Port State Control (PSC)
Inspection Analysis Report for the Fourth Quarter of 2025

1 October 2025 – 31 December 2025

(For CCS internal use only)

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

	As Classification Society	As RO Performing Statutory Work
	982 inspections 6 detentions 0.61% detention rate 0 RO-related detention 0% RO-related detention rate	1167 inspections 6 detentions 0.51% detention rate 0 RO-related detention 0% RO-related detention rate
	129 inspections 6 detention 4.65% detention rate 0 RO-related detention 0 % RO-related detention rate	146 inspections 6 detentions 4.11% 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	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, a total of 15 CCS ships were detained during this quarter. There were 1,376 PSC inspections of CCS ships Under the Tokyo MOU, Paris MOU, and USCG, resulting in 12 detentions with detention rate of 0.87%.The three vessels were holding SMC certificates issued by Liberia. There were no responsible detentions under the three major MOUs, with a responsible detention rate of 0%. Within the three major MOUs, one vessel was detained repeatedly. 2 China flagged ships were detained.

3. Detention List of CCS Ships

	Ship Name/ Flag	Ship Type/ Age	Detention Date/ Place	Detainable Deficiencies
1	XXX Liberia	Bulk Carrier 14 years	2025-10-15 Australia Abbot Point, QLD	1. Engine room - boiler blowdown overboard pipe (before the valve) leaking with temporary repair.
2	XXX Liberia	Bulk Carrier 19 years	2025-10-22 Australia Gladstone	1. Engine room bottom floor starboard side scupper overboard valve defective.
3	XXX Singapore	Bulk Carrier 19 years	2025-11-03 Italy Ravenna	1. Ballast tanks need maintenance: in n. 3PS, n.3 STS, n. 2 STS TS WBT found several spots of corrosion, coating wasted in many points. 2. STS lifeboat not possible to be lowered, safely: remote release wire blocked on the winch and broken, davit damaged. 3. Engine dept. cannot demonstrate proper function of OWS, test failed. 4. During fire drill the fire team supposed to use only a fire extinguisher stowed inside drill's scenario (galley) and didn't use any other fire extinguishing system.

				5. Medical certificate of chief officer missing. 6. Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
4	XXX Liberia	Bulk Carrier 14 years	2025-11-04 Australia Gladstone, QLD	1. Engine Room Port Side Condenser Overboard Pipe Defective. 2. Objective evidence as per deficiency 1 indicates that the procedures as implemented onboard do not ensure that the ship is maintained in conformity with the provisions of the relevant rules, regulations and additional requirements established by the company nor that hazardous situations are reported to the Company or Relevant Authorities.
5	XXX Liberia	Bulk Carrier 18 years	2025-11-13 China Tianjin	1. The S.E.A for Filipino seafarers not formulated in accordance with the laws of the flag state (Liberia). 2. No calibration report of flow meter of BWMS. 3. The sewage treatment plant abnormal (no.1 and no.2 air supply blowers out of order). 4. The incinerator out of order. The ash removal door can be easily open while burning is in progress. The temperature displayed on the control panel did not change as the increase of the furnace chamber temperature.
6	XXX Liberia	Chemical/ Oil tanker 16 years	2025-11-14 Netherlands Amsterdam	1. The cabinet of the gas sampling unit Salwico SW2020 was opened and following was noted: - power transformer disconnected from board, calibration of gas detector 1 (C3H8 0-100% LEL) and gas detector 2 (O2 gas detector 0-25% VOL) expired since 06-2025, substandard electrical connections with connector blocks and tape. In the CCR the gas detection panel indicates a fault "analyse pump: flow failure. 2. ODME in CCR permanently in alarm. 3. When using the stored power arrangement of the rescue boat davit it is not possible to slew the davit without electrically charging the accumulator. 4. CIC Q6: The Ballast system could not be started and the system is showing an alarm on the BWTS panel in the CCR. The valve with number V403-35 (UVR cooling) is being operated manually but is generating an alarm.
7	XXX Malta	Bulk Carrier 11 years	2025-11-28 Germany Wilhelmshaven	1. Found on AE no. 1 fuel leak alarm chamber full with oil/fuel System didn't give high level alarm. System cleaned and alarm tested and found working. Engine tested for leakages on fuel pumps found no leaks. During test run of AE 1 found starting problems on several attempts and during running of engine system show Safety Stop Circuit Failure. 2. Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM is (are) objective evidence of a serious failure, or lack of

