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

	As Classification Society	As RO Performing Statutory Work
TOKYO MOU	722 inspections 8 detentions 1.11% detention rate 1 RO-related detention 0.14% RO-related detention rate	900 inspections 12 detentions 1.33% detention rate 2 RO-related detention 0.22% RO-related detention rate
Paris MoU on Port State Control	84 inspections 1 detention 1.19% detention rate 0 RO-related detention 0% RO-related detention rate	98 inspections 2 detentions 2.04% detention rate 0 RO-related detention 0% RO-related detention rate
USCG	About 55 inspections 1 detention 1.81% detention rate 0 RO-related detention 0% RO-related detention rate	About 60 inspections 1 detention 1.66% 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 2 non-CCS classed ships and 1 dual-class ship. There are 1,058 inspections in TOKYO MOU, PARIS MOU and USCG, 13 ships were detained with detention rate 1.23%. 2 detentions of them are RO-related, the RO related detention rate is 0.19%. No ships were detained repeatedly within 12 months. 4 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	Bulk Carrier 6 years	2 JAN 2023 Savona, Italy	1. ECDIS No.1 (primary) inoperative. 2. Two tow-way radiotelephone apparatus for each fire party for firefighter's communication missing (during fire drill the crew used only one GMDSS VHF apparatus). 3. Fire drill failed (i.e. Fire team was unable to communicate with Team Leader, fire team entered in the fire zone without any FF equipment, etc.) 4. Emergency light for stowage position for the fwd lifeboat is inoperative. 5. 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.

				6. The fwd lifeboats launching area was not ready for use due to the shackles blocked.
2	XXX China	Bulk Carrier 10 years	5 JAN 2023 New Orleans, USA	1. The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. PSCO identified fuel oil leaks on the fuel oil injection pumps on multiple cylinders on both the No.1 and No.2 Auxiliary Engines. 2. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to objective evidence listed below, the vessel is not in substantial compliance with the relevant convention, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. A Safety Management Audit must be carried out by the Administration or Recognized Organization prior to release from detention. The audit must address Crew familiarity with the vessel's SMS and reporting non-conformity to the Company. The audit must be reviewed and accepted to the satisfaction of the OCMI. a. The company should ensure that the master is: fully conversant with the company's safety management system. Upon questioning from PSCO, master was unable to identify or demonstrate an understanding for key Shipboard operations and requirements for reporting within vessel's safety management system. b. In meeting these requirements, the company should ensure that: any non-conformity is reported, with its possible cause, if known. Vessel unable to provide documentation or demonstrate knowledge for procedures in reporting non-conformity. c. In meeting these requirements, the company should ensure that: inspections are help at appropriate intervals. Upon expansion into preventive maintenance schedule, PSCO identified multiple fuel oil injection pumps on the No. 1 and No. 2 Auxiliary Engines severely overdue per maintenance schedule. There is no communication with company regarding overdue items. d. The inspections mentioned in 10.2 as well as the measures referred to in 10.3 should be integrated into the ship's operational maintenance routine. PSCO observed master and crew unable to provide documentation or procedures showing an implemented operational maintenance routine.

