




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

	As Classification Society	As RO Performing Statutory Work
	758 inspections 9 detentions 1.19% detention rate 1 RO-related detention 0.13% RO-related detention rate	916 inspections 10 detentions 1.09% detention rate 1 RO-related detention 0.11% RO-related detention rate
	82 inspections 1 detention 1.22% detention rate 0 RO-related detention 0% RO-related detention rate	88 inspections 1 detentions 1.14% detention rate 0 RO-related detention 0% RO-related detention rate
	About 60 inspections 0 detention 0% detention rate 0 RO-related detention 0% RO-related detention rate	About 68 inspections 0 detention 0% detention rate 0 RO-related detention 0% RO-related detention rate

2. Detention Statistic of CCS Ships

Totally 13 confirmed detention cases of CCS ship this quarter, including 1 non-CCS classed ship but SMC issued by CCS. There were 1,072 inspections for CCS ships under TOKYO MOU, PARIS MOU and USCG, 11 ships were detained with detention rate of 1.03%. There were 1 RO-related detention and 1 repeated detention within 12 months under TOKYO MOU. No China flagged ship was detained. In addition, 1 ship was detained under BLACK SEA MOU and another 1 ship was detained under INDIAN OCEAN MOU.

3. Detention List of CCS Ships

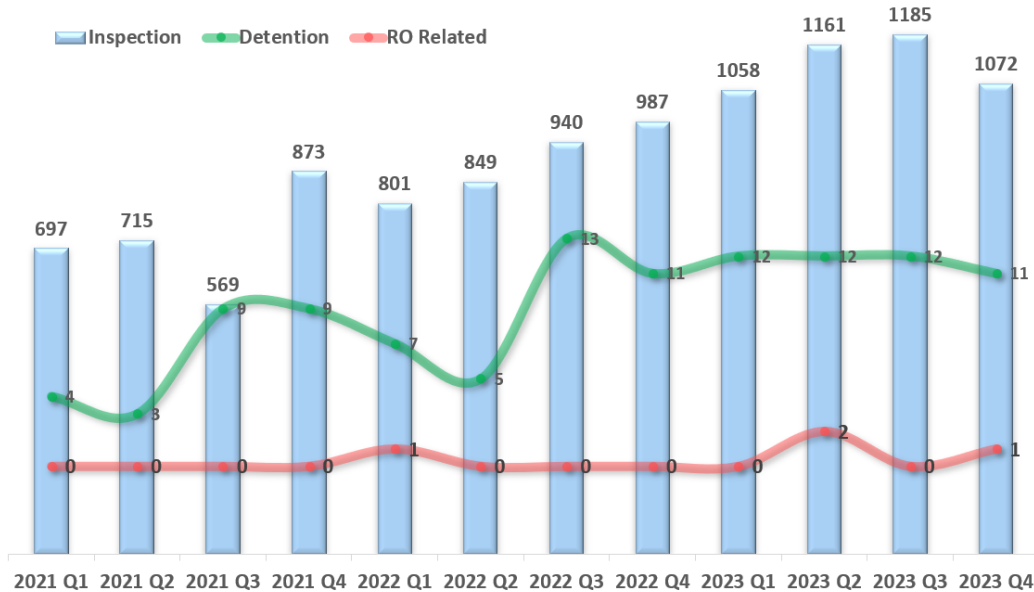
	Ship Name/ Flag	Ship Type/ Age	Detention Date/ Place	Detainable Deficiencies
1	XXX Cook Islands	Oil Tanker 18 years	13 OCT 2023 Zhuhai, China	<ol style="list-style-type: none"> 1. Load line mark(s) inconsistent with that in LL Cert. 2. Angle of side light (P) exceed 112.5° (Stern light was installed instead of side light). 3. Many gratings of safe access to tanker bow rusted & cracked. 4. Two slide door on bridge cannot kept gas tight. 5. Low level alarm FWT for local water mist system defective. 6. Local water mist system for incinerator failed to supply water spray when push the manual release button. 7. Deficiencies marked with ISM related show a failure or a lack of effectiveness of the implementation of ISM. Additional Audit should be carried out.

