

RIGHTSHIP

Power Your Port Call Preparation with **PSC RiskIQ**

Book a
Demo Today!



PSC RiskIQ

PSC Inspection Risk Profile
Based on the [Paris MOU Risk Calculator](#) methodology

Medium

High

Low

Vessel Type
High risk

Ship Performance
Medium risk

Class Performance
High risk

Time since last PSC inspection
Low risk

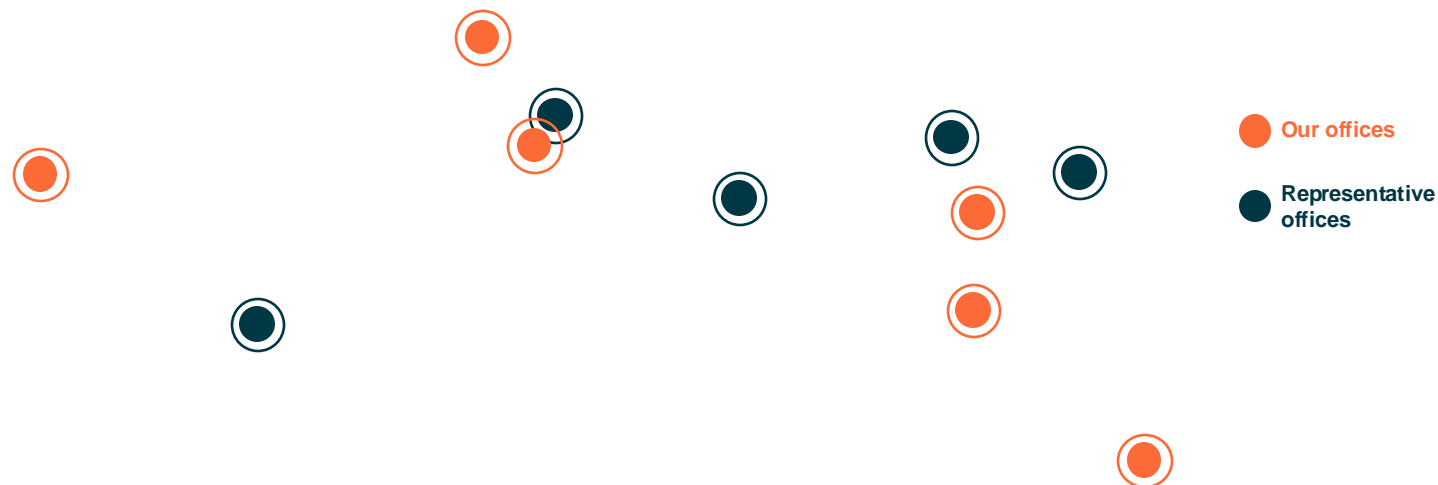
Vessel Age
High risk

Inspection
High risk

About RightShip

RIGHTSHIP

Established in 2001, RightShip is a leading global ESG focused digital maritime platform, providing expertise in global safety, sustainability and social responsibility practices. Founded with the mission to drive operational improvements in the global shipping industry, more than 800 customers use RightShip's due diligence, environmental and inspections services to help them manage risk and improve overall maritime safety standards.



1988-1991

100 seafarers lost on unsafe bulk carriers, mostly off the coast of Western Australia

2001

RightShip is founded in Australia

2004-2007

RightShip expands to US and UK

2009

RightShip commits to ambitious sustainability goals and develops GHG Emissions Rating

