




1. CCS Performance in TOKYO MOU, PARIS MOU and USCG

	As Classification Society	As RO Performing Statutory Work
	995 inspections 8 detentions 0.80% detention rate 0 RO-related detention 0% RO-related detention rate	1158 inspections 8 detentions 0.69% detention rate 0 RO-related detention 0% RO-related detention rate
	109 inspections 5 detention 4.59% detention rate 1 RO-related detention 0.92% RO-related detention rate	124 inspections 5 detentions 4.03% detention rate 1 RO-related detention 0.81% RO-related detention rate
	About 63 inspections 0 detention 0% detention rate 0 RO-related detention 0% RO-related detention rate	About 63 inspections 0 detention 0% detention rate 0 RO-related detention 0% RO-related detention rate

2. Detention Statistic of CCS Ships

According to the final data, in this quarter, 13 CCS ships were detained under the three major MOUs, including two ships for which the SMC certificates were not issued by CCS. There were 1345 inspections of CCS ships under the TOKYO MOU, PARIS MOU, and USCG, and 13 ships were detained with a detention rate of 0.97%. 1 detention of them is RO-related, with the RO-related detention rate of 0.07%. 1 ship was detained repeatedly within 12 months. 1 China flagged ships were detained.

3. Detention List of CCS Ships

	Ship Name/ Flag	Ship Type/ Age	Detention Date/ Place	Detainable Deficiencies
1	XXX Hong Kong, China	General Dry Cargo Ship 5 years	02 April 2025 Qingdao, China	<ol style="list-style-type: none"> 1. The isolate valve of fire main malfunction during function test. 2. All quick cleats for all cargo holds not clamped and secured after departure from Qingdao port. 3. Sample extraction smoke detection system malfunction, fault alarm indicating on control panel (Air flow all lines fault). 4. Statement of compliance - fuel oil consumption reporting and operational carbon intensity rating not available onboard. 5. Port side anchor winch brake lining worn out seriously, but inspected by crew found normal on 31 March, 2025, and the thickness of winch brake lining recorded same in the all maintenance record book.

2	XXX China	Bulk Carrier 10 years	04 April 2025 Newcastle, Australia	<ol style="list-style-type: none"> 1. Freefall lifeboat launching arrangement defective. Excessive load on the safety pin. Lifeboat unable to be launched.
3	XXX Honduras	Oil Tanker 18 years	09 April 2025 Ventspils, Latvia	<ol style="list-style-type: none"> 1. No Flag endorsement of CoC for following officers: Master, Ch.officer, 2nd officer, 3rd officer, Ch. engineer. 2nd engineer, 3rd engineer. 2. Minimum Safe Manning Document only copy on board.
4	XXX Liberia	Bulk Carrier 11 years	14 April 2025 Zhanjiang, China	<ol style="list-style-type: none"> 1. Seafarer employment agreement (sea) for c/e and other nine crew members expired. 2. Foreword masthead lights light arc of the horizon was less than 180 degrees and stern lights installed properly. 3. Local application firefighting system inoperative and no evidence showing to inform class and flag.
5	XXX Liberia	Contain-er Ship 19 years	20 April 2025 Felixstowe, United Kingdom	<ol style="list-style-type: none"> 1. English is the established working language on board, however various seafarers unable to understand, communicate or if necessary give orders and instructions and to report back in that language for example bosun, able seaman, messman etc. Various seafarers unable to read & understand plans, operating instruction, muster list, emergency instructions and other lists posted in English language. Various seafarers unable to read SOLAS Training manual, Fire training manual, bosun & deck crew unable to read paint's safety data sheets etc. 2. Poor fire drill performance noted during the drill whereby no head count was taken at the Muster; missing person not accounted for; fire doors were left open; emergency team leader entered zone without PPE; no communication was done by the BA party; fire fighting / search not conducted at or near the area of detector. 3. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
6	XXX Malta	Bulk Carrier 11 years	25 April 2025 Nakhodka, Russia	<ol style="list-style-type: none"> 1. Russian coastal warnings for Far East coast of Russia not received. ECDIS not updated for maritime safety information. 2. Emergency fire pump out of order. 3. Two engine room fire dampers port and starboard side not able to be closed effectively. 4. The self-closing fire door at deck out of order. 5. The self-closing fire door (EE) to upper deck in ER out of order. 6. The SMS implemented on board has failed to ensure

