



ABS PORT STATE CONTROL QUARTERLY REPORT

Q2 2023



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 2023. 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 Second Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For period April 1, 2023, to June 30, 2023, the top categories for Port State Control (PSC) detentions on ABS vessels in the Paris Memorandum of Understanding (MoU), Tokyo MoU and the United States Coast Guard (USCG) database are listed in the table below.*

There were 499 total detained vessels in second quarter per Paris MoU, Tokyo MoU and United States Coast Guard (USCG). Of those detained, only 30 vessels were ABS classed vessels.

Detention Code	Detention Description
15150	ISM
07115	Fire-dampers
15109	Maintenance of the ship and equipment
07109	Fixed fire extinguishing installation
11101	Lifeboats
07105	Fire doors/openings in fire-resisting divisions
07113	Fire pumps and its pipes
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
10109	Lights, shapes, sound-signals
11124	Embarkation arrangement survival craft
02105	Steering gear
03105	Covers (hatchway-, portable-, tarpaulins, etc.)
04102	Emergency fire pump and its pipes
04114	Emergency source of power - Emergency generator
07106	Fire detection and alarm system
07125	Evaluation of crew performance (fire drills)
11104	Rescue boats
18201	Fitness for duty - work and rest hours

* This list contains deficiencies that were identified on at least two (2) or more vessels. Detentions listed in order of highest to lowest number of instances per detention code.

1.2 Isolated Deficiencies Photographs. Photographs show isolated cases of deficiencies found.



Lifeboat hydrostatic release not engaged and reset



Improper stowage of embarkation ladder



Non-compliant pilot ladder
i.e., no rubber steps, loose chocks and retrieving lines not secured as required



