships	SHIVANSH PRIYA	19/Offshore Support
Shipping Corporation of India Ltd.	NA	NA	NA	NA	VISHVA DIKSHA	11/Bulk Carrier
SSR Marine Services Pvt. Ltd	NA	NA	NA	NA	MEHUL <3M	24/Tug
Shree laxmi enterprises	NA	NA	ANASUYA	27/Tugboat	NA	NA
Sonar marine consultant pvt ltd	NA	NA	AQUATOR 2	8/Other type ships	NA	NA
Super tug offshore pvt ltd	NA	NA	MERMAID 3	21/Tug	NA	NA
Tuticorin Port Trust	NA	NA	NA	NA	Tuticorin <3M	17/Tug
Varuni marine services pvt ltd	NA	NA	MAHI	42/Other type of ships	NA	NA
Vedant Ship Management (I) Pvt. Ltd.	NA	NA	NA	NA	Swarna	23/Tug
Vindhyawashini Marine Services Pvt. Ltd.	NA	NA	NA	NA	KPS	19/Crew Boat
					KPS Shivali	17/Crew Boat
VR Marine Services Pvt. Ltd.	NA	NA	NA	NA	PREM PRIDE	25/FPSO

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Table 59. Companies with only 1 detention under FSI in last two years

S. No	Management Company	S. No	Management Company
1	Adani Harbour Services Ltd.	17	Piranha Dnv Marine Private Limited
2	Asmi Ships Pvt. Ltd.	18	Polestar Maritime Ltd.
3	Aum Dredging Pvt. Ltd.	19	Raj Shipping Agencies Ltd.
4	Bhoir Offshore Services	20	Sadhav Shipping Limited
5	Dolphin Offshore Shipping Limited	21	San Marine
6	Equip Trans Logistics Pvt. Ltd.	22	SDS Offshore Pvt. Ltd.
7	Gaur Hari Marine Services Pvt. Ltd.	23	Sea Breeze Ship Management Pvt. Ltd.
8	Hoger Offshore & Marine Pvt. Ltd.	24	Serva Shanti Properties Pvt. Ltd.
9	Lilly Maritime Pvt. Ltd.	25	Seven Islands Shipping Ltd.
10	M. Pallonji Logistics Pvt. Ltd.	26	Shivansh Offshore and Marine Services Pvt. Ltd.
11	M/s. Arlo Shipping LLP	27	Shree Laxmi Enterprises
12	MJ Marine Services Private Limited	28	SSR Marine Services Pvt. Ltd.
13	MSI Shipping Services India Pvt. Ltd.	29	Su-Nav Ship Management Pvt. Ltd.
14	Orion Offshore Services Pvt. Ltd.	30	Transeas
15	Peninsular Maritime India Pvt. Ltd.	31	TW Ship Management Pvt. Ltd.
16	Penna Shipping Limited	32	Varuni Marine Services Pvt. Ltd.
33	Vindhyawashini Offshore Services Pvt. Ltd.		

Table 60. Companies with multiple detentions under FSI in last two years

S. No	Management Company (Two or More Detention)
1	M/S. Nautilus Shipping India Pvt. Ltd.
2	KNK Ship Management
3	ADSUN Offshore Diving Contractors Pvt. Ltd.
4	Delta Maritime & Industrial Skill Training Institute Pvt. Ltd.
5	Proactive Ship Management Pvt. Ltd.
6	The Shipping Corporation of India Ltd.

Table 61. Companies with 1-detention within 3-M of AS/Intermediate/Renewal Surveys:

S. No	Management Company (Detention Within 3 Months)	S. No	Management Company (Detention Within 3 Months)
1	Equip Trans Logistics Pvt. Ltd.	10	Proactive Ship Management Pvt. Ltd.
2	SDS Offshore Pvt. Ltd.	11	Piranha Dnv Marine Private Limited
3	Seven Islands Shipping Ltd.	12	Raj Shipping Agencies Ltd.
4	Adani Harbour Services Ltd.	13	Penna Shipping Limited
5	Polestar Maritime Ltd.	14	MSI Shipping Services India Pvt. Ltd.
6	M/S. Nautilus Shipping India Pvt. Ltd.	15	SSR Marine Services Pvt. Ltd.
7	Hoger Offshore & Marine Pvt. Ltd.	16	Bhoir Offshore Services
8	KNK Ship Management	17	Sadhav Shipping Limited
9	Varuni Marine Services Pvt. Ltd.	18	The Shipping Corporation of India Ltd.
19	MJ Marine Services Private Limited.		

Port State Performance as a Performance Indicator

Table 62. Companies with multiple detentions under PSC in last two years or a single detention but within 3-M of AS/Intermediate/Renewal Surveys:

S. No	Ship Owner/Tech. Management Company (Two or More Detention)
1	The Great Eastern Shipping Co. Ltd.
S. No	Ship Owner/Tech. Management Company (Within 3 Months)
1	Anglo Eastern Ship Management (India) Pvt. Ltd.
2	K Steamship Agencies Pvt. Ltd.

