



ABS PORT STATE
CONTROL
QUARTERLY
REPORT

Q3 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 Policy

We will respond to the needs of our members and clients and the public by delivering quality service in support of our Mission that provides for the safety of life and property and the preservation of the marine environment.

We are committed to continually improving the effectiveness of our health, safety, quality and environmental (HSQE) performance and management system with the goal of preventing 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 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 3rd 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 3rd Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For the period July 1, 2021 to September 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 244 vessels detained. Of those detained vessels, only 10 vessels were classed by ABS. 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
14402	Sewage treatment plant
13108	Operation of machinery
13104	Bilge pumping arrangements
13102	Auxiliary engine
11113	Launching arrangements for rescue boats
11104	Rescue boats
11101	Lifeboats
07123	Operation of fire protection systems
07116	Ventilation
07115	Fire dampers
07114	Remote means of control (opening, pumps, ventilation, etc.); machinery space
07109	Fixed fire extinguishing installation
07108	Ready availability of fire-fighting equipment
07106	Fire detection and alarm system
03104	Cargo and other hatchways
02119	Enhanced survey program

1.2 Photographs

Photographs show isolated cases of deficiencies found.



Watertight booby hatch with new dog bolts



Damage to electrical installations



Rescue boat davit found corroded



Damage to electrical installations



Ventilator found corroded - before



Ventilator found corroded – after



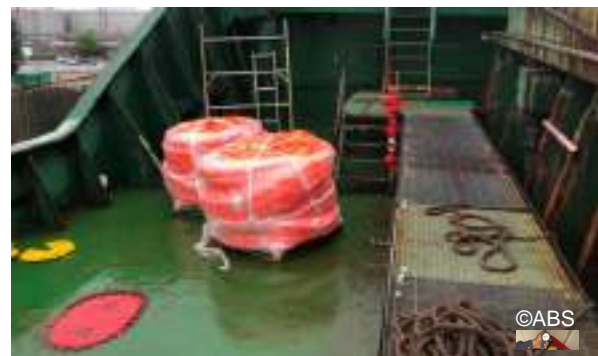
Paint store CO₂ hoses replaced



Missing pipe insulation restored



Mooring rope with broken strands



New mooring ropes provided



Missing chains for crew protection



SCBA not fully charged



Ventilator dog broken/missing



Public address speakers not functioning



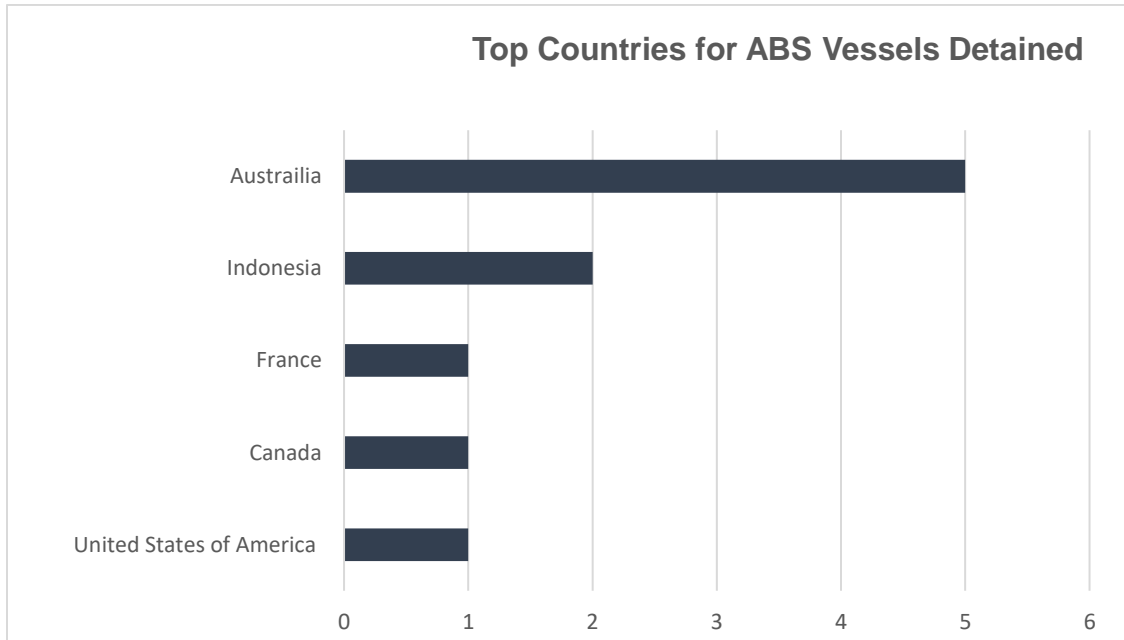
Emergency switchboard air circuit breaker damaged



