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

1 January 2025 – 31 March 2025

(For CCS internal use only)

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

	As Classification Society	As RO Performing Statutory Work
TOKYO MOU	881 inspections 8 detentions 0.91% detention rate 0 RO-related detention 0% RO-related detention rate	1046 inspections 8 detentions 0.76% detention rate 0 RO-related detention 0% RO-related detention rate
Paris MoU	115 inspections 5 detention 4.35% detention rate 1 RO-related detention 0.87% RO-related detention rate	135 inspections 5 detentions 3.70% detention rate 1 RO-related detention 0.74% RO-related detention rate
USCG	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 one non-CCS classed ship, for which we only issued the SMC certificate. There were 1,244 inspections of CCS ships under the TOKYO MOU, PARIS MOU, and USCG, and 13 ships were detained with a detention rate of 1.05%. 1 detention of them is RO-related, with the RO-related detention rate of 0.08%. 1 ship was detained repeatedly within 12 months. 3 China flagged ships were detained.

3. Detention List of CCS Ships

	Ship Name/ Flag	Ship Type/ Age	Detention Date/ Place	Detainable Deficiencies
1	XXX Panama	Container Ship 17 years	20 January 2025 Shanghai, China	1. The fuel oil collection and drain pipes of high pressure F.O. leakage alarm for No.1 & No.2 & No.3 G/E are not directly connected to the above mentioned alarm devices, which causes that no leakage alarm when fuel oil actually leaking. 2.The automatic shutoff arrangement for No.3 G/E malfunction, as evidenced by that fact that only "L.O. too low alarm" displayed in the monitor system in ECR, but the engine could not stop automatically when simulating L.O. low pressure during inspection.
2	XXX Hongkong, China	General Dry Cargo Ship 10 years	22 January 2025 Grande-Anse, Canada	1. Life boat engine did not start. 2. Rescue boat engine could not start. Davit could not swing under reserve power in reasonable amount of time. Tilting cradle held in upper position, tools are needed to release. 3. At the time of inspection the M/E unit No. 4 fuel injection pump was leaking heavily.

				4. At the time of inspection the Sewage Treatment Plant's ultraviolet lamp was inoperative, i.e. its sight glass was blanked-off. 5. Ship was reported by STS regarding alleged discharge of redish substance during passage in St-Lawrence river and Saguenay river. Coast guard helicopter confirmed with pictures and videos ship's anti fouling paint was peeling off along it's route leaving a visible track. 6. 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. 7. At the time of inspection multiple water faucets were inoperative across the Galley, pantries, and several washrooms. Hospital shower was inoperative and bathtub was not draining.
3	XXX Panama	General Dry Cargo Ship 19 years	27 January 2025 Corigliano Calabro, Italy	1. During the simulated fire drill in the laundry room, demonstrating poor knowledge of (i.e. the crew used equipment located in the fire locker at the rear, not dedicated crew bring fire hoses without fire outfit, etc. 2. Rescue boat engine not ready for use. 3. Liferaft ship starboard side missing. No.1 liferaft positioned at the stern and No.2 ship port side. 4. No evidence of stowage locations for life-saving equipment and their number on board. 5. Nautical charts from Skikda (Algeria) to Corigliano calabro (Italy) missing. Missing too nautical charts next voyage from Corigliano calabro (Italy) to Gabies (Tunisia). 6. Light provisions dry room non fixed and exposed wires. 7. Passage of electrical cables in the ice formed under the compressor of the cold room due to water leakage. 8. 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	XXX China	Container Ship 18 years	28 January 2025 Osaka, Japan	1. The discharge line of CO2 fixed fire extinguishing system for No.3 Cargo Hold is broken.
5	XXX Liberia	General Dry Cargo Ship 15 years	11 February 2025 Yingkou, China	1. The displaying degrees of astern light exceed 135 degrees which about 225 degrees 2. Phases fail alarm of No.2 S/G on bridge malfunction. 3. Quick-closing valve of F.O. Serv. Tank found out of work.
6	XXX Panama	General Dry Cargo Ship 10 years	21 February 2025 Genoa, Italy	1. One bilge pump (designated also as fire pump No.1) found inoperative. Tested from all control position. 2. Steel wire for remote control of funnel fire damper (left upper) broken during the test. Damper not closing. General condition of whole steel wire for controlling the funnel fire

