



ABS PORT STATE CONTROL QUARTERLY REPORT

Q3 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 third 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 Third Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For period July 1, 2023 to September 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 five hundred fifty four (554) total detained vessels in the third quarter per Paris MoU, Tokyo MoU and United States Coast Guard (USCG). Of those detained, only twenty-three (23) vessels were ABS classed vessels.

Detention Code	Detention Description
15150	ISM
04114	Emergency source of power - Emergency generator
07110	Fire fighting equipment and appliances
07199	Other (fire safety)
04102	Emergency fire pump and its pipes
05114	Reserve source of energy
07105	Fire doors/openings in fire-resisting divisions
07109	Fixed fire extinguishing installation
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces

* 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.



Tank vent head ball is stuck and not making positive seal, due to damaged structure



Improperly installed or modified, cable penetrations and sealing compound materials



Leaking fire hydrant due to isolation valve leakage



Fire damper for ER ventilator wasted and seized in position



Emergency generator fuel oil tank, air vent pipe wasted with holes and covered with tape



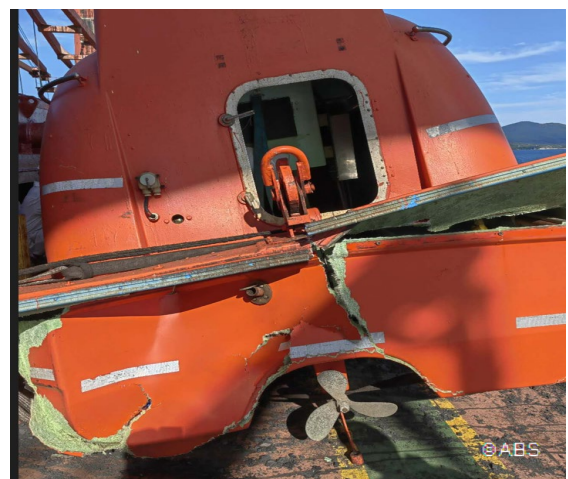
Man Overboard Buoy (MOB) unable to release due to operating mechanism stuck caused by wasted handle



Emergency escape to main deck from engine room, structure wasted with holes



Lifeboat remote launching mechanism is not working while operating from inside of the boat