2	XXX Liberia	Bulk Carrier 12 years	15 OCT 2023 Shanghai, China	<ol style="list-style-type: none"> 1. Air pipe heads for plenty of ballast tanks and MGO oil tank starboard on main deck rusted seriously and damaged, and several gaskets inside the heads deformed or missing. 2. Numerous of scuppers for cargo holds malfunction: Several floating balls missing or seized. 3. Chemical dosage pump of sewage treatment plant out of order since August 2023.
3	XXX Hong Kong, China	Container Ship 16 years	23 OCT 2023 Novorissiyk, Russia	<ol style="list-style-type: none"> 1. Outside emergency lights - foundation heavy corroded, not fixed, damaged. 2. Outside alarm bells partly not worked. 3. Accommodation fire line temporarily repaired, not fixed. 4. Hatch way cover - fastening of clips corroded, damaged.
4	XXX Liberia	Bulk Carrier 13 years	3 NOV 2023 Kembla, Australia	<ol style="list-style-type: none"> 1. Suspected hull damage after suspected grounding during cargo discharge. 2. SMS procedures for cargo operations and cargo handling do not ensure that cargo operations are safe as evidenced by the defects observed during this inspection.
5	XXX Liberia	Bulk Carrier 11 years	4 NOV 2023 Shanghai, China	<ol style="list-style-type: none"> 1. Cargo hold smoke detection system shows fault alarm. 2. Malfunction of two isolating valves on fire main, which evidenced by pressurized water pumping out from hydrants on main deck and accommodation area constantly while the subject valves are closed and the main fire pump is running.
6	XXX Liberia	Oil Tanker 12 years	6 NOV 2023 Tianjin, China	<ol style="list-style-type: none"> 1. Oil water separator could not work properly and the overboard discharge solenoid valve was kept closed during inspection. 2. During the fire drill, the two designated fire fighters did not wear the breathing mask properly, not carry any radio communication equipment and not connected with lifeline while entering the firefighting area.
7	XXX Barbados	Bulk Carrier 14 years	28 NOV 2023 Foynes, Ireland	<ol style="list-style-type: none"> 1. Starboard side life raft painter not rigged. 2. Starboard side life raft is a davit launched life raft however the davit for this life raft is located on the port side. 3. Main Engine fire damper (Stbd) inoperative. 4. Crew performance during fire drill found to be poor. Crew showed lack of familiarity with the correct wearing of BA set's and entry procedures. 5. Procedures for complaint not available to all crew.
8	XXX Gabon	Oil Tanker 15 years	28 NOV 2023 Mumbai, India	<ol style="list-style-type: none"> 1. Stbd lifeboat engine found not starting on individual battery (No.1&No.2). However, starts only when both battery in use. 2. Engine room lub oil tank in port side found holed. 3. OWS found out of use and vessel found not informed class. 4. Sewage treatment plant blower found switched off during inspection which discharge pump in auto. Also recirculation line found choked. 5. Main engine F.O. service tank valve found cannot be worked remotely.

9	XXX Panama	Container Ship 24 years	4 DEC 2023 Guangzhou, China	<ol style="list-style-type: none"> 1. Air pipes for No.1 Port Ballast Water Tank and No.3 Port HFO Tank corroded seriously and holed. 2. No.1/3 Cargo Hold ventilation cover corroded seriously and cannot closed, the manhole below corroded serious and disconnected and lots of securing screws missing.
10	XXX Hong Kong, China	Bulk Carrier 17 years	7 DEC 2023 Dampier, Australia	<ol style="list-style-type: none"> 1. Engine room Auxiliary Engine No.1 quick closing valve inoperative and leaking.
11	XXX Greece	Bulk Carrier 17 years	12 DEC 2023 Singapore	<ol style="list-style-type: none"> 1. Black oil stowed on starboard ship hull plating quarter area, estimated about 50L of oil spill(HSFO) into water due to defective rubber seal of No.2 HFO(S) filling valve. 2. Reference to boarder spill from No.2 HSFO(S) tank about 50L HSFO into port water is not noted, company bunkering instruction upon, item 3 and bunkering plain from SAFCON not complied with. In addition as evidence by ISM related deficiencies indicates that ship board safety management system was not effectively implemented onboard. As per ISM code elements 7 and 10, follow-up inspection carried out for deficiencies as issued on 6 January 2023, and found one remaining deficiency detected at this time.
12	XXX Panama	General Dry Cargo Ship 15 years	17 DEC 2023 Nakhodka, Russia	<ol style="list-style-type: none"> 1. On board the ship found implemented requirements for EPL or SHAPOLI. However, EPL or SHAPOLI does not found to be arranged on main engine. 2. Cargo holds hatch covers closing devices (quick acting cleats) not ensured watertightness – lots of cleats missing, all other heavily corroded, some of heads stuck, rubber washers missing or wasted, some of steel washers missing. 3. Above shown deficiencies are objective evidence of a failure, or lack of effectiveness of the implementation of the ISM.
13	XXX Marshall Islands	Bulk Carrier 15 years	18 DEC 2023 Guangzhou, China	<ol style="list-style-type: none"> 1. Three fuel isolation valves for G/E fail to operate. 2. Maximum distance of some smoke detectors fitted on accommodation corridor away from bulkhead more than 5.5m(7m). 3. Oil water separator control panel show failure alarm and the separator fail to start. 4. 4 sprinklers of water spraying system for paint room blocked.

