



ABS PORT STATE  
CONTROL  
QUARTERLY  
REPORT

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Q2 2022



## **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 second quarter of 2022. 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.

PSC 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, accommodation 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, 2022, to June 30, 2022, the top categories for PSC detentions on ABS vessels in the Paris MoU, Tokyo MoU and USCG database are listed in the table below. For the Paris MoU, Tokyo MoU and USCG, there were 327 vessels detained. Of those detained vessels, 17 vessels were classed by ABS. ABS assisted the owner/operator to address the deficiencies so that the PSC detention could be lifted allowing the vessel to sail.

5-Digit Detention Code	Grounds for Detentions on ABS Vessels
15150	ISM
18420	Cleanliness of engine room
07109	Fixed fire extinguishing installation
07115	Fire-dampers
02108	Electrical installations in general
03108	Ventilators, air pipes, casings
07105	Fire doors/openings in fire-resisting divisions
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
07125	Evaluation of crew performance (fire drills)
10114	Voyage data recorder (VDR)/Simplified Voyage data recorder(S-VDR)
11129	Operational readiness of lifesaving appliances

Note: List contains deficiencies that were identified on two vessels or more.

## 1.2 Photographs

Photographs show isolated cases of deficiencies found.



Clutch for vacuum unit of emergency fire pump broken



Oil leakage from winches on deck



Unsecured junction boxes and cables on deck



Leakage of deck machinery hydraulic pump circulating system located at Forecastle Space



Cargo holds entrance unable to close due to worn handle, turning to 360 degrees on actual closing



Drainpipe for hatch coaming found with rust and hole



Ballast tank vent head disk missing



Oil leakage from main air compressor pumps



Navigation light not properly mounted and mounting screw missing



Automatic Voltage Regulator (AVR) of emergency generator malfunctioning



Free fall lifeboat hydraulic system for rudder malfunctioning



Paint room sprinkler system not in operation due to isolation valve stuck





Oil leakage from main engine fuel pump



Oil leakage from generator engine crank case explosion door and fly wheel end seal



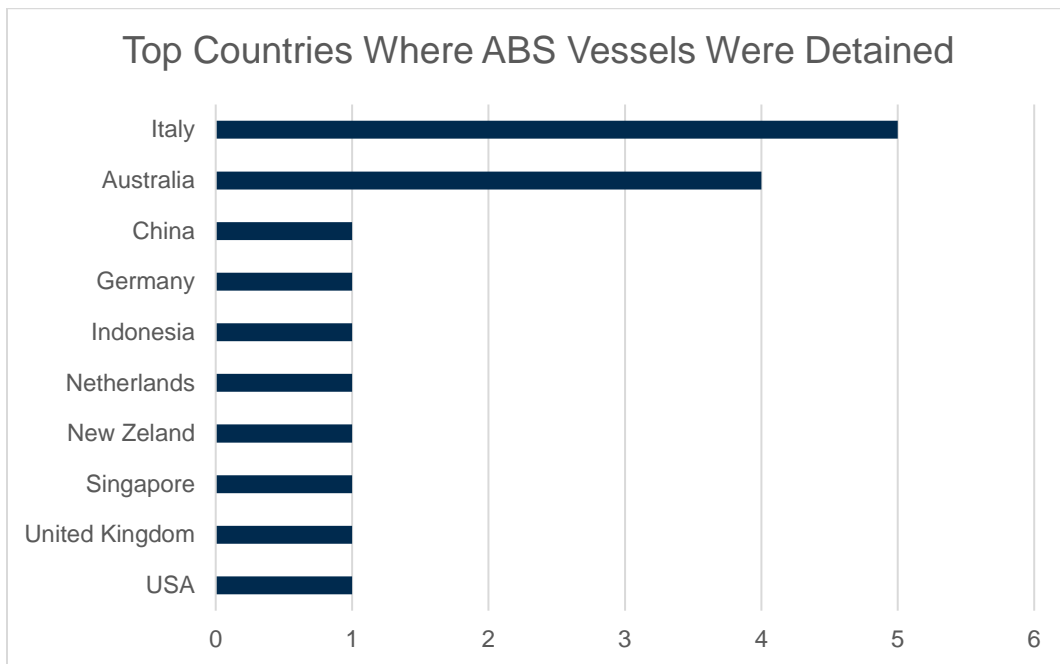
Lubrication oil system quick closing valve inoperative



Crew not familiar with procedure to manually connect emergency generator to switchboard

### 1.3 Top Countries where ABS Vessels were Detained

Out of the 17 detained vessels classed with ABS, the location of the countries where the detention occurred is in the table below. ABS assisted the owner operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.



