

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

	As Classification Society	As RO Performing Statutory Work
	1078 inspections 7 detentions 0.65% detention rate 0 RO-related detention 0% RO-related detention rate	1270 inspections 7 detentions 0.55% detention rate 0 RO-related detention 0% RO-related detention rate
	108 inspections 8 detention 7.41% detention rate 1 RO-related detention 0.93% RO-related detention rate	130 inspections 8 detentions 6.15% detention rate 1 RO-related detention 0.77% 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, 15 CCS ships were detained under the three major MOUs, including five ships for which the SMC certificates were not issued by CCS. There were 1463 inspections of CCS ships under the TOKYO MOU, PARIS MOU, and USCG, and 15 ships were detained with a detention rate of 1.03%. 1 detention of them is RO-related, with the RO-related detention rate of 0.07%. No ship was detained repeatedly within 12 months. 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 13 years	08 July 2025 Qinzhou, China	1. The leakage alarm system of the high-pressure fuel delivery lines of the e/g found out of order. 2. Security drill not be carried out within one week when more than 25% crew changed on 19-03-2025. 3. Two handhold stanchions fitted at the point of embarking on or disembarking for pilot from the ship on each side less than 0.7m.
2	XXX Liberia	Oil Tanker 14 years	22 July 2025 Rotterdam, Netherlands	1. Found several Sounding pipes on deck off Fuel tanks not closing properly. Thread wasted E.G. Serv. no1 HS P, HFO sett Tk 2 P etc. 2. Found several WBT on deck with sounding pipes not closing properly.e.G.No1 WBT S,WBT 3 P,WBT 2 P etc. 3. 440V earth faults on ESB and MSB. 4. Scrubber is found off in world-mode. Scrubber tower in poor condition; many traces of leakages and severely corroded parts. Gas analyzer cabinet kept open with an extra fan in front to cool down, internal fan hanging loose. Not all necessary test gas is available. Time is set on 21 July

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				instead of 22 July. On 15 July system time (actually 16 July), the SO₂/CO₂ ratio exceeded the 4.3 limit for more than an hour, but no change over was conducted. 5. Upon testing the steering gear locally (both pumps), while the port pump (#2) is running on local mode, the steering gear activates by itself towards starboard. 6. 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.
3	XXX Hong Kong, China	Bulk Carrier 11 years	22 July 2025 Vancouver, Canada	1. Multiple Hydraulic system including hydraulic cylinders, control boxes, hydraulic pipes/hoses for the operation of hatch covers - Hydraulic oil leaking. 2. 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 the implementation of the ISM Code.
4	XXX Panama	Asphalt Carrier 15 years	29 July 2025 Nantes, France	1. After vessel collided with the mooring dolphin and broke it at berth UB3, frames and stiffeners are bended in fore peak tank under seawater line. Deformation can only witnessed from visible part. 3.20 m of water level remain in the fore peak tank.
5	XXX Malaysia	Asphalt Carrier 22 years	05 Aug. 2025 Shantou, China	1. System for continuous monitoring of the concentration of hydrocarbon gases for cargo pump room out of order when inspection. 2. The quick closing valve of F.O. service tank for M/E out of service when inspection. 3. EM'CY fire pump fails to discharge water when inspection and the crew attempt to open the main isolation valve to simulate normal water discharge. 4. ISM as implemented on board failed to ensure effective and appropriate maintenance of the ship and equipment as evidenced by deficiencies above.
6	XXX Hong Kong, China	Bulk Carrier 13 years	08 Aug. 2025 Hay Point, QLD, Australia	1. Emergency generator defective.
7	XXX China	Bulk Carrier 14 years	15 Aug. 2025 Kocaeli, Turkey	1. l/r load test done with 1170 kg (14x75)+120 kg but no any proof or ism record shown by crew total capacity 14 person when abandon ship with davit launching l/r. 2. Water ingress fault alarm coming. 3. Funnel ventilation area and funnel aft surface (damper area) very oil (risk of fire). 4. Boson store watertight door not closed properly. 5. When fire drill fire VHF not used, cooling not done by crew, before BA donned no pressure test. 2nd team not donned fireman suit only one fire team try to extinguish to fire no any door check done by the team before entry to

