

ABS PORT STATE
CONTROL
QUARTERLY
REPORT

Q2 2021



ABS Commitment

American Bureau of Shipping (hereinafter “ABS”) is the premier classification society in the world. The focus of ABS is to provide classification services to promote the common safety, environmental and regulatory interests of its members and clients, including builders, owners, and operators of ships. Since its inception in 1862, ABS has been a global leader in marine safety. With more than 2,000 technical professionals positioned around the world, the ABS team has the experience, knowledge, and professional judgment to assist vessel owners and operators.

ABS has established a strict standard of excellence and has earned a reputation for quality service and client support. We are committed to providing superior technical and survey services that assist our clients in conforming to these standards, thereby encouraging safe and efficient operations.

Our Mission

The mission of ABS is to serve the public interest as well as the needs of our members and clients by promoting the security of life and property and preserving the natural environment.

Health, Safety, Quality and Environmental (HSQE) Policy

We will respond to the needs of our members, clients and the public by delivering quality products and services in support of our Mission that provides for the safety of life and property and the protection of the natural environment.

With the input and the participation of our workers, we are committed to continually improving the effectiveness of our HSQE performance and management system by identifying risks and opportunities that help to eliminate hazards and reduce risks and by providing safe and healthy working conditions for the prevention of work-related injury, ill health, and pollution.

We will comply with all applicable legal requirements as well as any additional requirements ABS subscribes to which relate to ABS and our HSQE aspects, objectives, and targets.

Foreword

This ABS Quarterly Report on Port State Control (PSC) provides information to owners on deficiencies identified on ABS vessels during inspections carried out by the various PSC regimes globally during the 2nd Quarter of 2021. This report is being made available to assist owners by providing awareness of potential areas of concern that have been identified on ABS classed vessels.

Port State Control inspections have proven to be an effective tool for eliminating substandard vessels that may be in operation, which may impact maritime safety and the marine environment. A ship is regarded as substandard if the hull, machinery, equipment or operational safety and the protection of the environment is substantially below the standards required by the relevant conventions or if the crew is not in conformity with the safe manning document. Evidence that the ship, its equipment, or its crew do not comply substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution may be clear grounds for the PSC inspector to conduct a more detailed inspection.

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1. ABS Fleet 2nd Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

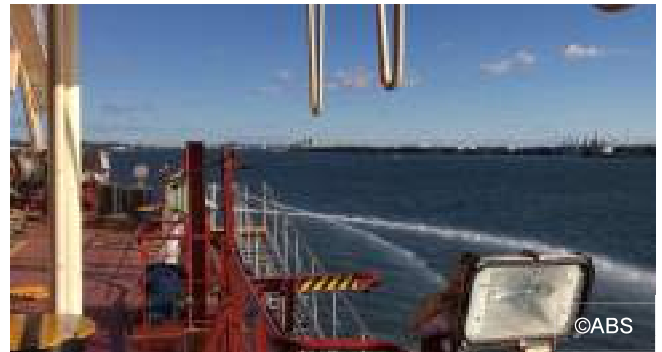
For the period April 1, 2021 to June 30, 2021, the top categories for grounds for PSC detentions on ABS vessels in the Paris MoU, Tokyo MoU and USCG data base are listed in the table below. For the Paris MoU, Tokyo MoU and USCG, there were 268 vessels detained. Of those detained vessels, only 16 vessels were classed by ABS. Note that three (3) of the vessels show in both the Paris MoU and the Tokyo MoU. ABS assisted the owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.

5-Digit Detention Code	Grounds for Detentions on ABS Vessels
15199	ISM
04102	Emergency fire pump and its pipes
07115	Fire-dampers
18420	Cleanliness of engine room
18426	On board programme for the prevention of occupation
04103	Emergency, lighting, batteries and switches
10127	Voyage or passage plan
10113	Electronic charts ECDIS
04109	Fire Drills
11129	Operational readiness of lifesaving appliances
04110	Abandon Ship Drills
03110	Manholes/flush scuttles
04114	Emergency source of power - Emergency generator
10116	Nautical publications
07105	Fire doors/openings in fire-resisting divisions
11119	Immersion suits
07109	Fixed fire extinguishing installation
13101	Propulsion main engine
14802	Ballast Water Record Book
03108	Ventilators, air pipes, casings
01214	Endorsement by flag State
18312	Galley, handling room (maintenance)
99102	Other (SOLAS operational)
10112	Electronic charts (ECDIS)
01136	Ballast Water Management Certificate
07125	Evaluation of crew performance (fire drills)
03108	Ventilators, air pipes, casings