## 2. 2nd Quarter Intervention Top Deficiencies on ABS Vessels

### 2.1 Top Categories for Deficiencies

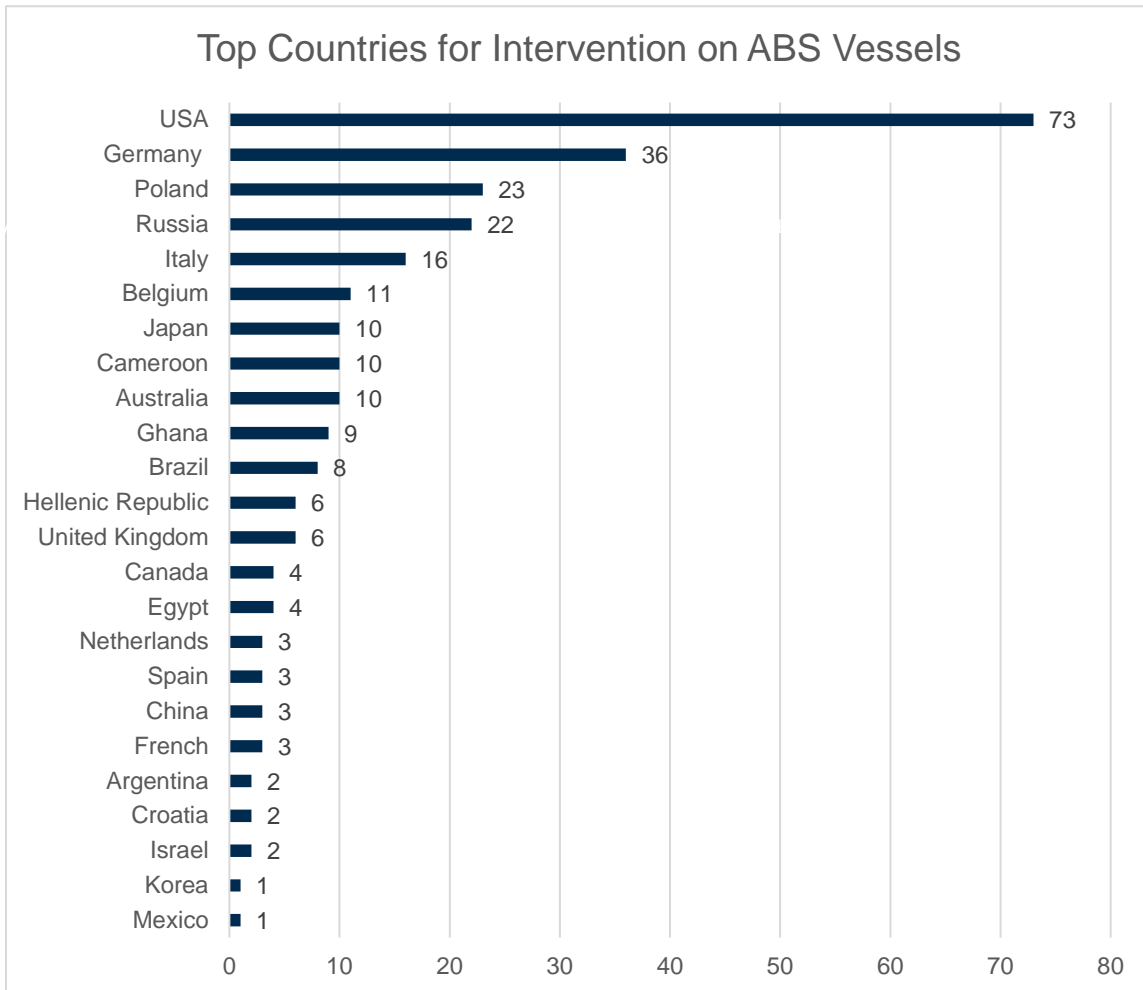
For the period April 1, 2022, to June 30, 2022, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below.