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				space.
8	XXX Liberia	Bulk Carrier 18 years	22 Aug. 2025 Tangshan, China	1. Vent of CO₂ room found failed. 2. Fire dampers of funnel could not be closed completely. 3. Fire main isolating valve inoperative.
9	XXX Liberia	Bulk Carrier 13 years	24 Aug. 2025 Cuxhaven, Germany	1. Found low insulation on 440V in main switchboard bus b. Shows interrupted alarm and values below 0.2 mega ohms. 2. At rescue boat davit, found strong oil leakage at sight glass of hydraulic pressure storage tank during operation of davit. 3. The alarm printer was found to be malfunctioning and inoperative. Last alarm message printed on 02-07-25 at 16:12. 4. At life boat shell, found cracks in fiber glass near exhaust pipe and near center line close to exit. Found gap between upper and lower fiber glass shell close to lifeboat hook mounting. To be investigated and repaired as required under class supervision. Both front windows of Lifeboat showcracks. 5. At paint store sprinkler system, found 1 out of 4 nozzles broken / not creating water spray. 6. Fire drill found not satisfactory: 1 firefighter did not don BA mask correctly and entered scene of fire despite of strong air leak at mask and low pressure warning already activated and stayed at location of fire with 0 bar pressure at BA. Door adjacent to scene of fire was opened by a crew member not equipped with fire fighter outfit / BA. Several crew members stayed within smoke zone during the drill. 7. Found both doors from Engine room emergency escape trunks to open deck seized / hinges not movable / padlock at outside stuck due to paint. Doors were opened during inspection, but further maintenance is required. At both emergency exit trunks, ladders were blocked by safety ropes. This was already noted as deficiency during previous PSC inspection in January 2025. 8. In all six bathrooms inspected and in the hospital, the water consistently showed a green/brown discoloration. Even after a long flushing period, there was no change. The hot water temperature is much too low and significantly below 60 degrees Celsius. 9. Found most ventilation flaps at cargo hatch covers not maintained: hinges and closing devices seized. Several wings of butterfly nuts broken at different flaps / hatch covers. 10. 1. Found fire-fighting equipment not readily accessible for emergencies: Firemen outfit at f'csl - access blocked by drum & other equipment. Fire extinguishers lashed with ropes, e.g. in helicopter equipment room and boson store.

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				Floor of fire control station (accommodation upper deck) blocked with spare parts. 2. Several fire extinguishers (e.g. f'csle) not secured in stowage position. 11. 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 China	Container Ship 22 years	28 Aug. 2025 Hamburg, Germany	1. VDR out of order. VDR on board is dismantled due to refitting. 2. 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.
11	XXX China	Bulk Carrier 13 years	01 Sept. 2025 Kocaeli, Turkey	1. Paint room CO₂ room door blocked with monkey lock. 2. Upper deck, emergency door, crew clothing changing room. Some fire door not closing properly. 3. Water ingress has fault.
12	XXX China	General dry cargo ship 7 year	09 Sept. 2025 Kagoshima Port, Japan	1. Discharge nozzle of CO₂ fixed fire extinguishing system for No.1 Cargo hold (P-side) disconnected due to corrosion.
13	XXX Barbados	General dry cargo ship 13 years	10 Sept. 2025 Dalian, China	1. Eight pieces of covers for non-return drains for settling water of three cargo holds hatch covers missing. 2. Audible pre-alarm of CO₂ releasing for fixed CO₂ fire-fighting system for engine room malfunctioned. 3. Isolating valves of oil fuel supply pipeline for multi-engines of main generators not provided as required. 4. Oil filtering equipment out of order. (1.The pump failed to pressurize the OFE. 2. The oil discharge solenoid valve malfunctioned.) 5. Recorder of 15ppm bilge alarm arrangement out of order. 6. Handrails of corridors as means of escape on main deck in accommodation space (clear width exceeds 1800mm) not provided as required. 7. The engine of R/B unable to be started. 8. The accumulator of the davit of R/B was out of order. 9. The limit switch of R/B release davit malfunctioned.
14	XXX Panama	LNG Carrier 31 years	13 Sept. 2025 Shenzhen, China	1. Port and stbd slid door of bridge fail to maintain tight standard. 2. S-band radar performance monitor tested fail. 3. According to records in the ballast water record book, ship conducted ballasting and de-ballasting operation multiple times in past three months. But many operation not running BWMS, such as 06-SEP-2025, 05-SEP-2025, 31-AUG-2025, 29-AUG-2025, 25-AUG-2025. 4. BWMS Malfunction. 5. SMS implementation failed to ensure that the ship maintained in conformity with the provision of the relevant