1.2 Photographs



Emergency fire pump defective controller replaced



Emergency fire pump testing after repair to defective controller



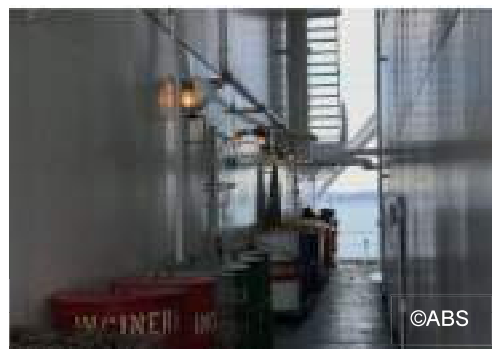
ECDIS found defective



Primary ECDIS after repair



Emergency generator would not start; new batteries installed



Emergency lights repaired



Pilot ladder rope ends deteriorated – before



New pilot ladder provided



Fire damper linkage repaired

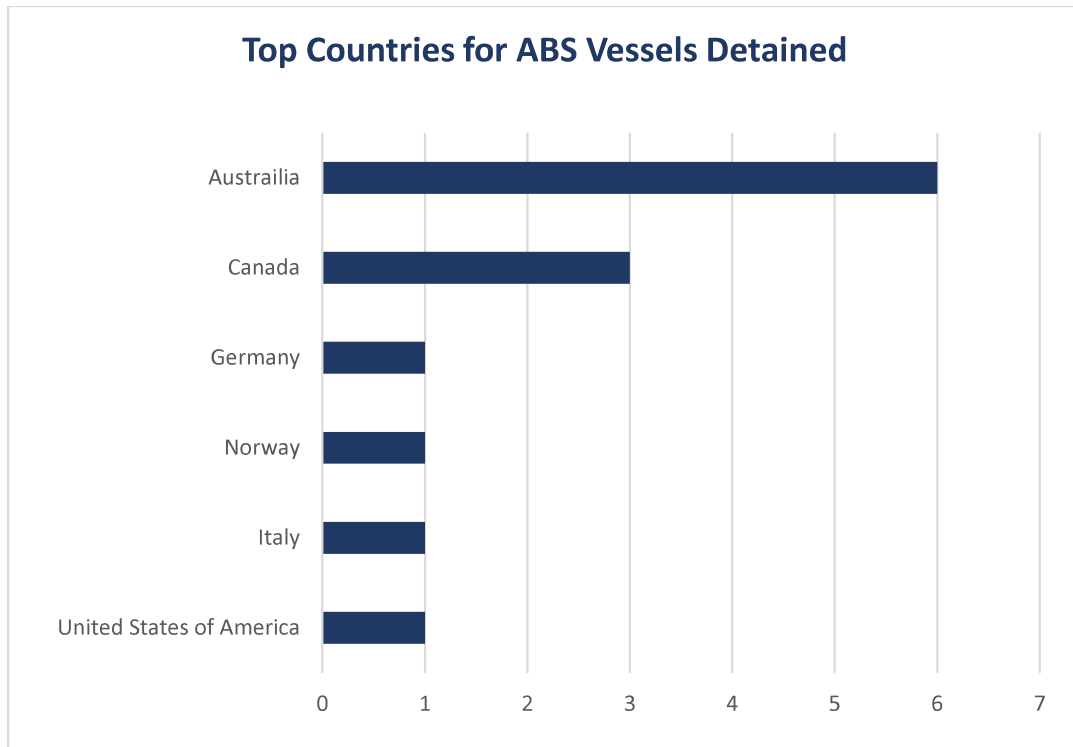


Self-closing fire door after repair



Galley handling room after cleaning

1.3 Top Countries for ABS Vessels Detained



2. 2nd Quarter Intervention Top Deficiencies on ABS Vessels

2.1 Top Categories for Deficiency

5-Digit Deficiency Code	Top Categories for Deficiency
13102	Auxiliary engine
13101	Propulsion main engine
13199	Other (machinery)
02105	Steering gear
03102	Freeboard marks
13108	Operation of machinery
11101	Lifeboats
04103	Emergency lighting, batteries and switches
11105	Rescue boat inventory
02106	Hull damage impairing seaworthiness
10109	Lights, shapes, sound signals
02108	Electric equipment in general
08107	Machinery controls alarm
07105	Fire doors/openings in fire-resisting divisions
18425	Access / structural features (ship)

Note: List contains deficiencies that were identified on three (3) vessels or more.

