ABS PORT STATE CONTROL QUARTERLY REPORT

Q3 2022

ABS

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 third 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 Third Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For the period July 1, 2022, to Sept. 30, 2022, 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. For the Paris MoU, Tokyo MoU and USCG, there were 445 vessels detained. Of those detained vessels, 30 vessels were classed by ABS. ABS assisted the owner/operator to address the deficencies 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
04114	Emergency source of power – Emergency generator
07115	Fire-dampers
04109	Fire drills
07106	Fire detection and alarm system
11104	Rescue boats
01315	Oil record book
14104	Oil filtering equipment
07101	Fire prevention structural integrity
03105	Covers (hatchway-, portable-, tarpaulins, etc.)
07105	Fire doors/openings in fire-resisting divisions
11131	On board training and instructions
18421	Guards – fencing around dangerous machinery parts
15106	Shipboard operations
03107	Doors
18302	Sanitary Facilities
10118	Speed and distance indicator
11101	Lifeboats
07199	Other (fire safety)

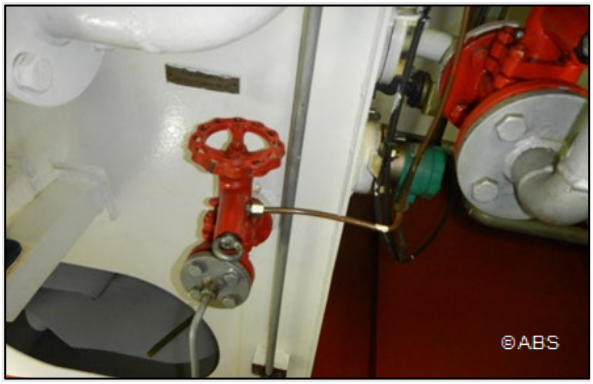
Note: List contains deficiencies that were identified on two vessels or more.

1.2 Photographs. Photographs show isolated cases of deficiencies found.

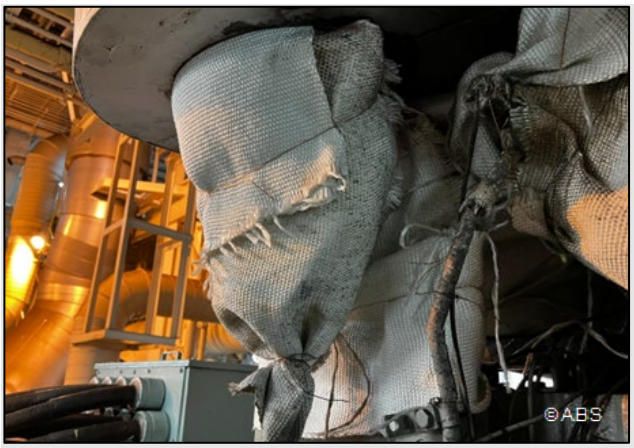
Speed and distance device is inoperative

Defective speed log, showing speed on vessel at anchorage

ER fire damper unable to operate (close)

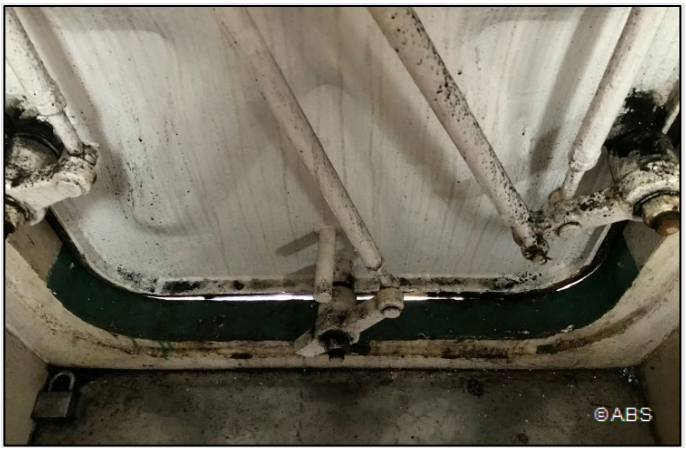


Quick closing valve for Emergency Diesel Generator supply was not available to close remotely



Diesel generator turbo charger insulation partly missing

Rescue boat motor is not ready to operate due to cooling system out of order



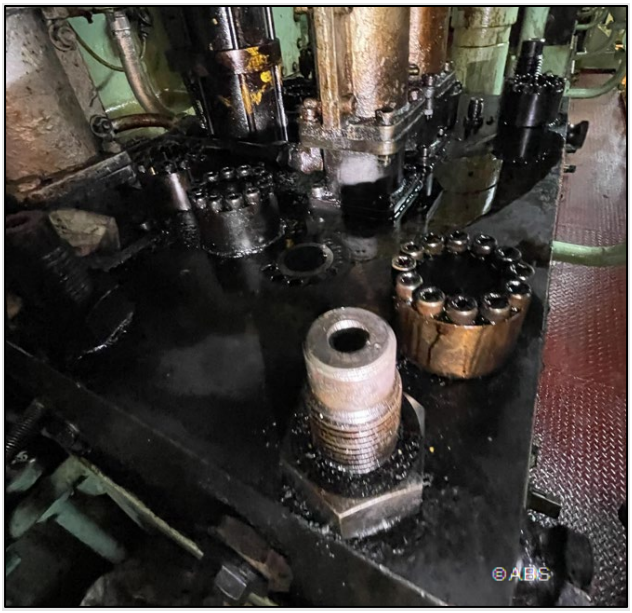
Accommodation weather tight door not able to fully close