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				rules and regulations as evidence by the above deficiencies.
15	XXX Liberia	Bulk Carrier, Double Side Skin 12 years	18 Sept.2025 Rotterdam, Netherlands	1. Rescue boat was full of water area of the fuel tank was dismantled. Watertight compartment in which the fuel tank is located was dismantled and not watertight. Motor does not start after 3 hours. Fire extinguisher "loose" and can not be fixed into the boat. 2. Several fire dampers can not be closed/opened, and or are non functioning. e.g. fore-ship, aft ship (GR vent). in addition are the open/close indicators missing or must be operated in the opposite way of the indication (wrong information). 3. Hatches are broken and or not properly closing. e.g.: emergency escape hatch located on aft ship is fully broken of its construction. 4. Storage regarding food/drinks is completely empty. In addition are the storage rooms (e.g. vegetable room/meat room) damaged. Inside stiffeners are self made avoiding of collapsing walls. Cabinets have been falling apart. Emergency door opening devices are broken. Leakages of "frozen" water, dirty area. 5. Fire men outfits are non-functional. BA sets show permanently leakage. Gloves are non-fitting. General impression of the fire team is poor. 6. Hyper-mist above AE #2 not working when tested. 7. Crew not familiar with Ballast system on board. No seawater on board to activate electrolysis. Crew not familiar that they have electrolyze system for ballast system. H2 sensor mistaken for flow meter. System not operational while discharging aluminum steel cargo while in the port of Rotterdam.
16	XXX Liberia	General dry cargo ship 21 years	22 Sept. 2025 Cuxhaven, Germany	1. In the emergency operating box of the main engine, many cables are disconnected and bridged. An automation display is broken and completely out of order. The repair must be carried out by a specialist company. The entire emergency control box of the main engine must be inspected by an authorized company. A report from the company and the classification society must be sent to PSC-GERMANY.DE. 2. Two of the four main fire dampers in the funnel do not close completely. A gap wider than a finger remains open. 3. Several disconnected cables and bridges were found in the engine room inside the control box (ballast water management system). The system has been manipulated. 4. Found in the control box of the water-mist system (in steering gear room) unsafe cable connections and bridges. Have to repaired and tested by a qualified company. 5. Safety management audit by the Administration is

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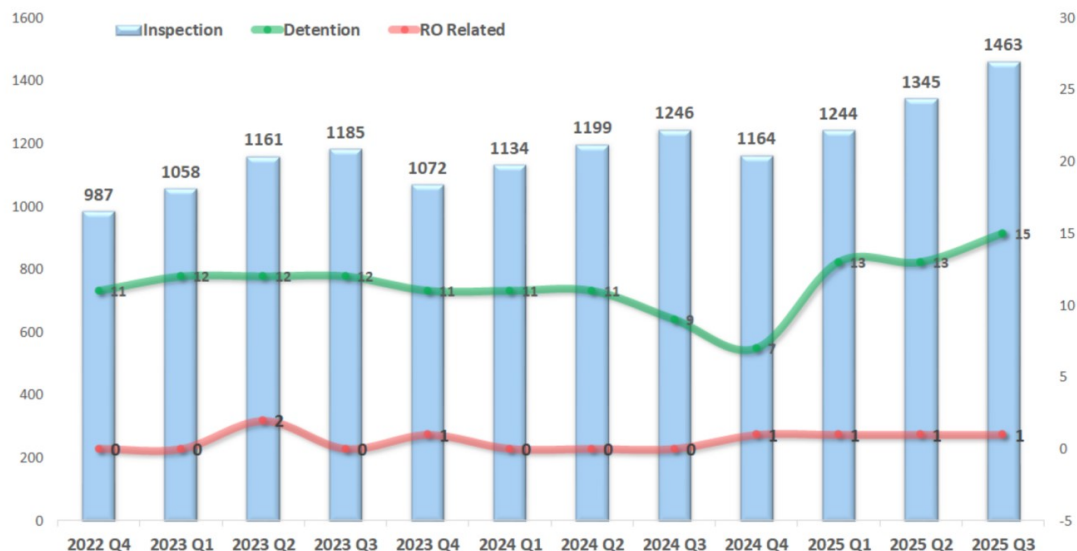
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				required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code. 6. Found in steering gear (contactor cabinet warning box) a flying relay.
17	XXX Marshall Islands	Bulk carrier 12 years	24 Sept. 2025 Venice, Italy	1. At the time of inspection the hydraulic system for opening all the hatch covers was out of order due to a broken pipe in the main line (cross deck aft hold no. 5). 2. The section of the electrical cable housing pipe at the ps side cross deck between cargo holds no. 3 and 4 is completely destroyed by corrosion on the underside with totally exposure of the cables. 3. The Rescue Boat's engine failed to start. Several attempts failed. 4. 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.
18	XXX Belize	general dry cargo ship 10 years	30 Sept. 2025 Ambarli, Turkey	1. ECDIS is inoperative. 2. Nautical charts are not updated. 3. Engine room fire door not close properly. Fire door (Emg exit) tied with rope. 4. Emergency generator could not be started with battery No.2. 5. There are expired foods on the provision store. Provision quantity is insufficient. 6. Rescue boat davit is inoperative.