				effectiveness, of implementation of the ISM Code. 3. Found venthead on deck self-closer (disk) stuck and not movable. All ventheads to be opened and checked and, where necessary, maintained. 4. Found hatch cover of hold number seven resting "metal to metal" and not on resting pads and rubber gasket. Other hatches open due to cargo operation. All hatches to be checked by RO and repaired under class supervision, Report to be sent before departure to PSC main office in Hamburg: psc-germany@bg-verkehr.de 5. Lifebuoys found painted over with unapproved paint. Old paint so thick, that is it even not clear, whether the lifebuoys themselves are approved. 6. Fire drill below standard: - fire men not properly dressed - one BA set damaged, loosing air - nonetheless fire fighter continues drill with damaged BA set - insufficient communication, perhaps not properly working VHF - no retreat at low level alarm" 7. Booby hatches to cargo hold entrances on main deck: - wheel operated closing system stuck - sash locks outworn and spiked, danger to get injured - most hatches instead installed lock system additional toggles for locking, but no evidence, that this is approved by RO" 8. Found in front of accommodation on deck a valve on fire line which is stuck and can not get operated. Suggestional sectional valve, but crew can not explain, what for this valve.
8	XXX Singapore	Bulk Carrier 19 years	2025-12-01 Turkey Yalova	1. Ballast water operation was done without BWTS (ballast water treatment system) at Ravenna/Italy (14-15.11.2025 ballast intake) and Yalova /turkey 28.11.2025 discharge. 2. Designated person not familiar to ballast water treatment system. 3. Ballast water record book is not properly filled and include incorrect entries/records according to ballast water treatment system data. 4. Safety management audit by the administration is required before departure of the ship. Deficiencies marked ism related are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ism 5. There is a lack of familiarity about BWTS/BWMS in order to that all crew should be trained before departure. 6. One fire door is deformed at the b deck of accommodation.
9	XXX Liberia	Bulk Carrier	2025-12-11 Germany	1. Found main fire damper in scrubber room inoperative. These do not close completely due to fiber mats that were

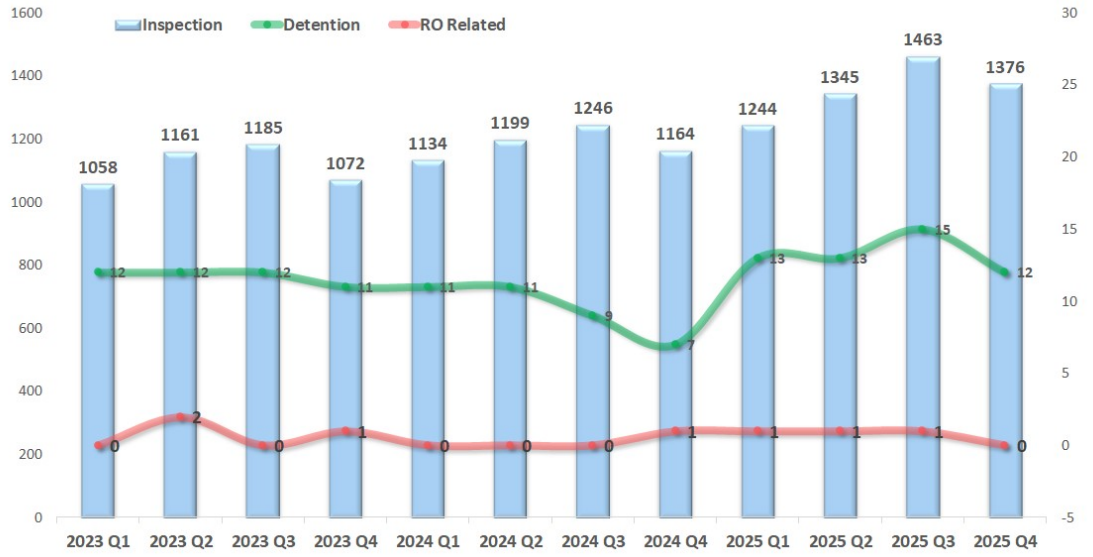
		18 years	Brake	added later. 2. Start of lifeboat engine on port side could not be demonstrated by crew. Several attempts failed. 3. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code. 4. Several broken cable terminals found in the boiler's control cabinet. The metal connector parts are hanging loose in the control cabinet, insulated only with a small amount of insulating tape. 5. Several indicator lights on the emergency control panel were found to be defective. - The cable entries for the main lubricating oil pumps were found to be loose, not watertight, and in poor condition. 6. Several crew members without valid SEA. (C/O, both 2/Os, AB). Crew members requested to be relieved several times after finished contracts without any reaction from the company. According to the CBA the maximum duration of the contract is maximum 10 months. Some crew members like 2/0, Electrician have contracts exceeding 10 month.
10	XXX China	Bulk Carrier 21 年	2025-12-11 Belgium Antwerpen	1. Three different load line marks and accompanying lines to be used with the load line mark are marked on the hull of the vessel. 2. Recurring deficiency d.d. 20/02/2024: several self-closing fire doors were not closing properly, e.g.: door from corridor to staircase on boatdeck (A-60), door from galley to corridor (A-60), … 3. The minimum standards of health and hygiene and reasonable standards of comfort are not met in the sanitary facilities of several crew cabins. Some cabins have substandard bathrooms with missing tiles, rusty floors covered with dirty mats. Hot water temperature substantially below 55°C, no hot water coming out of the hot water tap, brownish color of water coming out of the faucet, etc ... 4. Penetrations in fire-resisting divisions are breached, e.g.: a hole is made in the penetration of the electrical cable trunk on the upper deck in order to install new cables. This hole is not resealed after the cable installation impairing the division. In the engine room 4 bilge lines connecting the engine room to the cargo holds have open flanges, airflow can be felt at these open flanges, proving the open connection between the engine room tank top and the cargo holds. 5. Priming/vacuum unit, installed on the main cooling seawater pump No 2, has been partly removed from the pump (not operational). The mentioned pump is required