Fire detector not secured in the base



Rescue boat winch speed engaging lever inoperable



Bridge Wing Compass Pedestal wasted



Ballast pipe repaired with patch



Main Engine Fuel Pump Leaking



Purifier room fuel oil piping insulation missing



Steam pipe leaking



Water leaking through the Multi Cable Transit (MCT) in lobby



Sewage System Flexible pipe leaking



Standing platform excessively wasted



Accommodation window shattered with hole

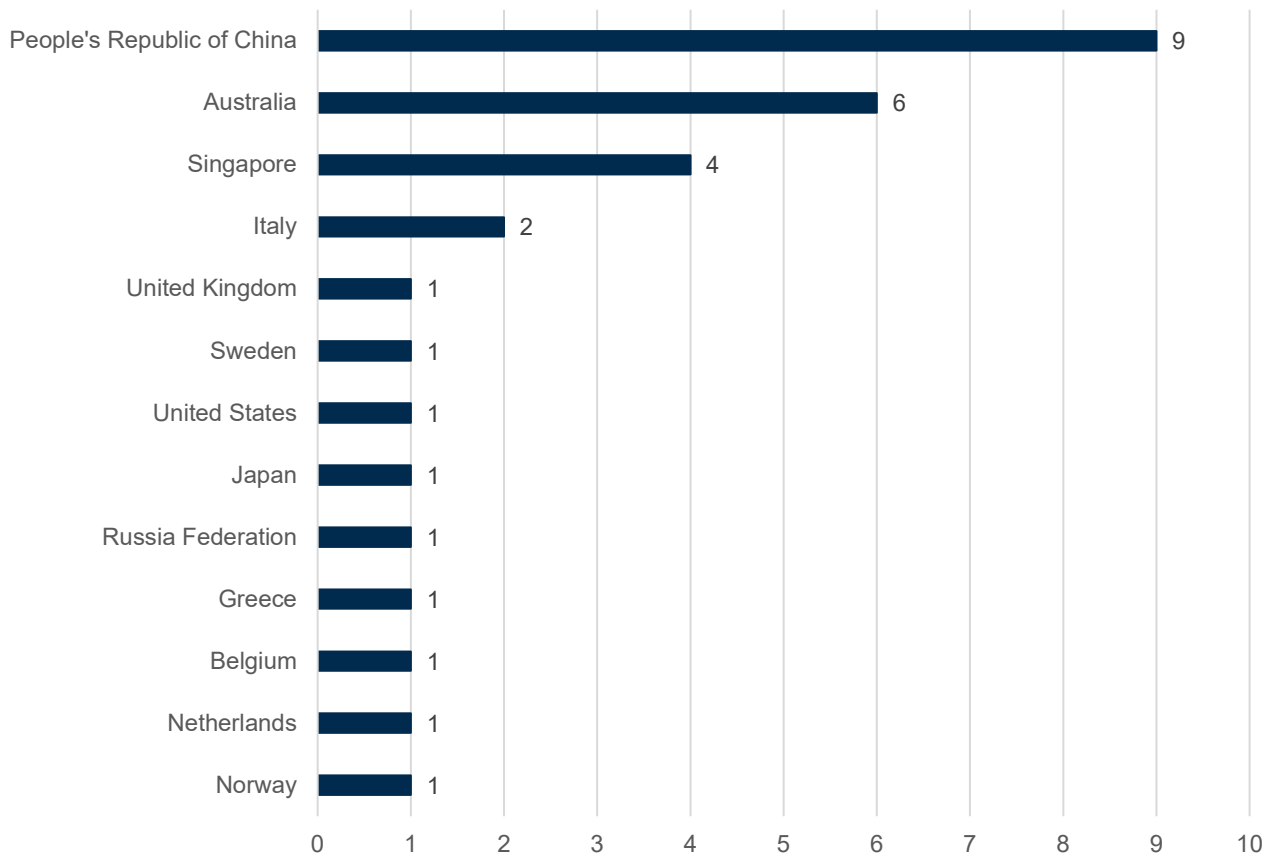


Numerous Indication lights on emergency generator panel out of order

1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the breakdown of the countries where the 30 ABS vessels were detained. ABS assisted each owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.

Top Countries Where ABS Vessels Were Detained



2. Second Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

For the period April 1, 2023, to June 30, 2023, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below. *