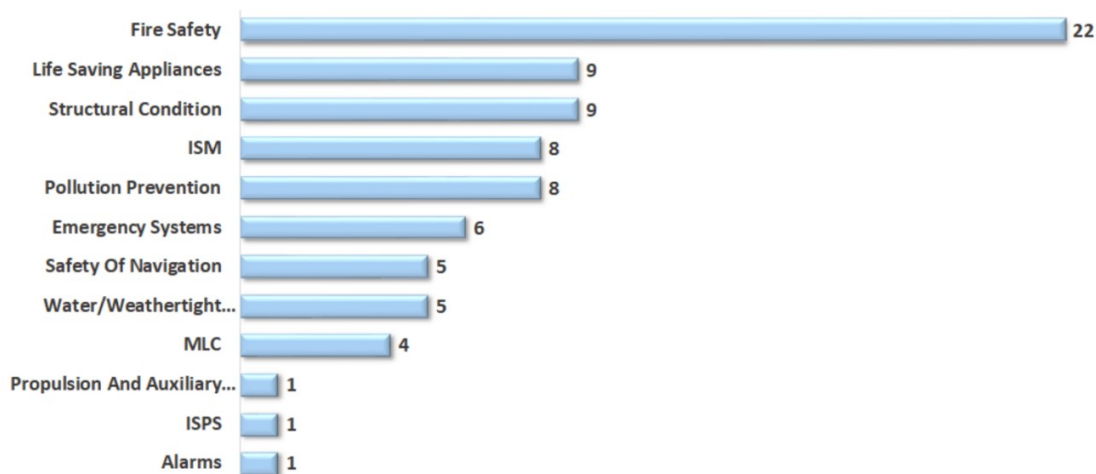
4. Detention Analysis of CCS Ships

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



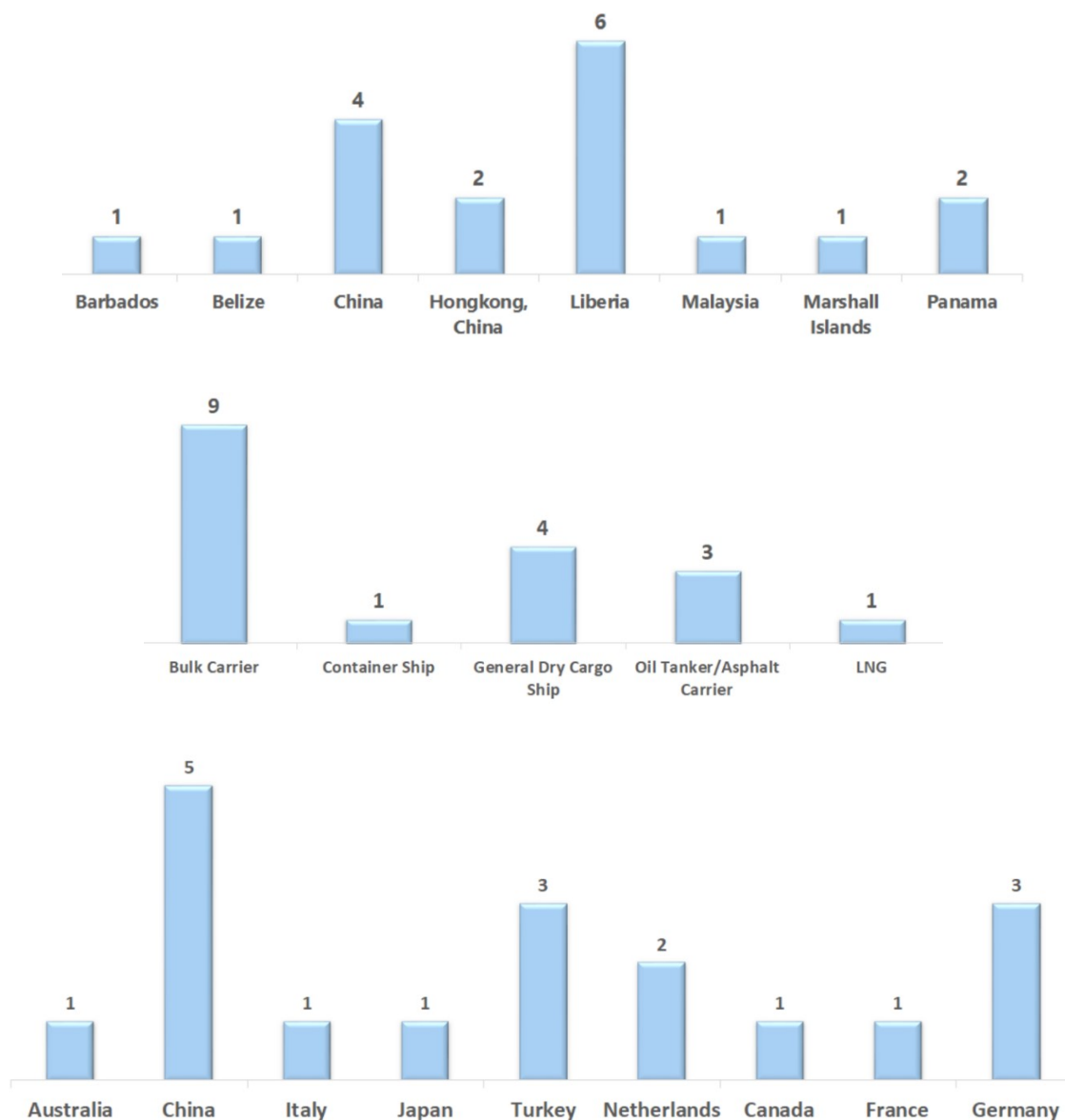
In this quarter, the number of inspections under the three major MOUs has increased, while 2 detentions are more than the last quarter, surpassing the average number of detentions for 2024 and reaching the highest level in nearly three years. 1 RO-related detention occurred under the Paris MOU this quarter.

4.2 Analysis of Detainable Deficiencies



Among all 79 detainable deficiencies, fire safety deficiencies accounted for about one-third of