2013

RightShip won the Prime Minister's Exporter of the Year award

2016

The innovative RightShip Qi digital platform is launched

2020

RightShip Singapore office opened

2022

RightShip acquired Thynk Software's maritime tech business

2023

Launch of ground-breaking maritime e-commerce hub RightSTORE

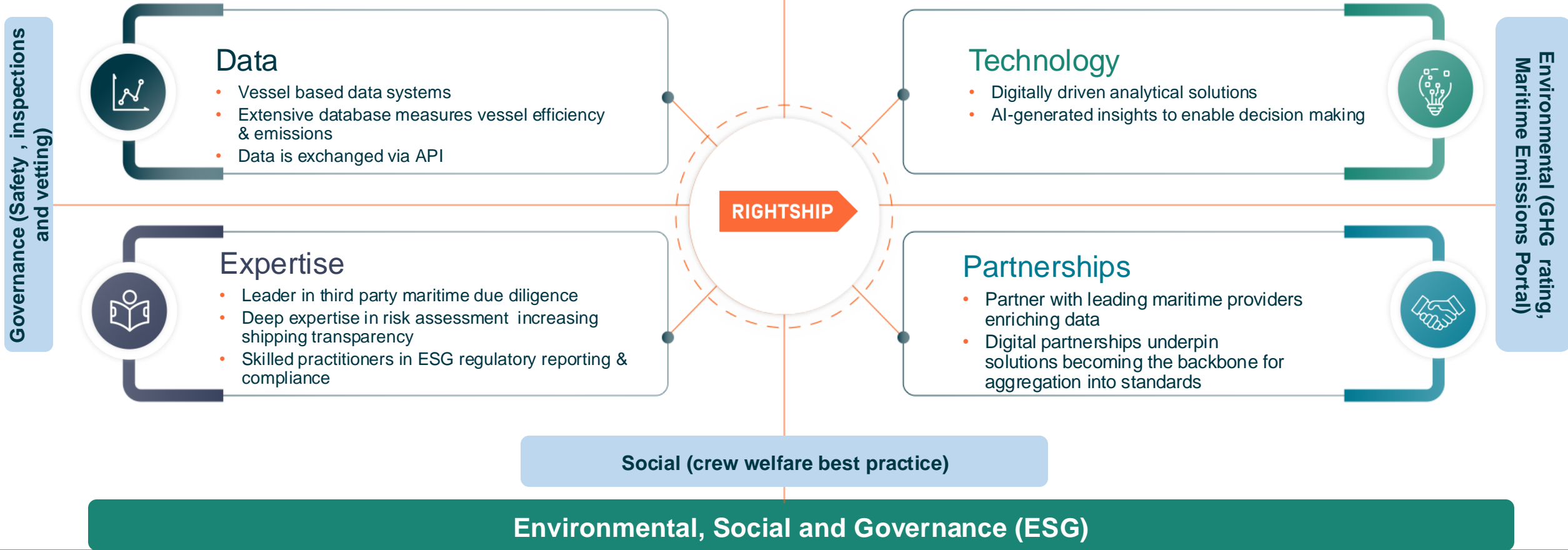
A Maritime Digital Platform



Our vision

A maritime industry that causes zero harm

We provide transparency in safety, sustainability and social practices via digital tools allowing customers to meet their ESG requirements.



An aerial photograph of a port area with various ships and industrial buildings. A blue network of glowing nodes and lines is overlaid on the image, suggesting a digital or interconnected theme. In the top right corner, there is an orange arrow pointing right with the word 'RIGHTSHIP' in white capital letters.

RIGHTSHIP

Port State Control Challenges

Operational & Financial Impact of PSC Detentions

RIGHTSHIP

PSC Inspection Trends Over the Past 5 Years

28%

Increase in the number of PSC Inspections

54%

Increase in the number of Deficiencies

34%

Increase in Detention Ratio

Operational & Financial Impact

Real-World Challenges for Owners & Managers

~15

Port calls per vessels a year

~100

Office hours vessel prep investment

2000

Ports with different dynamics

~2,500

PSC detentions per year

USD +/-50K

Associated costs per detention

Do these challenges resonate?

“

As a ship manager, the **unpredictability of PSC outcomes** always keeps me on my toes as I am quite unsure what to focus on.

“

The bulk of the work is piecing together information **from so many different sources and systems**, often require **manual efforts amounting to 5-6 hours**.

“

The **lack of standardised guidance** stands as our biggest hurdle, hindering efficiency across our diverse team.

“

The **lack of benchmarking data** compounds the issue, making it difficult to measure our performance or identify areas for improvement.

An aerial photograph of a port area with various ships and industrial buildings. A blue network of glowing nodes and lines is overlaid on the image, connecting different points across the scene. In the top right corner, there is an orange arrow pointing to the right with the word 'RIGHTSHIP' in white capital letters.

RIGHTSHIP



Introducing PSC RiskIQ

Powering your Port Call Preparation

A thin orange vertical line located at the bottom center of the slide.

Introducing PSC RiskIQ: Reduces Detention Risks and Unlocks Efficiency

RIGHTSHIP

About PSC RiskIQ

PSC RiskIQ, an add on to RightFLEET suite of tools for Ship Owners and Managers, is designed to **empower ship managers** with a smart, structured approach to port call preparation.