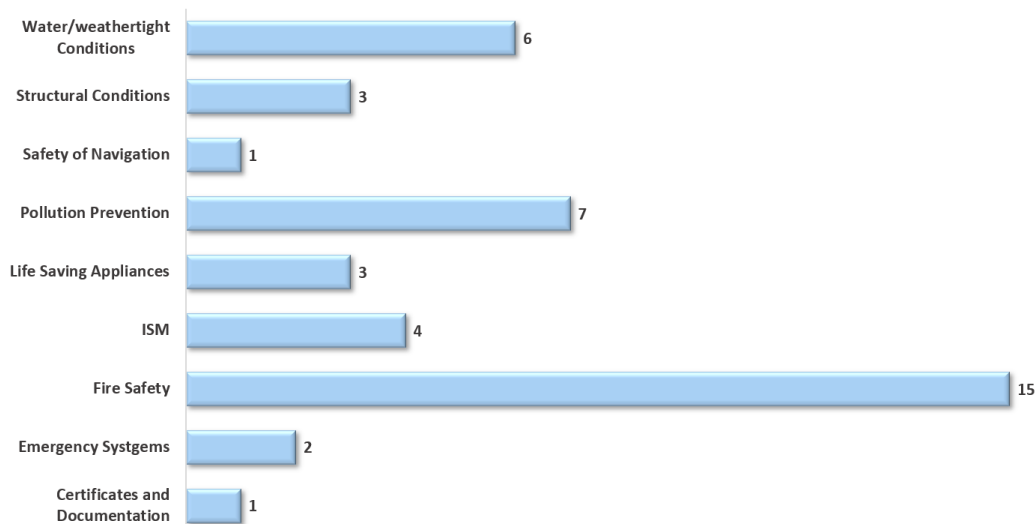
4. Detention Analysis of CCS Ships

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



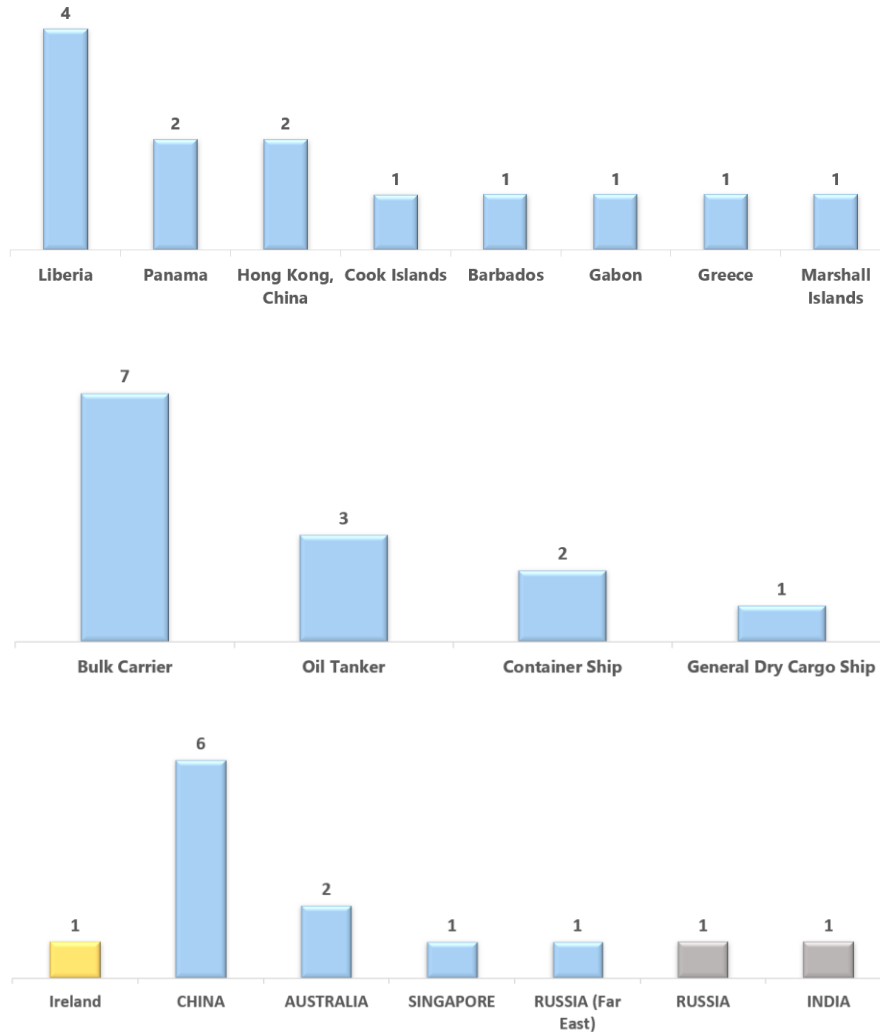
The inspection number under three major MOUs dropped slightly this quarter, falling back to the level of the first quarter of 2023. The detention number of CCS ships this quarter remained at the same level with the last two quarters. There was 1 RO-related detention under TOKYO MOU this quarter.