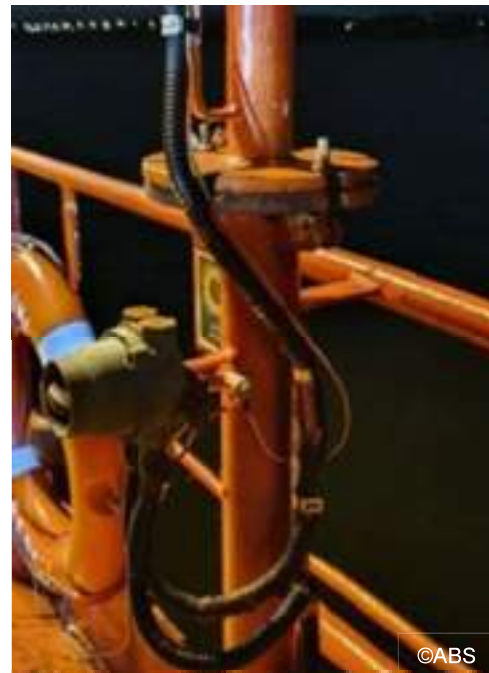
2.2 Photographs



Main engine battery replaced in Engine Control Unit



Pilot embarkation light found with electrical cables faulty



Pilot embarkation light electrical cable repaired



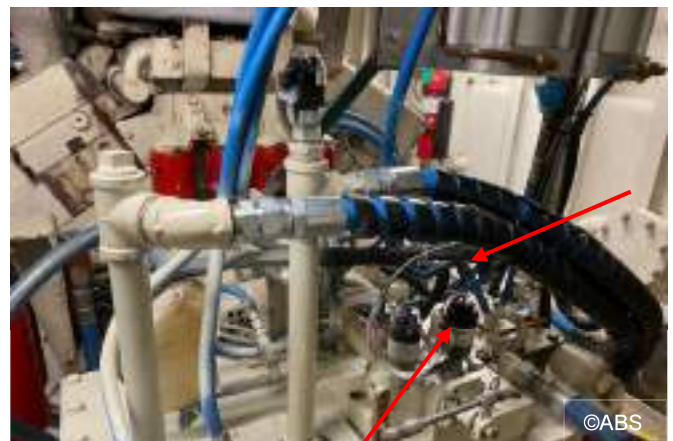
Main engine defective component for CPU replaced



Bad connection from the transformer voltage to the power relay in the steering gear control box repaired



Main engine fire due to a cracked lube oil pipe fittings – before



Main engine lube oil fitting replaced with flexible hoses – after



Main engine shut down due to clogged fuel injector screens



Jacket water controller cleaned after main engine propulsion control irregularity



Owners are to report all damages that may affect classification. Side shell found damaged outside - before