PSC RiskIQ anticipates PSC inspection risks, highlights deficiency trends, and benchmarks your vessels against industry standards.

It equips Ship Managers with a robust **Vessel Preparation Checklist**, enhanced by RISQ and RightShip's data intelligence, enabling them to seamlessly transform insights into **actionable risk mitigation strategies**.



▶ Watch Product Video

Unmatched PSC Intelligence: AI-Powered Insights Built on the Industry's Most Robust Data

RIGHTSHIP



Unmatched PSC Intelligence: 20+ Years of Expert-Validated PSC Findings

AI-Driven Checklist Optimisation: Mapping Port-Specific Trends to Findings

Predictive risk assessments for port calls

Checklist Customisation with **industry leading RISQ criteria**

Benchmarking against peers

Ability to **filter deficiencies** including by **code 17** and **code 30**

How it works



PSC Risk Summary



PSC Inspections Risk Profile



PSC Inspection Trends



Deficiency Trends



Detention Risk Grade



Preparation Checklist

Get a summary of your **PSC Inspection Risk** and **Detention Risk Grade** in a snapshot by just including your **vessel name** and **Port of Arrival**

Select a vessel and port of arrival to analyze PSC Risk

Vessel*

XYZ

Port of Arrival*

Singapore, Singapore

ANALYZE PSC RISK

PSC Risk Summary

BE ALERT

Increase Alertness, Fine-Tune Preparations



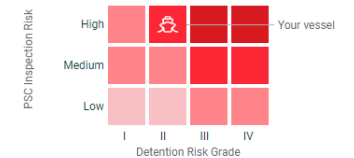
PSC INSPECTION RISK

High



DETENTION RISK GRADE

Grade II



VIEW DETAILS →

How it works



PSC Risk Summary



PSC Inspections Risk Profile



PSC Inspection Trends



Deficiency Trends

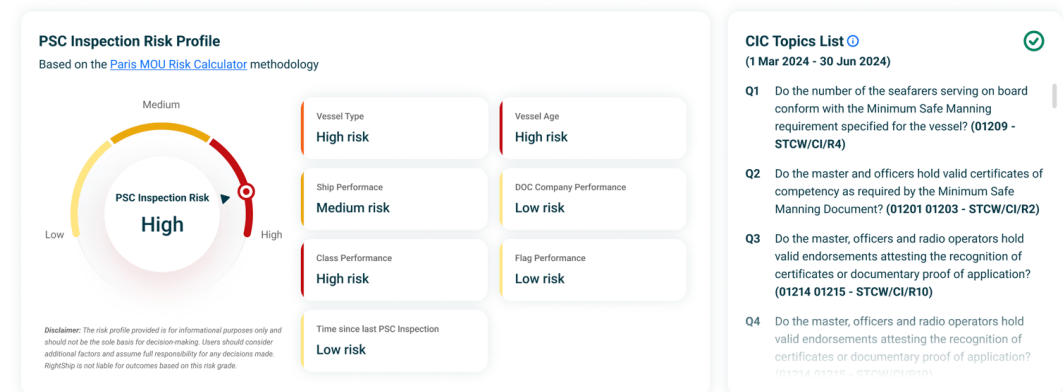
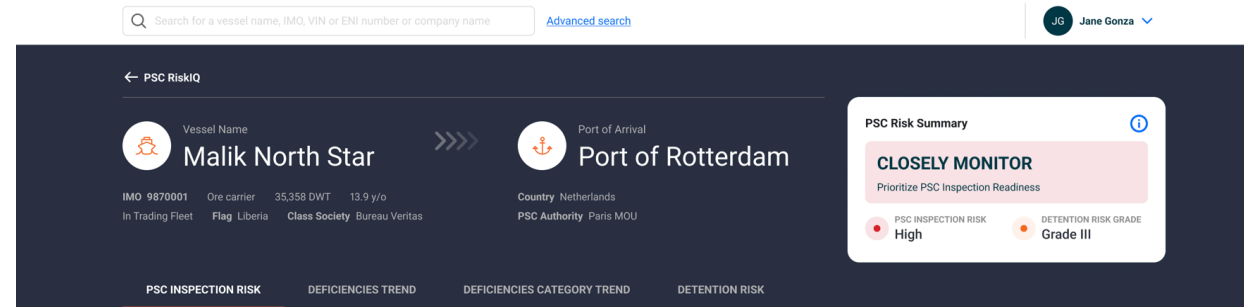


Detention Risk Grade



Preparation Checklist

With **PSC RiskIQ**, we bring **risks forward**, analysing each vessel, each port, and categorising the PSC risk into **low, medium, or high** ensuring you address the most relevant compliance challenges effectively.