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				safe operations and vessel maintenance as evidence by deficiencies above.
7	XXX Hong Kong, China	Bulk Carrier 14 years	06 May 2025 Amsterdam, Netherland	<p>1. Quick closing valve FSV group 3 after 2 attempts not working. Flexible fuel line to emergency generator is deteriorated.</p> <p>2. Navtex is not operational.</p> <p>3. During DSC tests other stations does not receive the DSC messages.</p> <p>4. Fresh vegetables quantity insufficient, this should be ordered before departure Amsterdam.</p> <p>5. Found several hatches on main deck damaged and or not able to be closed e.g. Several cargo hold entrances. (no 4, no 1, no 1 and others). Cleats and hand wheels damaged, dismantled or broken, closing devices not functioning properly.</p> <p>6. Both doors to forecastle not closing properly. Closing mechanism is damaged.</p> <p>7. Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</p> <p>8. Fire team members not able to fit the breathing apparatus correctly. First attempt entering with closed air bottles. Second attempt, masks were not tightened, excessive leaking and masks screens were fully condensed. Fire drill not accepted.</p>
8	XXX Panama	RO-RO Passenger Ship 7years	13 May 2025 Incheon, Korea	<p>1. Fixed Fire extinguishing installation defective.</p> <ul style="list-style-type: none"> - Sprinkler No.5, 6, 10 unable to supply water during inspection. - Audible alarm signal of accommodation water sprinkler fire system in bridge not operated. <p>2. Watertight doors defective.</p> <ul style="list-style-type: none"> - No.201 watertight door unable to be closed by manual pump on remote location (Deck No.3) - Manual closing devices of 2 watertight doors not to be easily accessible due to loaded drum.
9	XXX Marshall Islands	Bulk Carrier 16 years	2025-5-29 Monrovia, Liberia	<p>1. Cylinder head #2 leaking oil and water.</p> <p>2. Cylinder head #6 leaking oil and water.</p> <p>3. Fuel oil Feed pump for auxiliary engines leaking oil.</p> <p>4. Auxiliary engines #3 fuel pumps for cylinders 2,4&5 leaking oil.</p> <p>5. Engine room bilge full of oily mixtures.</p> <p>6. Auxiliary engine #2&3 exhaust manifolds leaking.</p> <p>7. No fire drill conducted over one month.</p> <p>8. Life boat has not been lowered in water over 5 months.</p>

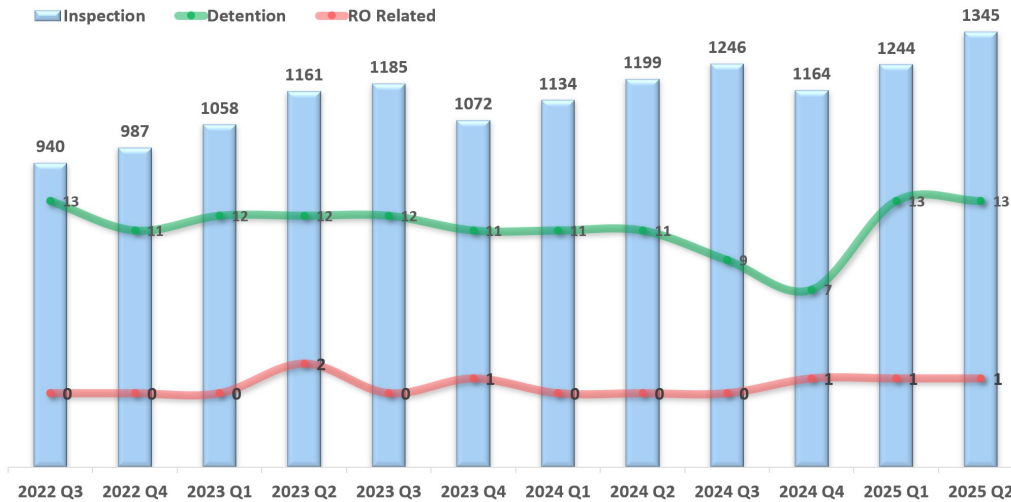
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10	XXX Panama	RO-RO Passenger Ship 18 years	02 June 2025 Pyeongtaek, Korea	1. Shipboard essential documents not reviewed key personnel after cargo volume increased: loading and stability manual & cargo securing manual
11	XXX Liberia	Bulk Carrier 6 years	03 June 2025 Melbourne, Australia	1. Free fall lifeboat hook set incorrectly.
12	XXX Panama	Asphalt Carrier 16 year	05 June 2025 Vikan, Norway	1. Cabins, galley, refrigerators, dry provisions and vegetable room must be cleaned. All surfaces, drawers, lockers and under wood grating must be thoroughly cleaned. Garbage and rubbish must be thrown in garbage bins. Rotten food must be removed and thrown I garbage bins.
13	XXX Hong Kong, China	Bulk Carrier 15 years	10 June 2025 Gwangyang, Korea	1. NO.2 Cargo Hold hatch door unable to close - Opening handle stuck.
14	XXX Liberia	Bulk Carrier 11 years	24 June 2025 Monfalcone, Italy	1. 5 fire doors (galley, pantry and 412) not closing properly. 2. All fire hydrants and fire hoses on main deck ps with water leakages. (2 hoses found holed). 3. During fd carried out in bosun store no real boundary cooling was performed (only simulation). 1 fireman opened the door without any protection. None cut off electricity. Fire hoses empty not pressurized.