Side shell plating with cement box – temporary repair



Steering gear repaired for rudder centering adjustment bolt



Handwheel for SW valve for central cooling replaced



Temporary cement box repair to grey water valve



Ballast piping found with soft patch



Cargo crane wire parted - before



Cargo crane wire renewed – after

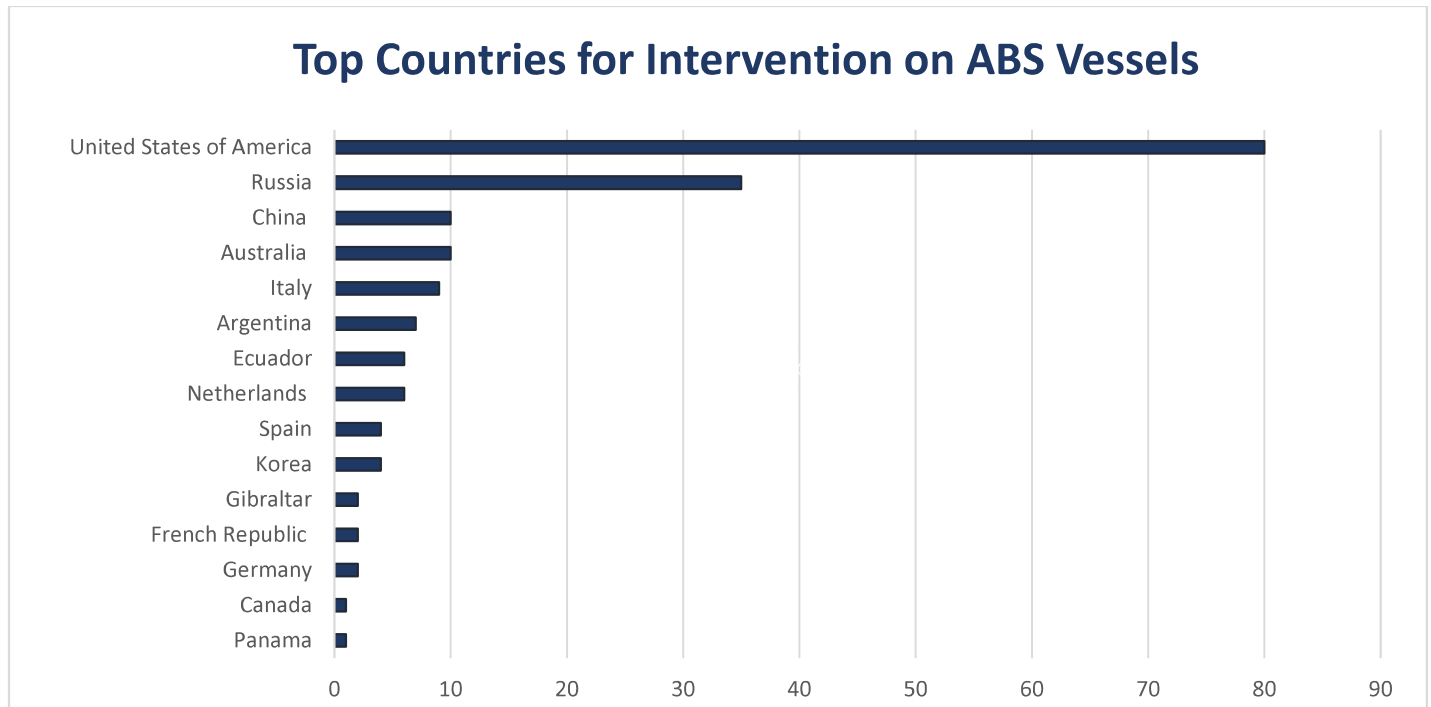


Fuel piping found without insulation - before



Fuel piping found without insulation – after

2.3 Top Countries for Interventions on ABS Vessels



3. COVID-19 Impact on PSC

3.1 Paris MoU Inspections

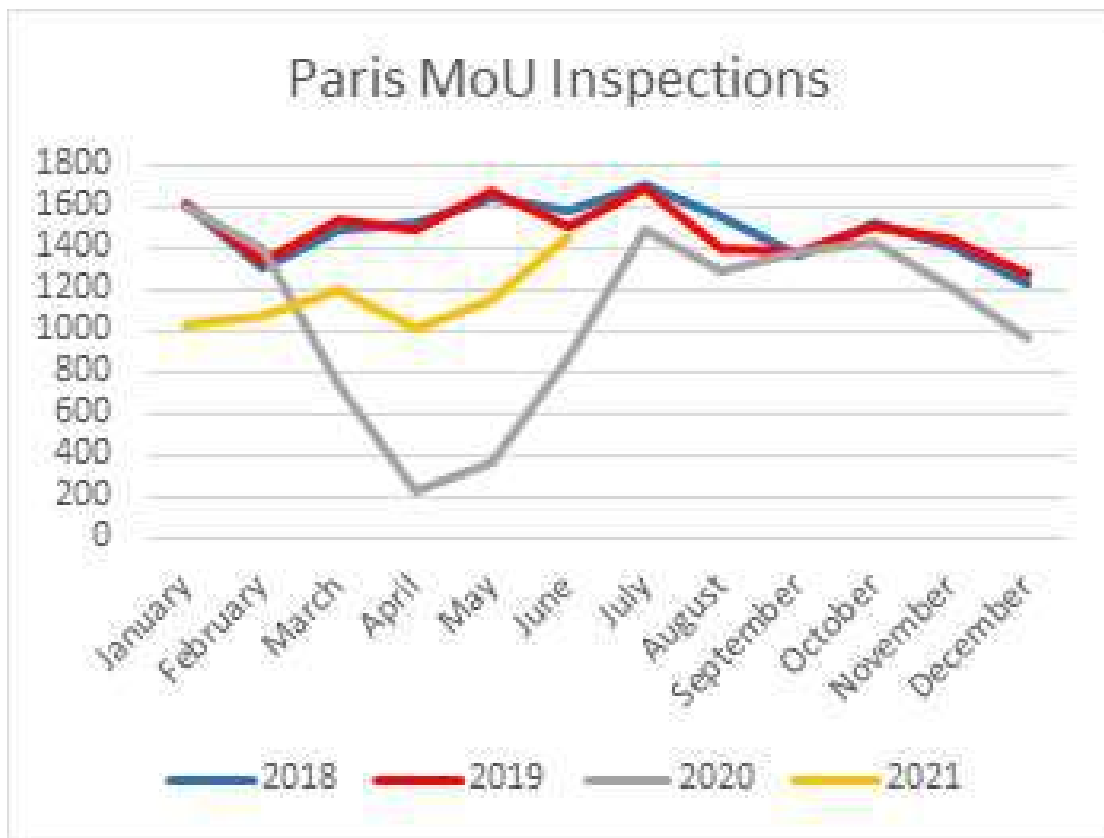
The Paris MoU number of inspections declined during the period of April 1, 2021 to June 30, 2021 compared to the previous years 2018 and 2019. The decline may be contributed to COVID-19 restrictions being re-instated.