5-Digit Deficiency Code	Top Categories for Deficiencies
13101	Propulsion main engine
04103	Emergency, lighting, batteries and switches
15150	ISM
13199	Other (machinery)
02108	Electric equipment in general
11101	Lifeboats
07115	Fire-dampers
02105	Steering gear
07105	Fire doors/openings in fire-resisting divisions
07199	Other (fire safety)
04114	Emergency source of power — emergency generator
03107	Doors
13108	Operation of machinery
03102	Freeboard marks
11117	Lifebuoys including provision and disposition
07109	Fixed fire extinguishing installation
07124	Maintenance of fire protection systems

Note: List contains deficiencies that were identified on eight vessels or more.

## 2.2 Top Countries for Interventions on ABS Vessels

For the period April 1, 2022, to June 30, 2022 the top countries where ABS vessels had PSC interventions are listed in the table below.



### 3. PSC Activity

#### 3.1 Paris MoU Inspections for 2nd Quarter 2022

The number of inspections in the Paris MoU during the period of April 1, 2022, to June 30, 2022, has increased compared to first quarter for the same period of 2021 and 2020, however, the number of inspections remains the same compared to 2019, 2018 for the same period.

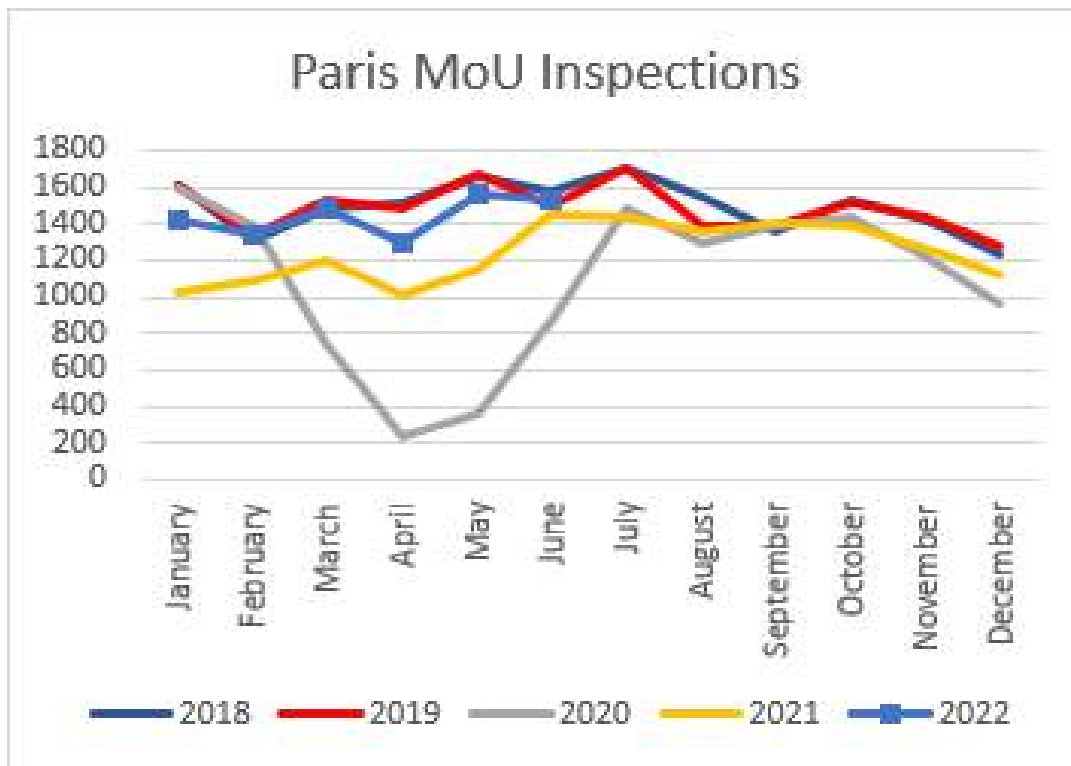
The Paris MoU had 147 detentions for this period. Only eight of those detentions were on ABS classed vessels.