International Safety Management Audits as a Performance Indicator

Table 63. The Ship Management Companies with more than 3 findings in a DOC Audit in last three years or with more than 3 SMC Audit in last two years

S. No.	Name of Company	Type of Ship managed	S. No.	Name of Company	Type of Ship managed
1	Fluyt Maritime Private Limited	Other Cargo Ship, Bulk Carrier	2	Amba Shipping & Logistics Pvt Ltd	Other Cargo Ship
3	Seven Islands Shipping Ltd.	Oil Tanker	4	The Shipping Corporation of India Ltd.	Oil Tanker
5	Castle Ships Pvt. Ltd.	Oil Tanker	6	Proactive Ship Management Pvt. Ltd.	Other Cargo Ship
7	K. R. Marine Services Pvt. Ltd.	Other Cargo Ship	8	Lehar Marine Services Pvt. Ltd.	Other Cargo Ship
9	ABS Marine Services Ltd.	Other Cargo Ship	10	Hoger Offshore & Marine Pvt. Ltd.	Other Cargo Ship
11	Indiana Maritime Private Limited	Other Cargo Ship	12	Raj Shipping Agencies Ltd.	Other Cargo Ship
13	Panbulk Marine Services Pvt. Ltd.	Bulk Carrier	14	Delta Maritime & Industrial Skill Training Institute Pvt. Ltd.	Other Cargo Ship
15	S. G. Maritime Services Pvt. Ltd.	Other Cargo Ship	16	Amba Shipping & Logistics Pvt Ltd	MODU

Casualty Statistics

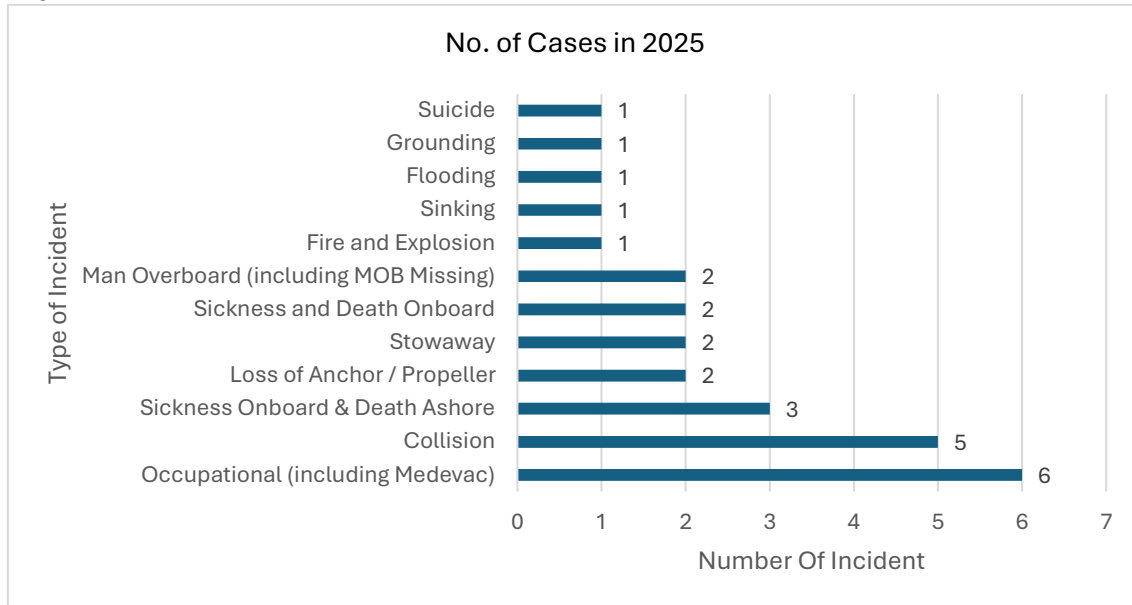


Figure 51 2025 Incidents/ Casualty- By Type (Operational & Nonoperational)

Table 64. Type Incidents/ Casualties by ship type and year

Sl. No	Ship Type	No of Incidents/ Casualty Yearly 2025	Casualty / Incident Type (Marine Casualty)	Casualty / Incident Type (Non Operational)
1	Bulk Carrier	7	Sickness Onboard & Death Ashore (1) and Stowaway (1)	Occupational (2), Loss of anchor / propeller (1) and Collision (2)
2	MSV	2		Man overboard(1) and Fire and Explosion (1)
3	Oil Product Tanker	2	Sickness and Death Onboard (1)	Occupational (1)
4	OSV	3	Sickness Onboard & Death Ashore (1)	Collision (1), Occupational (Medevac) (1)
5	Passenger	1		Collision (1)
6	Tug	1		Sinking (1)
7	AHTS	2	Sickness and Death Onboard (1)	Flooding (1)
8	Cement Carrier	1		Collision (1)
9	LPG Tanker	3	MOB (Missing) (1)	Occupational (2)
10	Container Vessel	5	Sickness Onboard & Death Ashore (1), Stowaway (1) and Suicide (1)	Grounding (1) and Loss of anchor / propeller (1)

Other Cargo Ships are noted to have maximum casualties.

Table 65. Loss of Life & Age profiling of incidents/casualties: Loss of Life (2025)

Year	Total no of Loss of Life	Casulty / Incident Type (Marine Casualty)	Casulty / Incident Type (Non Operational)
2025	7	Sinking (1) and Occupational (2)	Sickness and Death Onboard (1), Sickness Onboard & Death Ashore (2) and Suicide (1)

Table 66. Age Profiling of Incidents / Casualties (2025)

S.no	Age Group	No of incidents / casualties - Year
1	0-5 years	3
2	05-10 years	1
3	10-15 years	3
4	15-20 years	12
5	20-25 years	5
6	>25 years	3
Total		27

Vessels in 15-20 years of age bracket apart from those above 20 years are noted to have maximum casualties.