Rubber packing of cargo hatch cover missing and or damaged

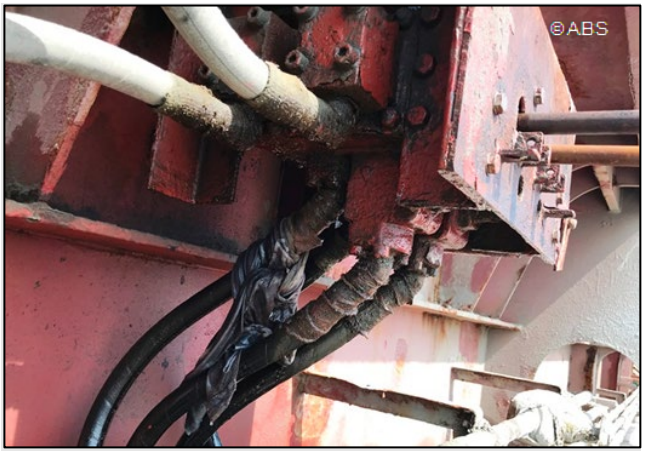
ER ventilation damper with damaged dog and corroded coaming

Water ingress alarm system defective

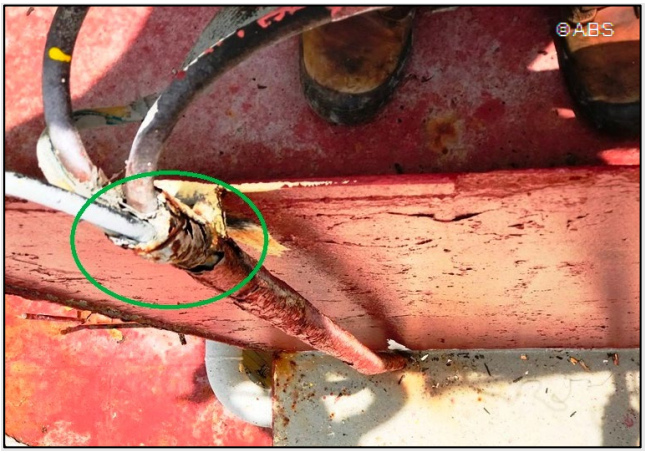
Sewage treatment plant not operable



Fuel oil leakage from the ME fuel oil pump high pressure fuel line



Cargo hold leaky hydraulic oil system



Conduit pipe corroded

During abandon ship drill port lifeboat swung, unbalancing the davit

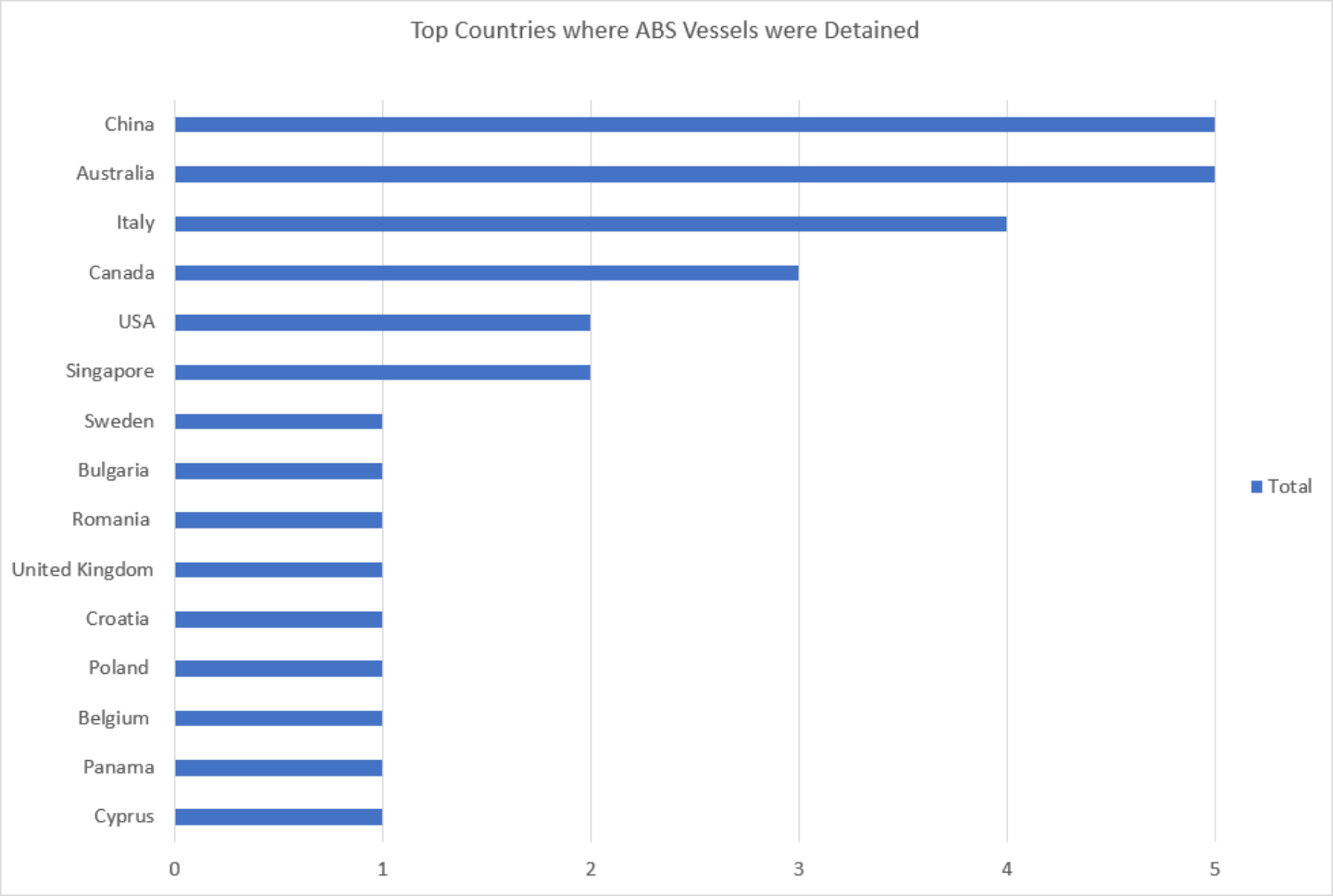