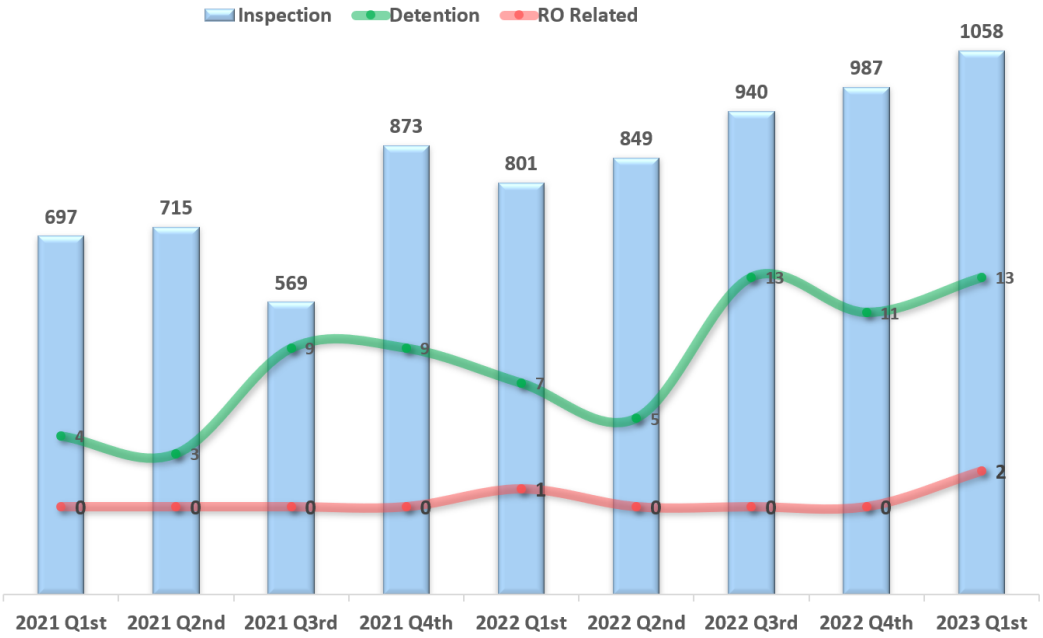
3	XXX China	Bulk Carrier 14 years	17 JAN 2023 Nakhodka, Russia	1. Russian coastal warnings (maritime safety information) for Far East coast of Russia not received (Gunnery, bombing exercises area). ECDIS not updated by MSI. 2. Two two-way portable radiotelephone apparatus explosion-proof or intrinsically safe type for fire-party missing. 3. Crew unable to demonstrate operation of MF/HF installation on DC power. 4. Both lifeboats engines inoperative. Many attempts made by ships staff. 5. Ventilation duct to mess room not able to be closed effectively. 6. Ventilation duct to steering gear room not able to be closed effectively. 7. Crew unable to demonstrate operations with lifeboat on-load release system. 8. The SMS implemented on board has failed to ensure safe operations and vessel maintenance as evidence by deficiencies above.
4	XXX Marshall Islands	Bulk Carrier 14 years	30 JAN 2023 Caofeidian, China	1. Fixed water-based local application fire-fighting system of No.3 generator wat not set ready for use. 2. The emergency power not supplied to the launching appliance for free-fall L/B.
5	XXX Liberia	Oil Tanker 14 years	8 FEB 2023 Rotterdam, Netherlands	1. Found several fire dampers not closing/stuck in open position. 2. Poor condition of several sounding pipes BWT's (e.g. 1P/S, 2P/S, 3S) and COT's (e.g. 5P) severely corroded stairs, missing hinges/cleats, covers not able to close properly, small covers disconnected. 3. Found several ballast air pipes (ventilation heads) not closing properly by floater, some rubbers are missing and some floaters are stuck. 4. Standard Test for Action Code 19 (Action Code 17 +detention): 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. 5. The remote fuel shut off valve of the engine is not closing, also not after attempts.
6	XXX Panama	Container Ship 22 years	8 FEB 2023 Nakhodka, Russia	1. FFB engine not able to start from one source of power (Battery No.1). 2. Charts not up to date by permanent and temporary Notices to Mariners. 3. Russian coastal warnings (Maritime Safety Information) for Far East coast of Russian not received (Gunnery, bombing exercises area). Charts not updated by MSI. 4. Sailing Direction NP43 not up to date.

