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PSC FOCUS

2026 QUARTERLY DETENTION REPORTS

UPCOMING CIC DETAILS ATTACHED



PREPARE TODAY. AVOID DETENTION TOMORROW.

PSC Watch Q1 2026: Detention Trends, Campaigns & Compliance Priorities

Safety systems and fire readiness continue to dominate Port State Control (PSC) attention.

Our Q1 2026 insights outline the latest detention patterns, upcoming inspection campaigns, regulatory updates, and key focus areas ship operators should prioritize to stay compliant and reduce operational risk.

What You Should Know Now

PSC enforcement continues to target core operational fundamentals. Detentions in Q1 2026 were largely driven by gaps in ISM implementation, maintenance practices, fire safety readiness, and crew competence in handling critical systems.

Inspection activity is set to intensify throughout 2026. Operators should prepare for major initiatives such as the Paris and Tokyo MoUs' Concentrated Inspection Campaign (CIC) on cargo securing (September–November 2026), fire safety-focused campaigns in regions like New Zealand, and expanded PSC authority under IMO Resolution A.1206(34), which strengthens enforcement related to security deficiencies.

Why Fundamentals Still Matter

PSC trends in early 2026 clearly reinforce that compliance starts with basics:

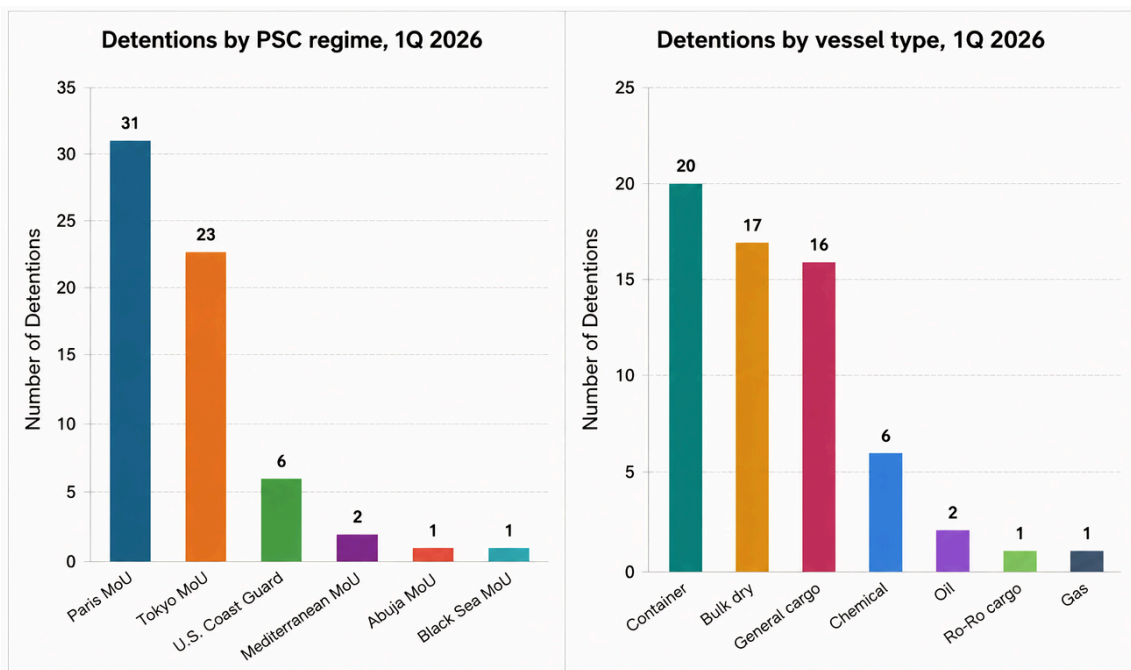
- Effective safety management systems
- Strong maintenance culture
- Crew competence and familiarity with onboard systems

Recent detention data and announced campaigns highlight that weaknesses in ISM execution and fire safety remain the most critical risk areas. Proactive preparation and early corrective actions are essential for maintaining strong PSC performance in a rapidly evolving regulatory landscape.

Detention Snapshot: Q1 2026

In Q1 2026, 64 detentions were recorded for DNV-classed vessels, compared to 52 during the same period in 2025.

The majority of detentions involved container ships, bulk carriers, and general cargo vessels, accounting for 83% of all cases. Approximately 84% of these detentions occurred within the Paris and Tokyo MoU regions.



Key Deficiency Drivers Behind Detentions

Detainable deficiencies continue to be heavily linked to ISM-related issues. The most commonly cited categories were:

- **15150 – ISM**
- **15109 – Maintenance of ship and equipment** (primarily cited by Tokyo MoU and the U.S. Coast Guard)

In addition, the following deficiency categories were frequently observed:

07106 – Fire detection

Example: “In engine room workshop found one smoke detector damaged and repaired with rubber tape.”

Impact: Ineffective fire detection delays early warning in high-risk areas.

07105 – Fire doors / openings in fire-resisting divisions

Example: “Self-closing fire door from engine room to steering gear room not closing correct.”

Impact: Poor containment allows fire and smoke to spread beyond the source.

04102 – Emergency fire pump and its pipes

Example: “The emergency fire pump unable to pressurize fire main.”

Impact: Reduced firefighting capability due to insufficient pressure.

04109 – Fire drills

Example: “During the fire drill, the firefighters were not wearing their VHF headsets correctly and one of them was not wearing his helmet.”

Impact: Improper PPE and communication use increases risk during real emergencies.

04114 – Emergency source of power – Emergency generator

Example: “During a simulated blackout test, the emergency source of power in automatic mode failed to take load on the emergency switchboard.”

Impact: Failure of emergency power compromises essential safety and navigation systems.

These findings underline the importance of a well-implemented ISM framework in maintaining vessel safety and compliance.

Upcoming CIC: Cargo Securing

The Paris and Tokyo MoUs will once again launch a joint CIC, running from 1 September to 30 November 2026, with a focus on cargo securing practices.

Further details, including the inspection checklist and official announcement, are expected soon. Keep following us to stay updated.

Regional Spotlight: Machinery & Fire Safety Initiatives

Guangzhou Maritime Safety Administration has emphasized improved management of machinery and electrical failures through its Safety Bulletin 01/2026, highlighting root causes, operational risks, and corrective measures.

New Zealand will conduct a targeted fire safety inspection campaign from 1 April to 31 May 2026, focusing on:

- Fire dampers
- Fixed fire extinguishing systems
- Crew familiarity with fire safety procedures

Operators are expected to ensure system readiness, crew training, and compliance with SOLAS and national regulations.

Regulatory Update: Strengthened PSC Authority

The adoption of IMO Resolution A.1206(34) introduces updated procedures for Port State Control, replacing Resolution A.1185(33).

A key addition is **Appendix 20**, which provides guidelines for PSC officers on security-related inspections. This enables authorities to formally record and act on security deficiencies.

When justified, actions may include:

- Inspection of the ship
- Delays
- Detention
- Operational restrictions
- Expulsion from port

The resolution also reorganizes detainable deficiencies within Appendix 2 for improved clarity and enforcement.

Operational Takeaways for Ship Operators

Embed ISM into daily operations

Ensure safety management systems are actively implemented, with consistent maintenance, testing, and timely rectification of deficiencies.

Prioritize fire safety and emergency readiness

Treat fire safety systems and emergency equipment as mission-critical. Conduct realistic drills and maintain full operational readiness at all times.

Use smart tools for PSC preparation

Leverage tools like DNV's PSC Planner to identify risk areas based on vessel history, port-specific trends, and upcoming inspection campaigns.

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