Missing lifeboat rations replaced

1.3 Top Countries for ABS Vessels Detained

Of the 10 detained vessels Classed with ABS, the location of the countries where the detention occurred is in the table below. As noted above, ABS assisted the owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.



2. 3rd Quarter Intervention Top Deficiencies on ABS Vessels

2.1 Top Categories for Deficiency

For the period July 1, 2021 to September 30, 2021 the top categories for deficiencies on ABS vessels that had Port State Control interventions are listed in the table below.

5-Digit Deficiency Code	Top Categories for Deficiency
13102	Auxiliary engine
13101	Propulsion main engine
13199	Other (machinery)
11101	Lifeboats
11104	Rescue boats
07110	Fire-fighting equipment and appliances
07106	Fire detection
04114	Emergency source of power - emergency generator
02106	Hull damage impairing seaworthiness
02105	Steering gear
15150	ISM
13108	Operation of machinery
13103	Gauges, thermometers, etc.
04103	Emergency lighting, batteries, and switches

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

2.2 Photographs

Photographs show isolated cases of deficiencies found.



Testing engine room fire detector after repair



Emergency diesel generator **high pressure pipe leak**



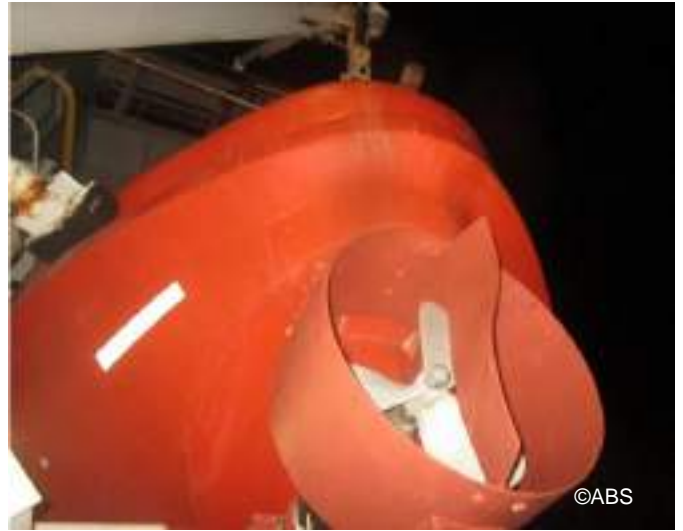
Lifeboat reflective tape replaced



Steam pipe found with corrosion



Lifeboat rudder corroded - before



Lifeboat rudder corroded - after



Foam station valve found with broken valve casing replaced



Internal structure buckled due to side shell contact damage



Damaged hydraulic motor for mooring winch removed



Damaged hydraulic motor for mooring winch replaced



Public address system speakers damaged



Funnel area – oil spillage from tank airpipe



Stanchions secured with locking pins - after



Deteriorated hose for CO₂ system for scavenging air system replaced



Main engine cylinder cooling water leak



Main engine fuel pump leak



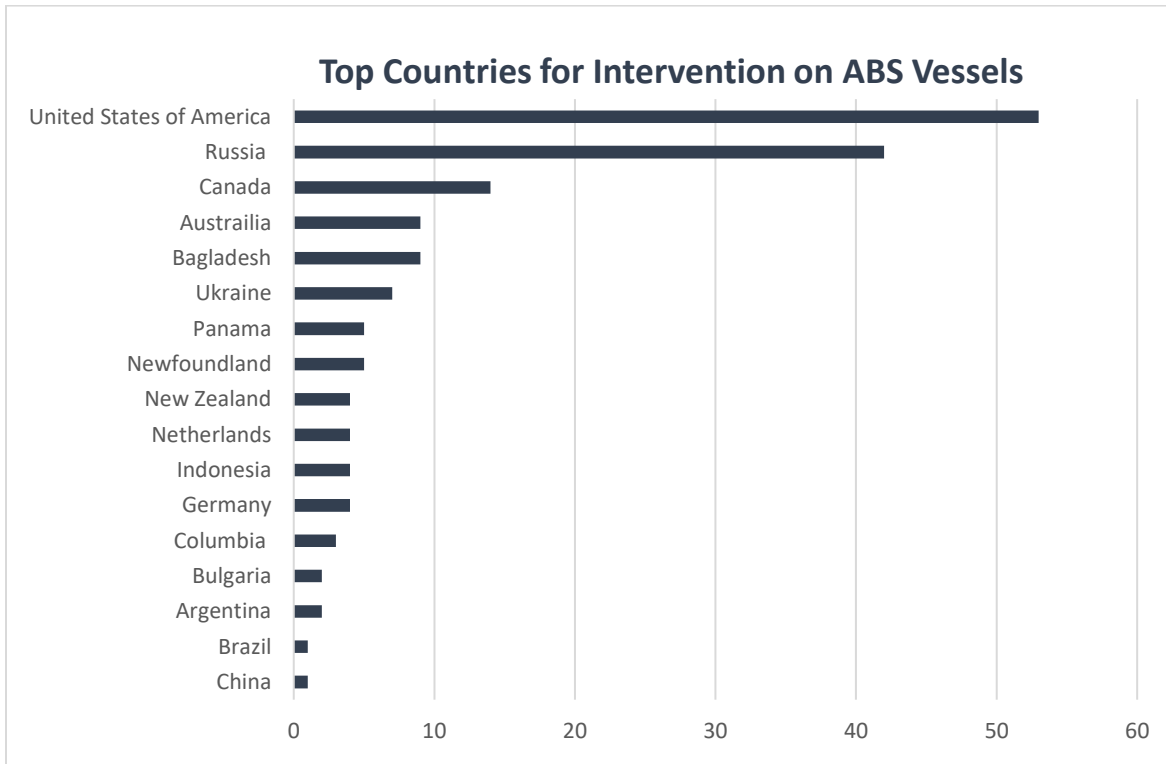
Steering gear leaking oil



Operational test of emergency lights after repair

2.3 Top Countries for Interventions on ABS Vessels

For the period July 1, 2021 to September 30, 2021 the top countries for ABS vessels that had Port State Control interventions are listed in the table below.



