



ABS PORT STATE CONTROL QUARTERLY REPORT

Q4 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 fourth 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 Fourth Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For period October 1, 2023 to December 31, 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 four hundred thirty seven (437) total detained vessels in the fourth quarter per Paris MoU, Tokyo MoU and United States Coast Guard (USCG). Of those detained, only twenty-two (22) vessels were ABS classed vessels.

Detention Code	Detention Description
15150	ISM
11101	Lifeboats
04114	Emergency source of power - Emergency generator
07109	Fixed fire extinguishing installation
07110	Fire fighting equipment and appliances
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
11113	Launching arrangements for rescue boats
13101	Propulsion main engine
14104	Oil filtering equipment
02103	Stability/strength/loading information and instruments
07105	Fire doors/openings in fire-resisting divisions
07125	Evaluation of crew performance (fire drills)
13102	Auxiliary engine
15109	Maintenance of the ship and equipment
18302	Sanitary Facilities

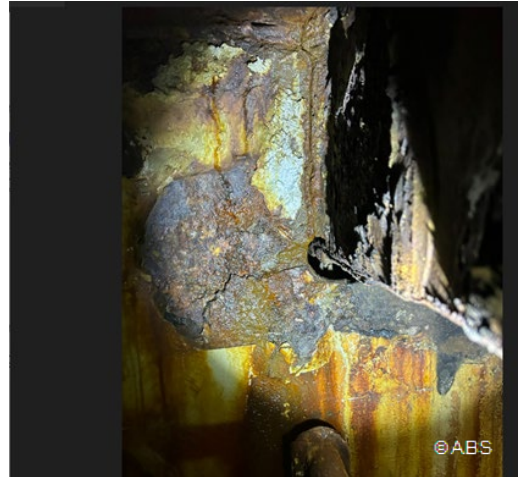
* This list contains deficiencies that were identified on at least two (2) or more vessels. Detentions listed in order of highest to lowest number of instances per detention code.

1.2 Isolated Deficiencies Photographs

Photographs show isolated cases of deficiencies found.



Excessively wasted pipe and support located at main deck



Main deck transverse girder fracture



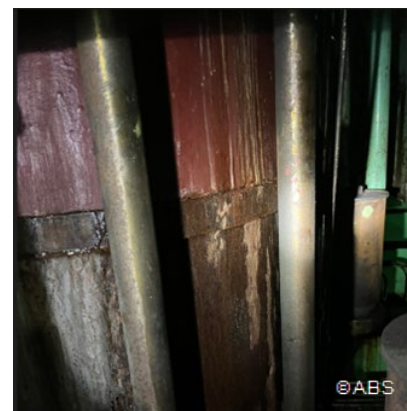
Cable transit compound damaged and found with hole at cargo hold tunnel



Cargo hold securing devices worn, missing securing wingnut, not able to secure hatches