ER skylight door fitted with glass found excessively corroded with holes

Fire door in poop deck does not close properly

There is no audio on PA system

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 deficencies so that the PSC detention could be lifted and the vessel could sail.



2. Third Quarter Intervention Top Deficiencies on ABS Vessels

2.1 Top Categories for Deficiencies

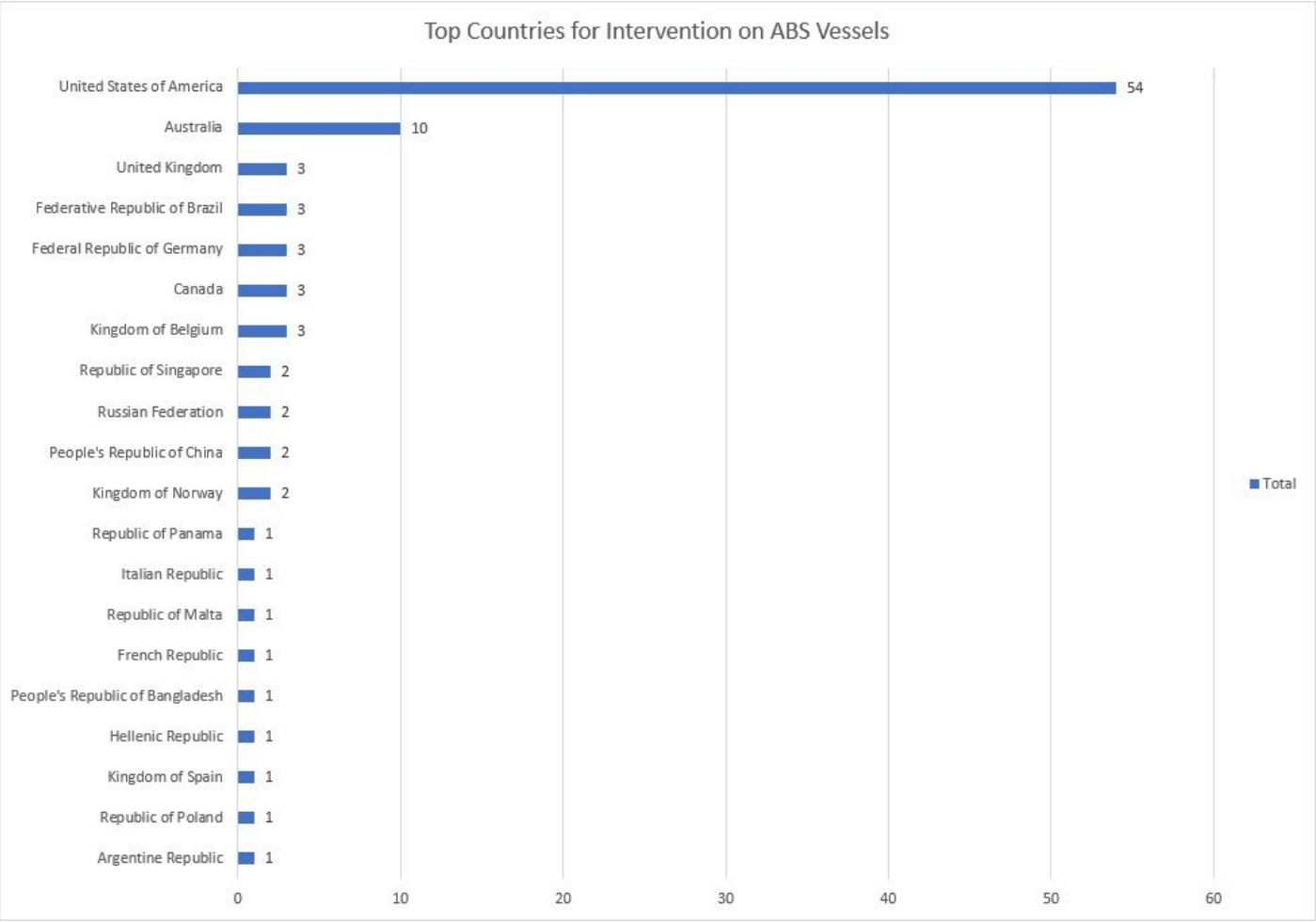
For the period July 1, 2022, to Sept. 30, 2022, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below.