3. COVID-19 Impact on PSC

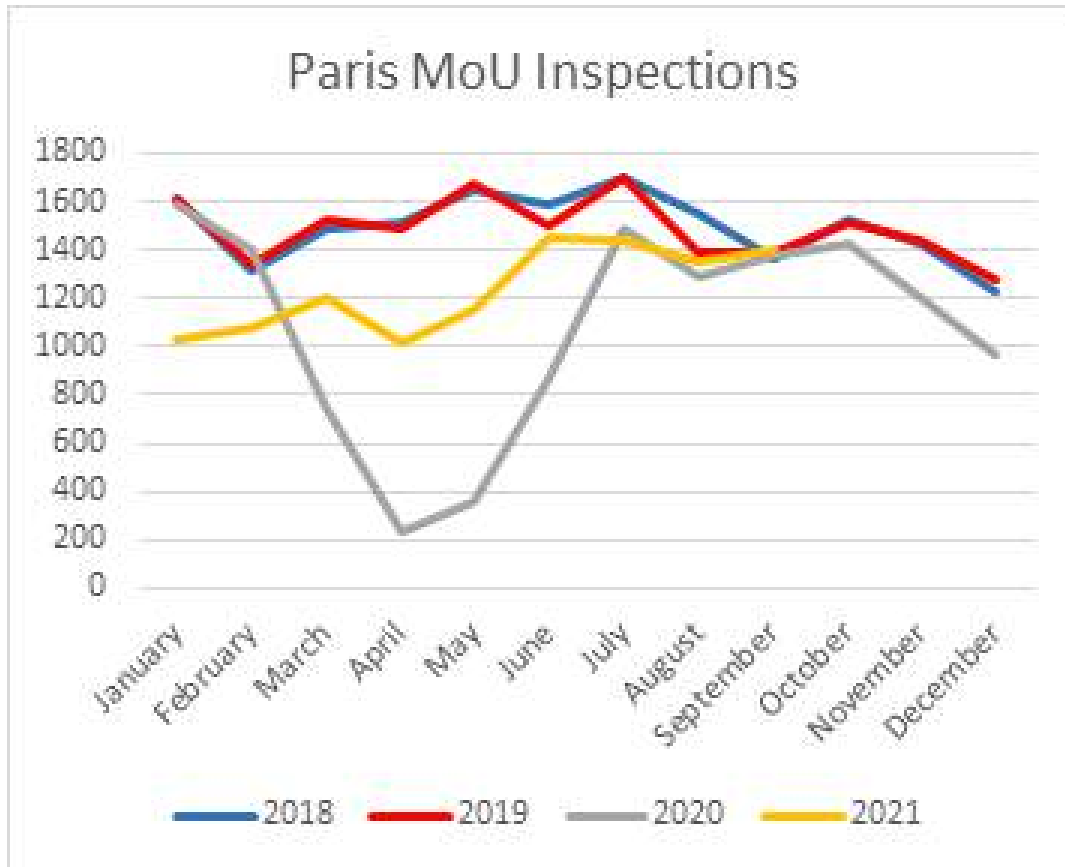
3.1 Paris MoU Inspections for 3rd Quarter 2021

The Paris MoU number of inspections during the period of July 1, 2021 to September 30, 2021 were about the same as previous years 2018, 2019 and 2020.

The Paris MoU had 133 detentions for this period. Only two (2) of those detentions were on ABS-classed vessels.

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 inspections for 3rd Quarter 2021