How it works



PSC Risk Summary



PSC Inspections Risk Profile



PSC Inspection Trends



Deficiency Trends

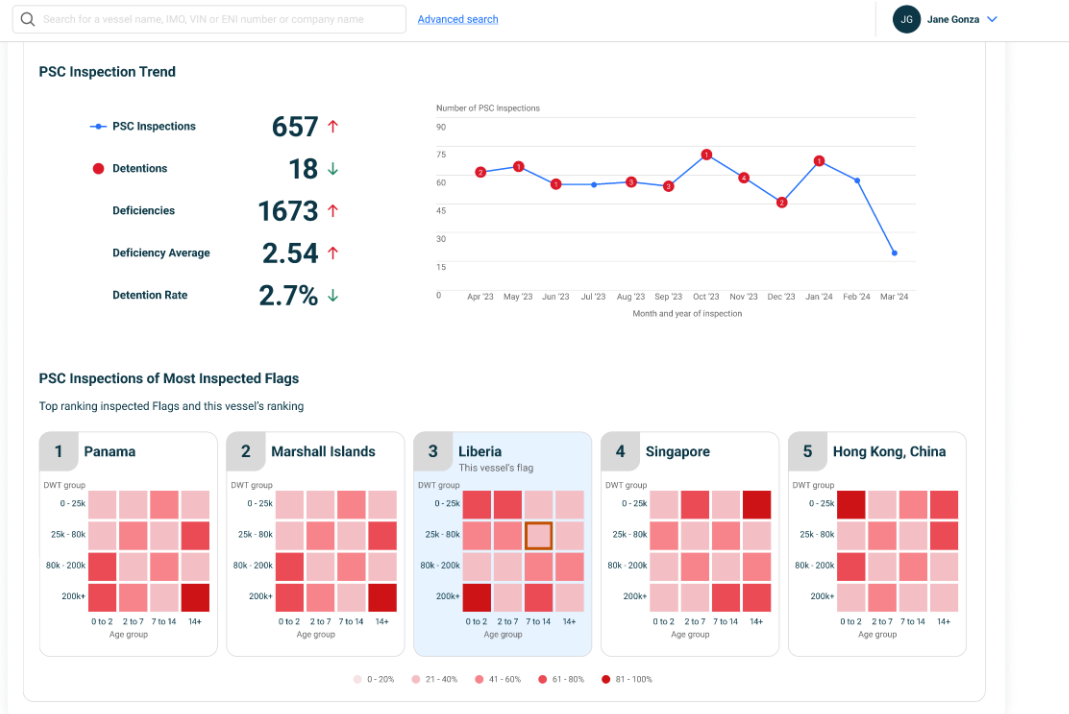


Detention Risk Grade



Preparation Checklist

PSC RiskIQ enables Ship Managers to **benchmark the performance** of their vessels in Port State Control inspections against similar vessels.



How it works

- ✓

PSC Risk Summary
- ✓

PSC Inspections Risk Profile
- ✓

PSC Inspection Trends
- ✓

Deficiency Trends
- ✓

Detention Risk Grade
- ✓

Preparation Checklist

Highlighting Port-Specific deficiency trends based on MOU targeted methodology.

Q Search for a vessel name, IMO, VIN or ENI number or company name

Advanced search

JG Jane Gonza

Deficiencies Trend for Bulklers

Deficiencies identified for your vessel type inspected at port, country or MOU.