				dampers to be improved. 3. Poop deck / A-deck: in the aft part self-closing fire door (Engine casing + Fire locker) means for self-closing found inoperative due to bad maintenance. Fire resisting condition of Engine casing self-closing fire door on A-deck to be repaired. 4. Designated fire pump No.1 found inoperative after test from all control position 5. 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. Fire drill in the galley room not properly executed (i.e. Pressure of air bottle checked only after PSC request; entering fire affected area without precautions; No fire-fighting operation once rescue injured persons from the fire affected area; Fire fighters outfits no properly worn i.e. belt with lifeline loose during fire operations).
7	XXX China	Bulk Carrier 14 years	28 February 2025 Venice, Italy	1. During the inspection and during the checks on emergency preparedness, a clear and significant difficulty in understanding and com municating in English was detected, even on the part of the Master and the Officers. A similar defect was also detected during the preparatory meeting for the simulation of the emergency situation. 2. The solenoid valve pressure tube is improperly repaired (two sections are connected by a copper tube and the temporary connection was blown during testing). 3. The lower part of the reserve energy cylinder of the RB launching apparatus (pressure pipe connection area) is in a very precarious state caused by a strong presence of rust and evident signs of surface corrosion. 4. The execution of the drill showed a significant lack of preparation regarding safety procedures (a person not part of the fireteam and without any protection or extinguishing system provided occupied the part of conducting the drill, opening the door and primary entry into the fire area).
8	XXX China	General Dry Cargo Ship 18 years	01 March 2025 Nakhodka, Russia	1. Unauthorized hot work on No.2 hatch cover cargo hold undertaken without appropriate permit issued by harbour master.
9	XXX Marshall Islands	Bulk Carrier 13 years	06 March 2025 Burgas, Bulgaria	1. Number of oily and rusty spots are observed in Engine room, especially around Auxiliary engines No.1, 2 and 3. 2. Enhanced surveys/survey report file, thickness measurements, condition evaluation report are missing. 3. Ice formations are observed on the doors and frames of the Fish and Meat rooms. The door of the Vegetable room is not aligned and closing properly. The anti-slip gratings

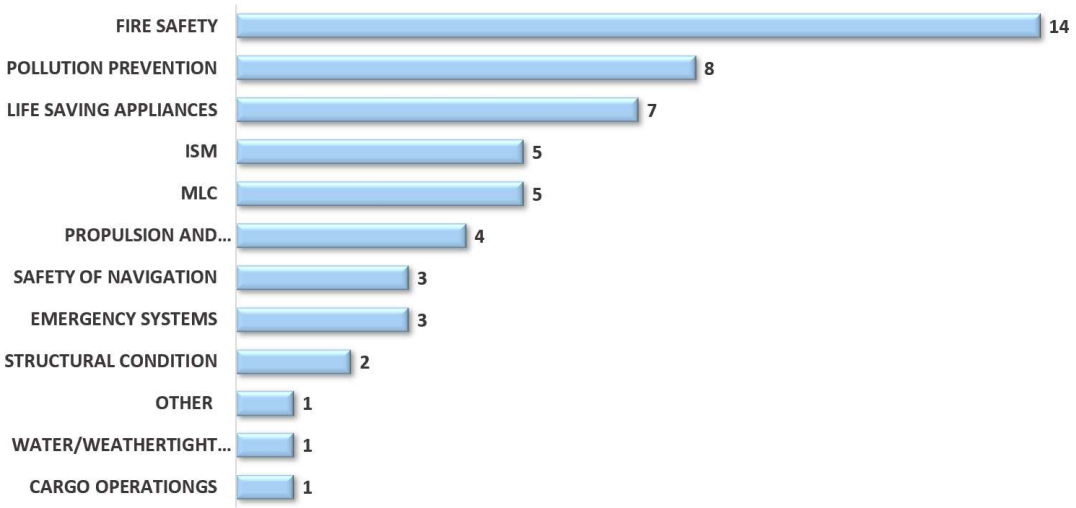
				are missing on the floors at the entry and in all provision chambers 4. Several open thinner drums, dirty rags and other painting materials are stored unsecured on open deck stbd side, not required by the garbage management plan. 5. Ship courses to port of Burgas are not recorded in Deck log book as per approved voyage plan from Dinizkelesi to Burgas, missing records for time and position of course alteration necessary to restore a complete record of the voyage. 6. Self-closing device on the Fire door from Galley to stairs for Provision stores is not working properly. 7. Fire line on main deck is leaking. 8. Lube oil leaks are observed a round flywheel area and on the lube oil pipes of the auxiliary engine No.3. Also traces of exhaust leaks are observed around turbocharger inlets for all Auxiliary engine No.1,2 and 3. 9. 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.
10	XXX Honduras	Oil tanker 20 years	06 March 2025 Dalian, China	1. Re-circulating facilities of oil filtering equipment out of order. 2. SoC for fuel oil consumption and carbon intensity not available onboard, even one piece.
11	XXX Hongkong, China	Container ship 1 year	18 March 2025 Osaka, Japan	1. Bottom floor of escape trunk in E/R - no fire insulation material is used, even though A60 fire insulation is required.
12	XXX Panama	General Dry Cargo Ship 18 years	21 March 2025 Qinzhou, China	1. General emergency alarm can not be temporarily interrupted by public address system. 2. The steps and ropes of starboard side embarkation ladder damaged. 3. Quick-closing valve of D.O.Tank for emergency generator not directly connected with the D.O.Tank (one valve between the D.O.Tank and the quick-closing valve, and the distance of them about 76cm).
13	XXX Liberia	Bulk Carrier 11 years	26 March 2025 Tangshan, China	1. Corridors of the first floor of the accommodation short handrail(about 6m). 2. Closing arrangement of steering gear room found damaged and not closed.