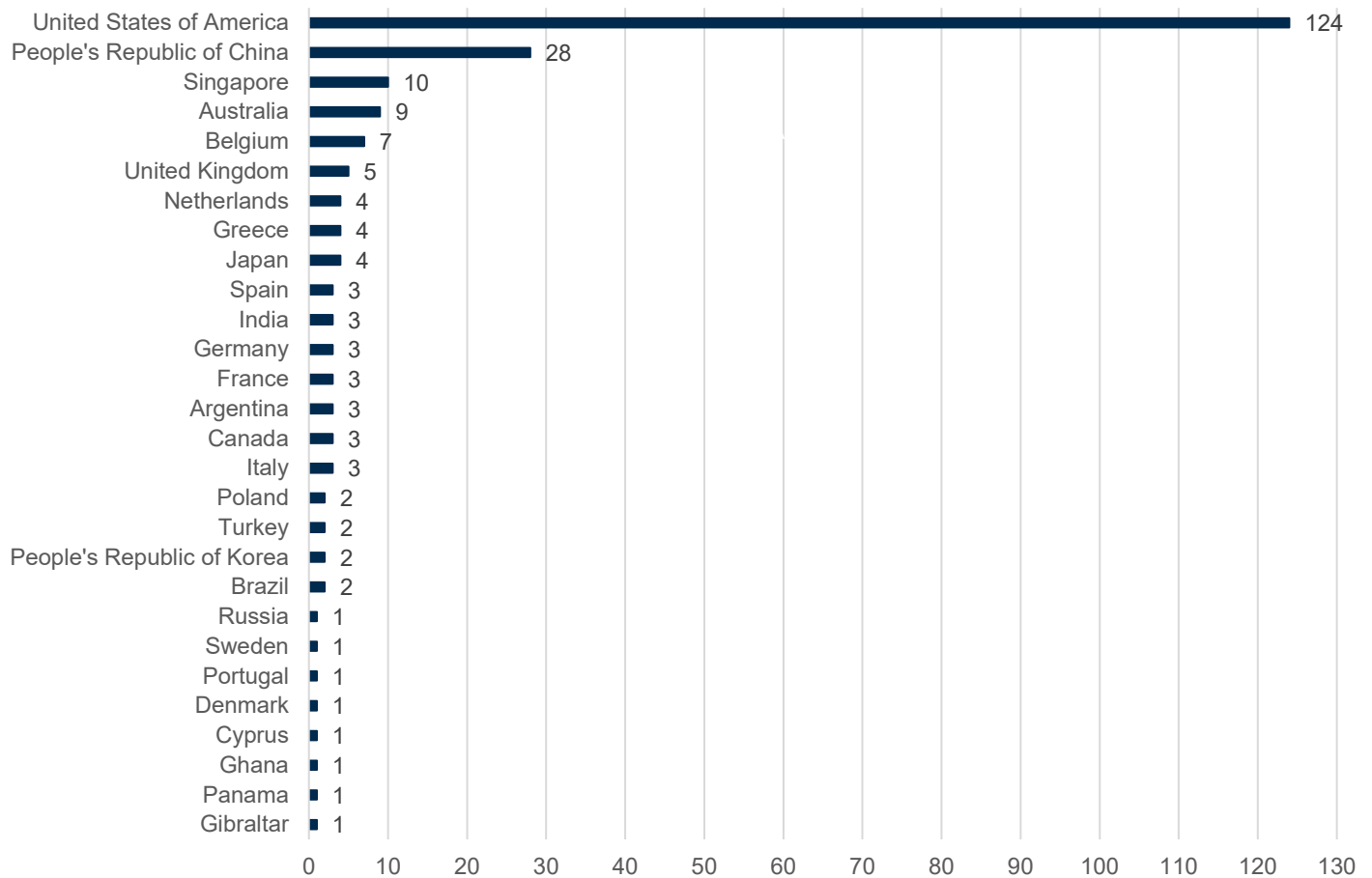
Deficiency Code	Deficiency Description
13101	Propulsion main engine
07105	Fire doors/openings in fire-resisting divisions
13199	Other (machinery)
07199	Other (fire safety)
15150	ISM
02108	Electric equipment in general
04114	Emergency source of power - Emergency generator
07114	Means of control (openings, pumps) Machinery spaces
11101	Lifeboats
11117	Lifebuoys including provision and disposition
14104	Oil filtering equipment
07115	Fire-dampers
09209	Electrical
10109	Lights, shapes, sound signals
01199	Other (certificates)
07109	Fixed fire extinguishing installation
13102	Auxiliary engine

* List contains deficiencies that were identified on at least ten (10) or more vessels. Detentions are listed in order of highest to lowest number of instances per detention code.

2.2 Top Countries for Interventions on ABS Vessels

For the period April 1, 2023, to June 30, 2023, the top countries where ABS had PSC interventions identified are highlighted in the bar chart below.