the total, followed by deficiencies of Life Saving Appliances and Structural Condition, ISM and Pollution Prevention, Emergency Systems.

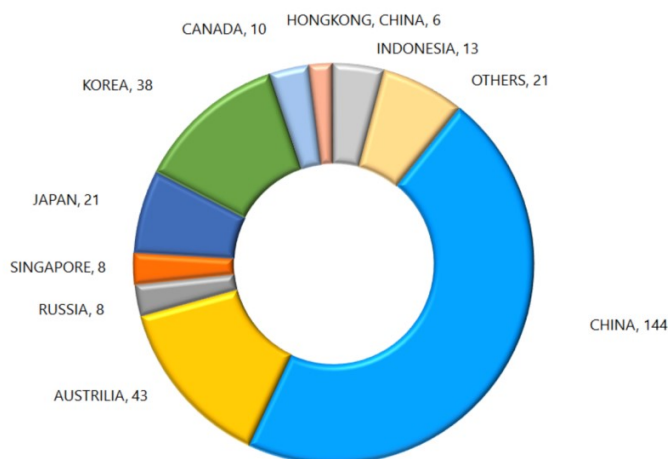
4.3 Distributions of Flag-flying, Ship Type and Detention Place



Among all 15 detained CCS ships in three major MOUs, the Liberia flag was the most as per flag-flying, followed by China flag. Bulk Carrier was the most as per ship type, half of the total. According to the location of detention, there were 7 vessels detained in Tokyo MOU and 8 vessels in Paris MOU, with China having the highest number, followed by Germany and Netherlands.