3M

6M

1Y

ALL

CODE 30

CODE 17

Filter by

Deficiency category

Clear

Q Search keyword e.g. [deficiency code]

Expand all

1 - 10 of 353 Deficiencies

Show: 10

Code	Deficiency	In World Fleet Bulklers		In Peer Vessels		In My Fleet Bulklers		In This Vessel	
		Occurrences	%	Occurrences	%	Occurrences	%	Occurrences	%
7105	Fire doors/openings in fire-resisting divisions	322	3.93%	94	4.69%	23	5.45%	-	-
15150	ISM	186	2.27%	38	1.90%	-	-	-	-
13102	Auxiliary engine	173	2.11%	42	2.10%	-	-	-	-
7125	Evaluation of crew performance (fire drills)	157	1.91%	42	2.10%	8	0.90%	-	-
2108	Electrical installations in general	130	1.58%	21	1.05%	-	-	-	-
4103	Emergency, lighting, batteries and switches	124	1.51%	38	1.90%	11	1.10%	-	-
10127	Voyage or passage plan	123	1.50%	25	1.25%	-	-	-	-

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How it works



PSC Risk Summary



PSC Inspections Risk Profile



Deficiency Trends



Benchmarking Data Against Peers



Detention Risk Grade



Preparation Checklist

PSC RiskIQ enables Ship Managers to check **port specific detention risk grade** of their vessels based on MOU specific machine learning models and **impact on Safety Score**.

Predictive Detention Risk

Detention Risk Score as of today

Quantifying the risk of vessel detention if inspected at the port, with color-coded grades indicating severity. [See actual past year detention rates <MOU Name>](#)

Your vessel is here

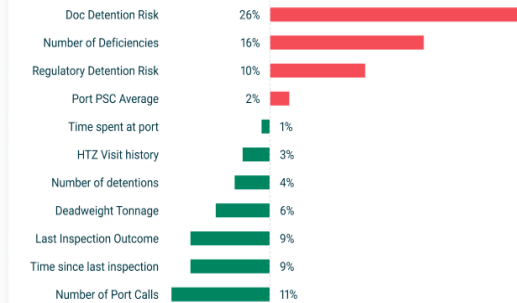


Low Risk High Risk

Disclaimer: The risk grade provided is for informational purposes only and should not be the sole basis for decision-making. Users should consider additional factors and assume full responsibility for any decisions made. RightShip is not liable for outcomes based on this risk grade.

Factors that impact the Detention Risk Score

Factors that raise or lower the chances of your vessel being detained.



Detention Impact

Impact to the Safety Score and DOC Subscore if vessel is detained at the upcoming port call

Safety Score Change if Detained



How it works



PSC Risk Summary



PSC Inspections Risk Profile



Deficiency Trends



Benchmarking Data Against Peers



Detention Risk Grade



Preparation Checklist

Powered by **RISQ** and RightShip's **industry-leading data**, our enhanced checklist tools enable **customisation, efficiency, and accuracy**. Admin users can **tailor criteria, streamline workflows, and easily generate or export checklists**, ensuring consistent and data-driven vessel preparation.

Vessel Preparation Checklist

[PDF](#) [XLS](#) [EMAIL](#)

[SAVE CHECKLIST](#) [Close](#)

All 100

Filter by: **Selected** Not selected **Library questions (100)** AI-generated (0)

[Edit checklist criteria](#)

GENERATED FROM CHECKLIST SETTINGS

Mandatory Questions 50
Code 30 deficiencies 20

BY DEFICIENCY CATEGORIES

1 Certificates & Documentation	11/20
2 Safety of Navigation	9/20
3 ISM	0/97
4 Life Saving Appliances	3/20
5 Cargo Operations	16/20
6 Construction & Structure	32/20
7 Labour Conditions	1/20
8 ISPS	0/20
9 Loadline & Stability	7/20
10 Pollution Prevention	3/20
11 Propulsion & Aux. Machinery	10/20

Checklist questions (Total selected: 100)

Search a question using keyword

Mandatory Questions

Expand all

☒ 1.1 Are engine room emergency stops for ventilation fans and the closing mechanism of ventilation supply and exhaust ducts clearly marked, in working condition, and do records indicate that they have been regularly tested? (V)

Findings where question has been asked:

- Issues with fire doors not closing properly
- Defective self-closing mechanisms
- Engine room fire door issues

Guide to Inspection

The safety officer is the safety adviser aboard the ship and shall provide valuable assistance to the company and to individual employers in meeting the statutory responsibilities for health and safety. Some training may be provided on board, but the safety officer should have attended a suitable safety officer's training course.

The safety officer should be familiar with the principles and practice of risk assessment and should be available to advise those preparing and reviewing risk assessments.

(Code of Safe Working Practices for Merchant Seafarer's 2020)

The Safety Officer training course shall adhere to the STCW Code 2010 Tables A-II/2 and A-III/2 and the IMO Model Course 3.11.