				5. Crew unable to demonstrate operation of MF/HF radio installation on DC power. 6. The SMS implemented on board has filed to ensure safe operations and vessel maintenance as evidence by deficiencies above.
7	XXX Liberia	Bulk Carrier 12 years	23 FEB 2023 Guangzhou, China	1. At 0235LT on 12 JAN 2023, fire broke out in the Engine Room of the ship on the voyage form Australia to Zhanjiang, China. and the ship departure from Zhanjiang to Guangzhou without taking any measures to ensure the ship's seaworthiness, and failed to report to the accident to the Port State Administration before arriving. 2. The fixed CO2 fire extinguishing system with empty CO2 cylinders. 3. Fire detection and alarm system in-operational. 4. Water-based local application fire extinguishing system in-operational. 5. No.2 and No.3 generators in-operational. 6. Ship boiler in-operational. 7. Ship incinerator in-operational. 8. Fire door of Steering Gear Room and Engine Room deformed. 9. Fire insulation material in Engine Room broken. 10. Portside ventilation fan of Engine Room in-operational. 11. The SMS as implemented on board failed to ensure maintenance of the ship and equipment as evidenced by deficiencies No.2-10. Additional audit shall be carried out.
8	XXX Liberia	General Dry Cargo Ship 3 years	1 MAR 2023 Tianjin, China	1. No.2 S/G overload alarm failure. 2. Port side ventilator of E/R cannot be closed.
9	XXX China	Fishing Support Ship 6 years	7 MAR 2023 Majuro, Marshall Islands	1. Vessel does not hold statutory certificates for a cargo ship. No ISM, ISPS, CSR, etc. Flag state certificates indicate vessel is a fishing vessel, however vessel transports fish as cargo. Vessel is a reefer ship engaged in transshipment of tuna. Vessel does not meet the SOLAS and other convention requirements for a cargo ship. 2. All crew are only licensed for a fishing vessel and do not meet STCW standards for a cargo ship. 3. No security in place onboard vessel. No ID checks were done when boarding. 4. Port side pilot boarding arrangement wasted. 5. Crew unable to perform satisfactory fire drill. 6. Test of OWS and OLM unsatisfactory. C/E unable to demonstrate.
10	XXX China	Container Ship 24 years	10 MAR 2023 Singapore	1. Emergency generator filling pipe found excessively corroded with holes.

				2. Engine room port and starboard side aft dampers found excessively corroded with holes and crew used putty to cover the holes. 3. The funnel Deck and the aft accommodation on C Deck found excessively corroded with holes. 4. Starboard fresh water air vent, No.3 port ballast water sounding pipe, port side passage way air ventilator on Main Deck and forward store ventilator found excessively corroded with holes. 5. The main fire line isolation valve found not holding during inspection. 6. Refer to all deficiencies marked with ISM related including similar deficiencies issued on 29th OCT 2022, these are objective evidence that the vessel safety management system is deemed as ineffective to ISM Code 7, 8 and 10.
11	XXX Panama	Container Ship 24 years	23 MAR 2023 Shanghai, China	1. Eight weathertight doors on decks B, C, D, and E cannot keep weathertight because they were crossed by air conditioning ducts. In addition, a weathertight door on deck B leading to the cabin cannot keep weathertight because cardboard is used instead of window glass. 2. The isolating valve malfunction, which is evidenced by a large amount of water spraying out from the main deck fire hydrant under the circumstance of the shutoff of the isolation valve, as well as the operation of the main fire pump at the same time.
12	XXX Hong Kong, China	Bulk Carrier 5 years	23 MAR 2023 Dampier, Australia	1. Engine room fire line isolating valve defective.
13	XXX Panama	RO-RO Passenger Ship 6 years	24 MAR 2023 Weihai, China	1. Person who in charge of GMDSS operation in distress incidents not perform only radiocommunication duty, but assigned to perform navigation, watch keeping and record duties. 2. Public address system located in service station on No.6 deck not protected against unauthorized use. 3.Drills for operating the valves and closing device of scuppers to No.1 deck not take place weekly.