Top Countries for Interventions on ABS Vessels



3. PSC Activity

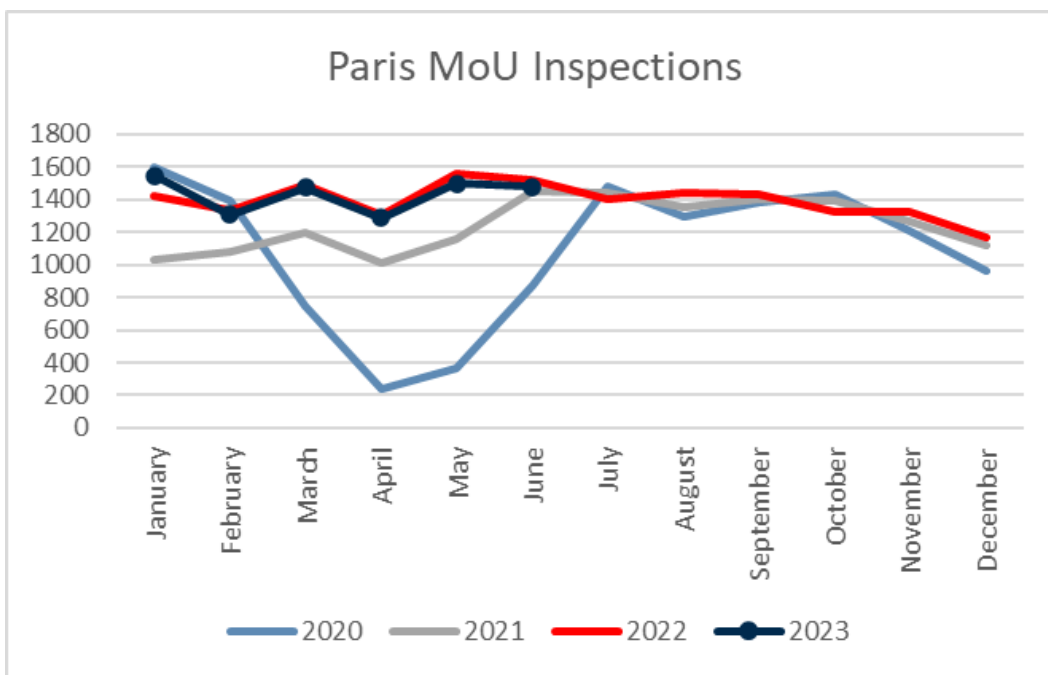
3.1 Paris MoU Inspections for Second Quarter 2023

The number of inspections in the Paris MoU during the period of April 1, 2023 to June 30, 2023, remains almost same compared to the same quarter in 2022, however, the number of inspections has increased compared to 2021, and 2020 for the same period.

The Paris MoU had 135 detentions for this period. Only 8 of those detentions were on ABS classed vessels.

The Paris MoU information may be accessed by clicking the link below.

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



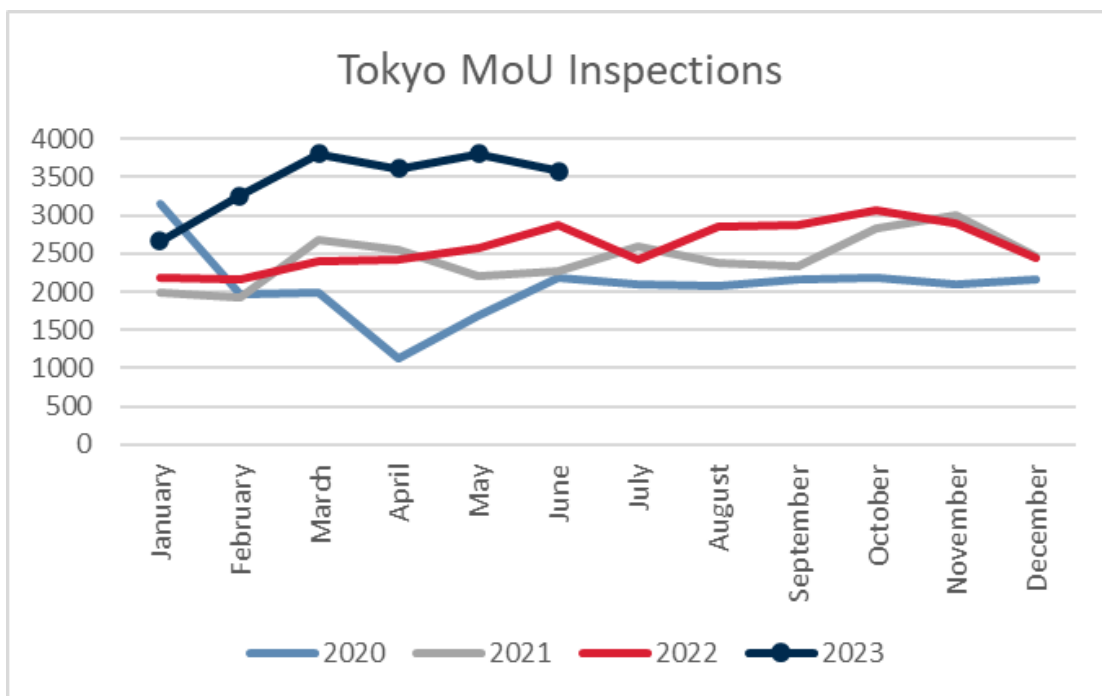
3.2 Tokyo MoU Inspections for Second Quarter 2023