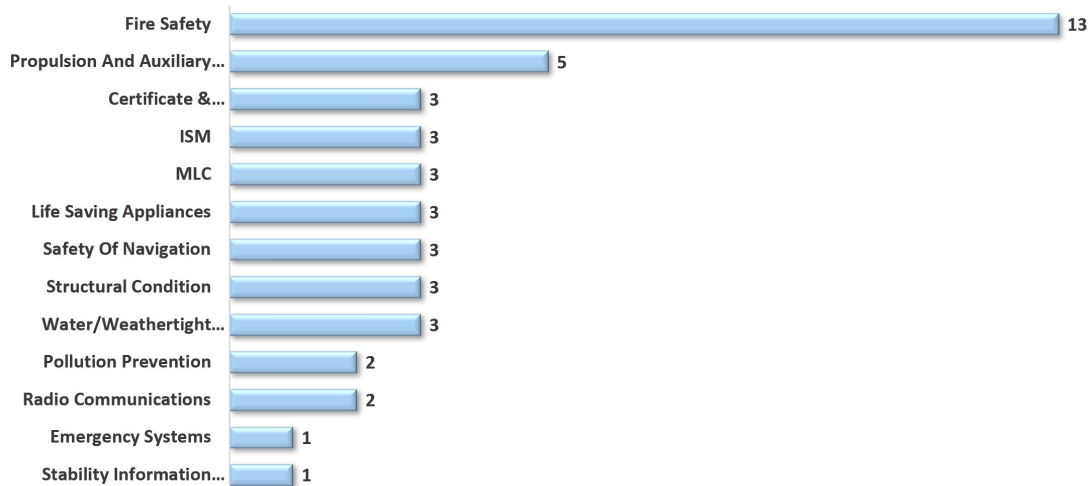
4. Detention Analysis of CCS Ships

4.1 Trend of inspection/detention of CCS ships in TOKYO MOU, PARIS MOU and USCG



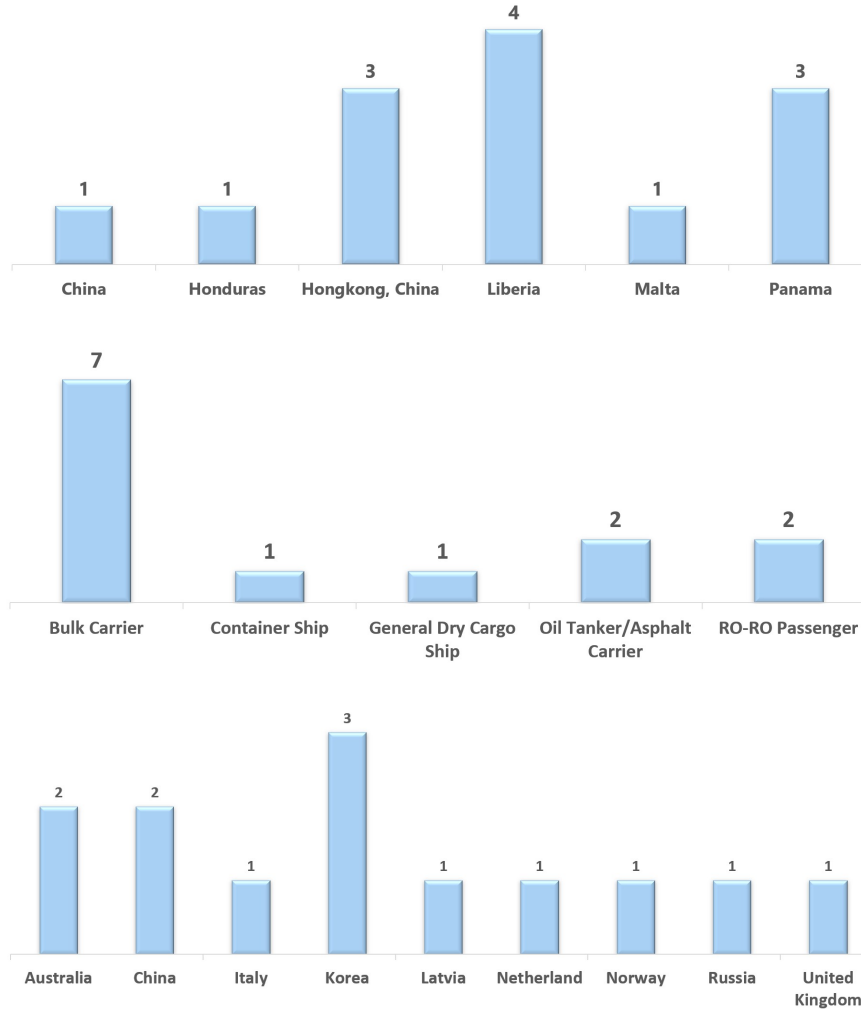
In this quarter, the number of inspections under the three major MOUs has increased, while detention remained the same as the previous quarter, surpassing the average number of detentions for 2024 and reaching the highest level in nearly three years. 1 RO-related detention occurred under the Paris MOU this quarter.

4.2 Analysis of Detainable Deficiencies



Among all 45 detainable deficiencies, fire safety deficiencies accounted for one-third of the total, followed by