4. Detention Analysis of CCS Ships

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

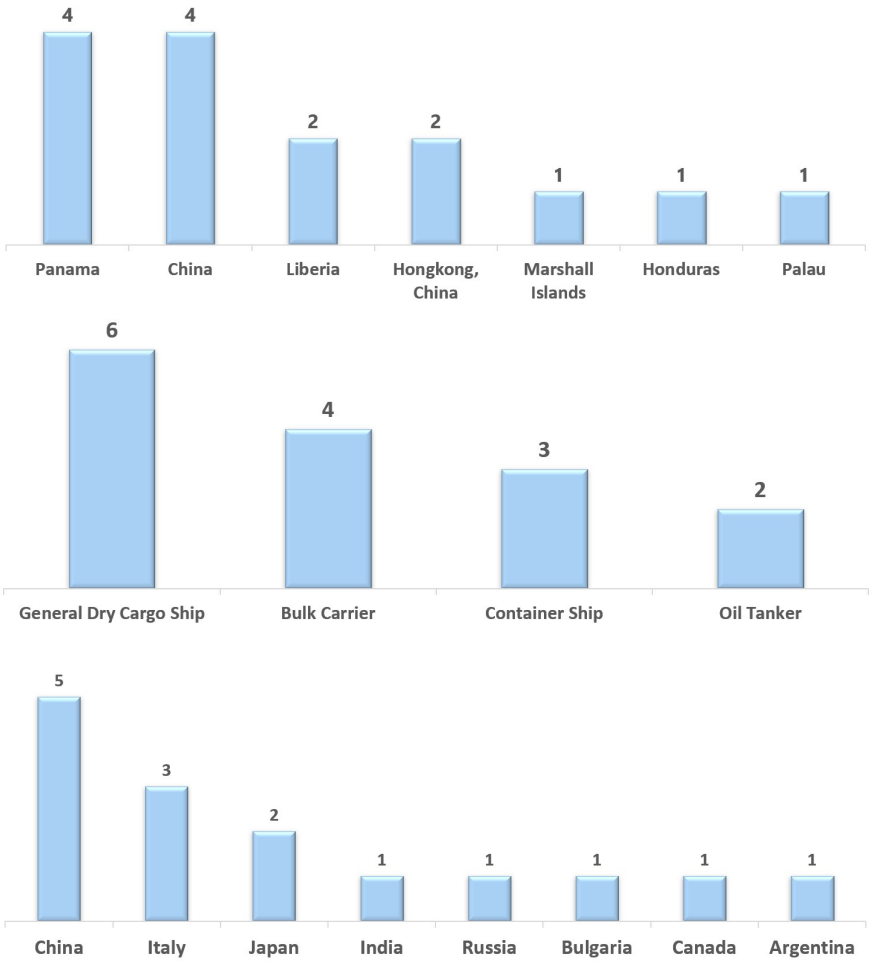
In this quarter, the number of inspections under the three major MOUs has seen a slight increase, while the number of detained vessels has risen significantly, surpassing the average number of detentions for 2024 and reaching the highest level in nearly three years. There was 1 RO-related detention under PARIS MOU this quarter.