				for emergency bilge suction. 6. The crew could not demonstrate the proper functioning of the telegraph near the main engine. 7. 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.
11	XXX Liberia	Bulk Carrier 15 years	2025-12-18 Australia Dampier	1. Emergency generator defective - unable to be connected to emergency switchboard.
12	XXX Hongkong, China	Bulk Carrier 13 yeas	2025-12-19 Turkey Erdemir	1. Ship's cook competency not as required. 2. Freefall LB platform holed and damaged and freefall aft window not visible. 3. NO.1 D/G main out of order. 4. Antenna deck ladder, ps & stb main deck some ladder steps holed/cracked. 5. Accommodation vent. grill damaged and excessive rusty / broken. Other vent, for Acc. grill damaged. 6. Oily water separator filtering unit holed/damaged. Not properly tested.
13	XXX China	Bulk Carrier 14 years	2025-12-24 Japan Osaka	1. No.1,2 Cargo spaces ventilations (x7) damaged (have a hole). 2. Excessive oil was presented throughout the E/R (posing a serious fire hazard). 3. The above deficiencies are objective evidence that the SMS as implemented on board the vessel is ineffective in meeting with the requirements of element 10 of the ISM Code.
14	XXX Malaysia	Container ship 4 years	2025-12-25 India Kolkata Port	1. Even after the fire occurred onboard, during inspection it was found that welding was carried out without safety in place. Ex no fire extinguisher, permission from port not obtained, hot work permit not issued. [other] 2. General emergency alarm non operative. [inoperative] 3. In view of above serious nature of deficiencies, it is evident that ism is not implemented effectively onboard. Additional SMC audit is imposed.
15	XXX Hongkong, China	Bulk Carrier 17 years	2025-12-30 Italy Venice	1. On October 9, 2025, in the port of Salalah(Oman), the vessel was involved in a collision with another vessel, resulting in significant structural damage to the bow. In relation to this event, it was noted that the vessel departed Salalah for Goa (India) on October 20, 2025, without an occasional Class inspection and without documentary evidence of an assessment by the Flag Administration. A certificate of exemption issued by Flag dated November 24, 2025 is present on board. 2. The lateral protection structure (parapet), in correspondence with CH n. 3 (midships) presents an evident and significant fracture, not coinciding with the adjacent

				structural space and detachment due to structural breakage from the reinforcement joint welded on the upper edge. 3. Safety management audit by the Administration is required before departure of the ship. Defciency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.