The Tokyo MoU inspections during the period April 1, 2023, to June 30, 2023, overall has increased compared to Second quarter of 2022, 2021 and 2020.

The Tokyo MoU had 345 detentions for this period. Only 21 of those detentions were on ABS classed vessels.

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

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



3.3 Total Worldwide USCG Detentions for Second Quarter 2023

The USCG had 19 detentions for the period April 1, 2023 to June 30, 2023. There was one (1) detention on an ABS classed vessel during this period.

This information may be accessed by visiting [CVC-2 Detentions \(uscg.mil\)](https://uscg.mil/CVC-2-Detentions).

Top Deficiency Categories for Grounds for USCG Detentions Worldwide Vessel Fleet Second Quarter 2023*

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
07106	Fire detection and alarm system
07126	Oil accumulation in engine room
01315	Oil record book
02199	Other (Structural condition)
04114	Emergency source of power - Emergency generator
15102	Company responsibility and authority
15106	Shipboard operations
09201	Ventilation (Working spaces)
13199	Other (machinery)
15105	Resources and personnel

* This list contains deficiencies that were identified on at least two (2) or more vessels. Detentions listed in order of highest to lowest number of instances per detention code.

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

Tokyo and Paris Memorandum of Understanding (MoU) on Port State Control (PSC) provided a joint press release on 01 August 2023 on the Concentrated Inspection Campaign (CIC) on “Fire Safety” commencing from 01 September and ending on 30 November 2023.

[Press Release](#) | [Publications](#) | [Memorandum of Understanding on Port State Control in the Asia-Pacific \(tokyo-mou.org\)](#)

Objective of this campaign is:

- to create awareness among the ship’s crew and owner about the importance of the fire safety measures
- to verify that the ship complies with the fire safety of SOLAS requirement.

The PSC Inspector will use the [CIC Questionnaire](#) and Guidelines for [Port State Control Officers](#) to evaluate the ship’s condition

5. AMSA’s National Compliance Plan: 2023-24

The Australian Maritime Safety Authority (AMSA) has published National Compliance Plan for 2023-24. Under the National Compliance Plan, AMSA has identified four (4) focus areas. Each focus area below is developed based on the risk-based approach. AMSA has stated that they will also participate in the Tokyo MoU joint CIC on fire safety from 1 September to 30 November 2023.

- a) Focus area 1: Port and flag State control
- b) Focus area 2: Maritime Labour Convention
- c) Focus area 3: Domestic Commercial Vessels
- d) Focus area 4: Environmental

Details of each focus area can be accessed through the link provided below.

[National Compliance Plan: 2023-24 \(amsa.gov.au\)](#)

6. New Regulations

a. In-Water Performance of SOLAS Lifejackets

IMO has approved amendments to Chapter II of the LSA Code, as well as consequential amendments to the Revised Recommendation on Testing of Life-Saving Appliances (Resolution MSC.81(70)) regarding the performance of life jackets in the water. These amendments covered the following life jacket performance aspects:

- Amendments to the LSA Code Chapter II on the Personal Life-Saving Appliances
 - Life jackets to maintain a minimum buoyancy of 150 Newtons for the duration of the buoyancy test.
 - Life jacket to turn the body of an unconscious person to a face-up position where the nose and mouth are both clear of the water.
 - Life jackets shall be provided with a retention device to minimize their displacement from the original fitted position on the wearer when subject to dynamic forces such as waves.