The Paris MoU had 116 detentions for the period April 1, 2021 to June 30, 2021. Only six (6) of those detentions were on ABS classed vessels. Note that three (3) of the vessels were also duplicated in the Tokyo MoU.

The Paris MoU has provided Temporary Guidance Related to COVID-19 for Port State Control Authorities (Rev.5) on December 17, 2020.

The Paris MoU information may be accessed by clicking the following link:

[PS Circular 98](#)



3.2 Tokyo MoU

The Tokyo MoU PSC activity during the period April 1, 2021 to June 30, 2021 continued to be well below the 2018 and 2019 levels. China continued to have an extremely low level of activity. The decline may be contributed to COVID-19 mitigating measures established by local governments.

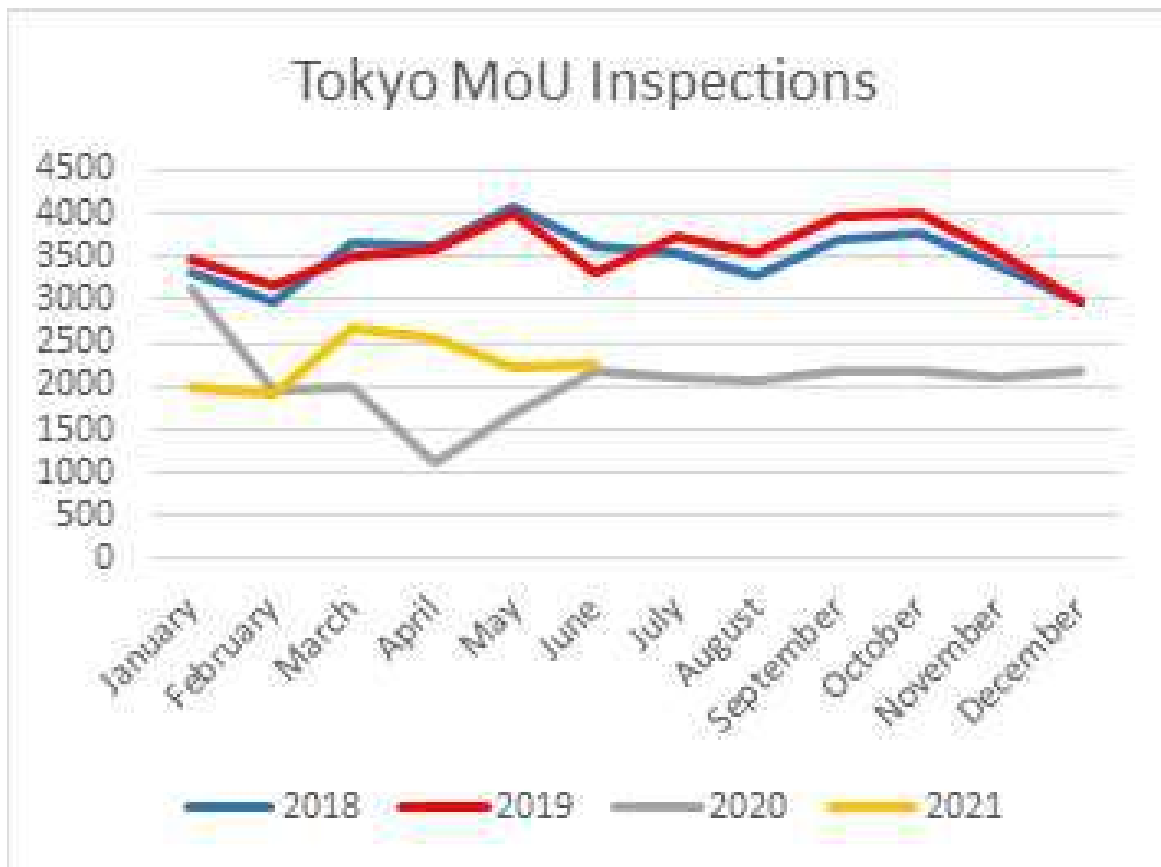
The Tokyo MoU had 132 detentions for the period April 1, 2021 to June 30, 2021. Only nine (9) of those detentions were on ABS classed vessels. Note that three (3) of the vessels were also duplicated in the Paris MoU.