The Tokyo MoU PSC activity during the period July 1, 2021 to September 30, 2021 continued to be well below the 2018 and 2019 levels, but similar to 2020. China continued to have an extremely low level of activity. The decline may be contributed to COVID-19 mitigating measures established by local governments.

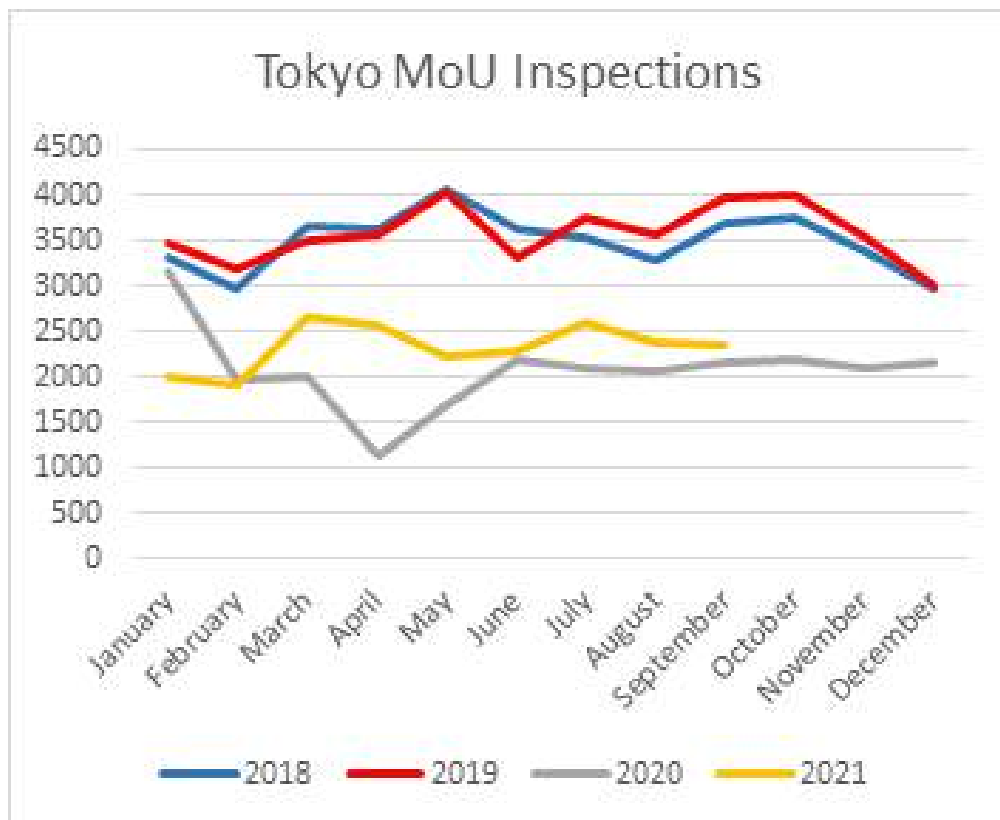
The Tokyo MoU had 100 detentions for this period. Only seven (7) of those detentions were on ABS-classed vessels.