4.2 Analysis of Detainable Deficiencies



Among all 42 detainable deficiencies, fire safety deficiencies accounted for more than one-third of the total, followed by deficiencies of pollution prevention and water/weathertight conditions.

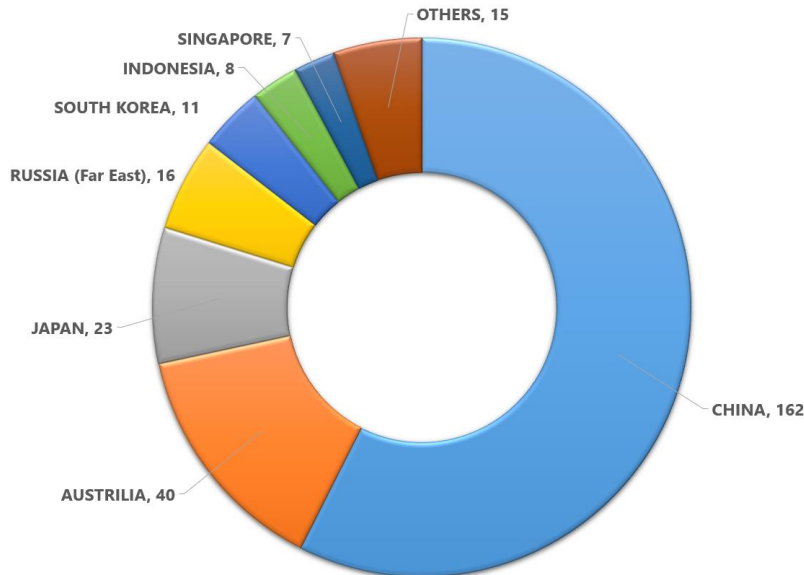
4.3 Distributions of Flag, Ship Type and Detention Place



Among all 13 detained CCS ships, Liberia flag was the most as per flag-flying, accounted for one-third of the total. Bulk Carrier was the most as per ship type, accounted for more than half of the total. Detentions mainly occurred at ports within member states of TOKYO MOU as per detention areas, detentions at China ports accounted for nearly 50% of the total.