5-Digit Deficiency Code	Top Categories for Deficiencies
13101	Propulsion main engine
13199	Other (machinery)
13108	Operation of machinery
07199	Other (fire safety)
03108	Ventilators, air pipes, casings
13102	Auxiliary engine
02105	Steering gear
07106	Fire detection
07105	Fire doors/openings in fire-resisting divisions
15150	ISM
11101	Lifeboats
04103	Emergency lighting, batteries and switches
07115	Fire-dampers
10113	Automatic identification system (AIS)
02108	Electric equipment in general
07109	Fixed fire extinguishing installation

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

2.2 Top Countries for Interventions on ABS Vessels

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



3. PSC Activity

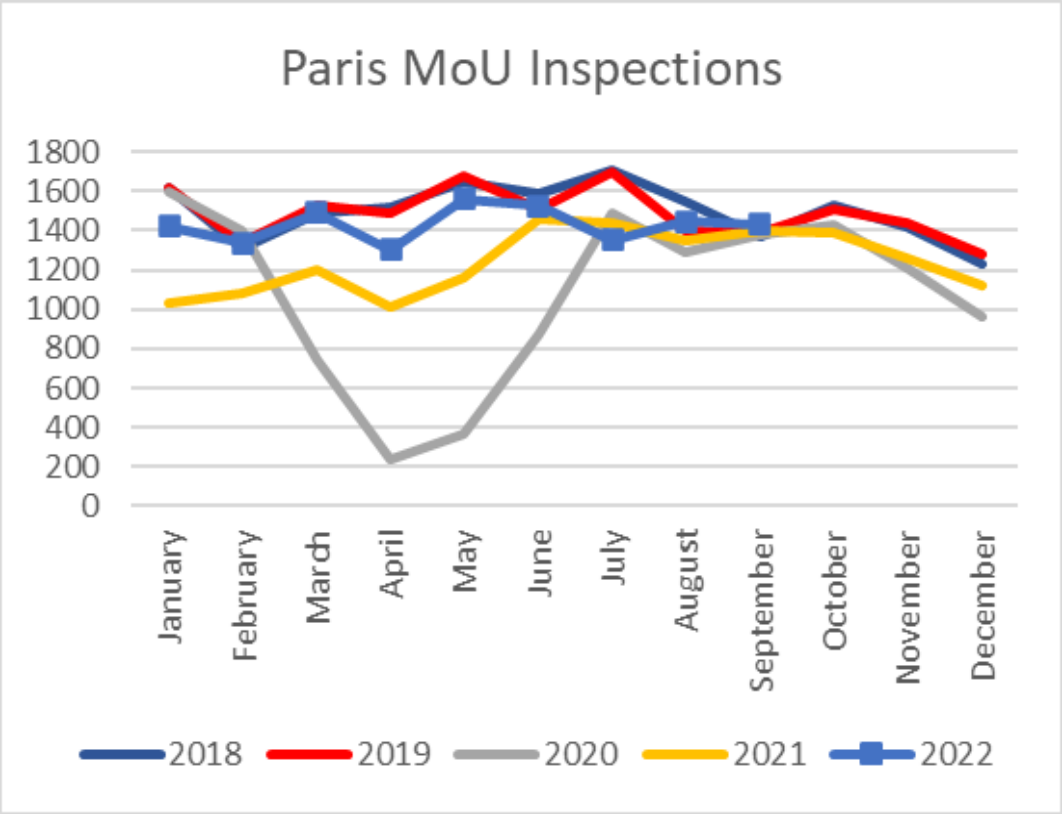
3.1 Paris MoU Inspections for Third Quarter 2022

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

The Paris MoU had 207 detentions for this period. Only 14 of those detentions were on ABS classed vessels.