deficiencies of propulsion and auxiliary machinery, life-saving appliances, safety of navigation, certificate, ISM, MLC, structural condition and water/weathertight conditions.

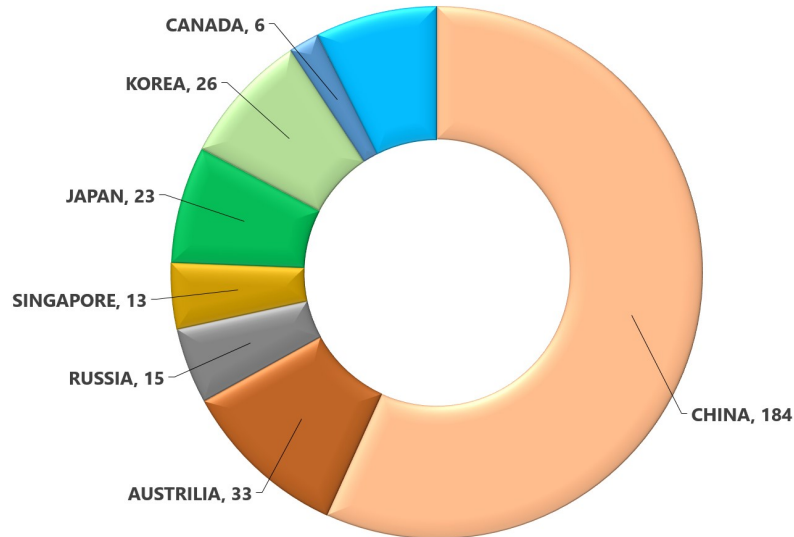
4.3 Distributions of Flag-flying, Ship Type and Detention Place



Among all 13 detained CCS ships, the Liberia flag was the most as per flag-flying, followed by the Panama and Hongkong, China flag. Bulk Carrier was the most as per ship type, over half of the total. According to the location of detention, the Tokyo MOU had 8 vessels detained, and the Paris Memorandum had 5 vessels detained, with Korea having the highest number, followed by Australia and China.