Main deck not maintained



Leaky main engine cylinder liner



Electrical cable not maintained in tunnel



Fire main support wasted



Electrical junction box not maintained



Main deck wasted with hole, next to hatch coaming in a bulk ship



Sounding pipe securing thread wasted



Faulty and damaged fire line pressure gauge

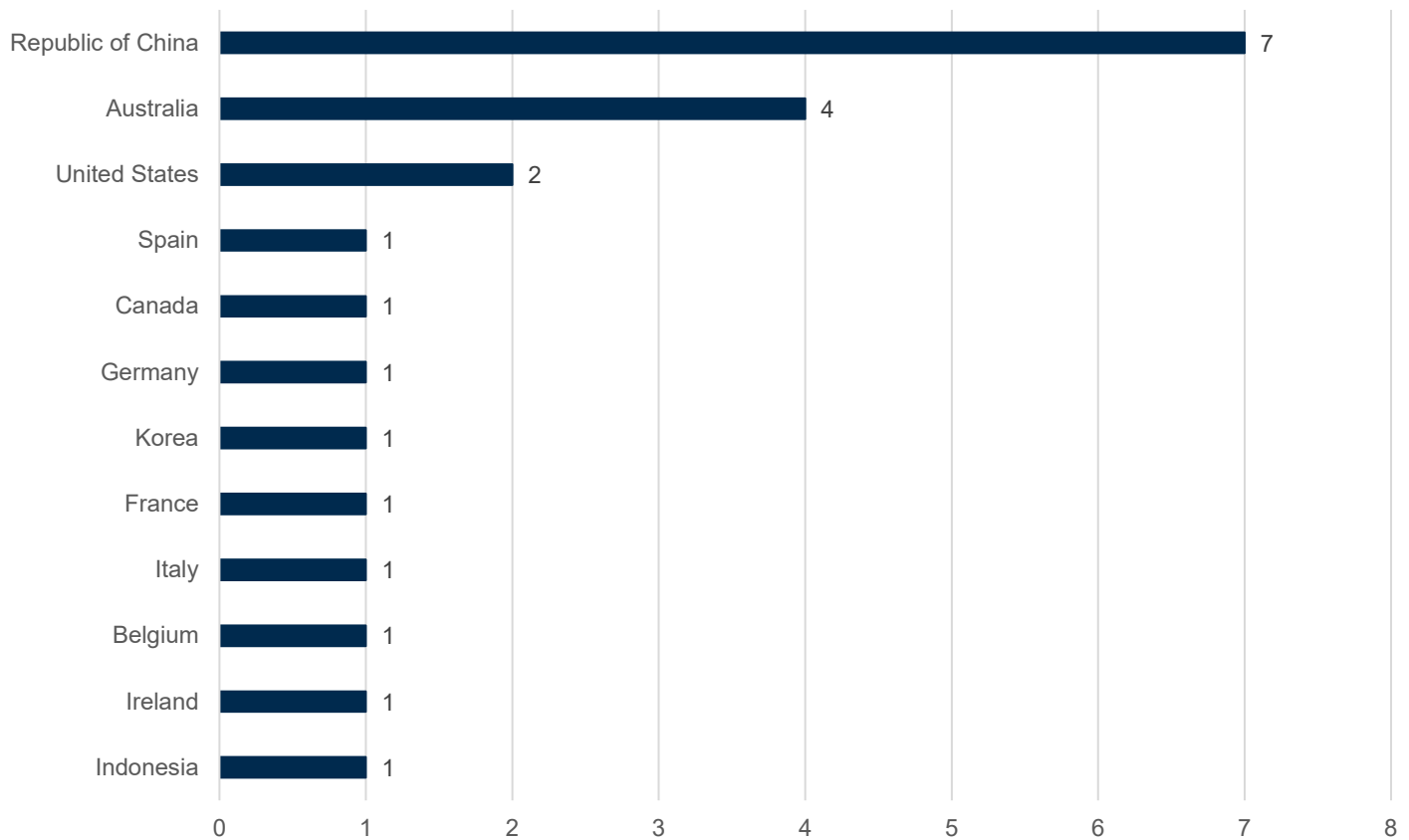


Unapproved modification in engine room bilge line above tank top

1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the breakdown of the countries where twenty-two (22) 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. Fourth Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

For the period October 1, 2023, to December 31, 2023, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below. *