Damaged lifeboat hull structure during operation



Cargo hold hatch drainage pipe valve stuck in open position



Cargo hold coaming stiffener fracture

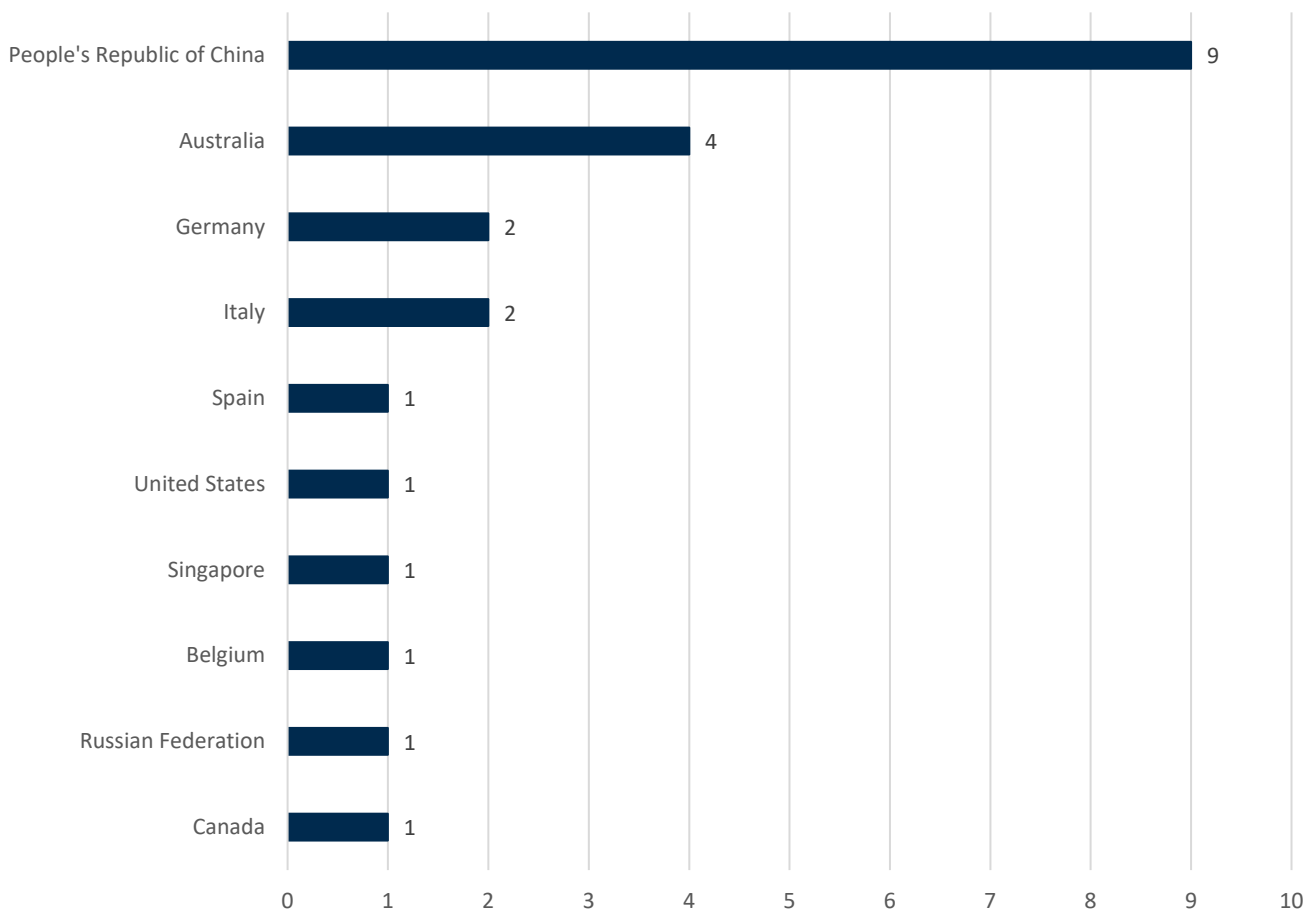


Cargo hold hatch cover is touching metal to metal instead of resting on the pad, due to worn out pad material

1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the breakdown of the countries where twenty-three (23) ABS Classed 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. Third Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

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

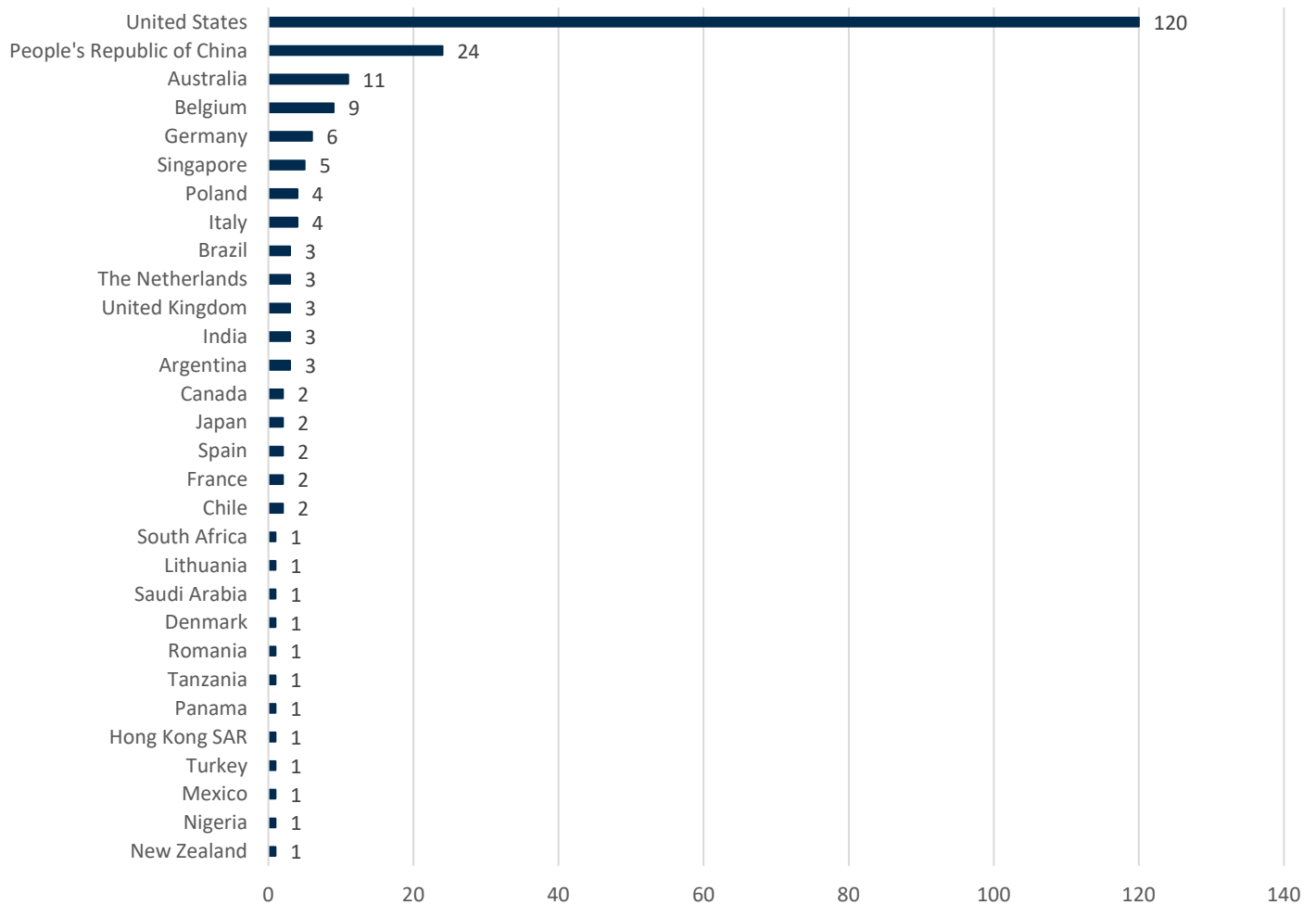
Deficiency Code	Deficiency Description
13101	Propulsion main engine
13199	Other (machinery)
11101	Lifeboats
07105	Fire doors/openings in fire-resisting divisions
13102	Auxiliary engine
15150	ISM
07199	Other (fire safety)
11104	Rescue boats
04114	Emergency source of power - Emergency generator
07115	Fire-dampers
02105	Steering gear
07106	Fire detection
08107	Machinery controls alarm
02108	Electric equipment in general
09209	Electrical