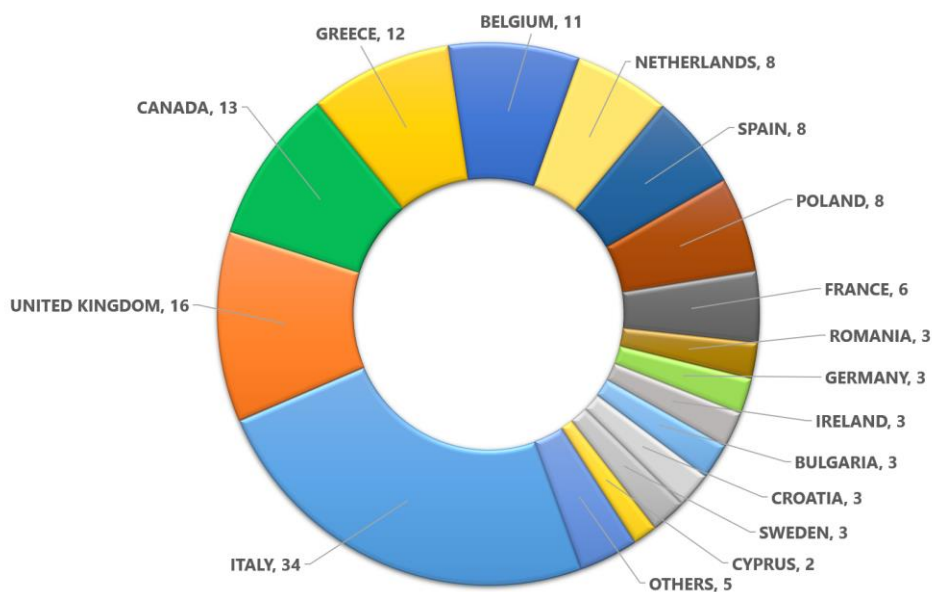
5. Situation Analysis of PSC Inspection

5.1 TOKYO MOU



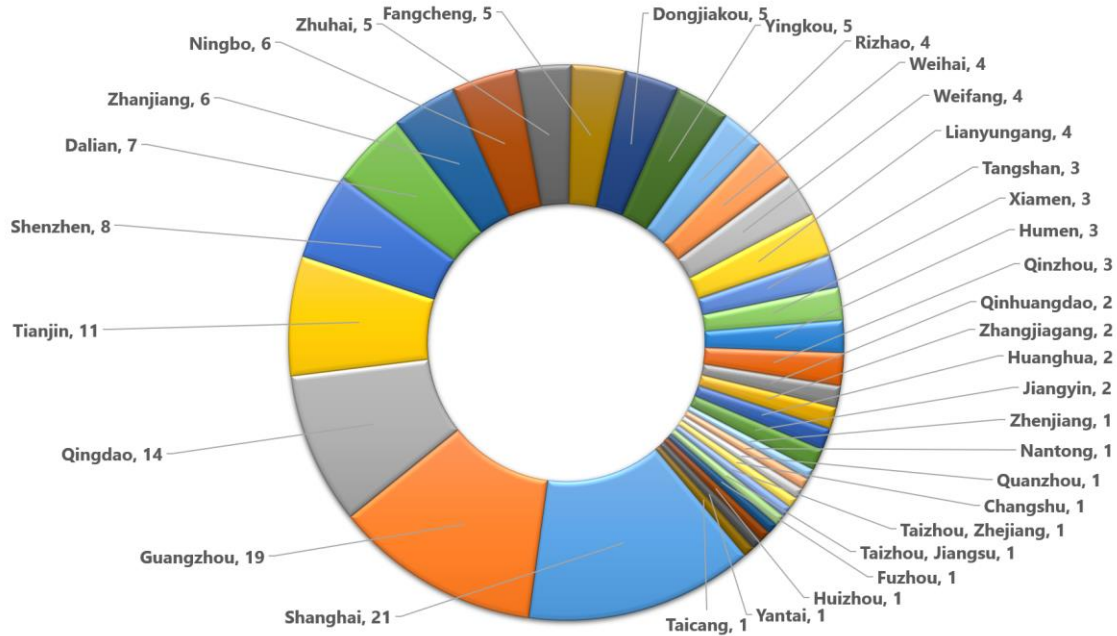
There were 282 ships detained during 10,698 inspections under TOKYO MOU this quarter, with detention rate of 2.64%. Compared with the last quarter, the inspection number, detention number and detention rate decreased slightly. The detentions were concentrated in several countries, 57% of TOKYO MOU detentions occurred in China, followed by Australia, Japan and Far East of Russia. The countries with high risk of detention were Singapore, China, Far East of Russia and Australia, with detention rates of 7.29%, 5.43%, 3.76% and 3.74% respectively. The number of inspections and detentions in Singapore continues to decrease, however the detention rate was still the highest.

5.2 PARIS MOU



There were 141 ships detained during 3,764 inspections under PARIS MOU this quarter, with detention rate of 3.75%. Compared with the last quarter, the inspection number, detention number and detention rate decreased slightly. The detention cases were averagely located in different countries in PARIS MOU, 24% of PARIS MOU detentions occurred in Italy, followed by United Kingdom, Canada, Greece and Belgium. The countries with high risk of detention were including Italy, Croatia, Cyprus and Poland. In this quarter, the detention rate in Italy was still as high as 9.83%.