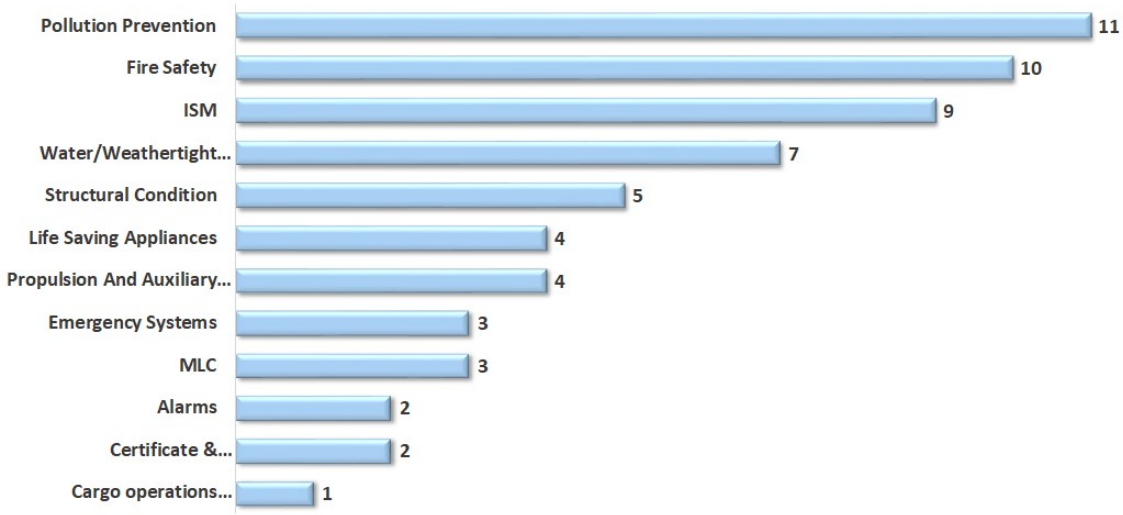
4. Detention Analysis of CCS Ships

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



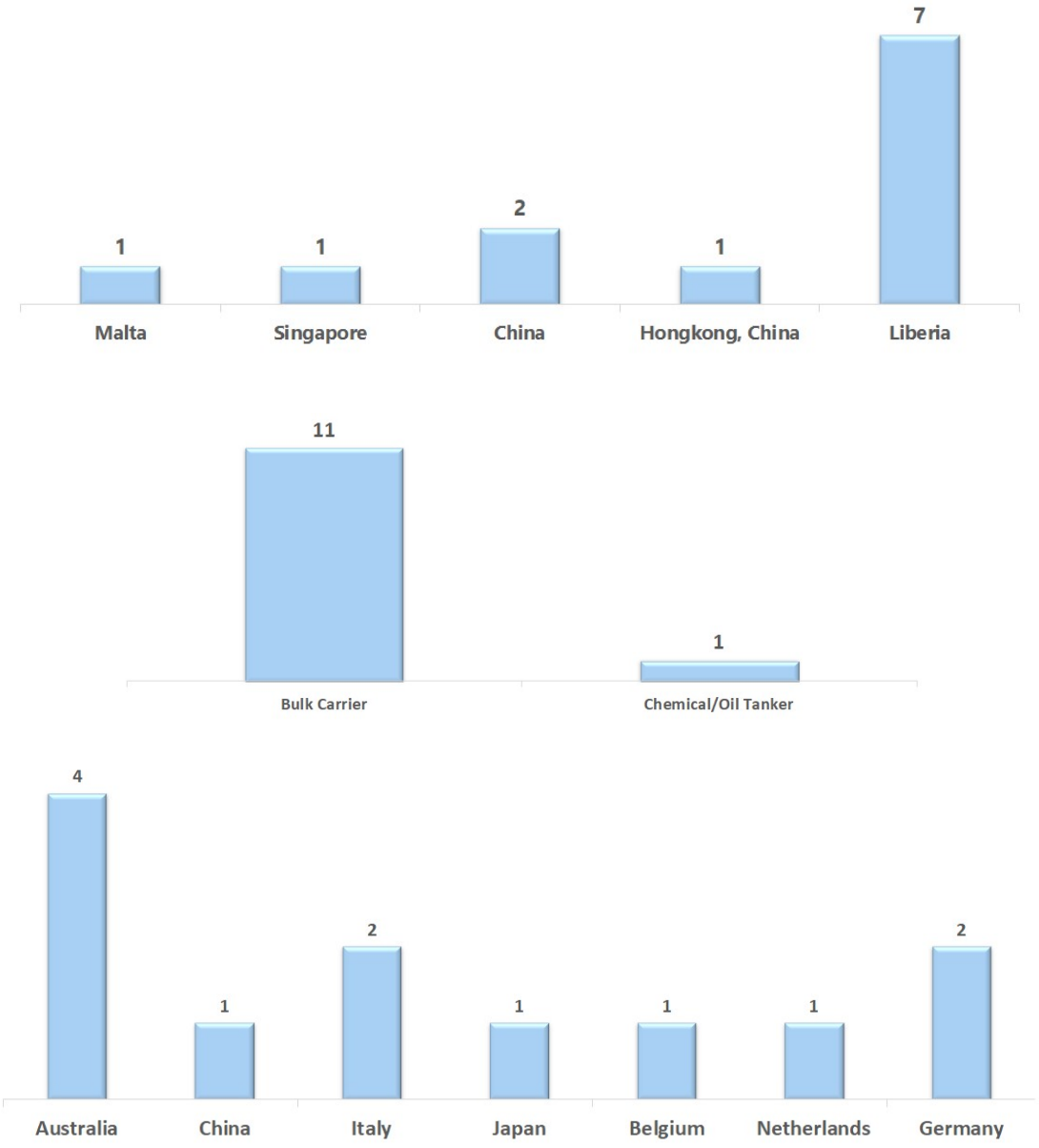
In this quarter, the number of inspections under the three major MOUs has decreased, while 3 detentions are less than the last quarter, surpassing the average number of detentions for 2024. There was no RO-related detention occurred under the Paris MOU this quarter.