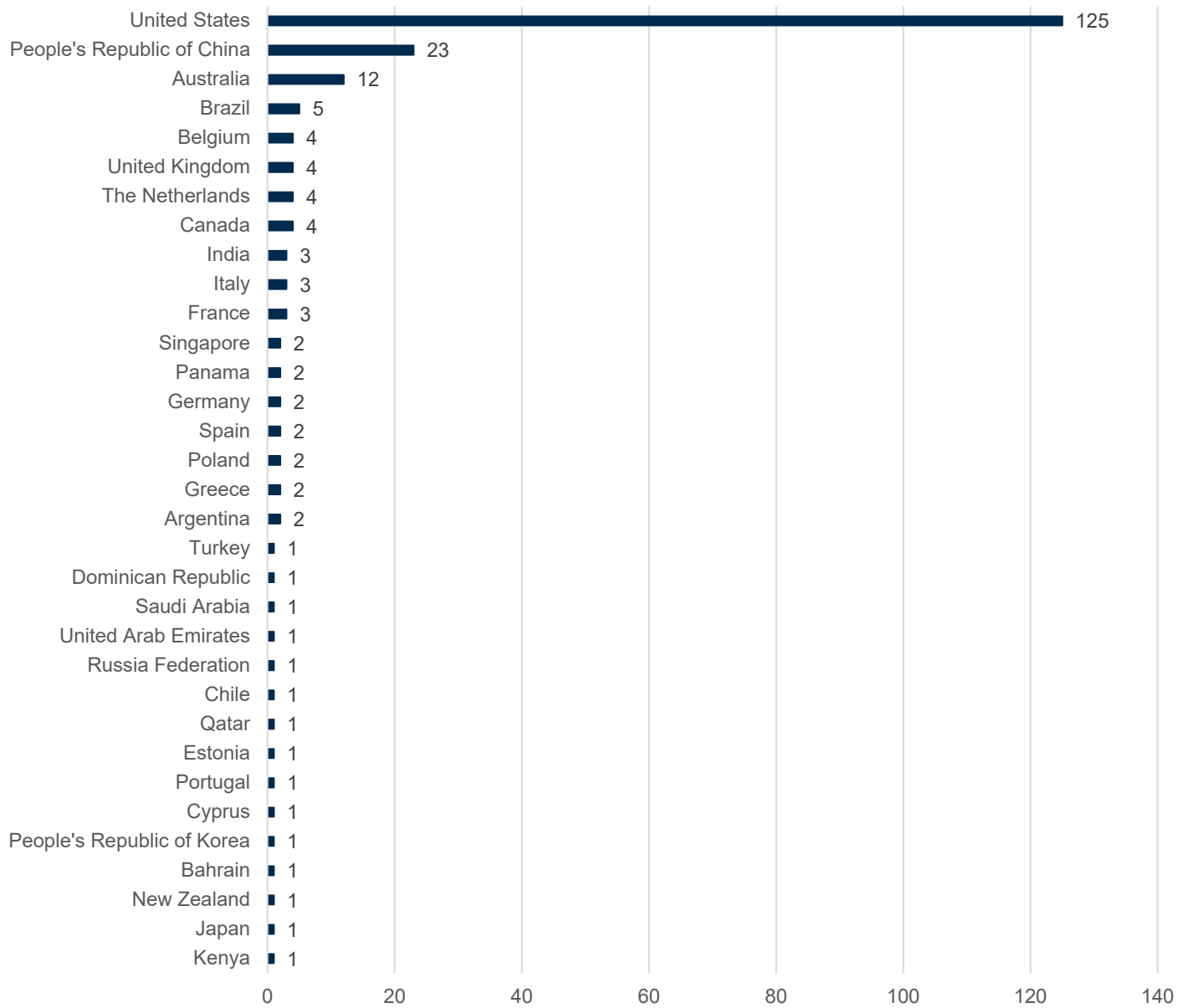
Deficiency Code	Deficiency Description
13101	Propulsion main engine
13199	Other (machinery)
13102	Auxiliary engine
11101	Lifeboats
13108	Operation of machinery
02105	Steering gear
03108	Ventilators, air pipes, casings
07105	Fire doors/openings in fire-resisting divisions
07106	Fire detection
11104	Rescue boats
15150	ISM
07199	Other (fire safety)

* 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 October 1, 2023, to December 31, 2023, the top countries where ABS Classed vessels had PSC interventions identified are highlighted in the bar chart below.