Table 67. Tonnage-wise incidents / casualties

Sr No	Gross Tonnage	No of Incidents/ Casualties- Yearly
1	<500	2
2	501 <GT>5000	6
3	5001<GT>10000	1
4	10000<GT>50000	18
5	>50000	0



CHAPTER V





Chapter V: The Performance of Recognized Organization

Introduction & Authorized Recognized Organizations

In accordance with international maritime conventions—including the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), the International Convention on Load Lines, and the International Convention on Tonnage Measurement of Ships—formal **Recognized Organization (RO) Agreements have been signed** by the Indian Maritime Administration. These agreements empower recognized classification societies to conduct statutory surveys, plan approvals, and certification of Indian-registered cargo ships on behalf of the Flag Administration.

The organizations recognized by the Indian Maritime Administration to carry out statutory surveys and certification for Indian-flagged cargo vessels are listed below (in alphabetical order):

- American Bureau of Shipping (ABS)
- Bureau Veritas (BV)
- DNV (AS)
- Indian Register of Shipping (IRS)
- Korean Register of Shipping (KRS)
- Lloyd's Register of Shipping (LR)
- Class NK (NK)
- RINA Services S.p.A. (RINA)

Statutory Rationale & Authority Delegation

International conventions such as SOLAS explicitly permit flag Administrations to delegate inspection and survey functions to Recognized Organizations. This delegation is necessary because many flag Administrations do not maintain the extensive technical workforce, specialized engineering expertise, or global station network required to conduct timely statutory inspections and surveys worldwide using exclusive Administration surveyors.

SOLAS mandates that ships be constructed, maintained, and surveyed in accordance with the structural, mechanical, and electrical rules of a Recognized Classification Society or equivalent national standards of the Flag State. While IMO conventions establish broad safety principles, functional criteria, and global baseline standards, Classification Society Rules provide the detailed technical, material, and structural design specifications necessary for vessel construction and maintenance.

The degree of authority delegated to an RO is determined by the Indian Maritime Administration through formal bilateral Memoranda of Understanding (MoUs) and RO Agreements. These legal instruments precisely outline the scope of authorized statutory functions, mandatory reporting obligations, and parameters for administrative oversight.

Oversight Framework & Retained Administrative Functions

Pursuant to the mandatory **IMO Recognized Organizations Code (RO Code)**, the Flag Administration is obligated to establish a robust audit and supervision system to evaluate the performance, technical competency, and adequacy of work carried out by authorized ROs acting on its behalf.

The oversight framework executed by the Indian Maritime Administration incorporates a three-tiered mechanism:

- **Annual Audits and Vertical Contract Audits (VCA):** Systematic annual office audits of all recognized ROs and detailed Vertical Contract Audits (VCAs) of specific ship files, plan approvals, and survey records, as mandated by supervision clauses in the RO Agreements.
- **Post-Survey Flag State Supervision (MS Notice 4 of 2017):** Mandatory Flag State Inspections (FSI) or General Inspections (G)—conducted by an alternative RO that did not perform the statutory survey—within 1 to 3 months following Initial, Annual, Intermediate, or Renewal statutory surveys.
- **Exclusively Retained Administrative Functions:** Direct, non-delegable oversight retained by Indian Maritime Administration surveyors, including:
 - Periodical Safety Equipment Surveys when offered at Indian ports.
 - Intermediate Maritime Labour Convention (MLC) Inspections conducted in India.
 - Intermediate Safety Management Certificate (SMC) and International Ship and Port Facility Security (ISPS) Audits conducted in India.
 - Document of Compliance (DoC) Audits for company shore-based management offices.
 - Joint participation with RO surveyors during Renewal Surveys for Safety Construction (SAFCON), Safety Radio (SRT), and MARPOL Annex I (IOPP) on Indian vessels in India.
 - Exclusive approval authority for exemptions, equivalencies, dispensations, and statutory survey extensions.

Data for determining the Performance of ROs

The performance of Recognized Organizations (ROs) are assessed through a combination of Flag State, Port State and survey-related data. The following parameters are considered for evaluating the performance of ROs authorized by the Indian Maritime Administration:

i. Performance of Indian Flag and ROs under the Paris and Tokyo MoUs

The Port State Control (PSC) regimes under the Paris MoU and Tokyo MoU publish annual performance lists for Flag States and Recognized Organizations based generally on inspection, deficiency and detention records over a rolling three-year period. The performance of both the Flag State and the RO is an important indicator, particularly as a significant proportion of statutory surveys and ISM/SMC audits of Indian-flagged vessels operating internationally are undertaken by ROs outside India. A poor performance record may result in increased scrutiny and inspection frequency of vessels associated with the respective Flag State or RO. The annual performance lists therefore provide an important external benchmark for assessing the performance of ROs.

ii. Detentions of Indian Ships during Flag State Inspections

The detention record of Indian-flagged vessels during Flag State Inspections (FSI) are analysed with reference to the RO involved. These analyses identify whether the RO had undertaken only classification surveys or both classification and statutory surveys.

The nature, seriousness and recurrence of detainable deficiencies are examined to determine whether any deficiencies could reasonably have been identified during the surveys or audits undertaken by the RO.

iii. Trends in Flag State Detentions

The trends in FSI detentions of Indian-flagged vessels are analyzed over a defined period, particularly for vessels for which statutory surveys were undertaken by the concerned RO. Repeated detentions or recurring deficiencies are considered as indicators requiring further review of the RO's survey and certification performance.

iv. Port State Detentions of Indian Ships

Port State Control detention records of Indian-flagged vessels are analyzed along with details of the RO that carried out the relevant statutory surveys and certification. The frequency, nature and recurrence of deficiencies may be used to identify trends in RO performance.

v. Port State Detentions of Foreign Ships in India

Detentions of foreign-flagged vessels during PSC inspections in Indian ports provide useful information on RO performance. The RO responsible for the statutory certification of such vessels are identified, and trends in deficiencies and detentions are analyzed to establish whether systemic issues exist.

vi. Review of Recommendations for Extensions, Dispensations and Exemptions

The recommendations made by ROs in respect of extensions, dispensations and exemptions are periodically reviewed. Particular attention are given to cases involving repeated extensions, recurring deficiencies or recommendations that subsequently result in serious deficiencies or detentions.