- Amendments to the Revised Recommendation on the testing of life-saving appliances MSC.81(70) which includes changes to the buoyancy test, shoulder lift test and the righting test.
- Consequential amendments to the evaluation and test report forms emanating from amendments to resolution MSC.81(70) on thermal manikin tests, for dissemination as MSC.1/Circ.1628/Rev.1. Regarding the low-temperature tolerance time threshold of immersion suits, it was agreed that the amendments to paragraph 3.2.3 of MSC.81(70) on thermal protective tests to include a 15-minute time frame for the thermal manikin tests. This means that a test would be stopped if the core temperature falls more than 1.5 degrees C per hour after the first half-hour, if the skin temperature of the hand, foot, or lumbar region drops below 10 degrees C for more than 15 minutes.

The amendments are expected to be adopted at next MSC 108 (Spring 2024).

b. Revision of the MODU Code,

Revision of the 1979, 1989 and 2009 MODU Codes to Prohibit Use of Materials Containing Asbestos

IMO has adopted Resolutions MSC.543(107), MSC.544(107) & MSC.545(107) that provide amendments to the 1979, 1989 and 2009 MODU Codes establishing a prohibition on new installation of asbestos-containing materials (ACM) onboard offshore units. The amendments will enter into force on January 1, 2024, and apply to all MODUs, new and existing, from that date.

Any repairs, replacements, maintenance, or additions to working parts of a MODU should be documented with a declaration of asbestos-free materials. Existing materials on board before January 1, 2024, can be retained, but they should not be installed unless they are documented as asbestos-free. Asbestos-free declarations for newly installed materials will be conducted during MODU surveys.

In conjunction with the above, MSC.1/Circ.1671 was agreed on the IMO Unified Interpretation on implementation of regulation 2.10.3 of the 2009 MODU Code, regulation 2.8.2 of the 1989 MODU Code and regulation 2.7.2 of the 1979 MODU Code, serving to clarify:

- 1) “New installation” of ACM means any new physical installation onboard (i.e., repaired, replaced, maintained or added);
- 2) Documentation practices associated with confirming the absence of asbestos in newly installed materials are subject to audit as per the Safety Management System of the unit; and
- 3) During surveys required by the MODU Codes, Administrations or recognized organizations acting on their behalf should verify that ACMs are not installed on MODUs by reviewing asbestos-free declarations and supporting documentation for the structure, machinery, electrical installations and equipment covered by the corresponding MODU Codes.

The Committee also approved the Guidelines for Maintenance and Monitoring of Materials Containing Asbestos on Board MODUs (MSC.1/Circ.1672), to support implementation of the prohibition on ACM on MODUs. The purpose of these Guidelines is to aid in establishing a maintenance and monitoring program for minimizing exposure of anyone on board to asbestos while the MODU is in service or in a shipyard.

c. Revision of Lowering Speed of Survival Craft and Rescue Boats

IMO has approved the amendments to paragraphs 6.1.2.8 and 6.1.2.10 of Chapter VI of the LSA Code which address the issue of lowering speed for fully loaded survival craft and rescue boats. The LSA Code states that the minimum lowering speed is calculated using the formula $S = 0.4 + 0.02H$, where S represents the lowering speed in meters per second and H represents the height in meters from the davit head to the waterline when the ship is at its lightest sea-going condition. However, due to the construction of larger cargo ships with higher launching heights, it has become challenging to maintain the required minimum lowering speed. To address this, a maximum lowering speed of 1.3 m/s is added and recognized the need to include a minimum lowering speed of 1.0 m/s. The amendments are expected to be adopted at next MSC 108 (Spring 2024) and will apply to both cargo and passenger ships.