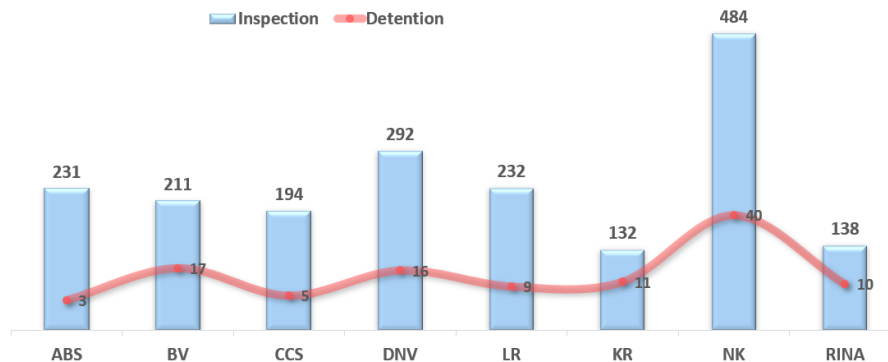
5.3 CHINA



In this quarter, there were 162 ships detained during 2,985 inspections in China, with the detention rate of 5.43%. The top three China ports with large detention numbers were Shanghai, Guangzhou and Qingdao. In this quarter, 2 CCS ships were detained in Shanghai and Guangzhou respectively, and 1 CCS ship was detained in Tianjin and Zhuhai respectively. Shanghai was still the port in China with largest number of detentions.

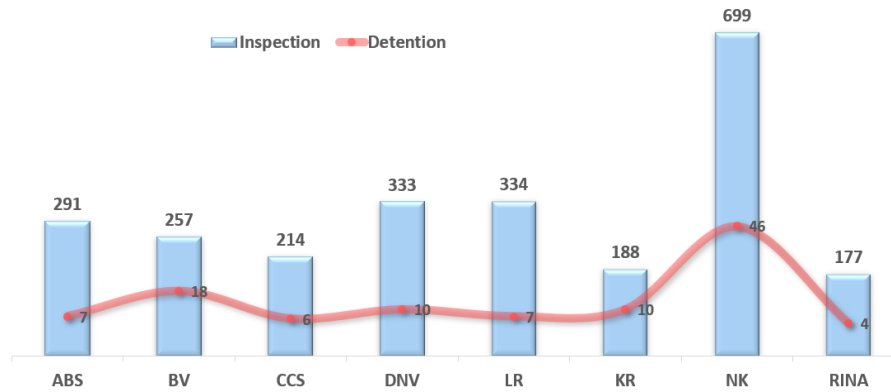
6 Analysis of Detention for Classification Societies

6.1 TOKYO MOU



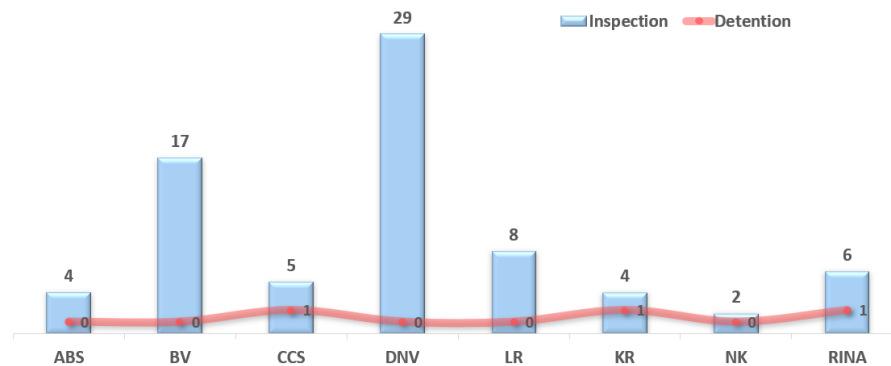
The detention rate of CCS classed ships at TOKYO MOU ports was 1.19%, which was far lower than the average detention rate 2.64%, ranking 1st in IACS classification societies as shown above.