4.2 Analysis of Detainable Deficiencies



Among all 61 detainable deficiencies, Pollution Prevention deficiencies accounted for about 18% of the total, followed by deficiencies of Fire Safety, ISM, Water/Weather Tight Conditions and Structural Condition.

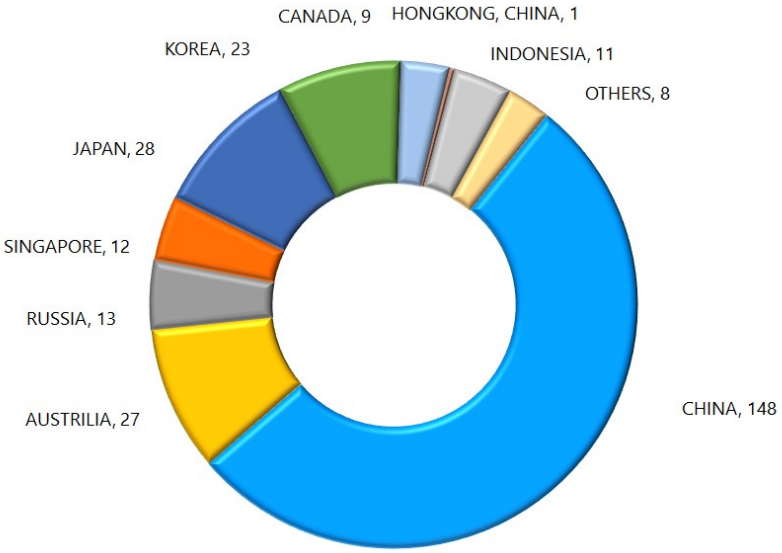
4.3 Distributions of Flag-flying, Ship Type and Detention Place



Among all 12 detained CCS ships in three major MOUs, the Liberia flag was the most as per flag-flying, followed by China flag. By ship-type, almost all are Bulk Carrier. According to the location of detention, there were 6 vessels detained in Tokyo MOU and in Paris MOU respectively, with having the highest number in Australia, followed by Italy and Germany.