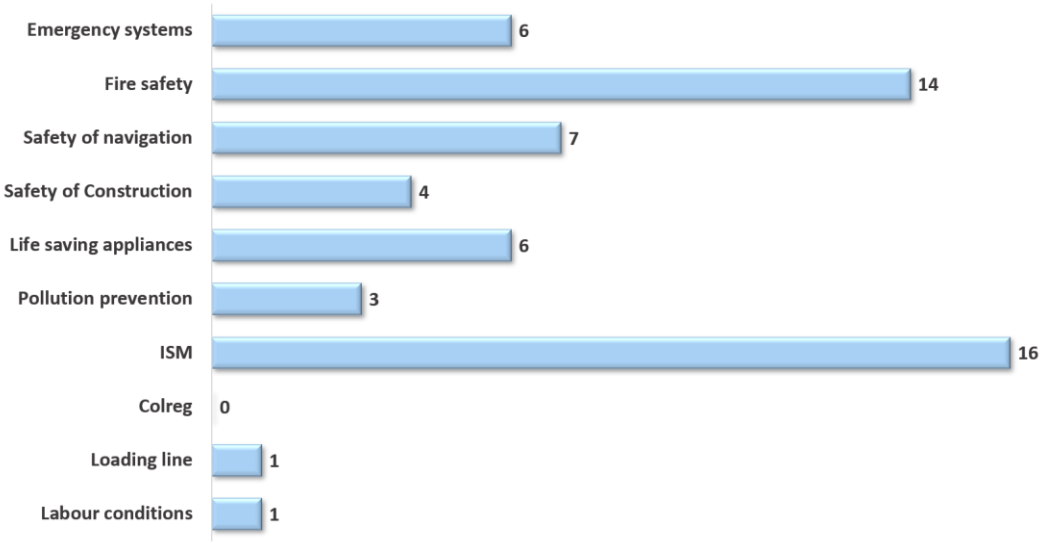
4. Detention Analysis of CCS Ships

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



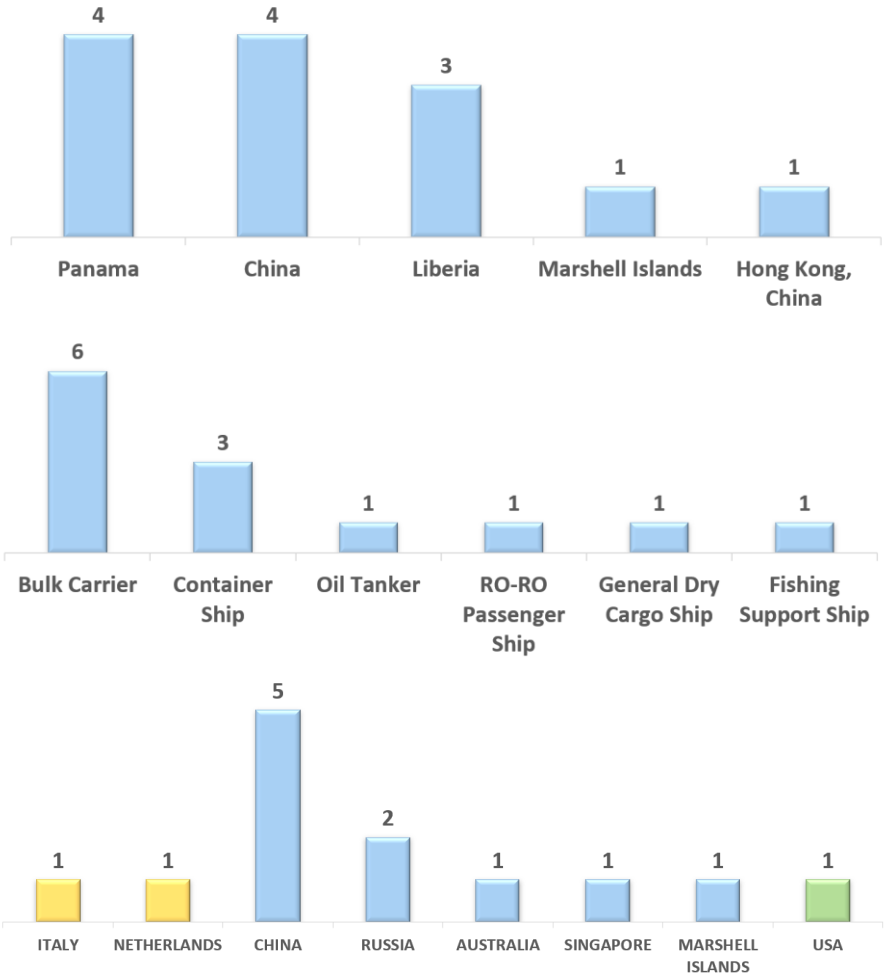
The number of detentions stayed high for the last three quarters, which is related to the continuous increase of the number of inspections. 2 detention cases were RO-related in this quarter, which was the first time of TOKYO MOU RO-related detention in the past 5 years.