The Tokyo MoU adopted interim guidance relating to COVID-19 circumstances for facilitating port State Authorities to apply pragmatic flexibility in a harmonized manner under the difficult situation on March 1, 2021 and launched guidance on remote PSC inspection on March 9, 2021.

The Tokyo MoU information may be accessed by clicking the links below.

[GUIDANCE ON REMOTE PSC INSPECTION](#)

[INTERIM GUIDANCE RELATING TO COVID-19 CIRCUMSTANCES](#)



3.3 USCG Detentions 2021 2nd Quarter

The USCG had 14 detentions for the period April 1, 2021 to June 30, 2021. ABS classed vessels had one (1) detention during this period.

In response to COVID-19, the USCG issued MSIB Number: 09-20 dated March 26, 2020. No further updates have been issued.

The USCG recognizes there is a need for flexibility and clarity under these special circumstances during COVID-19 and have issued a Marine Safety Information Bulletin providing additional PSC guidance. [The information may be accessed by visiting www.dco.uscg.mil](http://www.dco.uscg.mil).

Port State Control (PSC) Exams:

1. The Coast Guard will continue to use a risk-based program to determine which vessels will be required to undergo a Port State Control Exam.
2. Certain Certificate of Compliance (COC) exams are based on statutory and regulatory requirements. Based on the OCMI's evaluation of the history of the vessel, the OCMI may:
 - Require Coast Guard attendance on board the vessel to conduct a full or abbreviated exam;
 - Accept objective evidence such as vessel status within Qualship 21, previous port State or flag State exams, recent classification surveys, pictures, video, vessel logs, machinery alarm reports, etc. in lieu of Coast Guard attendance on board the vessel to credit a required inspection or exam; or
 - Defer a required inspection or exam for up to 90 days

Top Deficiency Categories for Grounds for USCG Detentions on Worldwide Vessel Fleet During 2nd Quarter 2021.

Deficiency Code	Category
07126	Oil accumulation in engine room
15109	Maintenance of the ship and equipment
11119	Immersion suits
07106	Fire detection and alarm system
07105	Fire doors/openings in fire-resisting division
07103	Division - decks, bulkheads and penetration
09209	Electrical
13199	Other (Machinery)
13101	Propulsion main engine
04103	Emergency, lighting, batteries and switches
15113	Other (ISM)
07123	Operation of fire protection systems

4. 2021 Paris and Tokyo MoU Concentrated Inspection Campaign (CIC)

Paris MoU and Tokyo MoU has scheduled a Concentrated Inspection Campaign (CIC) on Stability (in general) from September 1, 2021 to November 30, 2021.

The purpose of the campaign on ship's stability in general is:

- to confirm that the ship's crew are familiar with assessing the actual stability condition on completion of cargo operations before departure of the ship and on all stages of the voyage;
- to create awareness among the ship's crew and owners about the importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship;
- to verify that the ship complies with intact stability requirements (and damage stability requirements, if applicable) under the relevant IMO instruments.

A ship will be subject to only one inspection under this CIC during the period of the campaign. Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess that information and equipment provided onboard complies with the relevant conventions, that the master and officers are familiar with operations relating to stability (in general) and that equipment is properly maintained and functioning.

If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

5. 2021 United States Coast Guard Concentrated Inspection Campaign (CIC)

The U. S. Coast Guard (USCG) is conducting a Concentrated Inspection Campaign (CIC) on U.S. flagged vessels subject to the ISM Code to ensure implementation of emergency procedures for all identified risks, including cyber risks. The CIC is also applicable to vessels that are complying with ISM Code voluntarily including Subchapter M vessels utilizing ISM Code as their Tugboat Safety Management System (TSMS).

6. 2021 Australian Maritime Safety Authority Focused Inspection Campaigns (FIC)

1. The Australian Maritime Safety Authority (AMSA) is conducting a Focused Inspection Campaign (FIC) on livestock ships from March 1, 2021 to August 31, 2021.

The purpose of the FIC is to:

- Determine the level of compliance with the maintenance and repair requirements of international conventions; and
- Ensure masters and officers are complying with specific requirements of Marine Order 43 <https://www.legislation.gov.au/Series/F2018L00875> [1] for ships that hold an Australian Certificate for the Carriage of Livestock, including voyage planning, determining the ship's stability, and that accurate values are used for the livestock cargo carried.