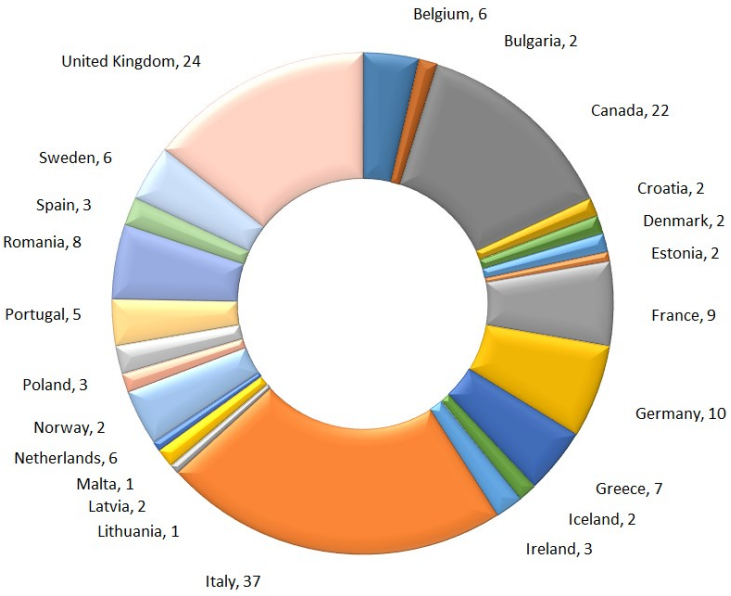
5. Situation Analysis of PSC Inspection

5.1 TOKYO MOU



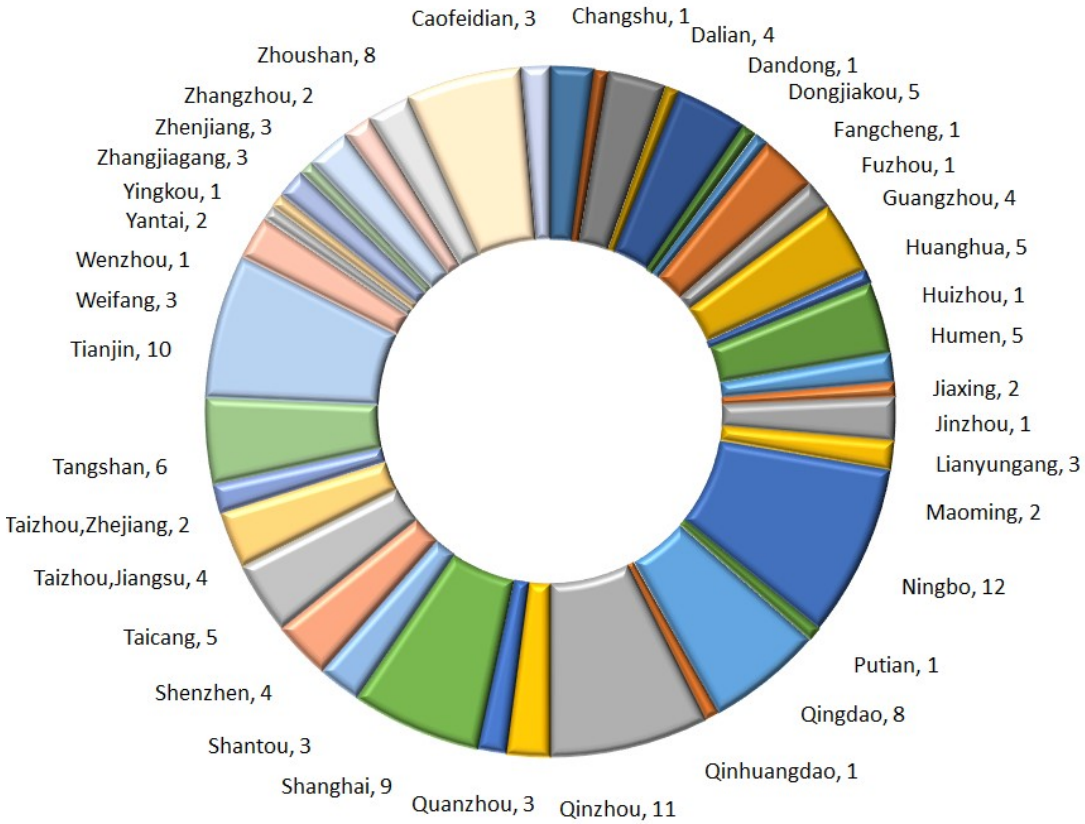
There were 281 ships detained during 11,967 inspections under Tokyo MOU this quarter, with a detention rate of 2.35%. Compared with the last quarter, the inspection number decreased slightly, while the detention number and detention rate decreased. The Tokyo MOU detentions are relatively concentrated among certain countries. In this quarter, 52.9% of Tokyo MOU detentions occurred in China, followed by Japan, Australia and Korea. The countries with the highest detention risk under the Tokyo MOU in this quarter are Singapore, Canada, China, Korea and Russia, with detention rates of 8.45%, 7.38%, 4.10%, 3.72% and 3.01% respectively.

5.2 PARIS MOU



There were 166 ships detained during 3779 inspections under the PARIS MOU this quarter, with a detention rate of 4.35%. Compared with the last quarter, the inspection number has decreased 10.5 present; while the detention number kept the same and the detention rate have increased. The countries with the highest detention rates under the PARIS MOU are relatively dispersed. 22.3% detentions occurred in Italy, followed by the United Kingdom, Canada, Germany and France. Countries with high risk of detention under the PARIS MOU this quarter include Iceland, Italy, Canada, the United Kingdom and Portugal, with the detention rate of 14.29%, 9.00%, 8.56%, 6.63% and 5.75% respectively.