4.2 Analysis of Detainable Deficiencies



Among all 54 detainable deficiencies, fire safety deficiencies accounted for one-fourth of the total, followed by deficiencies of pollution prevention and life-saving appliances.

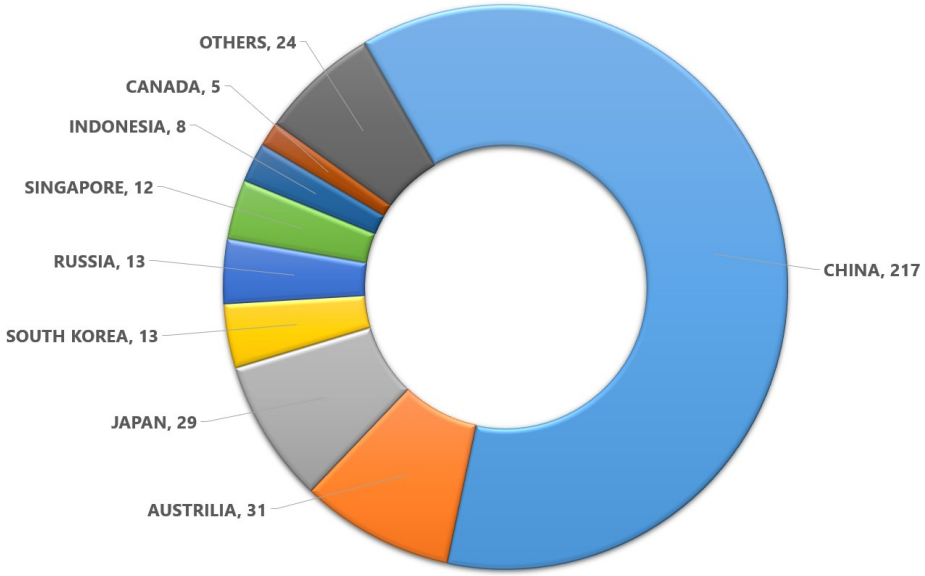
4.3 Distributions of Flag-flying, Ship Type and Detention Place



Among all 13 detained CCS ships, the Panama flag was the most as per flag-flying, followed by the China flag. General dry cargo ship was the most as per ship type, accounting for 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 China having the highest number, followed by Italy.