7. Industry Links for Port State Control

Paris MoU	www.parismou.org
Tokyo MoU	www.tokyo-mou.org
United States Coast Guard	hwww.dco.uscg.mil
Mediterranean MoU	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](http://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](#) or [Apple App Store](#).



SMART. INTUITIVE. CONNECTED.

INTRODUCING THE ABS APP

It's the next generation of fleet management and survey scheduling with everything you need at your fingertips to keep your assets connected and in sight.

Smart, easy, and fast – download to schedule surveys, including remote surveys and audits, manage your fleet and be totally prepared before you pull into port.

Connect with ABS – Anytime. Anywhere. Any Way.

BENEFITS

- Launch the ABS Smart Scheduler™ tool to book surveys and certification renewals in less than a minute
- Take advantage of remote survey options, including annual surveys with real-time mobile capture and collaboration
- Calculate estimated survey fees across multiple ports
- Access customized port state control analytics by vessel or fleet
- See top ISM findings for each port and custom to your vessel performance
- Connect to port-specific External Specialists for upcoming surveys
- Enjoy mobile convenience with 24/7 global connection

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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

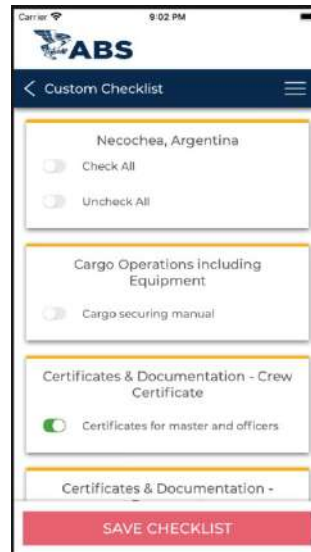
Port State Information main screen



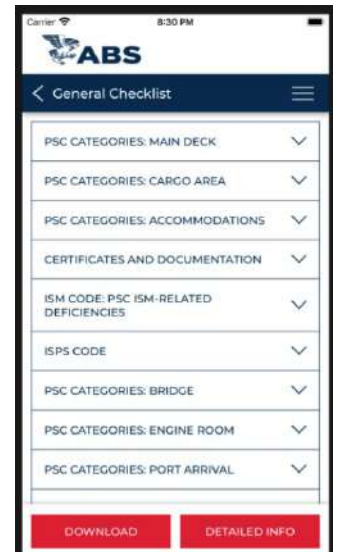
PSC Custom (Port-specific) Checklist and filter



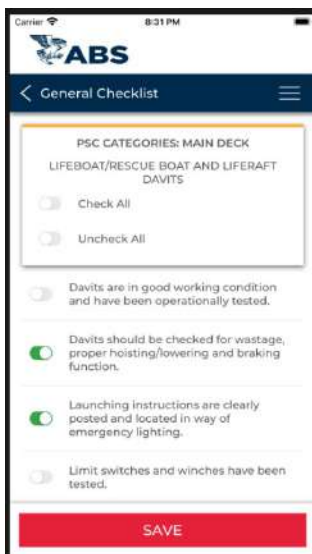
PSC Custom Checklist filtered by port and vessel type



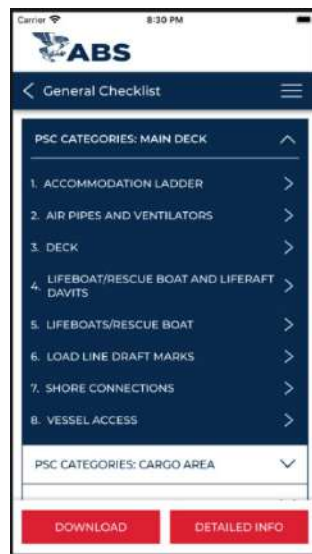
PSC General Checklist, all categories



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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Local Port Office Contact

[Contact Us \(eagle.org\)](#)