The Paris MoU provided guidelines on July 8, 2022, to PSC officers checking compliance on following,

- MARPOL Annex VI (Air Pollution)
- MARPOL Annex IV (Sewage)
- LRIT (Long Range Identification and Tracking) System
- IGF Code
- ISM Code

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

<https://www.parismou.org/paris-mou-covid-19-publications>



### 3.2 Tokyo MoU Inspections for 2nd Quarter 2022

The Tokyo MoU inspections during the period April 1, 2022, to June 30, 2022, has increased compared to first quarter 2021 and 2020, however, the number of inspections is lower than the same period years 2019 and 2018.

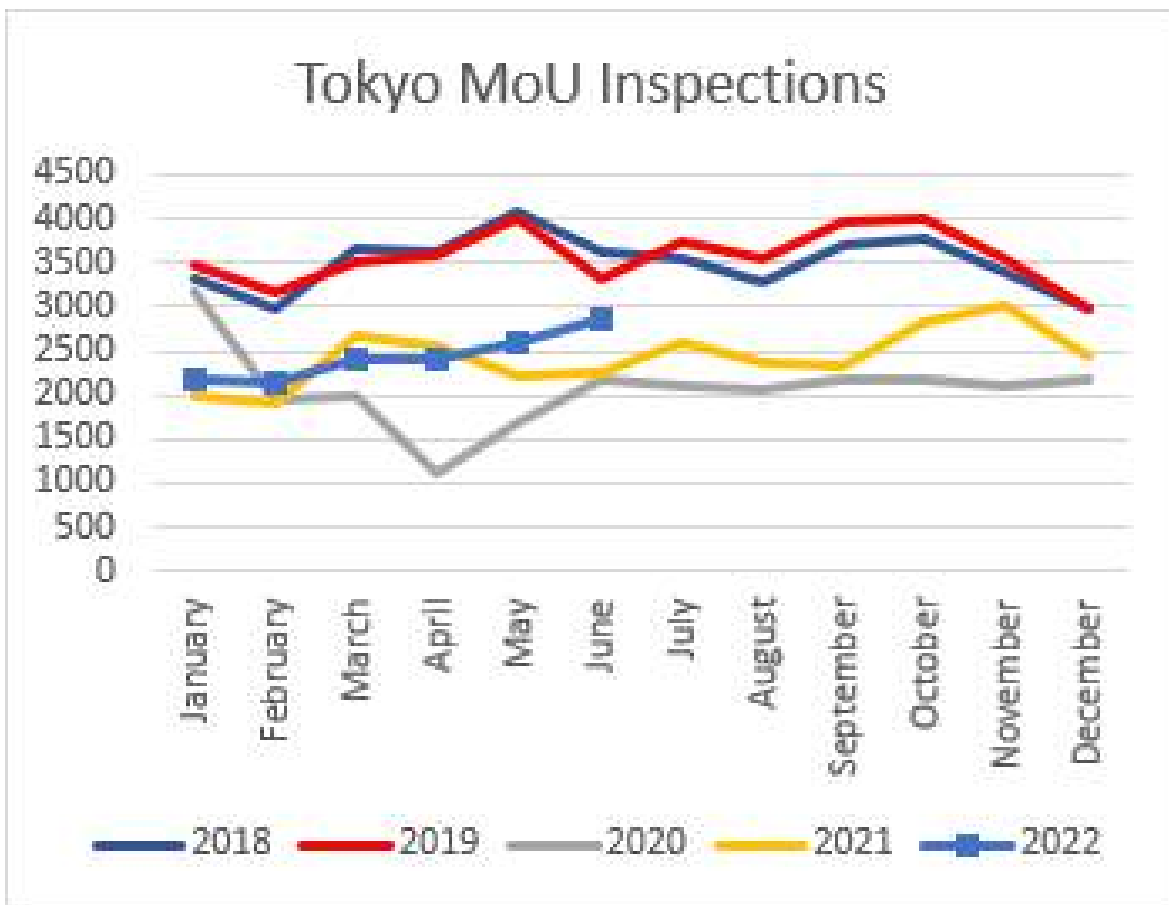
The Tokyo MoU had 162 detentions for this period. Only eight of those detentions were on ABS classed vessels, and one detention was assigned to ABS as being responsible.