Top Countries for Interventions on ABS Vessels



3. PSC Activity

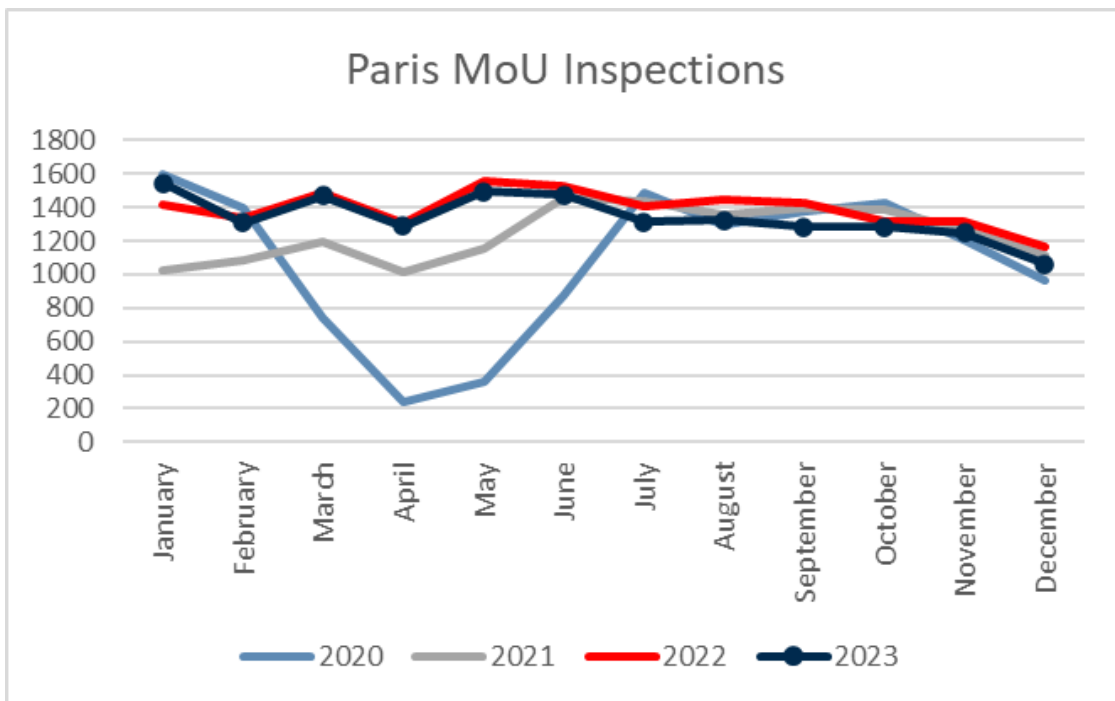
3.1 Paris MoU Inspections for Fourth Quarter 2023

The number of inspections in the Paris MoU during the fourth quarter of 2023 (October 1 to December 31), has declined slightly compared to the fourth quarter of 2022, but is similar to the fourth quarters of 2021 and 2020.

The Paris MoU had one hundred thirty-seven (137) detentions for this period, only seven (7) 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>



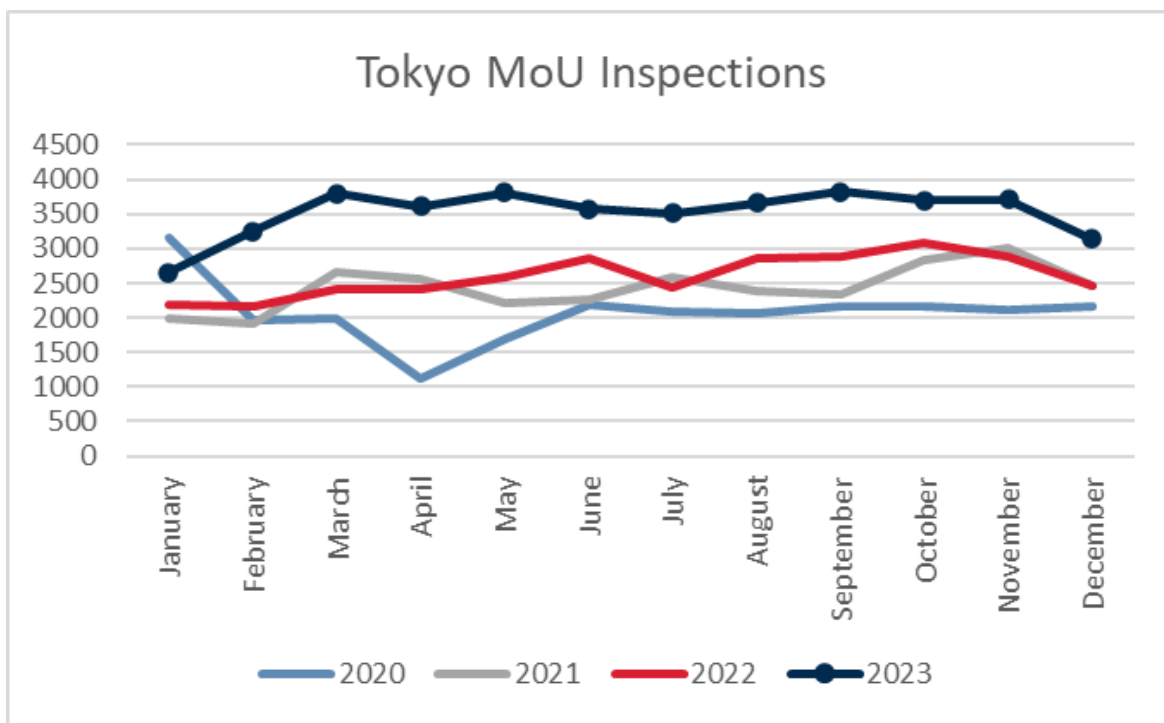
3.2 Tokyo MoU Inspections for Fourth Quarter 2023