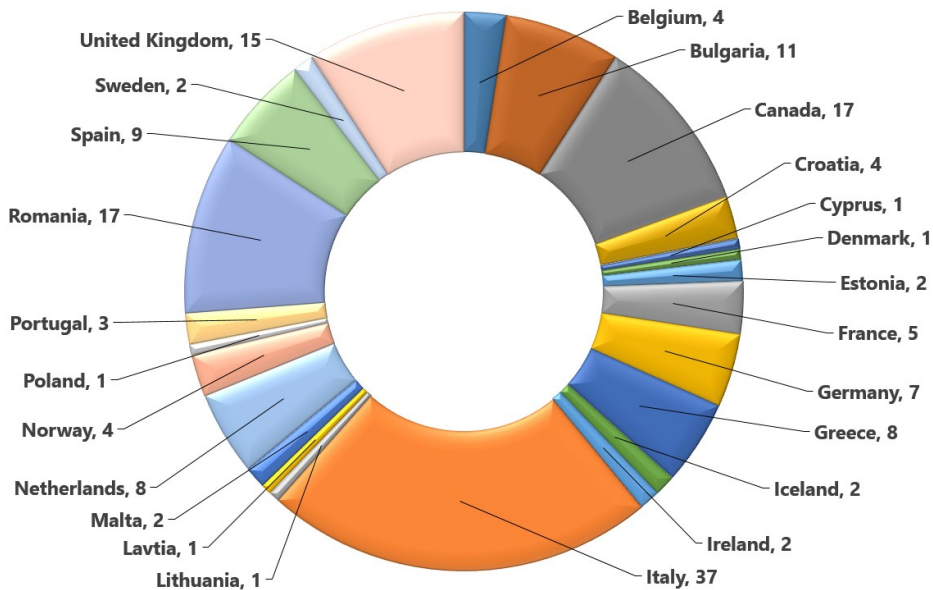
5. Situation Analysis of PSC Inspection

5.1 TOKYO MOU



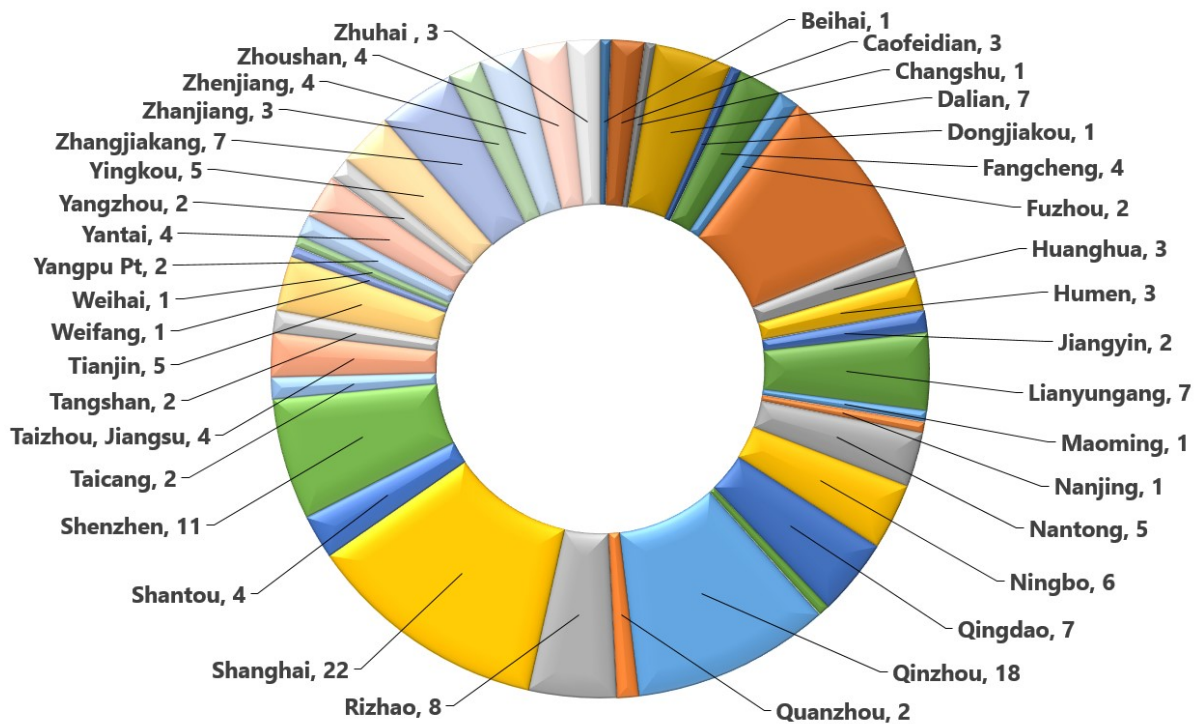
There were 318 ships detained during 12,203 inspections under Tokyo MOU this quarter, with a detention rate of 2.61%. Compared with the last quarter, the inspection number increased slightly, detention number and detention rate decreased slightly. The detentions were concentrated in several countries, 58% of Tokyo MOU detentions occurred in China, followed by Australia, Korea and Japan. The countries with the highest detention risk under the Tokyo MOU in this quarter are Singapore, China, Korea, Russia and Canada, with detention rates of 5.83%, 4.85%, 4.85%, 3.46% and 3.16% respectively.