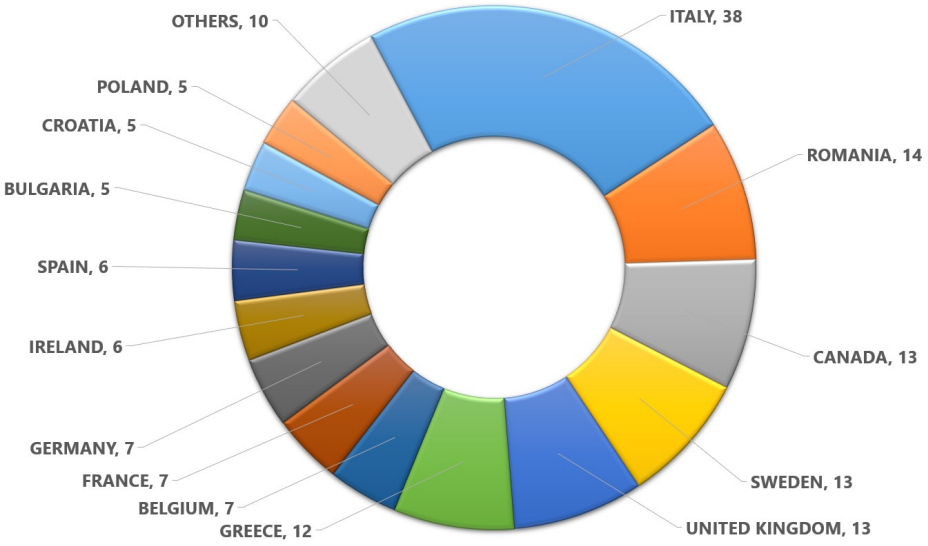
5. Situation Analysis of PSC Inspection

5.1 TOKYO MOU



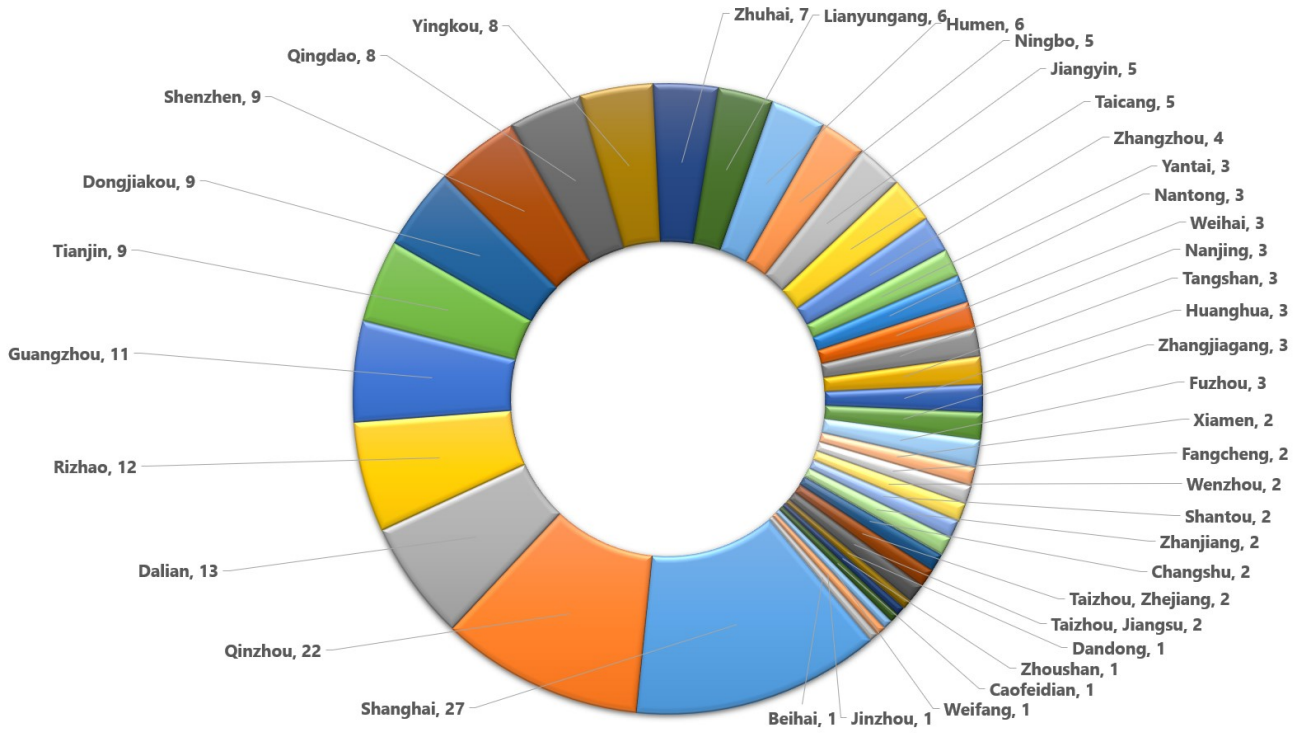
There were 352 ships detained during 11,428 inspections under Tokyo MOU this quarter, with a detention rate of 3.08%. Compared with the last quarter, the inspection number, detention number and detention rate decreased slightly. The detentions were concentrated in several countries, 62% of Tokyo MOU detentions occurred in China, followed by Australia and Japan. The countries with the highest detention risk under the Tokyo MOU in this quarter are China, Singapore, Australia and Russia, with detention rates of 6.16%, 4.46%, 3.16% and 3.14% respectively.