2. The Australian Maritime Safety Authority (AMSA) is conducting a Focused Inspection Campaign (FIC) on safety of navigation from August 1, 2021 to September 30, 2021.

The purpose of this FIC is to:

- Determine the level of compliance with the safety of navigation requirements of International Conventions; and
- The familiarity of the master and officers with their processes for ensuring safety of navigation.

AMSA encourages ship owners and masters to familiarize themselves with the requirements of SOLAS Chapter V, Australian [Marine Order 27](#) [1] and their safety management systems implemented on board.

7. New Regulations - January 2021

a. MSC.460(101) - SOLAS VII IBC Code

A comprehensive set of revisions for the carriage requirements of products in Chapter 17 of the IBC Code was adopted, primarily as a consequence of the revised Chapter 21 on the criteria for assigning carriage requirements for products subject to the IBC Code. Additionally, specific products are now required to undergo prewash procedures under MARPOL Annex II. Chapter 15 was revised to require hydrogen sulfide detection equipment shall be provided on board ships carrying bulk liquids prone to formation. Similar amendments were approved for the BCH Code.

b. MSC.461(101) - SOLAS XI-1/2 ESP Code

Extensive amendments to the 2011 ESP Code provide a complete revision of the text. Numerous editorial amendments were made, and the following substantive amendments: 1) clarify the responsibilities and working arrangements where the 2011 ESP Code requires at least two exclusive surveyors to attend on board at the same time to perform the required survey; 2) provide consistency with IMO goal-based standards, GBS, regime (e.g., number and location of thickness measurements to be taken, acceptance criteria for corrosion and renewal of structure and longitudinal strength evaluation); 3) clarify specific elements that are subject to close-up survey in tanks on one side of the ship; and 4) specify conditions for using hydraulic arm vehicles or aerial lifts for the close-up survey.

c. MSC.462(101) - SOLAS VI/1 IMSBC Code

Amendments to the IMSBC Code are provided in a consolidated version of the Code. The revisions are editorial in nature. Administrations may authorize early application of the amendments on a voluntary basis from January 1, 2020.

d. MSC.463(101) – SOLAS VII BCH Code

Amendments to the BCH Code require hydrogen sulfide detection equipment on board when carrying certain cargoes, and also require specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)).

e. MEPC.315(74) - MARPOL II/13 Cargo residues and tank washings of persistent floating products

The discharge of tank washings from tanks carrying products defined as "persistent floaters" is regulated by amendments to MARPOL II. The amendments apply to specific geographic areas and will require a prewash procedure which discharges the tank washings to a reception facility at the port of unloading. Related amendments have been made to the IBC Code and BCH Code.

f. MEPC.319(74) - MARPOL II BCH Code H₂S Detection, Prewash Requirements

Amendments to the BCH Code require hydrogen sulfide detection equipment on board when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)).

g. MEPC.318(74) - MARPOL II IBC Code H2S Detection, Prewash Requirements

Amendments to the IBC Code require hydrogen sulfide detection equipment on board when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)). Various other amendments were made pertaining to definitions provided in the IBC Code, as well as specific cargo carriage requirements given by a complete revision of Chapters 17, 18 and 19.

h. MSC.434(98) - SOLAS IV GMDSS Performance Standards

Ship earth station which forms part of the GMDSS, if designed to operate in a mobile satellite service recognized on or after January 1, 2021, complies with the relevant requirements of A.1001(25) and conforms to performance standards MSC.434(98).

i. MSC.428(98) - SOLAS IX Cyber Security

Affirms that an approved safety management system should take into account cyber risk management and establish appropriate safeguards in accordance with the objective and functional requirements of the ISM Code. Recognized organization auditors will be verifying implementation at the first annual DOC verification after January 1, 2021.