The Tokyo MoU inspections during the fourth quarter of 2023 (October 1 to December 31), overall have increased compared to the fourth quarters of 2022, 2021 and 2020.

The Tokyo MoU had two hundred eighty-two (282) detentions for this period. Only thirteen (13) 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 Fourth Quarter 2023

The USCG had eighteen (18) detentions in the fourth quarter of 2023 (October 1 to December 31). There were two (2) detentions on ABS classed vessels during this period.

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

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

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
07126	Oil accumulation in engine room
06105	Atmosphere testing instruments
07103	Division - decks, bulkheads and penetrations
11110	Stowage and provision of life rafts

* 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. United States Coast Guard (USCG) Safety Alert

The United States Coast Guard (USCG) published a safety alert (number 11-23) in December 2023 regarding shipboard crane wire rope hazard mitigation. The USCG strongly recommends that vessel equipped with shipboard cranes should adhere to following:

- Implement increased load testing frequency to verify rope integrity beyond 5 years,
- Utilize pressure lubricating devices for routine maintenance as recommended by the manufacturer,
- Ensure maintenance tracking systems align with manufacturer's recommendation,
- Consider early renewal of crane wire ropes to prevent corrosion and fatigue induced failures,
- Train and familiarize personnel for the operation, even the workforce engaged temporarily,
- Increase wire rope visual inspection frequency,
- Degrease and remove all lubricant prior to crane wire rope visual inspections to ensure surface defects are not concealed.

Details of the safety alert can be accessed through the link provided below.

<https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Office-of-Investigations-Casualty-Analysis/Safety-Alerts/>

5. New Regulations

a. IACS Unified Requirements (UR) on Cyber Resilience

IACS URs on Cyber Resilience scheduled to entry into force on 01 July 2024 as per following.

- IACS UR E26 Rev.1, November 2023 – Cyber Resilience of Ships
- IACS UR E27 Rev.1, September 2023 – Cyber Resilience of On-Board Systems and Equipment
- IACS UR E22, Rev 3, June 2023 -Computer-based Systems, to be applied to systems on new ships contracted for construction on or after 01 July 2024 by IACS Societies and may be used for other ships as non-mandatory guidance.

IACS UR E22, E26, E27 incorporated into Marine Vessels 4-9-3, 4-9-13, 4-9-14 respectively. A vessel that complies with MVR 4-9-13 is eligible to be assigned for the “CR” notation.

IACS UR's 26 and 27 are applicable to following vessels:

- Passenger ships (including passenger high-speed craft) engaged in international voyages,
- Cargo ships of 500 GT and upwards engaged in international voyages,
- High speed craft of 500 GT and upwards engaged in international voyages,
- Mobile offshore drilling units of 500 GT and upwards,
- Self-propelled mobile offshore units engaged in construction (i.e. wind turbine installation maintenance and repair, crane units, drilling tenders, accommodation, etc.)