Regional MoU Performance Ratings & Excess Factor Methodology

Major Port State Control (PSC) regimes—such as the Paris MoU and Tokyo MoU—evaluate Flag States and Classification Societies based on 3-year rolling detention and deficiency statistics of ships surveyed and certified by them. Higher risk ratings assigned to a Flag or RO trigger increased inspection frequencies across regional ports.

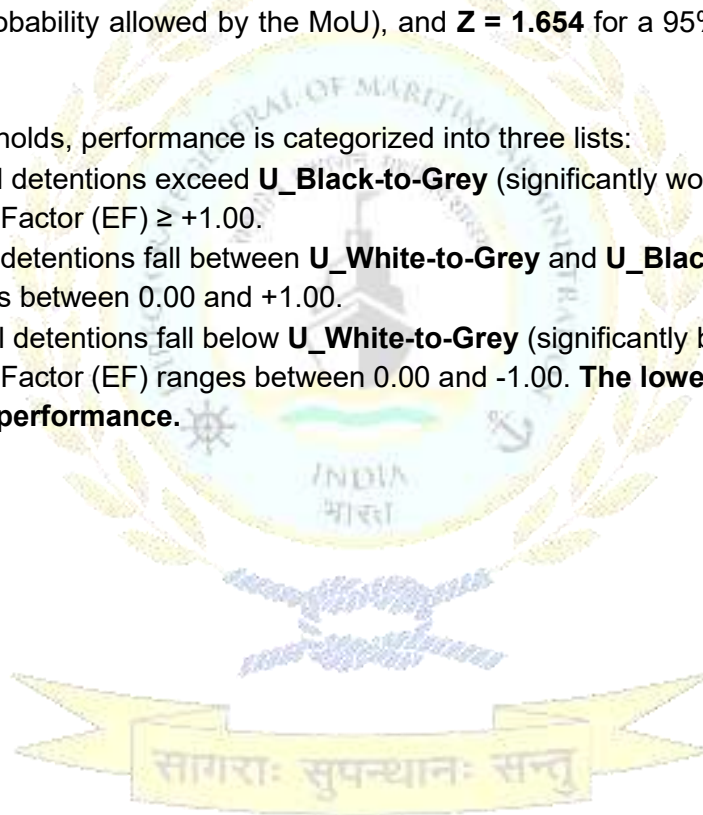
The performance formula utilizes binomial probability distribution parameters to establish statistical thresholds:

$$\begin{aligned}U_{\text{Black-to-Grey}} &= N \cdot p + Z \cdot \sqrt{(N \cdot p \cdot (1 - p))} \\U_{\text{White-to-Grey}} &= N \cdot p - Z \cdot \sqrt{(N \cdot p \cdot (1 - p))}\end{aligned}$$

Where **N** represents the total number of inspections over the preceding 3 years, **p** = **0.07** (7% baseline detention probability allowed by the MoU), and **Z** = **1.654** for a 95% statistical confidence level.

Based on these thresholds, performance is categorized into three lists:

- **Black List:** Actual detentions exceed **U_{Black-to-Grey}** (significantly worse than regional average). Excess Factor (EF) $\geq +1.00$.
- **Grey List:** Actual detentions fall between **U_{White-to-Grey}** and **U_{Black-to-Grey}**. Excess Factor (EF) ranges between 0.00 and +1.00.
- **White List:** Actual detentions fall below **U_{White-to-Grey}** (significantly better than regional average). Excess Factor (EF) ranges between 0.00 and -1.00. **The lower the Excess Factor, the superior the performance.**



Paris MoU

Table 68. Indian flag performance in Paris MoU

Annual Report	Inspections taken into account	Number of Inspection	Detentions	% Vessels detained	List	Excess Factor
2018	2016-2018	71	8	11.2%	Grey	0.88
2019	2017-2019	59	5	8.4%	Grey	0.62
2020	2018-2020	44	1	2.2%	Grey	0.18
2021	2019-2021	36	1	2.8%	Grey	0.25
2022	2020-2022	41	1	2.4%	Grey	0.21
2023	2021-2023	11	1	9.09%	Grey	0.33
2024	2022-2024	19	1	5.26%	Grey	0.11
2025	2023-2025	45	1	2.2%	Grey	0.18