Paris MoU has updated the deficiency code on July 1, 2022, and the information may be accessed by clicking the following link:

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



3.2 Tokyo MoU Inspections for Third Quarter 2022

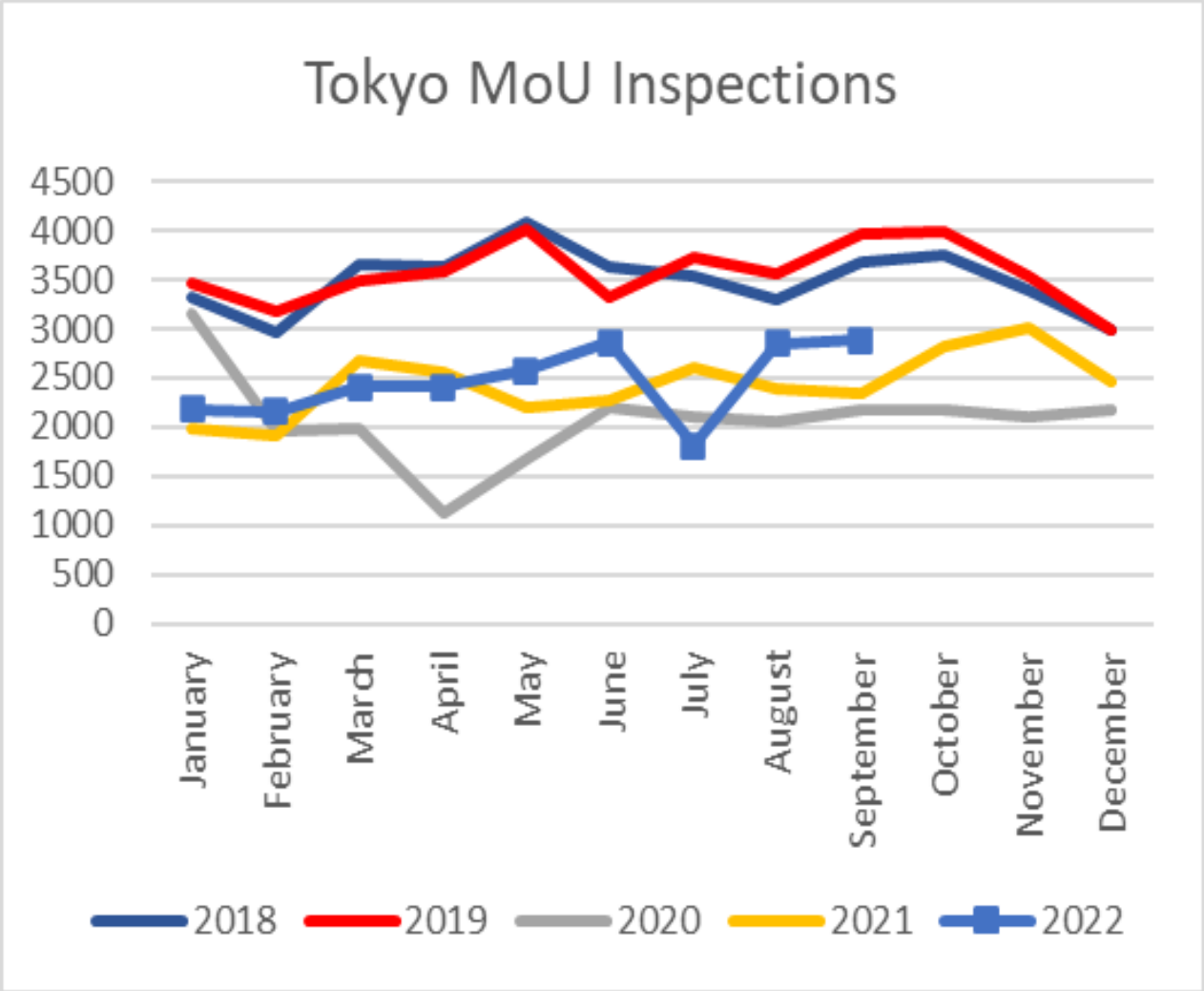
The Tokyo MoU inspections during the period July 1, 2022, to Sept. 30, 2022, overall has increased compared to third quarter 2021 and 2020, however, the number of inspections is lower than the same period years 2019 and 2018.

Note: The Tokyo MoU inspections database was down for the last three weeks of July due to a technical error and returned to service only on Aug. 1, 2022. As of the date of this report, it still appears all inspections for April through July have not yet been restored in the system. The 4Q report will be re-evaluated and further revised, if required.