UR 26 and 27 are Based on Concept of Cyber Resilience

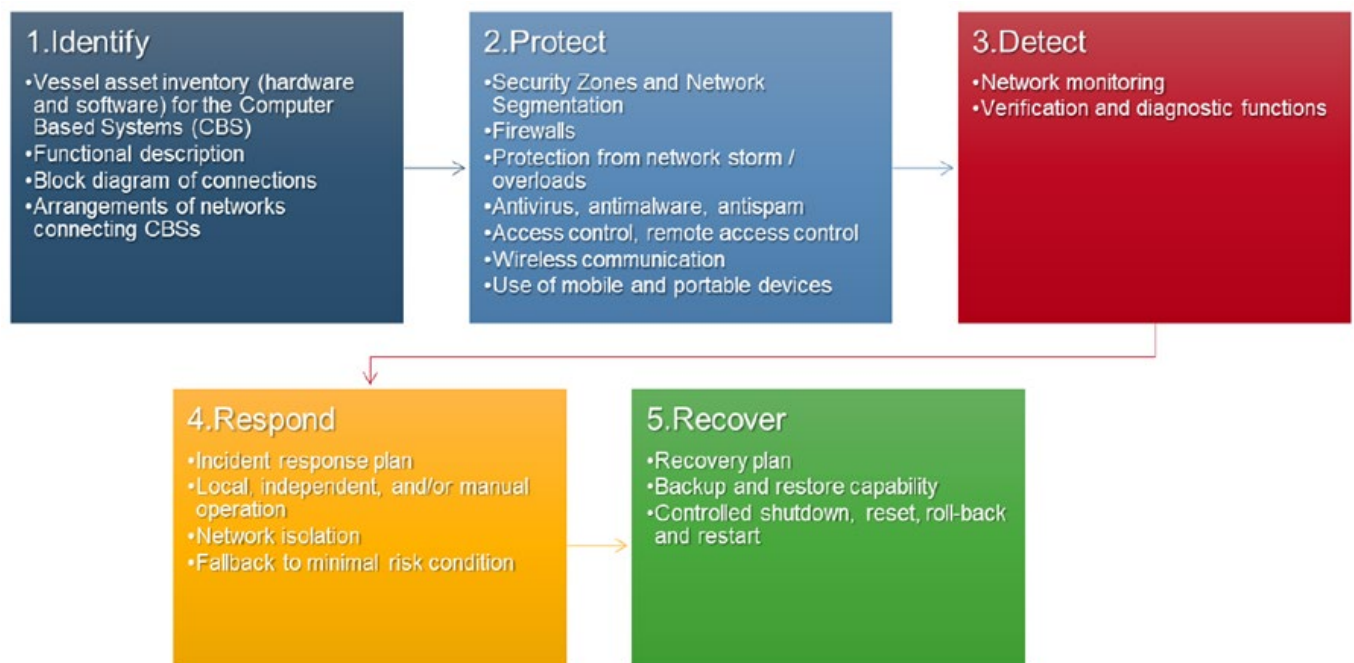
The capability to reduce the occurrence and mitigate the effects of cyber incidents arising from the disruption or impairment of operational technology (OT) used for the safe operation of a ship, which potentially lead to dangerous situations for human safety, safety of the vessel and/or threat to the environment.

Cyber resilient vessels, systems and equipment have built-in defenses for cyber incidents and the vessel as well as the crew have measures in place for responding when a cyber incident occurs. The IACS URs were developed to establish a common set of minimum requirements to deliver a vessel that can be described as cyber resilient.

UR E26 Cyber Resilience of Ships

UR E26 aims to provide the minimum set of requirements for cyber resilience onboard the vessel. The requirement is intended for compliance with design, construction, commissioning, and operational life of the ship. This UR covers five key functional aspects for cybersecurity which are “Identify, Protect, Detect, Respond, and Recover”. The UR recognizes the different roles of the Suppliers, Integrators, Owners, and Class Society.

UR E26 has seventeen (17) requirements organized according to the five key functional aspects for cybersecurity, and each of the 17 requirements provide key resources involved in their management, operation and governance, their roles, and responsibilities.



This includes information regarding demonstration of compliance for each of the IACS requirements (for example, during construction phase, commissioning phase and periodical surveys). A test procedure is to be developed for each vessel. The procedure will cover testing requirements during the construction phase and commissioning, as well as testing during periodical surveys.

UR E27 Cyber Resilience of On-board Systems and Equipment

UR E27 aims to provide the minimum-security capabilities for systems and equipment to be considered cyber resilient. It is intended for third party equipment suppliers.