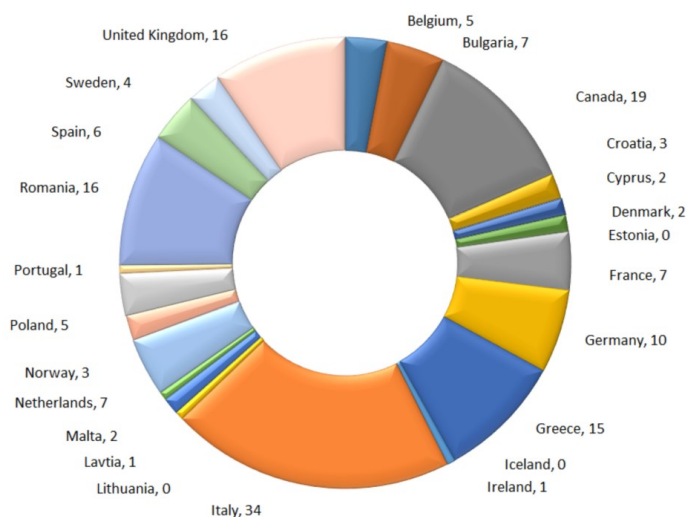
5. Situation Analysis of PSC Inspection

5.1 TOKYO MOU



There were 312 ships detained during 12,532 inspections under Tokyo MOU this quarter, with a detention rate of 2.49%. Compared with the last quarter, the inspection number increased slightly, while the detention number and detention rate decreased slightly. The Tokyo MOU detentions are relatively concentrated among certain countries. In this quarter, 46.2% of Tokyo MOU detentions occurred in China, followed by Australia, South Korea, and Japan. The countries with the highest detention risk under the Tokyo MOU in this quarter are Canada, Korea, Singapore, China and Australia, with detention rates of 5.52%, 5.41%, 4.35%, 3.82% and 3.22% respectively.

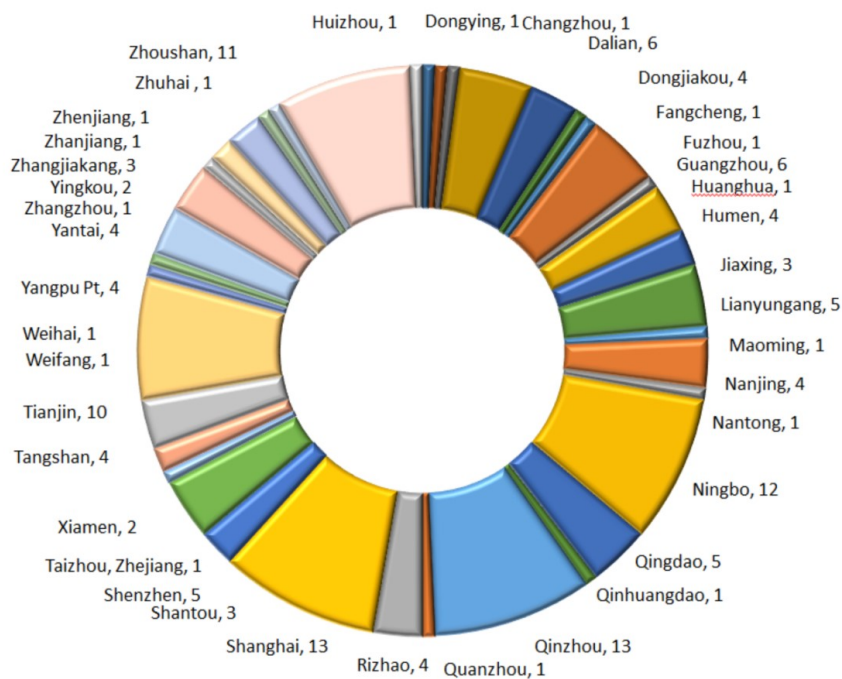
5.2 PARIS MOU



There were 167 ships detained during 4223 inspections under PARIS MOU this quarter, with a detention rate of 3.95%. Compared with the last quarter, the inspection number has decreased slightly while the detention number and the detention rate have increased. The countries with the highest detention rates under the PARIS MOU are relatively dispersed. Nearly one-fifth of the detentions occurred in Italy, followed by Canada, Romania, the United

Kingdom and Greece. Countries with high risk of detention under the PARIS MOU this quarter include Romania, Italy, Bulgaria, Canada and Malta, with the detention rate of 9.58%, 8.74%, 7.54%, 6.09% and 4.88% respectively.