The Tokyo MoU had 213 detentions for this period. Only 14 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 USCG Detentions for Third Quarter 2022

The USCG had 25 detentions for the period July 1, 2022, to Sept. 30, 2022. Only two detentions were on ABS classed vessels during this period.

The information may be accessed by visiting www.dco.uscg.mil.

Top Deficiency Categories for Grounds for USCG Detentions on Worldwide Vessel Fleet During Third Quarter 2022

Deficiency Code	Category
15150	ISM
04114	Emergency source of power - Emergency generator
07115	Fire-dampers
04109	Fire drills
07106	Fire detection and alarm system
11104	Rescue boats

Note: List contains deficiencies that were identified on one vessel or more.

4. 2022 Paris and Tokyo MoU Concentrated Inspection Campaign (CIC)

Tokyo and Paris Memorandum of Understanding (MoU) on Port State Control (PSC) have launched a Joint Concentrated Inspection Campaign (CIC) on STCW (Standards of Training, Certification and Watchkeeping for Seafarers). As identified, this campaign will assist in raising the awareness of ship owners, operators and crew on the specific requirements in the STCW Convention and Code. The campaign has started for three months, commencing Sept. 1, 2022, and ending Nov. 30, 2022 (Joint CIC dated Aug. 1, 2022).

The campaign on STCW aims to confirm that:

- the number of seafarers serving on board and their certificates are in conformity with the relevant provisions of STCW Convention and Code and the applicable safe manning requirements as determined by the flag State Administration;
- all seafarers serving on board, who are required to be certificated in accordance with STCW Convention, hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the flag State Administration;
- the seafarers on board hold a valid medical certificate as required by STCW Convention;
- the watch-keeping schedules and hours of rest indicate compliance with the requirements of STCW Convention and Code

5. AMSA's Focus on Planned Maintenance System

Australian Maritime Safety Authority (AMSA) has identified lack of planned maintenance as an area of concern due to recent incidents. During Port State Control (PSC) inspections, AMSA will place a greater focus on planned maintenance of propulsion and auxiliary equipment and associated systems taking necessary compliance actions. AMSA has advised that this is not a Focused Inspection Campaigns (FICs) or Concentrated Inspection Campaigns (CICs) which are for a limited duration, but a sustained campaign focused on planned maintenance of ships based on AMSA's data driven and risk-based approach. Refer to AMSA Marine notice (10/2022) for further details.

6. New Regulations

a. EEXI (Energy Efficiency Ship Index) MARPOL Annex VI, Regulation 23, 25

On Nov. 1, 2022, amendments to MARPOL Annex VI has entered into force so be ready for Energy Efficiency Existing Ship Index (EEXI) Compliance.

ACTIONS FOR COMPLIANCE

Step 1: Submissions for Technical Review

- Submit EEXI Technical File (EEXI TF) for review and approval.
- Where overridable Shaft/Engine Power Limitation (SHaPoLi/EPL) system is applied, the Onboard Management Manual (OMM) is also required to be submitted.

Step 2: Preparation for Surveys

- Confirmation of EEXI TF during upcoming IAPP survey on or after Jan. 1, 2023.
- Prepare for onboard verification of SHaPoLi/EPL arrangements, if applicable.
- Regulation 5.4.7 requires verification that the ship's attained EEXI is in accordance with the requirements in regulations 23 and 25 of MARPOL Annex VI, which shall take place at the first annual, intermediate or renewal survey on or after Jan. 1, 2023 associated with the International Air Pollution Prevention (IAPP) Certificate. For vessels entering into service after Jan. 1, 2023, the EEXI requirements must be satisfied at the initial survey associated with issuance of the IEE Certificate.

Step 3: Maintaining Compliance

- In the future, if vessel modification affects the content of the EEXI TF, then re-approval is required.

DETERMINING AND EVALUATING EEXI

Attained EEXI

Regulation 23 provides that the attained EEXI shall be calculated in accordance with the guidelines developed by the IMO. The proposed calculation methodology in the guidelines follows the same approach with the EEDI, and the attained EEXI is calculated based on the CO_2 emissions produced for propulsion and auxiliary services at a single draft and speed. This indicates the estimated performance of the ship in terms of energy efficiency (g/t*nm).

Required EEXI

Regulation 25 establishes the basic calculation for the **required EEXI** as follows:

$$Attained\ EEXI\ \leq\ Required\ EEXI\ =\ (1\ -\frac{y}{100})\ \bullet\ EEDI\ reference\ line\ value$$

where Y is the reduction factor specified in MARPOL Annex VI / Table 3 for the Required EEXI compared to the EEDI reference line.

In cases where a ship does not meet the above condition, an overridable SHaPoLi/EPL arrangement may be installed to limit the power and comply with the EEXI requirement. The power reserve can be used only for the purpose of securing the safety of a ship or saving life at sea.