5.2 PARIS MOU



There were 161 ships detained during 4,173 inspections under PARIS MOU this quarter, with a detention rate of 3.86%. Compared with the previous quarter, the inspection number has decreased while the detention number and the detention rate have descended. The countries with the highest detention rates under the PARIS MOU are relatively dispersed. One quarter of the detentions occurred in Italy, followed by Romania, the United Kingdom, Sweden, Canada and Greece. Countries with a high risk of detention under the PARIS MOU this quarter include Italy, Romania, the United Kingdom, Sweden, Canada and Greece, and the detention rate in Italy has further increased to 10.0%.

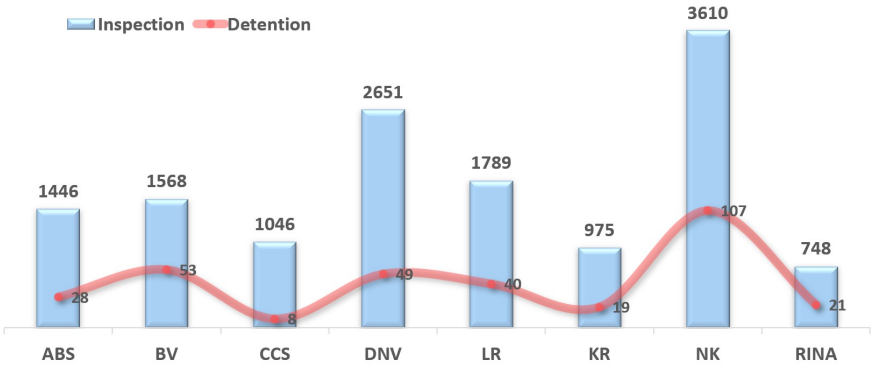
5.3 CHINA



In this quarter, there were 217 ships detained during 3,523 inspections in China, with a detention rate of 6.16%. The top five China ports with large detention numbers were Shanghai, Qinzhou, Dalian, Rizhao and Guangzhou. Shanghai was still the port in China with largest number of detentions. In this quarter, there were 5 detentions of CCS ships in China.

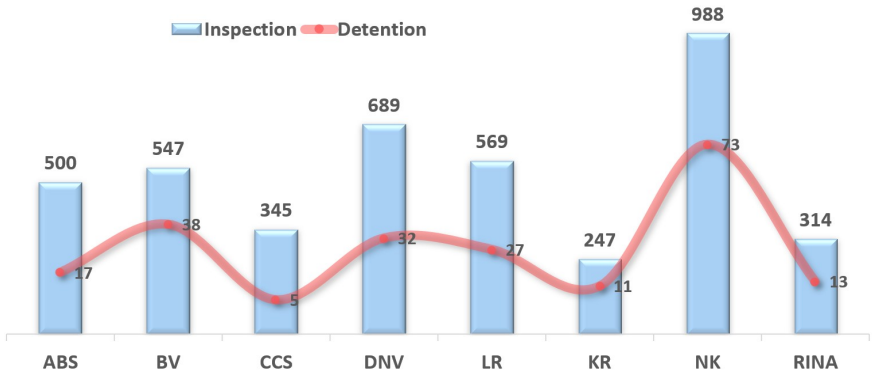
6 Analysis of Detention for Classification Societies

6.1 TOKYO MOU



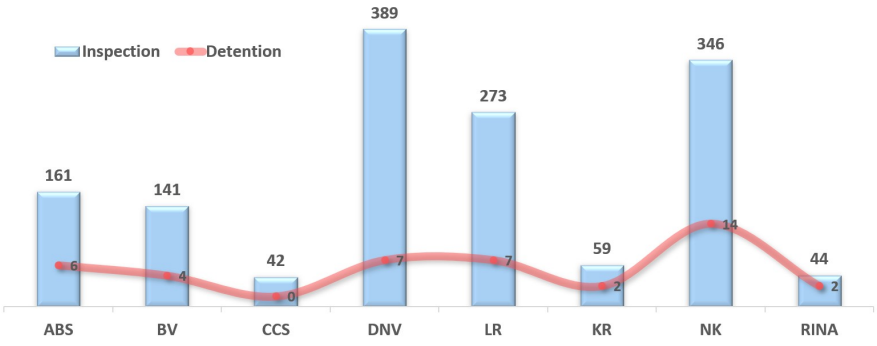
The detention rate of CCS classed ships in Tokyo MOU was 0.76%, which was far lower than the average detention rate 2.60%, ranking 1st in IACS classification societies as shown above.