4.2 Analysis of Detainable Deficiencies



Among all 58 detainable deficiencies, half of them are related to ISM and fire safety.

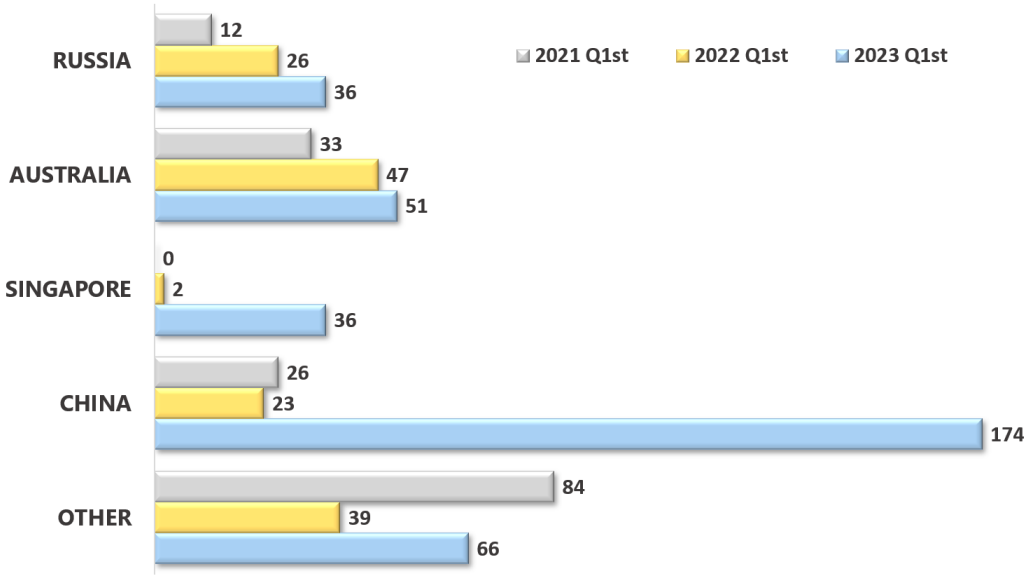
4.3 Distributions of Flag, Ship Type and Detention Place



Among all 13 detained CCS ships, China flag and Panama flag are the most, as per flag-flying. Bulk Carrier and Container Ship are the most, as per ship type. 5 ships were detained in China ports which take up 38% of the total number of detentions.