5.2 PARIS MOU



There were 164 ships detained during 4,286 inspections under PARIS MOU this quarter, with a detention rate of 3.83%. Compared with the previous quarter, the inspection number and the detention number have increased while the detention rate has decreased. The countries with the highest detention rates under the PARIS MOU are relatively dispersed. One quarter of the detentions occurred in Italy, followed by Canada, Romania, the United Kingdom and Bulgaria. Countries with high risk of detention under the PARIS MOU this quarter include Romania, Bulgaria, Italy, Canada and the United Kingdom. The detention rate in Romania has further increased to 12.69%.

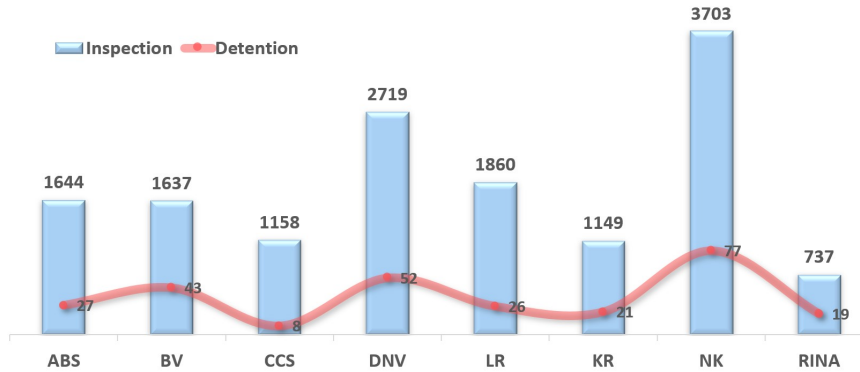
5.3 CHINA



In this quarter, there were 184 ships detained during 3,791 inspections in China, with a detention rate of 4.85%. The top five China ports with large detention numbers were Shanghai, Qinzhou, Guangzhou and Shenzhen. Shanghai was still the port in China with largest detention numbers, the number of detention in Guangzhou has increased considerably. In this quarter, there were 2 detentions of CCS ships in China.

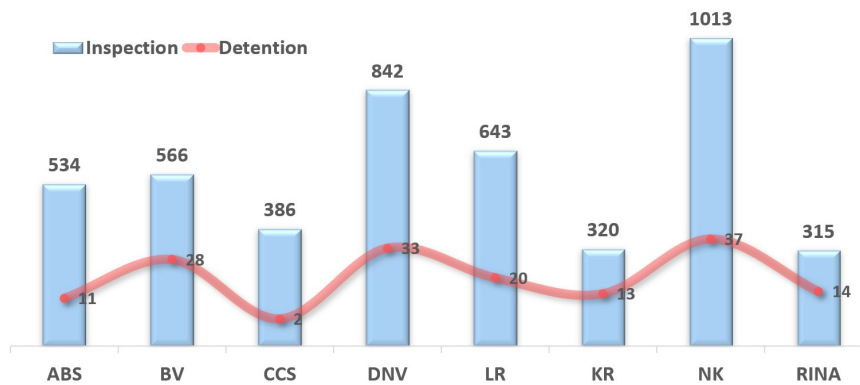
6 Analysis of Detention for Classification Societies

6.1 TOKYO MOU



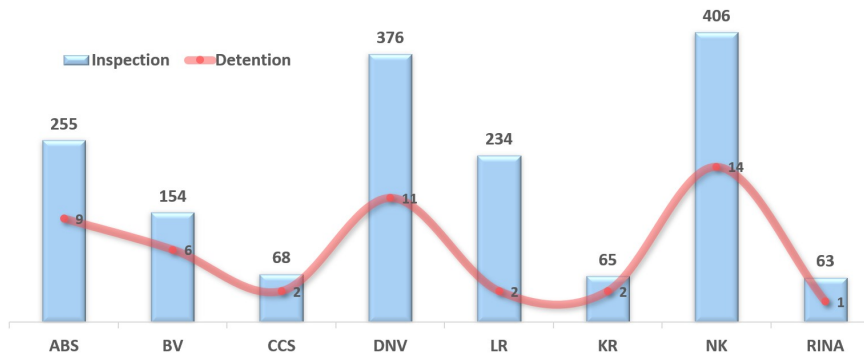
The detention rate of CCS classed ships in Tokyo MOU was 0.69%, which was far lower than the average detention rate 2.61%, ranking 1st in IACS classification societies as shown above.