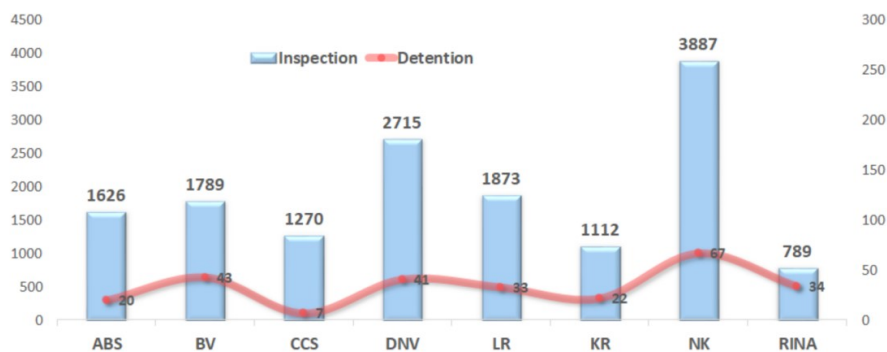
5.3 CHINA



In this quarter, there were 144 ships detained during 3,772 inspections in China, with a detention rate of 3.82%. The top five China ports with large detention numbers were Shanghai and Qinzhou, Ningbo, Zhoushan, Tianjin, Dalian and Guangzhou. Shanghai and Qinzhou were the port with largest detention numbers, while the number of detention in Zhoushan and Tianjin saw a significant increase. In this quarter, there were 5 detentions of CCS ships in China.

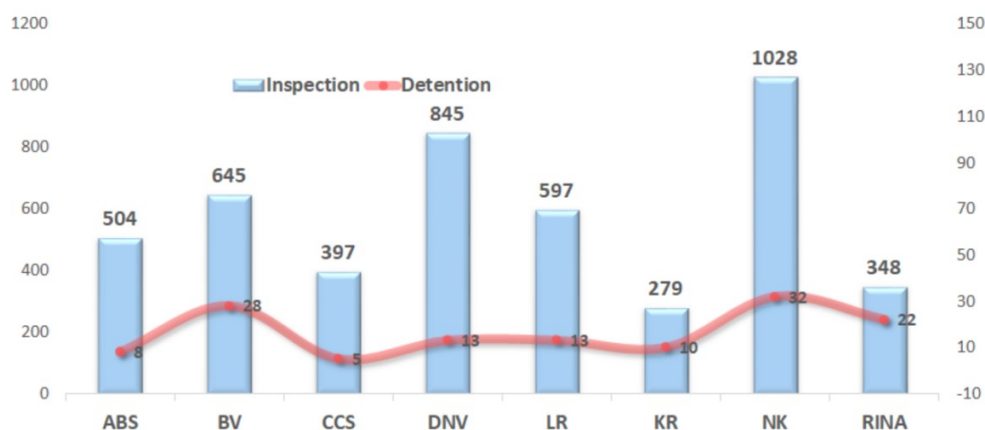
6 Analysis of Detention for Classification Societies

6.1 TOKYO MOU



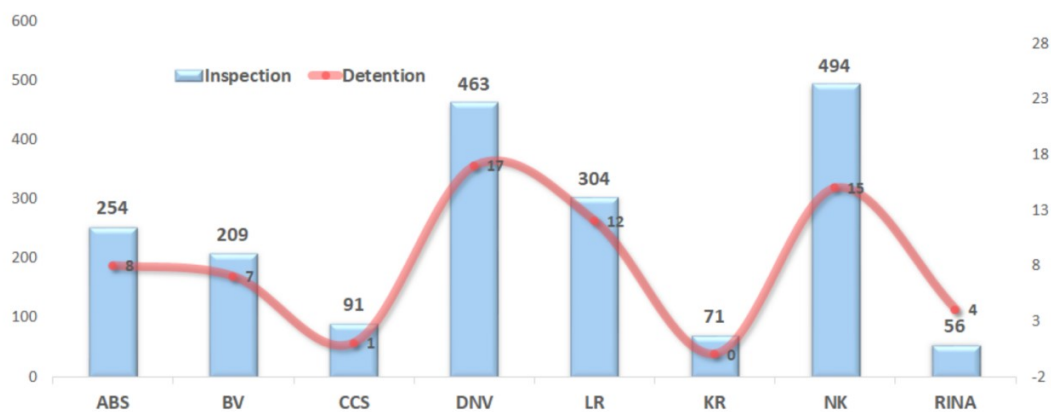
The detention rate of CCS classed ships in Tokyo MOU was 0.55%, which was far lower than the average detention rate 2.49%. In terms of detention rate, CCS ranked first among the above-mentioned IACS classification societies this quarter.