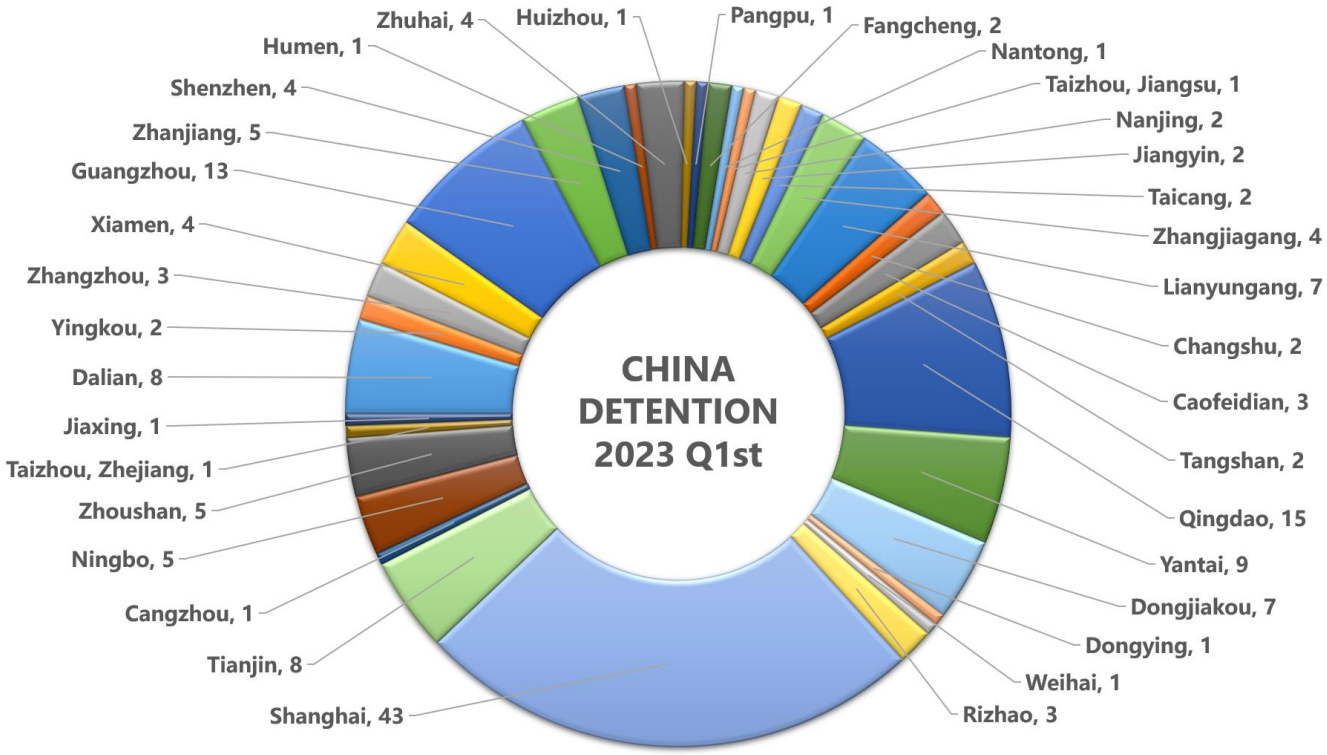
5. Situation Analysis of PSC Inspection

5.1 Year-on-Year Detention Number in TOKYO MOU



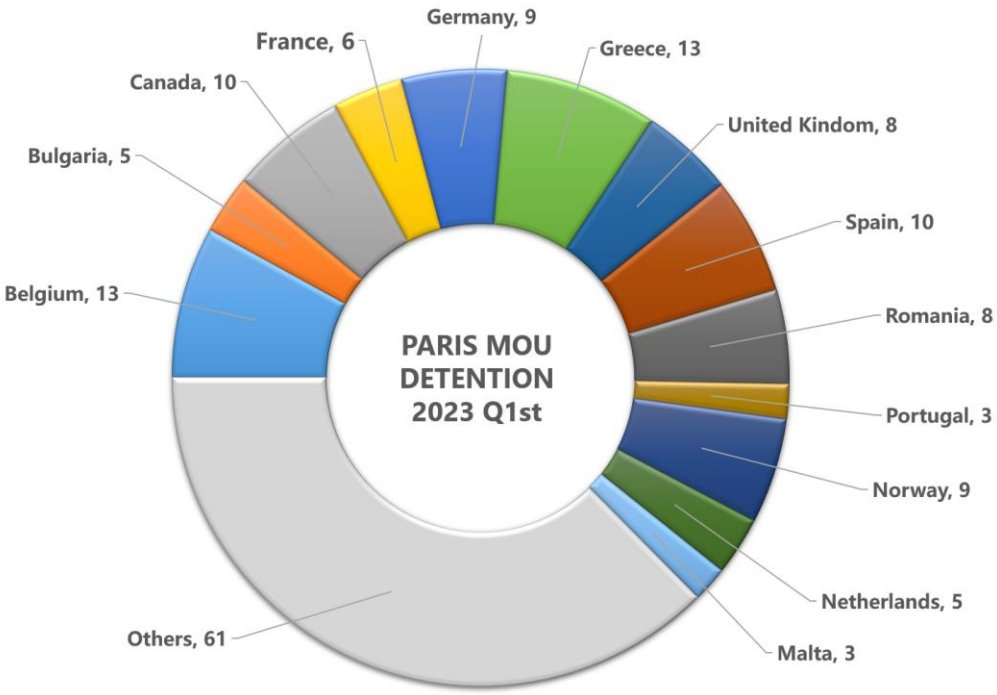
In this quarter, Singapore, China, Australia and Russia are considered as high-incidence detention ports in TOKYO MOU. The number of inspections and detentions has increased significantly, with an increase of 38.4% in inspections and 162.8% in detentions. In China and Singapore in particular, the number of inspections and detentions, detention rates are at record highs. There are 2,279 inspections and 179 detentions, with detention rate of 7.63% in China. In the same period last year, 23 detentions with detention rate of 2.28%. There are 394 inspections and 36 detentions, with detention rate of 9.14% in Singapore. In the same period last year, 2 detentions with detention rate of 1%.