For design review of on-board systems and equipment, the following documents are required to be submitted by the supplier to the classification society:

- Computer Based Systems (CBS) asset inventory
- Topology diagrams
- Document describing security capabilities
- Test procedure of security capabilities
- Security configuration guidelines
- Secure Development Lifecycle (SDLC) documents
- Plans for maintenance and verification of the CBS
- Information supporting the owner's incident response and recovery plan
- Management of change plan
- Test reports

UR E22 Computer-Based Systems

Computer based systems include requirements for design, construction, commissioning and maintenance of computer-based systems where they depend on software for proper achievement of their functions.

These requirements in UR E22 apply to systems which provide control, alarm, monitoring, safety or internal communication functions that are subject to classification requirements and are applicable to vessels with and without automation notations.

Computer-based systems that are covered by statutory regulations are excluded from the requirements of this UR E22. Examples of such systems are navigation systems and radio communication system required by SOLAS chapter V and IV, and vessel loading instrument/stability computer.

This revised UR (Rev. 3) is applied to such systems on new ships contracted for construction on or after 01 July 2024 by IACS Societies and may be used for other ships as non-mandatory guidance.

b. Amendments to the International Code on the Enhanced Program of Inspections During Surveys of Bulk Carrier and Oil Tankers, 2011 (2011 ESP Code)

IMO Resolution MSC.525(106) adopted to enhance inspections of bulk carriers (Single-Side and Double-Side skin construction) and oil tankers (Double-Hull and other than Double-Hull construction) which will enter into force on 01 July 2024.

Bulk carrier, the requirements for inspections of "void spaces bounding cargo holds" and "water ballast tanks" are amended. The amendments will apply as follows:

- Ballast water tanks of single-side skin construction bulk carriers subject to annual examinations, where a hard protective coating is found to be in "less than GOOD" condition,

- Ballast water tanks of double-side skin construction bulk carriers subject to annual examinations, where a hard protective coating is found to be in “less than GOOD” condition,
- Void spaces of double-side skin construction bulk carriers subject to annual examinations, where a hard protective coating is found to be in “Poor” condition.

Oil tankers (Double-Hull and other than Double-Hull) clarification was made that ESP Code does not apply to oil tankers carrying oil in independent tanks not part of the ship’s hull.

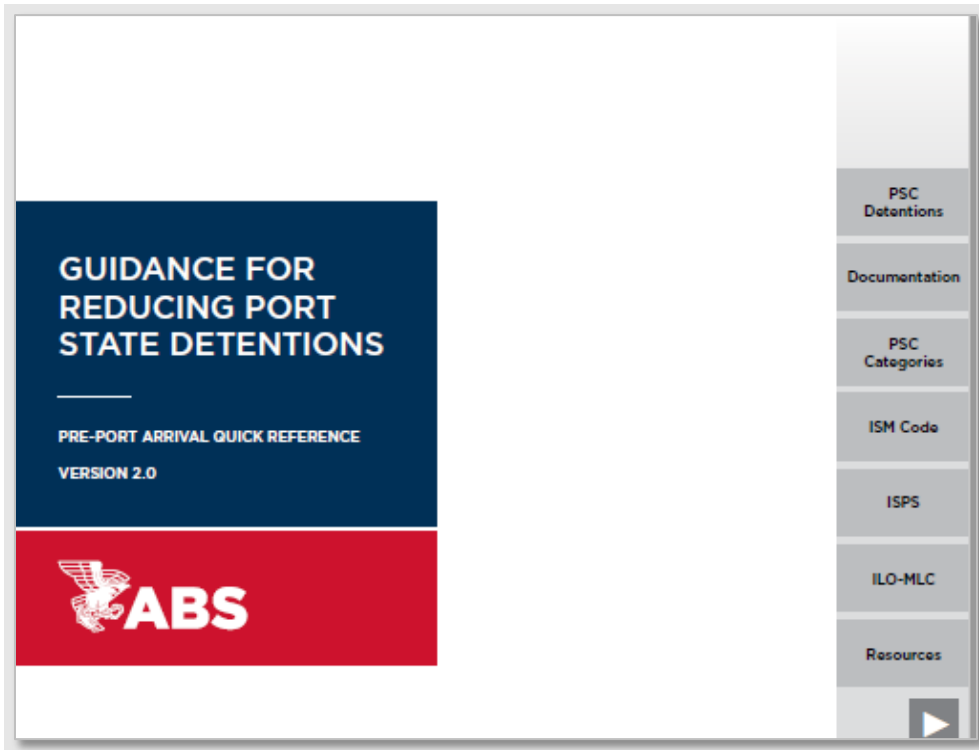
6. Industry Links for Port State Control