6.2 CHINA



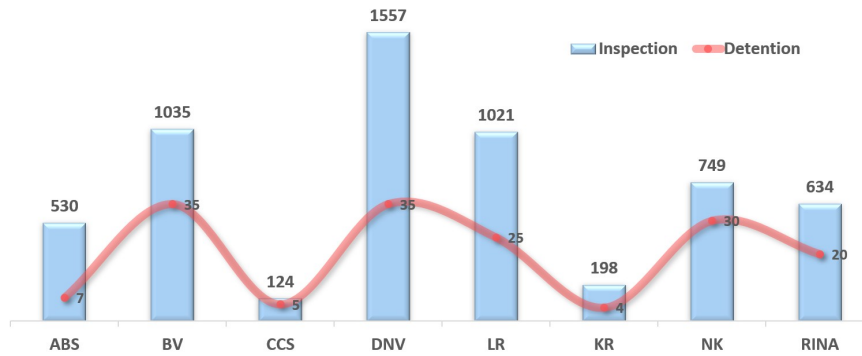
In this quarter, the average detention rate in China is 0.52%, significantly lower than the average detention rate 4.85% in China. CCS ranking 1st was shown above with detention rate in IACS classification societies.

6.3 AUSTRALIA



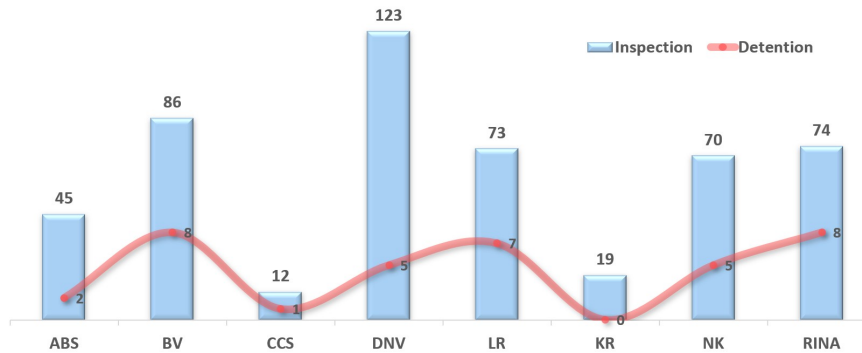
There were 2 detentions of CCS classed ships in Australia. In this quarter, the average detention rate in Australia is 2.96%. CCS ranking 4th was shown above in IACS classification societies.

6.4 PARIS MOU



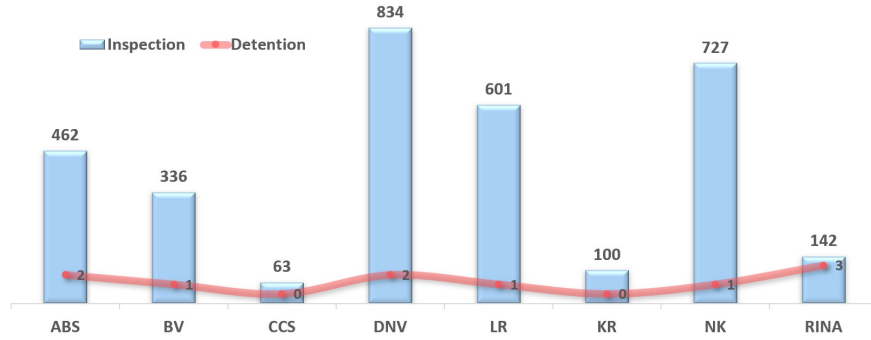
The detention rate of CCS classed ships in PARIS MOU was 4.03%, which was higher than the average detention rate 3.83%, ranking 8th in IACS classification societies as shown above, which was the last one.

6.5 ITALY



The detention rate of CCS classed ships in PARIS MOU was 8.33%, which was lower than the average detention rate 9.81%, ranking 5th in IACS classification societies as shown above, being only better than BV, LR and RINA.

6.6 USCG



In this quarter, there was no detention of CCS classed ships at USCG ports, ranking 1st with KR in IACS classification societies as shown above.