5.2 Distributions of Detention in China Ports



The top three China ports with high-incidence detention are Shanghai, Qingdao and Guangzhou. CCS ships were detained in 5 China ports, they are Shanghai, Guangzhou, Tianjin, Caofeidian and Weihai respectively.

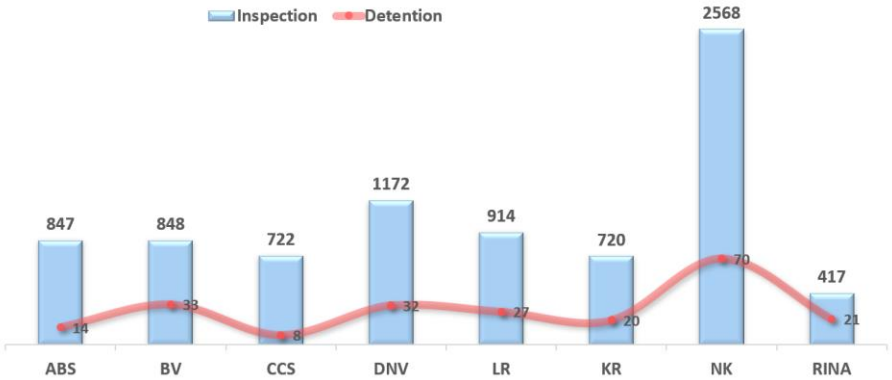
5.3 PARIS MOU



The detention places in PARIS MOU are scattered. At the top of the list are Belgium, Greece, Canada and Spain.

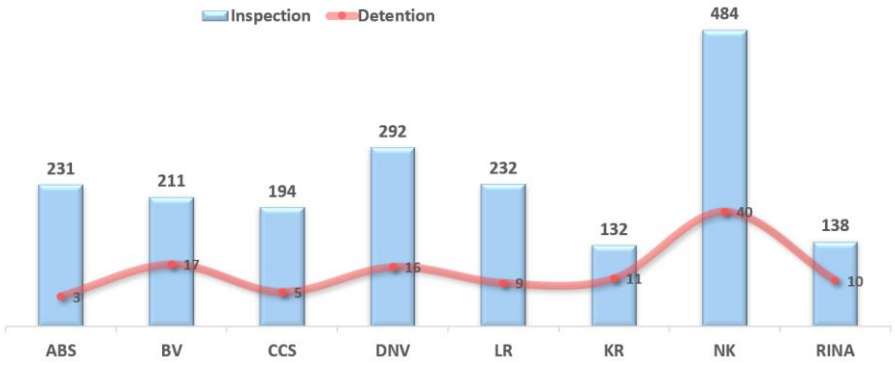
6 Analysis of Detention for Classification Societies