6.2 CHINA



In this quarter, the average detention rate in China is 1.26%, significantly lower than the average detention rate 3.82% in China. In terms of detention rate, CCS ranked first among the above-mentioned IACS classification societies this quarter.

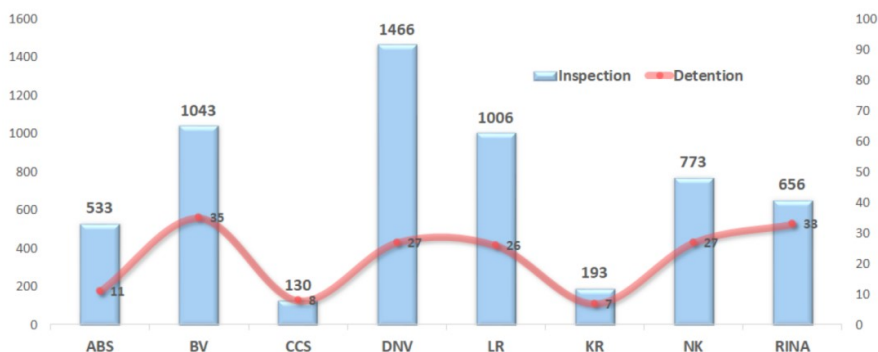
6.3 AUSTRALIA



There was 1 detention of CCS classed ships in Australia. In this quarter, the average detention rate in Australia is 3.22%. In terms of detention rate, CCS ranking 2nd was shown above in IACS classification societies.

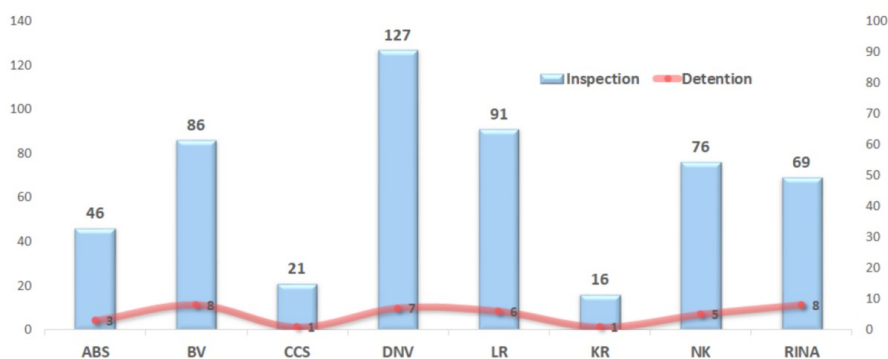
6.4 PARIS MOU

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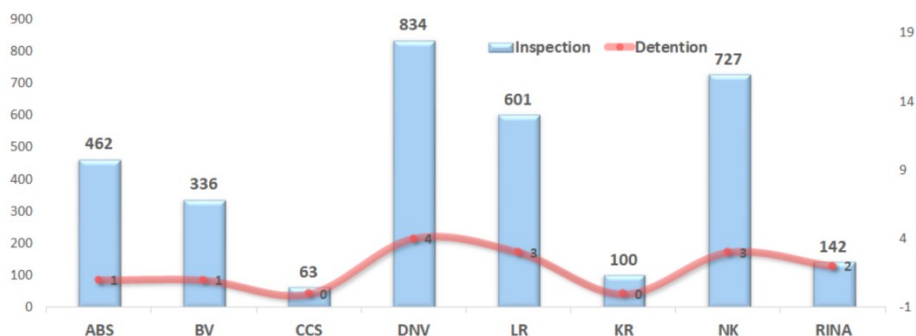
The detention rate of CCS classed ships in PARIS MOU was 6.15%, which was higher than the average detention rate 3.95%, ranking 8th in IACS classification societies as shown above, which was the last one.

6.5 ITALY



The detention rate of CCS classed ships in Italy was 4.76%, which was lower than the average detention rate 8.74%, ranking 1st 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.