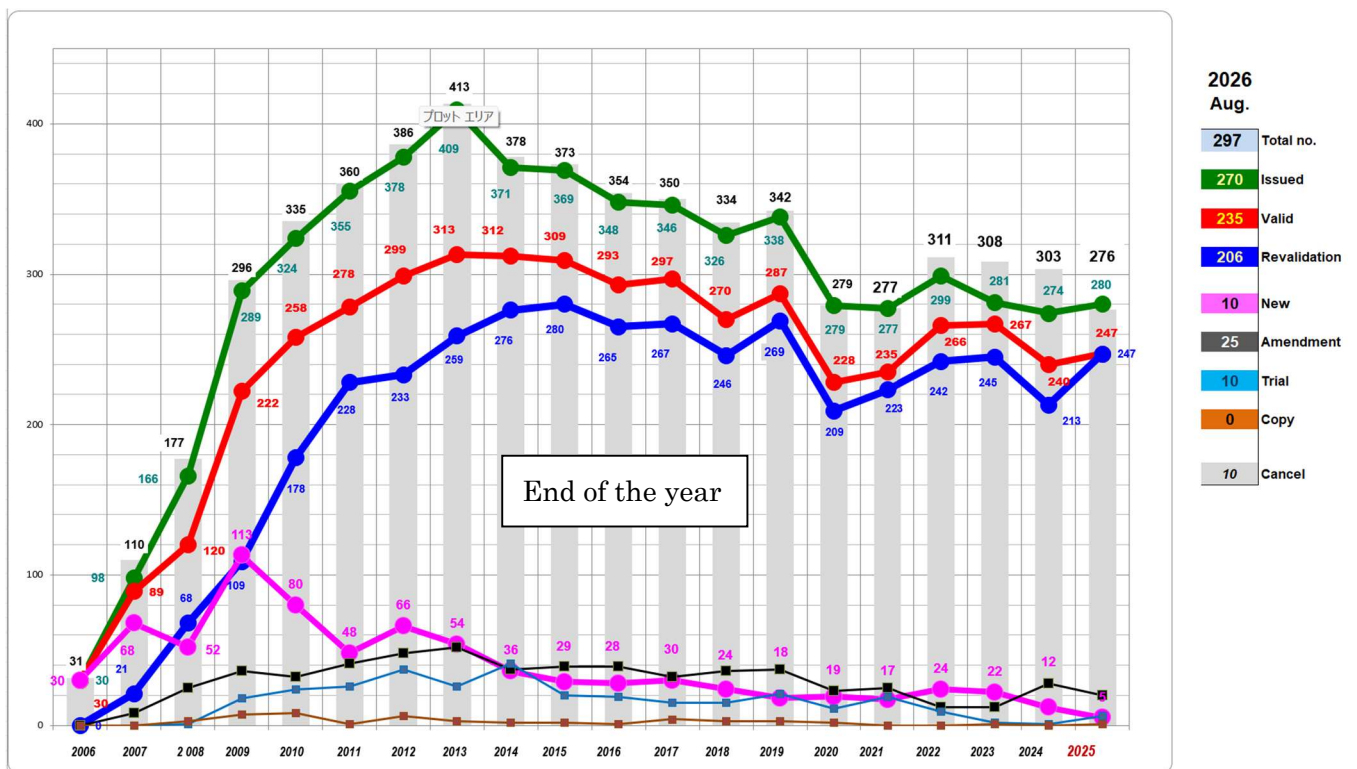


Japan Rule Authority Report to the IRC Congress 2026

- Valid IRC certificates at the end of 2025: **247** (+7 from 2024)
- Valid IRC certificates as of 31/08/2026: **235** (+1 from 2025)
- New applications as of 31/08/2026 : **10** (-1 from 2025)
- Re-validations as of 31/08/2026: **206** (-3 from 2025)
- Endorsed certificates as of 31/08/2026: **148 (63%)** (+5 from 2025)



OVERVIEW:

We saw slight increase in the number of valid certificates since 2024.

Fleet of around 300 is the size we are dealing with, which has not been changed much for 6 years.

Many boats have had IRC for years, even more than 20 years whether its endorsed or not. It is now the question of boat's compliance with the rule. Boat's equipment must have been changed over the time. Most of the changes were done on purpose and declared. There are changes which may not be declared because of owner change, repairing, aging and so on. RORC rating office early this year had asked us about some boat's conformity to the certificates. We had some difficulties checking with the owners on this and in some cases re-measurements needed to be done. Therefore, it is necessary to set up re-measurement scheme.

We have around 50 boats having both IRC and ORC. We do not have two fleets, it is more like one IRC fleet with a small group of ORC together. For the purpose of issuing certificates, we do not necessarily share the data each other, declared or measured. This is not very efficient, but in order to keep data quality high, IRC data control standard need to be maintained.

Haru-hiko Kaku

IRC Rating Office, JSAF