For ships provided with attained EEDI which is equal to or less than that of the required EEXI, the attained EEXI shall be verified based on the EEDI technical file.

The following IMO resolutions provide guidance related to calculation, survey and certification of the attained EEXI, implementation of a SHaPoLi/EPL system and the use of the power reserve.

Resolution	Title
MEPC.350(78)	*2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI)*
MEPC.351(78)	*2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)*
MEPC.335(76)	*2021 Guidelines of the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve*

b. CII (Carbon Intensity Indicator) MARPOL Annex VI, Regulation 26, 27, 28

On Nov. 1, 2022, amendments to MARPOL Annex VI has entered into force. Prepare now for CII Compliance.

ACTIONS FOR COMPLIANCE

Step 1: Submissions for Technical Review

- Submit Ship Energy Efficiency Management Plan (SEEMP) Part III for review and verification. A verified SEEMP Part III and its corresponding Confirmation of Compliance must be provided on board prior to Jan. 1, 2023.

Step 2: Preparation for Company Audit

- Prepare for company audits (if any) in accordance with MEPC.347(78). These periodical company audits may include annual audits of the company (company audits) and verifications on board the ship (shipboard audits) which may coincide with ISM Code audits.

Step 3: Maintaining Compliance

- In the future, if a vessel's modification affects the SEEMP Part III, then re-verification is required.
- Regardless of the above, re-verification of the SEEMP Part III will be required every three years due to the update of the third-year CII implementation plan.

DETERMING AND EVALUATING CII

SEEMP Part III is to be developed to address calculation and implementation of the Annual Operational CII.

Regulation 28 of the revised MARPOL Annex VI defines the application and requirements of the CII on specific vessel types of 5,000 gross tons (gt) and above. This regulation establishes the need for calculation of a Required Annual Operational CII, which will serve as the baseline for the Operational Carbon Intensity Rating. This rating will be assigned annually for each vessel as a ranking label from among the five grades (A, B, C, D and E) based on the calculated Attained Annual Operational CII, indicating a major superior, minor superior, moderate, minor inferior, or inferior performance level.

SEEMP Part III Requirements

The SEEMP Part III must include:

- A description of the methodology that will be used to calculate the ship's Attained Annual Operational CII and the processes that will be used to report this value to the ship's flag Administration
- The Required Annual Operational CII for the next three years;
- An implementation plan documenting how the Required Annual Operational CII will be achieved during the next three years; and
- A procedure for self-evaluation and improvement.

By March 31, 2024 and each calendar year by March 31, client will submit to responsible RO electronically

- Aggregate value of fuel oil consumption (Reg.27.3),
- Attained annual operational CII (Reg.28.2)

By May 31, 2024 and each calendar year by May 31(five months deadline)

- Responsible RO will issue Statement of Compliance (SOC) (Reg 6.6.4)
- SOC will be issued after evaluating CII rating of A (highest) through E (lowest)
- RO will require Plan of Corrective Actions for D ratings X3, E rating-singular

7. Industry Links for Port State Control

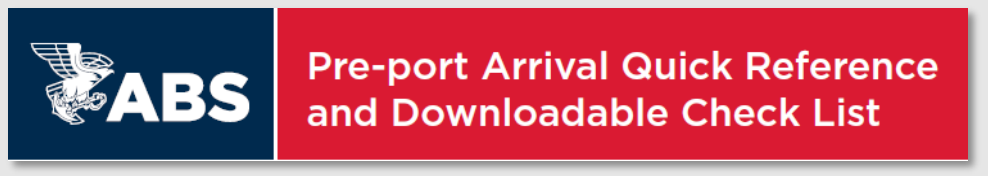
Paris MoU	www.parismou.org
Tokyo MoU	www.tokyo-mou.org
United States Coast Guard	hwww.dco.uscg.mil
Mediterranean MoU	www.medmou.org/home.aspx
Black Sea MoU	www.bsmou.org
Indian Ocean MoU	www.iomou.org
Caribbean MoU	caribbeanmou.org
Acuerdo de Viña del Mar	https://alvm.prefecturanaval.gob.ar
Abuja MoU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