6.2 CHINA



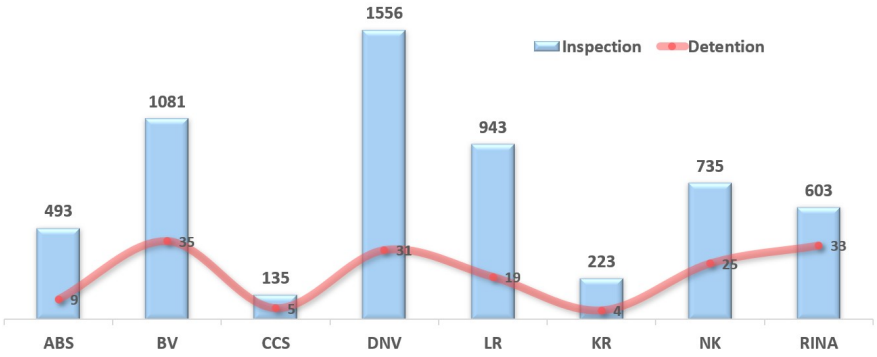
In this quarter, the average detention rate in China is 1.45%, significantly lower than the average detention rate 6.16% in China, which stands at 6.16%. CCS ranking 1st was shown above with detention rate in IACS classification societies.

6.3 AUSTRALIA



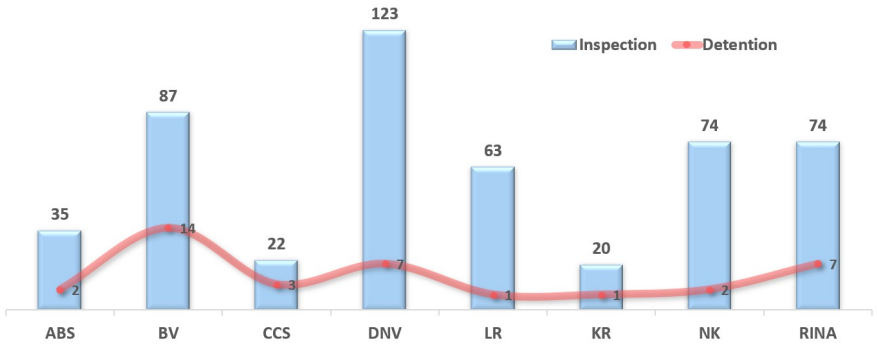
There was no detention of CCS classed ships in Australia. In this quarter, the average detention rate in Australia is 3.16%. CCS ranking 1st was shown above in IACS classification societies.

6.4 PARIS MOU



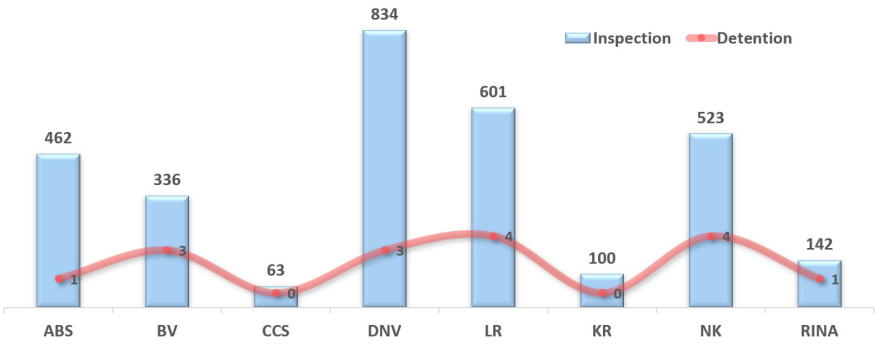
The detention rate of CCS classed ships in PARIS MOU was 3.70%, which was slightly lower than the average detention rate 3.86%, ranking 7th in IACS classification societies as shown above, being only better than RINA.

6.5 ITALY



The detention rate of CCS classed ships in PARIS MOU was 13.64%, which was higher than the average detention rate 10.00%, ranking 7th in IACS classification societies as shown above, being only better than BV.

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.