Tokyo MoU provided interim guidance to Ukrainian Seafarer Repatriation due to the regional conflict. This is in addition to interim measures relating to COVID-19 circumstances (Circular letter 2021-1, March 1, 2021).

Recently Tokyo MOU has provided Guidelines on “Usage of Body Camera” during PSC inspections.

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

<http://www.tokyo-mou.org/publications/Guidelines&procedures.php>



### 3.3 USCG Detentions for 2nd Quarter 2022

The USCG had 18 detentions for the period April 1, 2022, to June 30, 2022. Only one detention was on ABS classed vessels during this period.

USCG PSC Division maintains criteria to evaluate flag Administration, ship managers, Recognized Organizations (ROs), Recognized Security Organizations (RSOs) based on the targeted program:

- Targeted flag Administrations are those identified as having a detention ratio higher than the overall average and were associated with more than one detention in the previous three years. The detention ratios are based on data from the previous three years. As stated, the overall flag Administration performance has risen slightly with the three years running detention ratio increasing slightly from 1.06 percent to 1.08 percent.
- Ship managers (owners, operators and charterers) are those identified as having been associated with two or more safety detentions within the past twelve months. Placement on this list does not imply that all ships associated with the owner or operator are substandard.
- ROs are those in last three-year detention ratio scores higher than 0.5 percent. Additionally, those with a detention ratio greater than two percent are also designated as Priority 1 for the class society approval requirements outlined in 46 CFR 2.45-15 (2).
- RSOs are those targeted based on their total number of related major control actions accumulated during the previous 12-month period as determined by USCG HQ. The list of targeted RSOs will be updated and posted monthly.

The information may be accessed by visiting [www.dco.uscg.mil](http://www.dco.uscg.mil).

## Top Deficiency Categories for Grounds for USCG Detentions on Worldwide Vessel Fleet During 2nd Quarter 2022.

Deficiency Code	Category
07126	Oil accumulation in engine room
15109	Maintenance of the ship and equipment
15108	Reports of non-conf., accidents & hazardous occurrence
07109	Fixed fire extinguishing installation
07108	Readily availability of firefighting equipment
04114	Emergency source of power - Emergency generator
07106	Fire detection and alarm system
11112	Launching arrangements for survival craft

Note: List contains deficiencies that were identified on two vessels or more.

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

Paris and Tokyo MoU conducted a Concentrated Inspection Campaign (CIC) on Ship's Stability from Sept. 1, 2021, to Nov. 30, 2021.

Tokyo MOU published results for this period as follows:

- 6260 PSC inspections conducted, of which 4984 (79.62 percent) were with a CIC inspection
- Total of 379 CIC related deficiencies were on 328 ships, representing 6.58 percent of the CIC inspections
- Highest number of CIC related deficiencies were related to loading/ballast condition 155 (43.54 percent), followed by cargo operation 67 (18.82 percent) and bridge operation 45 (12.64 percent)
- 121 detentions of which eight ships (6.61 percent) were detained as a result of the CIC

In December 2021, Paris MOU Technical Evaluation Group (TEG) was instructed to focus future CICs as follows:

- STCW (Standards of Training, Certification and Watchkeeping for Seafarers) in 2022
- Fire Safety in 2023
- MLC (The Maritime Labour Convention) 2006 in 2024
- BWM (Ballast Water Management) in 2025



## 5. 2021 United States Coast Guard Enhanced Exam Program (EEP)

Beginning in 2021, the Coast Guard initiated the Enhanced Exam Program (EEP). This program similar to the Concentrated Inspection Campaigns (CICs) carried out by Port State Control (PSC) MoUs, is intended to increase focus on specific aspects of ship safety on a quarterly basis. This increased focus may vary due to the implementation of new regulations, deficiency trends or other PSC program interests. In 2021, Port State Control Officers (PSCOs) carried out enhanced exams as part of routine PSC exam on ballast water compliance, fire and abandon ship drills, and MARPOL Annex VI. The enhanced exams conducted resulted in 41 ballast water, eight fire and abandon ship drills and 13 MARPOL Annex VI deficiencies.

## 6. New Regulations

### a. MEPC.1/Circ.864/Rev.1

Revised Annex VI regulation 14.10, 14.11, 14.12 requires each ship which annex applies fuel oil sampling point shall be fitted or designated for the purpose of taking representative samples of the fuel oil being used on board the ship. This regulation is not applicable to fuel oil service system for a low-flashpoint fuel for combustion purposes for propulsion or operation on board the ship.