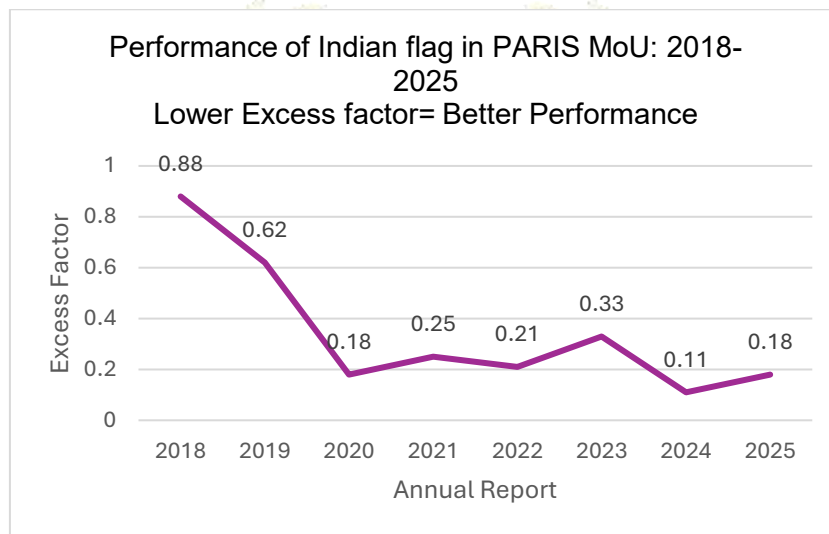


Figure 52 Performance of Indian Flag in Paris MoU



TOKYO MoU

Table 69. Indian flag performance in Tokyo MoU

Annual Report	Inspections taken into account	Number of Inspection	Detentions	% Detentions	List	Excess Factor
2018	2016-2018	250	11	4.4%	Grey	0.04
2019	2017-2019	248	14	5.6%	Grey	0.26
2020	2018-2020	193	11	5.7%	Grey	0.30
2021	2019-2021	141	9	6.4%	Grey	0.42
2022	2020-2022	91	5	5.5%	Grey	0.35
2023	2021-2023	124	11	8.87%	Grey	0.72
2024	2022-2024	162	9	5.55%	Grey	0.30
2025	2023-2025	215	14	6.51 %	Medium Performance	0.42

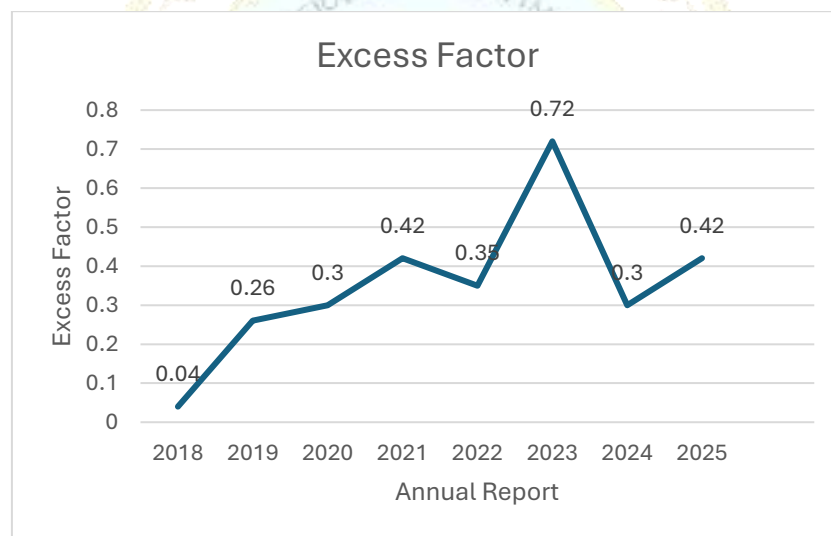


Figure 53 Performance of Indian Flag in Tokyo MoU

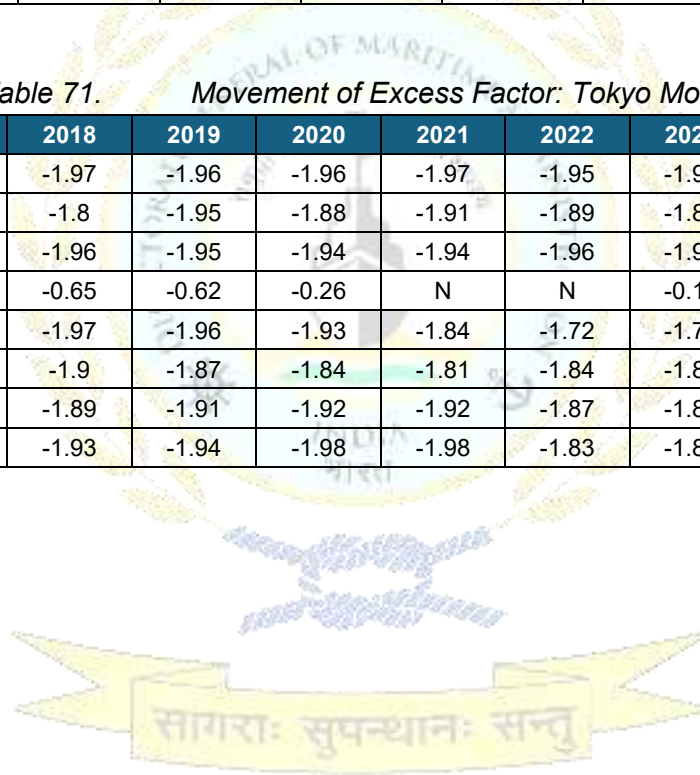
Indian ROs Overall Performance in Paris & Tokyo MoU

Table 70. Movement of Excess Factor: Paris MoU

RO	2018	2019	2020	2021	2022	2023	2024	2025
ABS	-1.95	-1.93	-1.92	-1.94	-1.97	-1.957	-1.962	-1.89
BV	-1.74	-1.73	-1.75	-1.73	-1.62	-1.642	-1.618	-1.7
DNV (AS)	-1.88	-1.9	-1.91	-1.92	-1.87	-1.896	-1.896	-1.84
IRS	0.49	0.54	0.51	0.28	0.37	0.288	0.238	0.36
KRS	-1.62	-1.66	-1.66	-1.56	-1.74	-1.74	-1.74	-1.76
Lloyds Register	-1.86	-1.86	-1.88	-1.86	-1.78	-1.8	-1.784	-1.74
NK	-1.66	-1.75	-1.79	-1.79	-1.57	-1.67	-1.656	-1.42
RINA	-1.6	-1.69	-1.68	-1.69	-1.68	-1.66	-1.62	-1.54