6.1 TOKYO MOU



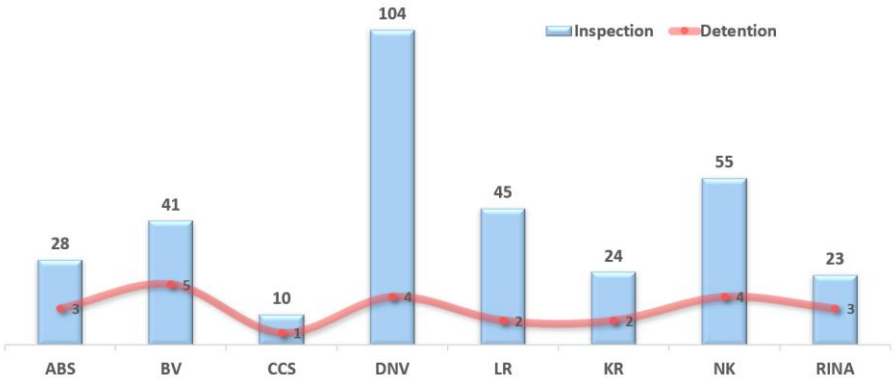
The detention rate of CCS classed ships in TOKYO MOU ports is 1.11%, which is far lower than the average detention rate of 3.67%, ranking 1st among IACS classification societies. In the same period last year, the detention rate of CCS classed ships was 1%, ranking 3rd among IACS classification societies.

6.2 China



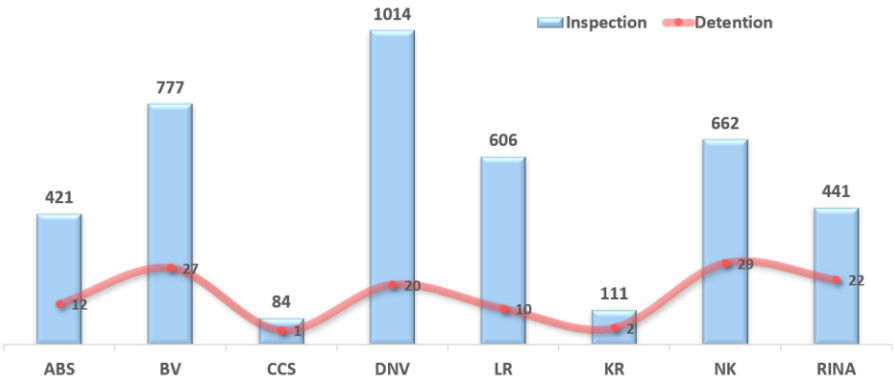
The detention rate of CCS classed ships in China ports is 2.58%, which is far lower than the average detention rate of 7.63%, ranking 2nd among IACS classification societies. Second only to ABS, the detention rate of ABS classed ships in China ports is 1.3%.

6.3 Singapore



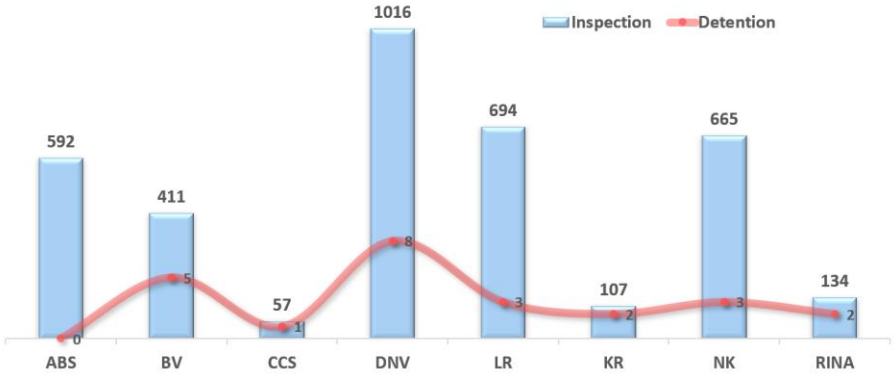
The detention rate of CCS classed ships in Singapore port is 10%, which is slightly higher than the average detention rate of 9.14%, ranking 5th among IACS classification societies.

6.4 PARIS MOU



The detention rate of CCS classed ships in PARIS MOU ports is 1.19%, which is far lower than the average detention rate of 3.68%, ranking 1st among IACS classification societies. In the same period last year, the detention rate of CCS classed ships was 4.21%, ranking 7th among IACS classification societies.

6.5 USCG



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

The detention rate of CCS classed ships in USCG ports is about 1.76%, ranking 6th in IACS classification societies.