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

7. 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

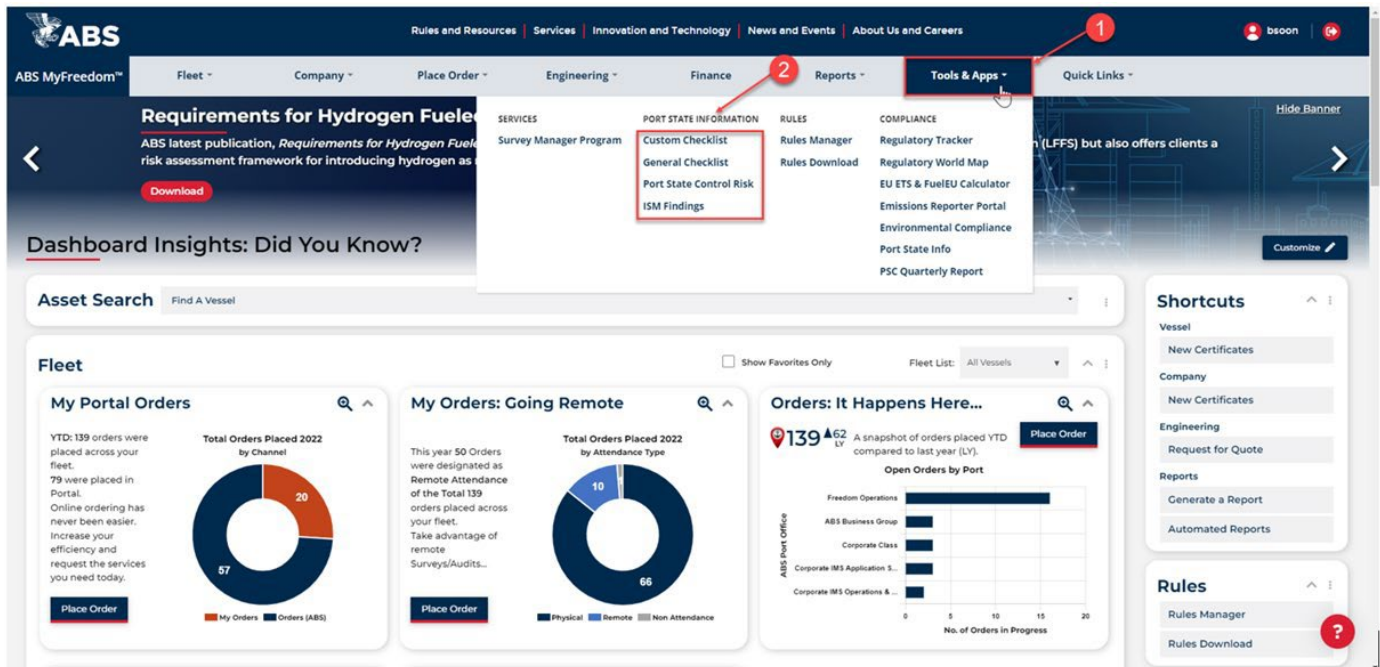


c. Port State Control Applications on the ABS My Freedom™ Client Portal

This service is available to ABS clients who already have an account in the ABS MyFreedom™ client portal. Please follow the below listed steps to access the Port State Information via the MyFreedom™ Client Portal.

1. Login to MyFreedom™ Portal account.
2. Hover mouse on Tools & App from the navigation menu.
3. Under Port State Information you will see the below:

- **Custom Checklist:** ABS Port State Control checklist based on global historical information.
- **General Checklist:** ABS Port State Control refined checklist based on reported port-specific insights and vessel type information.
- **Port State Control Risk:** Produce reports, using smart analytics, to see top Port State Control issues for your destination port matched to vessel class records.
- **ISM Findings:** Produce reports, using smart analytics, to see top Port State Control ISM reported concerns for your destination port matched to vessel ABS ISM records.



8. 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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