Table 71. Movement of Excess Factor: Tokyo MoU

RO	2018	2019	2020	2021	2022	2023	2024	2025
ABS	-1.97	-1.96	-1.96	-1.97	-1.95	-1.94	-1.92	-1.91
BV	-1.8	-1.95	-1.88	-1.91	-1.89	-1.88	-1.86	-1.75
DNV (AS)	-1.96	-1.95	-1.94	-1.94	-1.96	-1.95	-1.93	-1.85
IRS	-0.65	-0.62	-0.26	N	N	-0.18	-0.22	-0.18
KRS	-1.97	-1.96	-1.93	-1.84	-1.72	-1.75	-1.7	-1.88
Lloyds Register	-1.9	-1.87	-1.84	-1.81	-1.84	-1.83	-1.82	-1.8
NK	-1.89	-1.91	-1.92	-1.92	-1.87	-1.86	-1.85	-1.74
RINA	-1.93	-1.94	-1.98	-1.98	-1.83	-1.82	-1.8	-1.69



QUALSHIP 21 Programme

The Indian Flag has successfully qualified for inclusion and continuance in the United State Coast Guard (USCG) QUALSHIP 21 [Quality Shipping for the 21st Century] Programme. This prestigious designation recognises flag administration that demonstrates the highest commitment to the maritime Safety, Security and Environmental compliance.



Figure 54 USCG QUALSHIP Certificate



Statutory Survey Share & Flag State Inspection (FSI) Performance

Statistical analysis of Indian fleet statutory surveys reveals a clear market concentration based on vessel tonnage categories:

- **Vessels < 5,000 GT:** The Indian Register of Shipping (IRS) conducts approximately **90.6%** of all statutory surveys (406 out of 448 vessels surveyed in 2025).
- **Vessels 5,000 to 50,000 GT:** IRS conducts approximately **58.3%** of statutory surveys (109 out of 187 vessels in 2025), followed by DNV (24 vessels) and Lloyd's Register (20 vessels).
- **Vessels > 50,000 GT:** Foreign ROs conduct **95.6%** of statutory surveys (ABS 11 vessels, LR 6 vessels, DNV 3 vessels), with IRS surveying 1 vessel (4.35%).

Table 72. Statutory Surveys and RO performance in FSI

RO's	Vessel less than 5000 GT: No of ships				Vessel between 5000 GT and 50,000 GT: No of ships surveyed				Vessel more than 50,000 GT: No of ships surveyed			
	2022	2023	2024	2025	2022	2023	2024	2025	2022	2023	2024	2025
ABS	7	12	14	11	16	11	16	14	10	4	14	11
BV	3	2	2	2	8	2	5	4	1	1	0	1
DNV-AS	12	10	7	11	22	20	20	24	7	1	5	3
IRS	330	380	366	406	69	96	100	109	1	2	4	1
KRS	2	1	4	1	1	0	0	0	0	0	0	0
LR	6	12	8	12	29	33	39	20	3	5	4	6
RINA	1	1	1	1	0	0	3	0	0	0	0	0
NK	6	4	5	4	12	9	16	16	2	4	4	1
Total	367	422	407	448	157	171	199	187	24	17	31	23
% of Total Survey by IRS	89.92	90.05	89.93	90.63	43.95	56.15	50.26	58.29	4.17	11.77	12.91	4.35
Number of ships Detained	24	36	16	17	2	5	9	2	0	0	0	1
% of all ships detained in calendar year	6.54	8.54	3.94	3.8	1.28	2.93	4.53	1.07	0	0	0	4.35

Table 73. Ships detained in FSI Vessel Type wise

Less than 5000 GT		5000 to 50000 GT		50000 GT and above	
Type	Number	Type	Number	Type	Number
Tug Boat	7	General cargo / multi-purpose ship	1	Oil Tanker	1
Offshore Service Vessel	2	Other Types of Ship	1	NIL	
Other Types of Ship	6	NIL			
Special Purpose Ship	1				
General cargo / multi-purpose ship	1				
Total	17	Total	2	Total	1

Table 74. Period-wise Analysis of FSI Detentions After Completion of Statutory Surveys (2025)

Size	Detained with-in 1-3 M of Survey		Detained with-in 3-6 M of Survey		Detained more than 6-M of Survey	
	Number	Statutory Surveys by	Number	Statutory Surveys by	Number	Statutory Surveys by
< 5000 GT	7	IRS	8	IRS	2	IRS/KRS
5000-50,000 GT	0	-	2	IRS	0	-
>50000 GT	1	BV	0	-	0	-

Detentions under Port State Control and Flag State Inspection in 2025

Table 75. Ships detained under FSI, within 3-M of last Survey

Name of Ship	Type	Age	GT	Last Survey prior detention	Whether detained within 3-M of last survey?
COMPASS	OIL TANKER	16.1 Y	81306	Class Entry, Change of Flag/name/owner (IRS has issued Class and Loadline Certificate, all other statutory Certificates are issued by BV	2 Months 18 Days
DOLPHIN NO.3	TUG	21.5 Y	355	Annual Survey & GE-FSI	2 Months 27 Days
IRIS	TUG	20.2 Y	179	Special Survey	1 Months 16 Days
KNK ASHIMA	TUG	6.6 Y	488	Annual Survey	2 Months 30 Days
RELTUG SEVEN	TUG	26.4 Y	465	Annual Survey & GEFSI	2 Months 9 Days
RISHI VISTARA I	TUG	8.6 Y	197	Docking & Intermediate Survey	2 Months 29 Days
SWACHCHAK	UTILITY VESSEL	10.4 Y	135	Special Survey	2 Months 30 Days
VMS 3	CREW BOAT	35.9 Y	140	Special Survey & GE-FSI	2 Months 29 Days



Port State Control (PSC) Detentions of Indian Ships Abroad

During 2025, 6 Indian-flagged vessels were detained during PSC inspections abroad, representing a detention rate of 3.0% across 200 foreign inspections. All 6 detentions occurred within the **Tokyo MoU** region, with 5 detentions involving Bulk Carriers (67%) and 2 involving Oil Tankers (33%). Three vessels were detained within 3 months of statutory survey completion.