Enhance operational efficiency and boost PSC performance with PSC RiskIQ, a powerful tool offering ship managers actionable insights.



Efficiency

Save time and reduce operational cost with proactive preparation.



Safety

Enhance safety scores with structured insights.



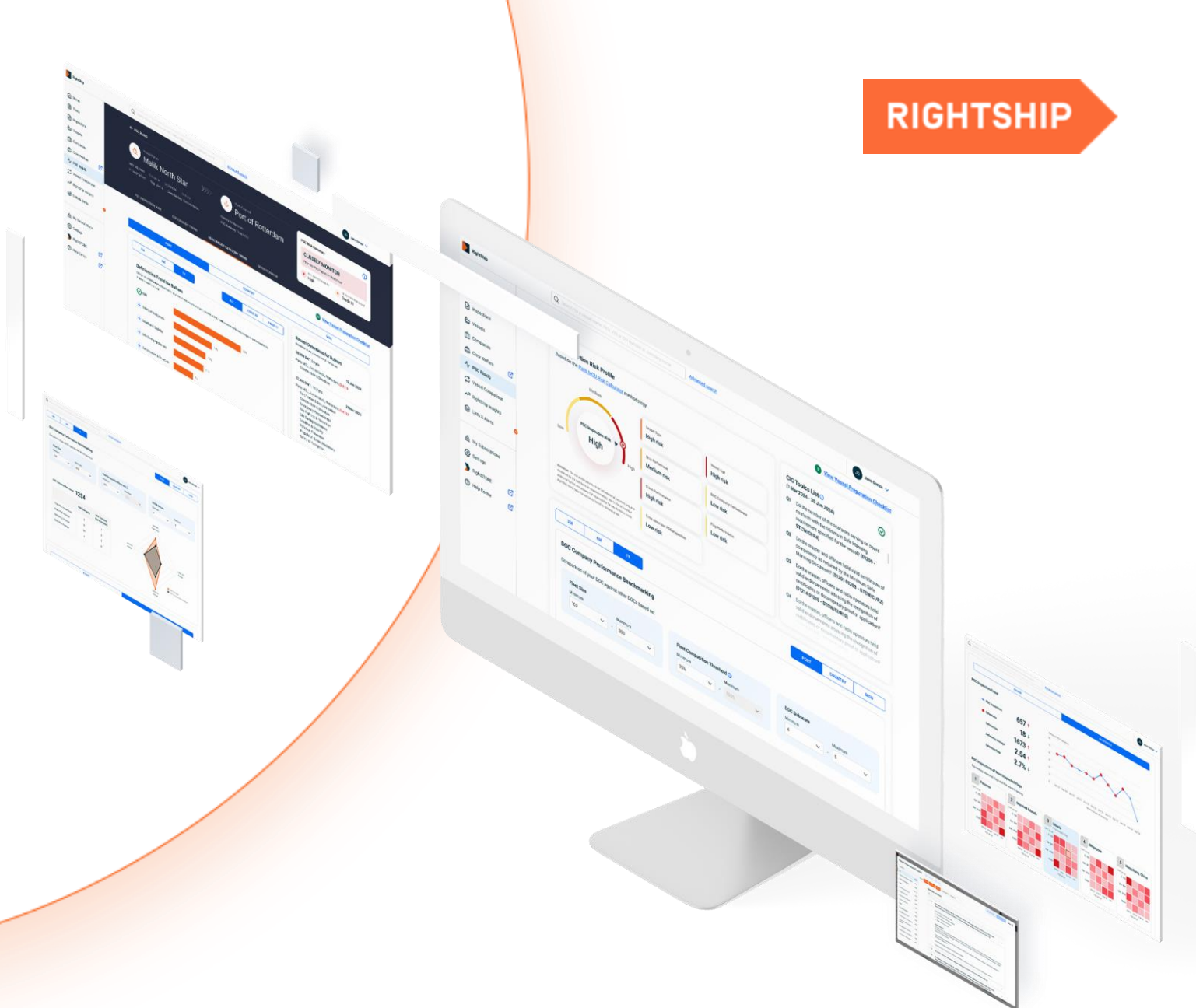
Compliance

Stay compliant with port-specific requirements.

Book a Demo



SCAN ME



Thank you

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