- a) New Ships with keel laying date on or after 01 April 2022, the sampling point(s) shall be confirmed at the initial IAPP survey.
- b) Existing ships constructed before 01 April 2022 where modification of the fuel oil piping system is required to be carried out, the proposed modifications of the fuel oil piping system are to be submitted to plan approval office for review. In case, there is no modification is required to existing fuel oil piping system except identifying the sample points, then a separate engineering review may not require. This sampling point shall be verified on board by attending surveyor no later than the first IAPP renewal survey on or after 01 April 2023.

### b. MEPC.182(59) — Sampling of Fuel Oil for determination of compliance with revised MARPOL Annex VI

Revised Annex VI regulation 18.8.1 introduces an agreed method of primary fuel sampling procedure in accordance with MEPC.182(59) for use on board ship for combustion purposes. The primary sample is the representative sample of the fuel delivered to the ship and collected throughout the bunkering period. This is obtained by the sample equipment positioned at the bunker manifold of the receiving ship. Retained sample should be obtained by one of the following methods:

- i. manual valve-setting continuous-drip sampler; or
- ii. time-proportional automatic sampler; or
- iii. flow-proportional automatic sampler.

The bunker delivery note shall be kept on board the ship in such a place as to be readily available for inspection at all reasonable times. It shall be retained for a period of three years after the fuel oil has been delivered on board.

**c. MEPC.335(76) Overridable Engine Power Limitation (EPL) or Shaft Power Limitation (SHaPoLi)**

The 2021 revised MARPOL Annex VI was adopted by resolution MEPC.328(76) and will enter into force on 01 November 2022. It contains amendments concerning mandatory goal based technical and operational measures to reduce carbon intensity of international shipping including the Energy Efficiency Existing Ship Index (EEXI).

Overridable Engine Power Limitation (EPL) or Shaft Power Limitation (SHaPoLi) are technical means of limiting the vessel speed by applying a maximum power limitation in normal operation, that can only be overridable by the ship's master or the officer in charge of navigational watch (OICNW) for the purpose of securing the safety of a ship or saving life at sea. These may be applied to reduce fuel consumption and hence it is a method may be used to comply with regulation 25 (required EEXI).

According to the IMO Resolution MEPC.335(76) "2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI requirements and use of a Power Reserve" — all new, and existing, overridable shaft or engine power limitation need to be approved and verified by the Administration or the RO. This requires RO Plan Approval office to approve the applied EPL/SHaPoLi and the Onboard Management Manual (OMM). In this instance, a surveyor is required to verify compliance of the installed EPL/SHaPoLi in accordance with regulation 5.4 of Annex VI. The OMM is to include the technical details of the applied EPL/SHaPoLi, methods of locking and monitoring, recorded parameters, data recording system, procedures for releasing the power reserve, procedures for survey, etc.

**d. MARPOL Annex VI, Reg. 26 Ship Energy Efficiency Management Plan (SEEMP)**

For ships of 400 gross tonnage (gt) and above, applicable ships shall keep on board a ship specific SEEMP. The SEEMP may be a stand-alone document, or it may form part of the Ship's Safety Management System.

- i. Ship of 5,000 gt, and above, which are applicable to this regulation, the SEEMP shall be reviewed and approved by the ship's Administration or Recognized Organization (RO) and placed on board by 01 January 2023. The applicable vessels are bulk carrier, combination carrier, containership, cruise passenger ship, gas carrier, general cargo ship, LNG carrier, refrigerated cargo carrier, ro/ro cargo ship, ro/ro cargo ship (vehicle carrier), ro/pax (passenger ship), tanker.
- ii. By 01 January 2023, for applicable vessels 5,000 gt and above, the SEEMP must be updated to include the Required Annual Operational Carbon Intensity Index (CII), the methodology for calculating the ship's attained annual CII (regulation 28), and an implementation plan for self-evaluating and achieving required CII performance. These values will be used each year to assign a CII rating of A (highest) through E (lowest). A ship rated as D for three consecutive years or rated as E must develop a plan of corrective actions to achieve the required annual operational CII.
- iii. Under Regulation 27, each ship of 5,000 gt and above is to have onboard a SEEMP that includes a description of the methodology that will be used to collect the fuel oil consumption data of ships. Beginning 2019, this data is collected every calendar year i.e., 1 January until 31 December. The verification of the requirement to have a SEEMP on board shall take place at the first annual, intermediate or renewal survey identified on or after 01 January

2023 (Reg 5.4.7). A new International Energy Efficiency Certificate (IEE) and Supplement to IEE record are to be issued by first IAPP survey (annual, intermediate, renewal) or IEEC survey (initial) on or after 01 January 2023 (Reg 5.4 and 6.4).