Table 76. Indian Ships detained in Port State Inspections abroad

Name of Ship	Date of Detention/Place/PSC MoU	RO Conducting Statutory Surveys	Whether detained within 3-M of last survey?
DESH GAURAV	04.02.2025, Singapore, Tokyo MOU	IRS	No
DECCAN PRIDE	11.03.2025, Qingdao, China, Tokyo MOU	IRS	Yes
APJ INDRANI	05.06.2025, Shantou China, Tokyo MOU	IRS	Yes
JAG ANAND	05.09.2025, Dampier, Australia	LR	No
HARI PRAKASH	28.10.2025, Singapore, Tokyo MOU	IRS	No
JAG ANAND	30.10.2025, Port Hedland, Tokyo MOU	LR	Yes

Performance of Foreign Ships visiting Indian Ports

Port State Control inspections of foreign-flagged vessels calling at Indian ports increased substantially in 2025. Detention percentages across major Class Societies/ROs reflected a general rise in non-compliance findings:

Table 77. Number of Inspection RO wise (2022-2025)

Year	RO	ABS	BV	DNV	IRS	KRS	LR	NK	RINA
2022	No. of Inspections	4	12	8	2	6	8	18	7
	No. of Detentions	3	4	2	0	2	0	3	2
	% Detention	75%	33%	25%	0%	33%	0%	17%	29%
2023	No. of Inspections	62	73	73	9	36	70	152	29
	No. of Detentions	3	6	3	2	1	5	6	3
	% Detention	4.8%	8.2%	4.1%	22%	2.7%	7.1%	3.9%	10.3%
2024	No. of Inspections	44	64	51	10	35	51	155	37
	No. of Detentions	2	8	2	3	4	1	8	3
	% Detention	4.5%	12.5%	3.9%	30%	11.4%	1.9%	5.2%	8.1%
2025	No. of Inspections	53	77	66	20	50	61	151	53
	No. of Detentions	4	9	7	7	4	5	5	5
	% Detention	7.60%	11.70%	10.60%	35%	8%	8.20%	3.30%	9.40%

Table 78. Foreign vessels detention in India by survey proximity- 2025

RO	Number of vessels detained within 3-M of survey	Number of vessels detained within 3-6 M of survey	Number of vessels detained after 6-M of survey
ABS	2	2	0
BV	5	2	2
DNV-AS	4	1	2
IRS	3	2	2
KRS	1	3	0
LR	5	0	0
NK	1	2	2
RINA	3	2	0

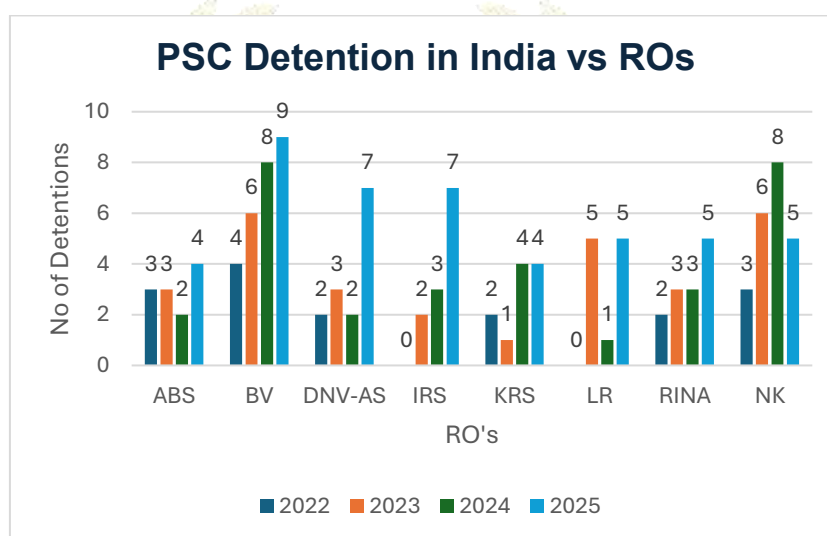
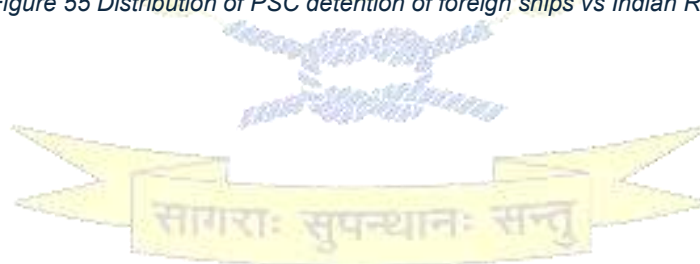


Figure 55 Distribution of PSC detention of foreign ships vs Indian ROs



Audit of Recognized Organization

Audit Findings & Corrective Measures

Annual audits of RO head offices and regional branch offices conducted by the Indian Maritime Administration evaluated compliance with RO Agreement clauses, quality assurance systems, surveyor qualification records, and statutory plan approval procedures as per the International Maritime Organization (IMO) Resolution MSC.349(92) and Resolution MEPC.237(65).