8. Additional Resources

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

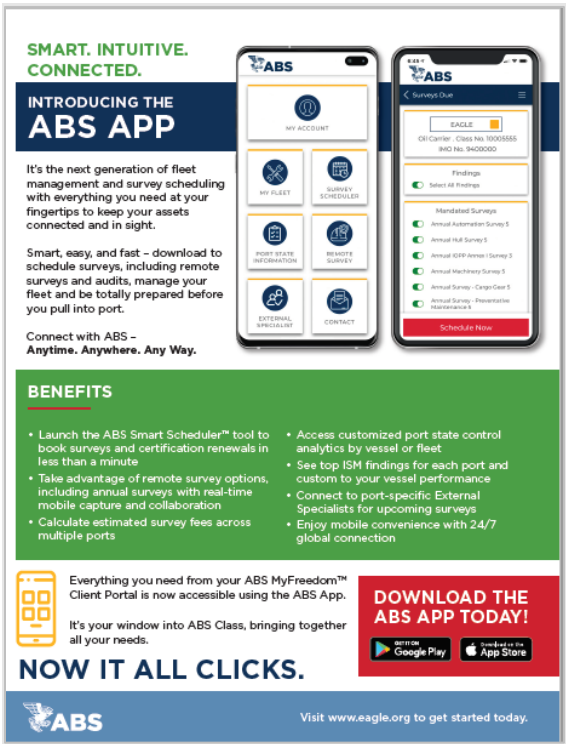
a. Guidance for Reducing Port State Detention

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.



Port State Control Applications on the ABS App

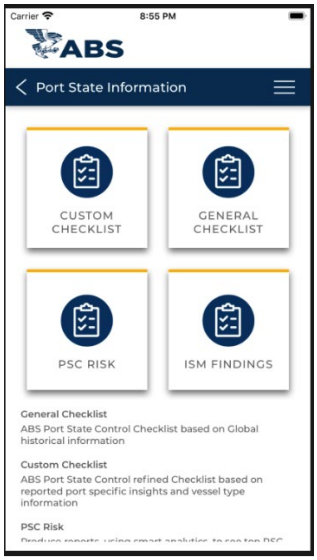
General Checklist: ABS Port State Control Checklist based on global historical information

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

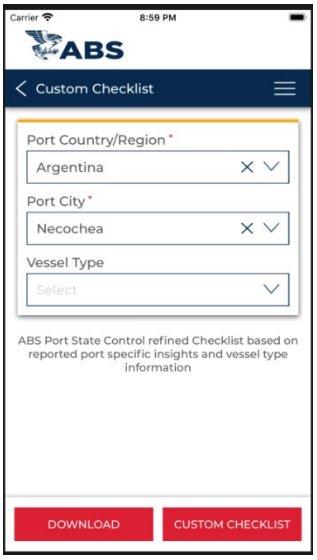
PSC Risk: Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel class records

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

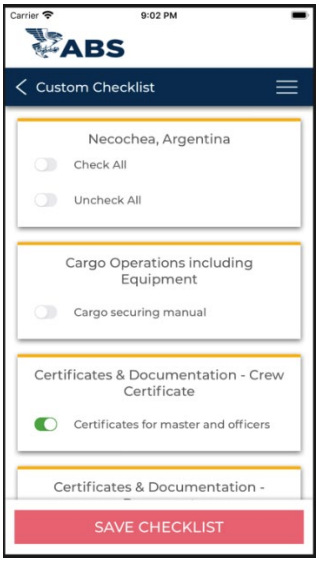
Port State Information main screen



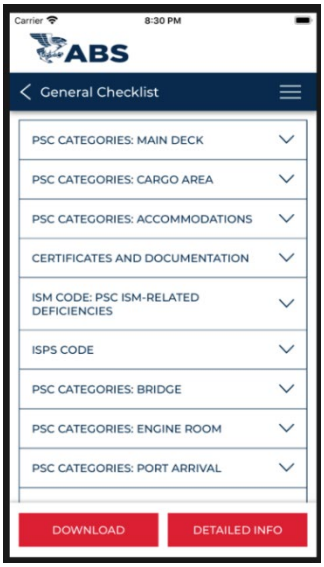
PSC Custom (Port-specific) Checklist and filter



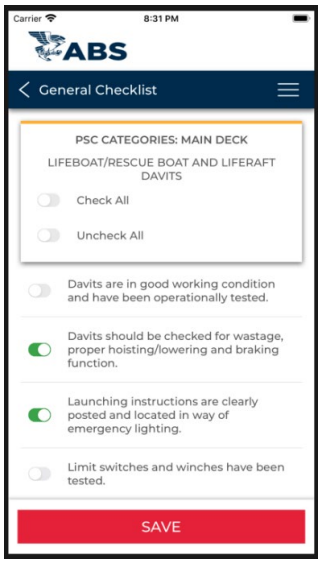
PSC Custom Checklist filtered by port and vessel type



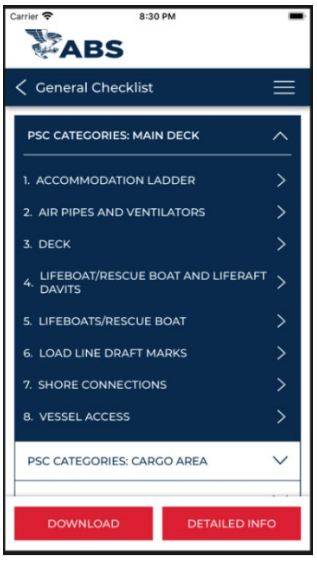
PSC General Checklist, all categories



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
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