- iv. Ships shall annually report their Attained Annual Operational CII to the Administration or RO (engineering as applicable) within three months after the end of each calendar year. Upon receipt of reported data (regulation 27.3) of this Annex and attained annual operational CII (regulation 28.2) of the Annex, the flag or the RO (engineering office reviewing the document) will issue a Statement of Compliance related to fuel oil consumption reporting and operational carbon intensity rating to the ship no later than five months from the beginning of the calendar year (reg. 27.3, 28.2, 6.6.4, 6.7).

**e. MEPC.331(76) — AFS Convention Ban on Cybutryne**

For vessels with an anti-fouling system containing cybutryne in the external coating layer on or after 01 January 2023, the anti-fouling system must be removed, or a sealant that prevents leaching must be applied. In either case, this must occur at the next scheduled renewal of the anti-fouling system after 01 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.

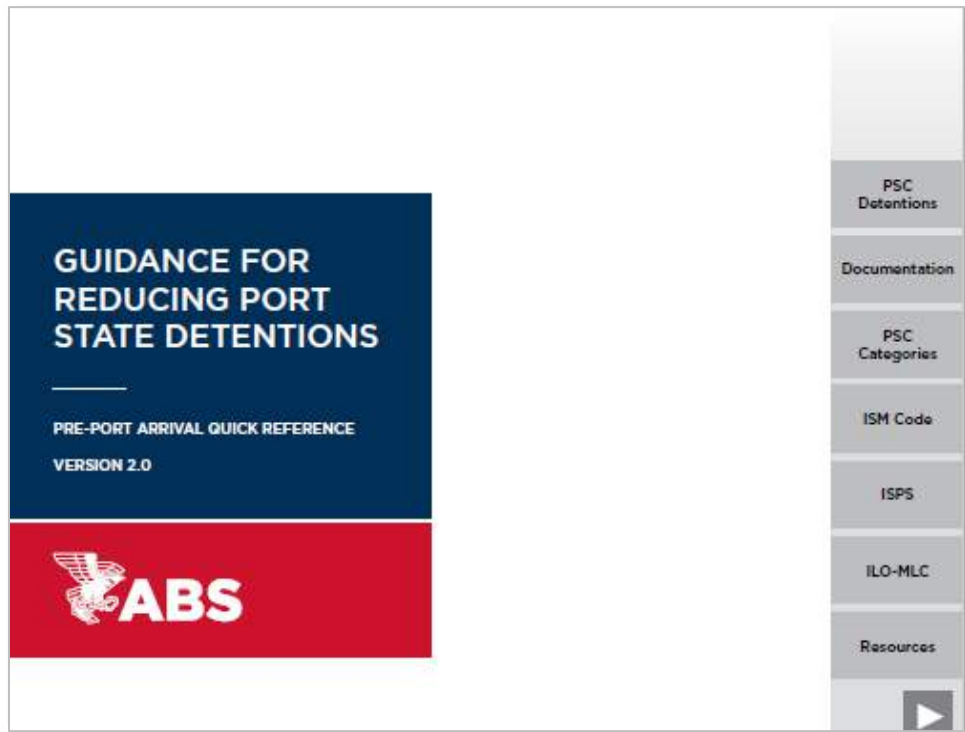
## 7. Industry Links for Port State Control

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

## 8. Additional Resources

Additional Resources may be found on the [ABS website at eagle.org](http://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](http://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.

### Western Hemisphere

Houston, TX USA

Tel: 1-281-877-6000 ext. 6021 or 6027

Marine Email: [WHSurveyMarine@eagle.org](mailto:WHSurveyMarine@eagle.org)

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