Table 79. Findings during RO audit year-wise

Recognized Organization	Number of Findings/Observations			
	2022	2023	2024	2025
ABS	0/1	0/0	0/0	0/0
BV	0/2	2	0/0	0/1
DNV (AS)	0/0	1/1	1/0	0/1
IRS	0/1	4/2	4/3, 0/3	2/5
KRS	0/0	0	0	0/0
LR	0/0	2/1	0	2/0
NK	0/0	1/0	0/1	0/0
RINA	2/0	3/1	0/2	2/0

Key Finding of RO audits- 2025

- Repeated Non-compliance with RO Agreement Clauses: Clauses 4.1.2 and 4.1.3 are consistently cited for failures to ensure compliance and effective survey/audit controls.
- Training Oversight Gaps: Multiple instances of non-compliance with CIP inspections and ineffective monitoring of Maritime Training Institutes (MTIs).
- Documentation and Update Failures: Non-updated rules, procedural gaps, and citizen charter mismatches indicate systemic quality assurance lapses.
- Surveyor Competency Concerns: Findings point to qualification standards not being met, violating clause 8.4.2.
- Financial Delays and Recordkeeping: RO performance in timely fee remittance and record updates also show administrative weaknesses.

Corrective Measures by Indian Administration

- Targeted verification of implemented actions during scheduled audits.
- RO systems related to salary verification, placement validation, and certificate interdependence will be focused in subsequent audits
- Templates/tools in use (e.g., for placement) will be checked for validation status.

Performance Analysis of Indian Flag and Recommendations to Ros

The assessment identified deficiencies in the implementation of statutory survey, certification and Continuous Inspection Programme (CIP) requirements. Observations included inadequate incorporation of regulatory requirements into procedures, weaknesses in CIP implementation and documentation, insufficient follow-up of deficiencies and corrective actions, non-compliance with surveyor qualification requirements, deficiencies in certificate management, and shortcomings in record-keeping, service provider compliance and statutory process controls.



Executive Summary





Safety Performance Report 2026

1. Key Achievements

During 2025, the Directorate General of Maritime Administration (DGMA) continued to strengthen maritime safety, regulatory compliance, and fleet quality through enhanced oversight, risk-based inspections, and digital governance initiatives.

A notable achievement was the continued growth of the Indian merchant fleet, reflecting increasing confidence in the Indian flag and supporting the nation's maritime aspirations. Simultaneously, DGMA expanded its safety oversight activities through extensive Document of Compliance (DOC) and Safety Management Certificate (SMC) audits, resulting in improved implementation of Safety Management Systems across Indian shipping companies.

Significant improvements were also recorded in Maritime Labour Convention (MLC) compliance. Deficiencies related to seafarers' welfare, living conditions, and employment standards declined substantially, while a large majority of inspections were completed without findings. This reflects both enhanced industry awareness and effective regulatory monitoring.

The quality of the Indian fleet improved considerably, as evidenced by a sharp reduction in Conditions of Class (CoC) imposed during statutory surveys. This demonstrates better vessel maintenance practices, stronger safety culture, and greater commitment to regulatory compliance by shipowners and operators.

Flag State performance also showed positive trends, with a reduction in vessel detentions and improved compliance during inspections. Importantly, Indian-flagged vessels maintained an excellent record under major international Port State Control regimes, including the Paris MoU and the United States Coast Guard inspection regime, thereby enhancing India's international reputation as a quality flag administration.

Further progress was achieved through digitalization and the adoption of data-driven regulatory practices. Enhanced monitoring systems, risk-based inspection planning, and improved compliance analytics have increased the effectiveness and efficiency of DGMA's oversight functions.

Overall, the achievements recorded during the year demonstrate sustained progress towards safer shipping operations, improved seafarer welfare, and enhanced international recognition of the Indian maritime administration.

2. Strategic Priorities

Building upon these achievements, DGMA's strategic focus should remain on strengthening maritime safety, improving international performance, and supporting sustainable growth of the Indian shipping sector.

A key priority is achieving and maintaining White List status under major Port State Control regimes through continued reduction of vessel deficiencies and detentions. This will require proactive monitoring of high-risk vessels, strengthened pre-inspection mechanisms, and close engagement with shipping companies to ensure compliance before foreign port calls.

The DGMA shall continue promoting a robust safety culture by focusing on the effective implementation of Safety Management Systems, particularly in areas related to maintenance, documentation, and management oversight. Enhanced awareness programmes and targeted inspections should be employed to address recurring deficiencies.

Fleet modernization must remain a strategic objective. Encouraging the replacement of underperforming vessels with modern, efficient, and environmentally sustainable ships will improve safety performance, reduce operational risk, and enhance the competitiveness of the Indian fleet.

Special attention should also be directed towards vessel categories with comparatively higher compliance challenges. Risk-based oversight, focused inspection campaigns, and performance monitoring frameworks will help address sector-specific concerns and improve overall safety standards.

Seafarer welfare should continue to be a core priority through strengthened implementation of Maritime Labour Convention requirements, improved monitoring mechanisms, and enhanced support systems for seafarers.

Finally, the Indian administration shall further expand the use of digital technologies, data analytics, and performance-based regulation. A comprehensive, data-driven approach will improve decision-making, strengthen regulatory effectiveness, and support continuous improvement across all facets of maritime administration.

The Safety Performance Report 2026 reflects significant progress by DGMA in enhancing maritime safety, improving compliance standards, strengthening seafarer welfare, and elevating the quality of the Indian fleet. Through continued focus on preventive safety measures, fleet modernization, digital transformation, and international best practices, DGMA is well positioned to achieve its vision of a safe, sustainable, and globally respected maritime administration.





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