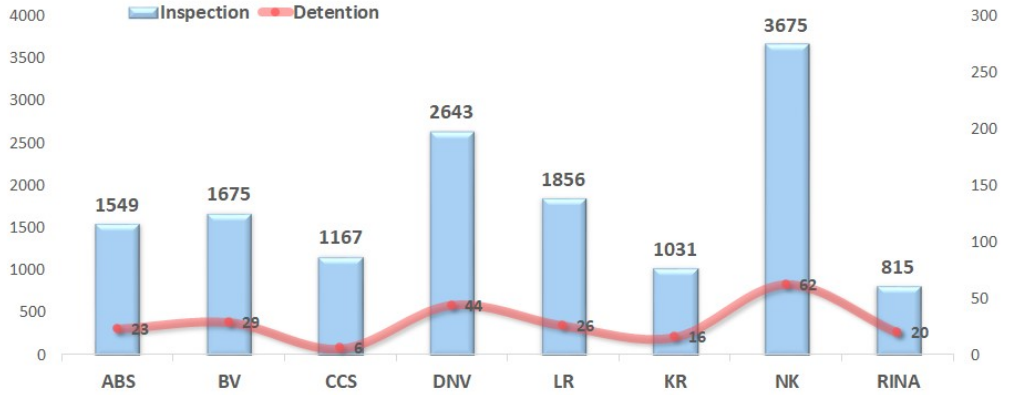
5.3 CHINA



In this quarter, there were 148 ships detained during 3,606 inspections in China, with a detention rate of 4.10%. The top five China ports with large detention numbers were Ningbo, Qinzhou, Tianjin, Shanghai, Qingdao and Zhoushan. Ningbo was the port with largest detention numbers, while the number of detention in Qingdao saw a significant increase. In this quarter, there was 1 detention of CCS ships in China.

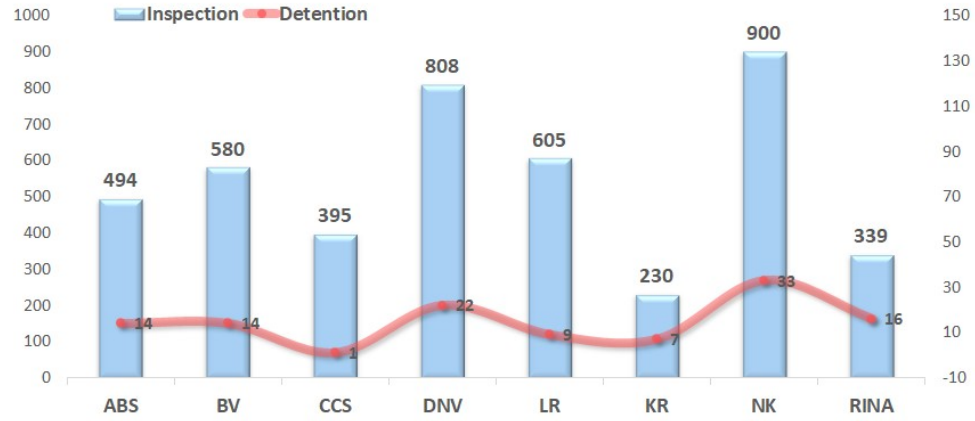
6 Analysis of Detention for Classification Societies

6.1 TOKYO MOU



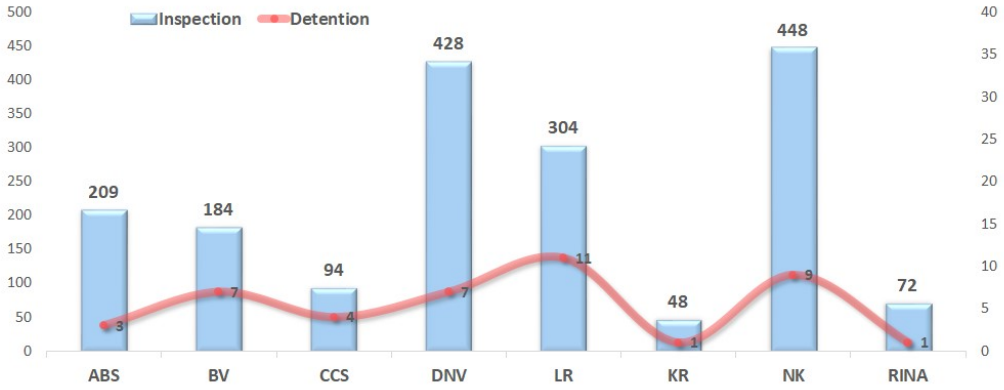
The detention rate of CCS classed ships in Tokyo MOU was 0.51%, which was far lower than the average detention rate 2.35%. In terms of detention rate, CCS ranked first among the above-mentioned IACS classification societies this quarter.