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 for 3rd Quarter 2021

The USCG had 11 detentions for the period July 1, 2021 to September 30, 2021. Only one (1) detention was on an ABS-classed vessel 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 Office in Charge, Marine Inspection (OCMI) 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; or,
 - Accept objective evidence such as vessel status within USCG 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 3rd Quarter 2021

Deficiency Code	Category
15100	ISM
07126	Oil accumulation in engine room
07108	Ready availability of fire-fighting equipment
02101	Closing devices/watertight doors
07106	Fire detection and alarm system
13102	Auxiliary engine
02107	Ballast, fuel, and other tanks
02118	Decks - cracking
02108	Electrical installations in general
04114	Emergency source of power - emergency generator
07115	Fire dampers
07110	Firefighting equipment and appliances
07113	Fire pumps and its pipes
01113	Minimum Safe Manning Document
13108	Operation of machinery
11134	Operation of lifesaving appliances
07123	Operations of fire protection systems
13199	Other (machinery)
13101	Propulsion engine
14121	Suspected of discharge violation

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

Paris MoU and Tokyo MoU are conducting 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; and
- 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 on board 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 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).

6a. 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.

6b. New Regulations - June 2021

a. MEPC.284(70), MEPC.227(64), MEPC.159(55) - MARPOL IV Prevention of Sewage Pollution

Discharge compliance dates are established for the Baltic Sea Special Area (June 1, 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes (28° 10' E) within the special area) and leaving the special area without making any other port calls within the special area shall comply on June 1, 2023. Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.

b. MEPC.275(69) - MARPOL IV Prevention of Sewage Pollution

Discharge compliance dates are established for the Baltic Sea Special Area (June 1, 2021 for existing passenger ships with one exception existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes (28° 10' E) within the special area) and leaving the special area without making any other port calls within the special area shall comply on June 1, 2023.

c. MEPC.274(69) - MARPOL IV Prevention of Sewage Pollution

The resolution amends Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) to revise the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e., building contract placed or keel laid on or after June 1, 2019, or delivered on or after June 1, 2021).