6.2 CHINA



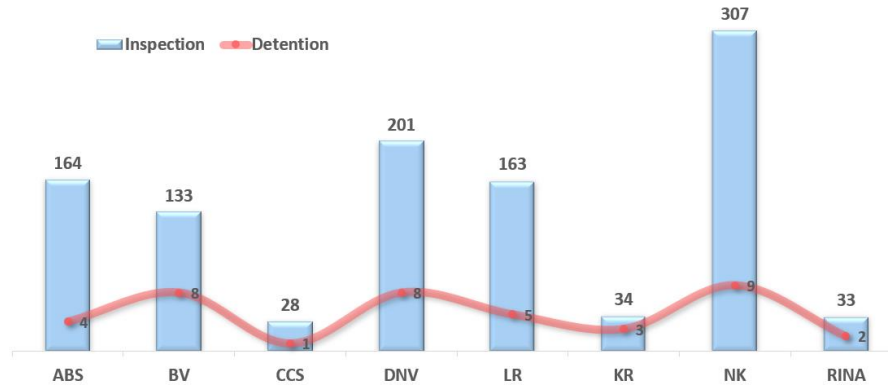
The detention rate of CCS classed ships at China ports was 2.80%, which was far lower than the average detention rate 5.43%, ranking 4th in IACS classification societies as shown above. In this quarter, the detention rate of ABS, LR and RINA classed ships in China was lower than that of CCS classed ships.

6.3 SINGAPORE



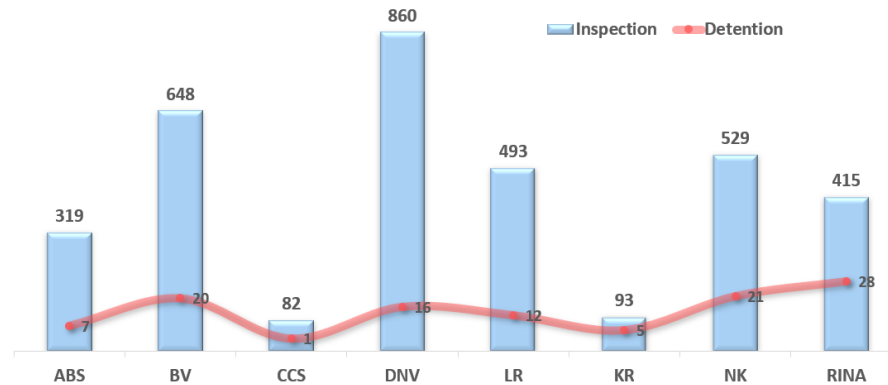
The detention rate of CCS classed ships at Singapore port was 20%, which was far higher than the average detention rate 7.29%, ranking 7th in IACS classification societies as shown above. In this quarter, only KR classed ships had a higher detention rate in Singapore than CCS classed ships.

6.4 AUSTRALIA



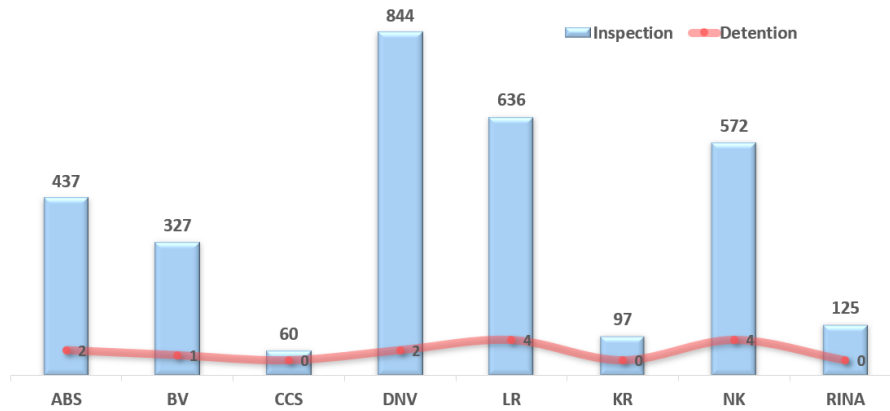
The detention rate of CCS classed ships at Australia ports was 3.57%, which was lower than the average detention rate 3.74%, ranking 4th in IACS classification societies as shown above. In this quarter, the detention rate of ABS, LR and NK classed ships in Australia was lower than that of CCS classed ships.

6.5 PARIS MOU



The detention rate of CCS classed ships at PARIS MOU ports was 1.22%, which was lower than the average detention rate of 3.75%, ranking 1st in IACS classification societies as shown above.

6.6 USCG



(The number of inspections above is estimated based on the data of 2022)

The detention rate of CCS classed ships at USCG ports was 0%, ranking 1st in IACS classification societies as shown above.