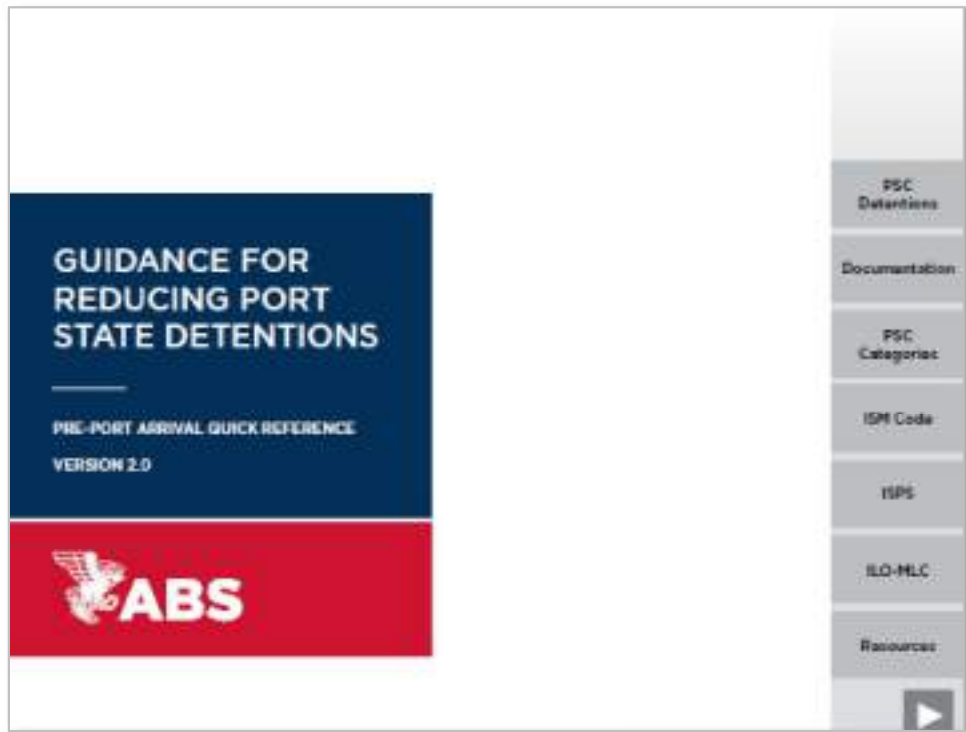
8. Industry Links for Port State Control

Paris MoU	www.parismou.org
Tokyo MoU	www.tokyo-mou.org
United States Coast Guard	www.dco.uscg.mil
Mediterranean MoU	http://197.230.62.214/MedMoU
Black Sea MoU	www.bsmou.org
Indian Ocean MoU	www.iomou.org
Caribbean MoU	caribbeanmou.org
Acuerdo de Viña del Mar	http://197.230.62.214/VMoU.aspx
Abuja MoU	www.abujamou.org
Riyadh MoU	www.riyadhmou.org

9. Additional Resources

Additional Resources may be found on the ABS website at eagle.org.

a. Guidance for Reducing Port State Detention



b. Pre-port Arrival Quick Reference and Downloadable Check List



c. Port State Control Applications on the ABS App

The ABS App is available to ABS clients who have an account in the ABS MyFreedom™ Client Portal. Port State Control Information is available in addition to other resources like My Fleet, Survey Scheduler, Remote Survey, Service Suppliers and Contact information. To download the ABS App, visit www.eagle.org/absapp or you can download the app from the [Google Play store](https://play.google.com/store/apps/details?id=com.eagleabs) or [Apple App Store](https://apps.apple.com/us/app/abs-app/id1444444444).



Port State Control Applications on the ABS App

General Checklist: ABS Port State Control Checklist based on global historical information

Custom Checklist: ABS Port State Control refined Checklist based on reported port-specific insights and vessel type information

PSC Risk: Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel Class records

ISM Findings: Produce reports, using smart analytics, to see top PSC ISM reported concerns for your destination port matched to vessel ABS ISM records

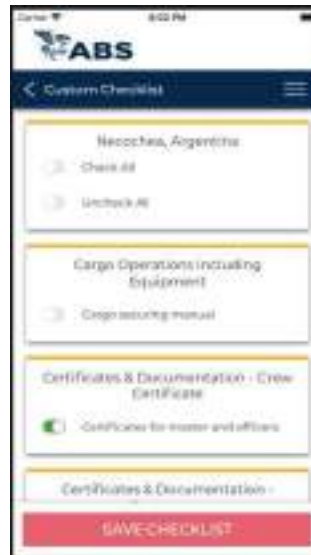
Port State Information main screen



PSC Custom (Port-specific) Checklist and filter



PSC Custom Checklist filtered by port and vessel type



PSC General Checklist, all categories



Checklist items under a selected sub-category



Sub-categories under a selected category



PDF of PSC general report downloads from the app



Users can view/save/print the PDF PSC Checklist



10. ABS Contact Information – If Your Ship is Detained

Owners and representatives are to notify ABS when a vessel is being detained by a Port State Authority or flag Administration. If the owner does not notify ABS of a detention, then ABS reserves the right to suspend or cancel classification of the vessel or invalidate the applicable statutory certificates. ABS can assist the owner and/or Master with clearing the vessel from a Port State detention.

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