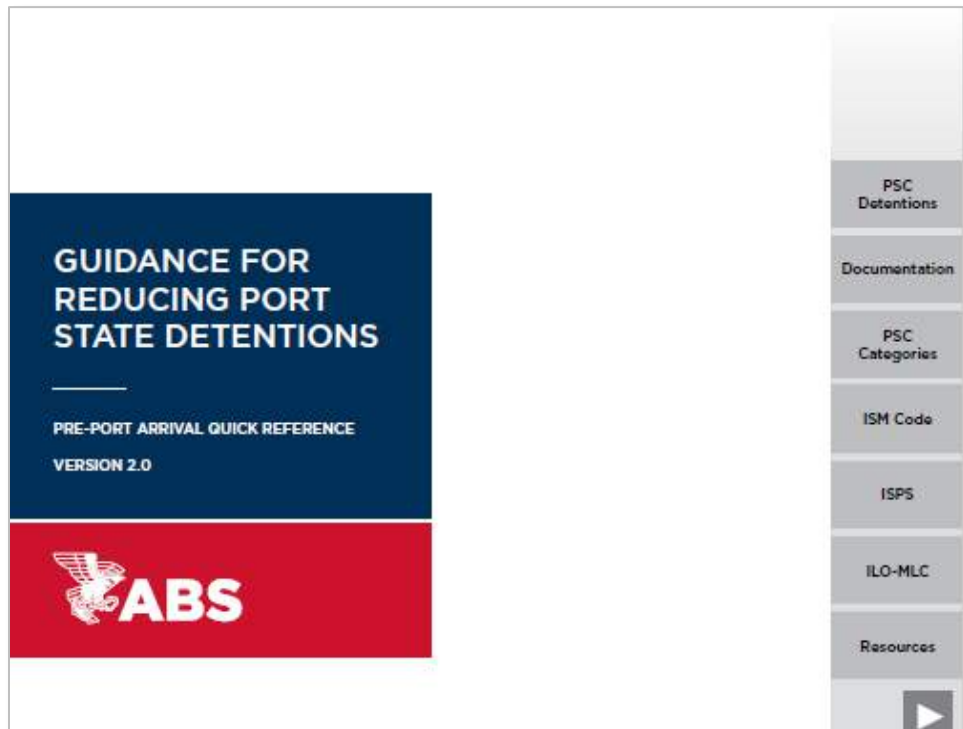
7. Industry Links for Port State Control

Paris MoU	www.parismou.org
Tokyo MoU	www.tokyo-mou.org
United States Coast Guard	www.dco.uscg.mil
Mediterranean MoU	http://www.medmou.org/home.aspx
Black Sea MoU	www.bsmou.org
Indian Ocean MoU	www.iomou.org
Caribbean MoU	caribbeanmou.org
Acuerdo de Viña del Mar	https://alvm.prefectura naval.gob.ar/
Abuja MoU	www.abujamou.org
Riyadh MoU	www.riyadh mou.org

8. 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

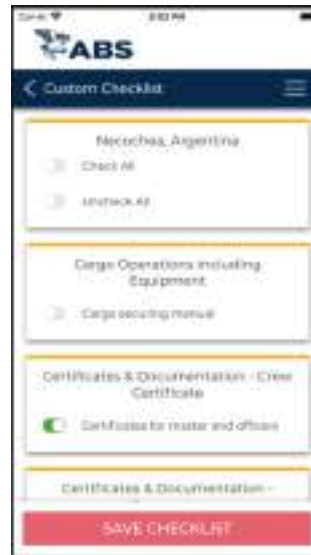
Port State Information main screen



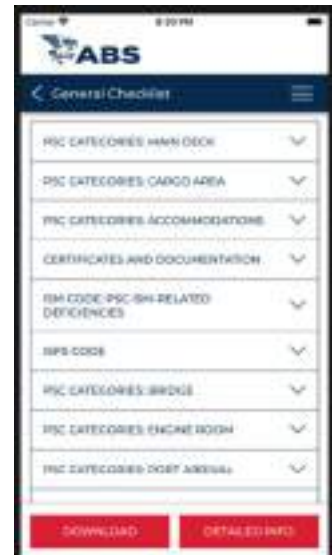
PSC Custom (Port-specific) Checklist and filter



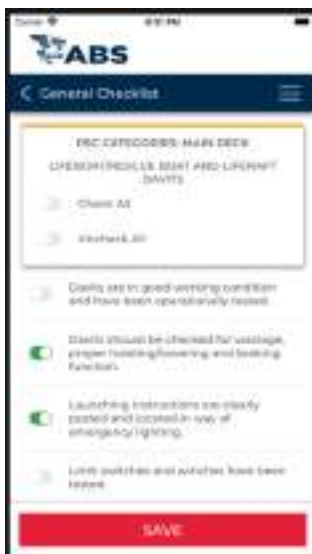
PSC Custom Checklist filtered by port and vessel type



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



9. 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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