6.2 CHINA



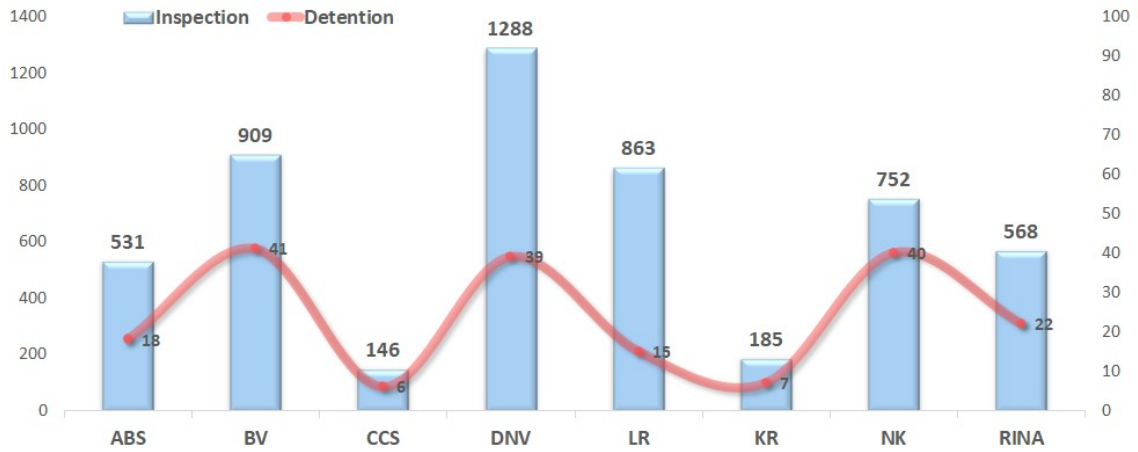
In this quarter, the average detention rate in China is 0.25%, significantly lower than the average detention rate 4.10% in China. In terms of detention rate, CCS ranked first among the above-mentioned IACS classification societies this quarter.

6.3 AUSTRALIA



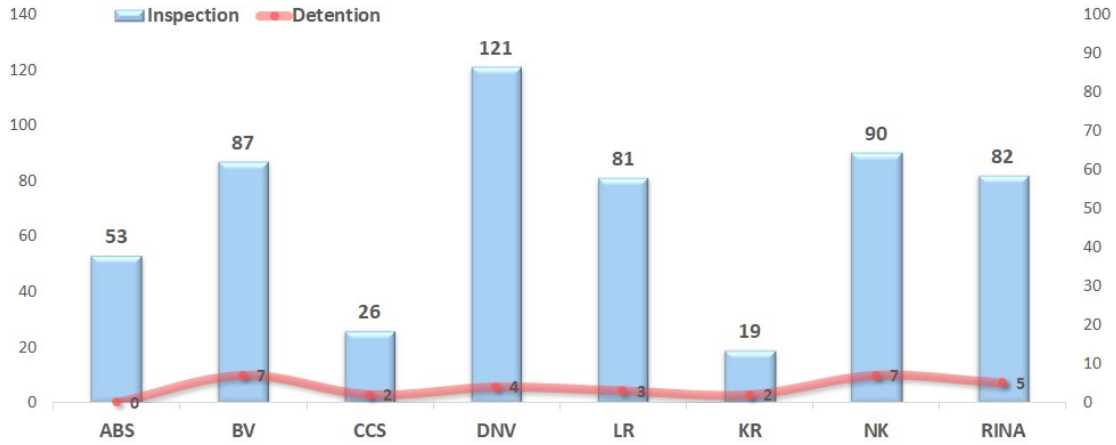
There were 4 detentions of CCS classed ships in Australia. In this quarter, the average detention rate in Australia is 2.28%. In terms of detention rate, CCS ranked last among the above-mentioned IACS classification societies in this quarter..

6.4 PARIS MOU



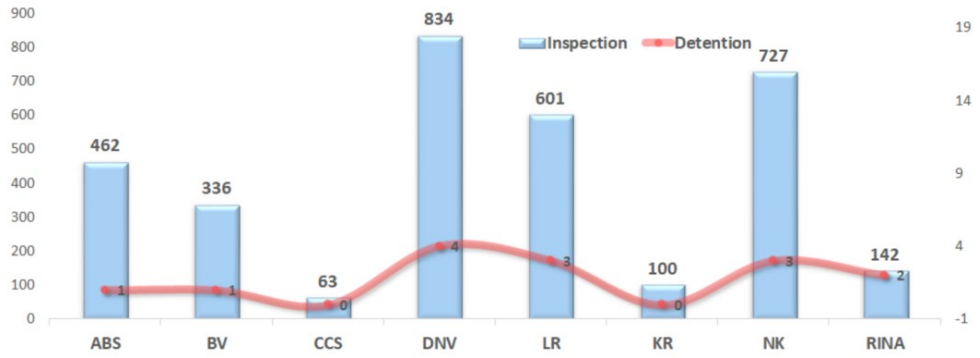
The detention rate of CCS classed ships in PARIS MOU was 4.11%, which was less than the average detention rate 4.39%, ranking 6th in IACS classification societies as shown above.

6.5 ITALY



The detention rate of CCS classed ships in Italy was 7.69%, which was higher than the average detention rate 5.37%, ranking 5th was shown above with detention rate in IACS classification societies this quarter.

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.