* 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 July 1, 2023, to September 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

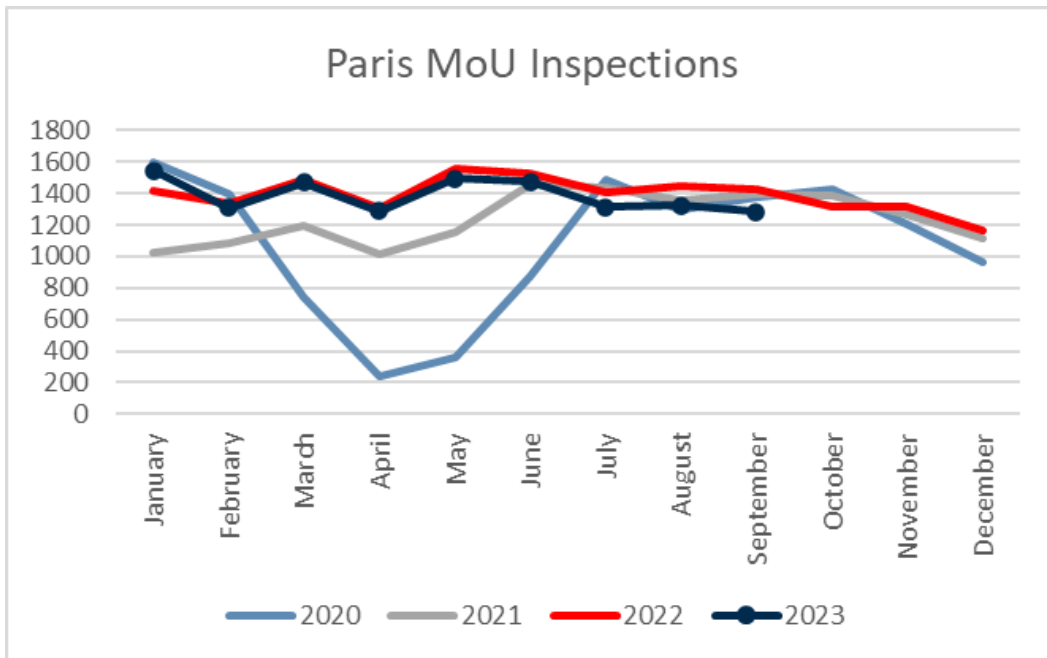
3.1 Paris MoU Inspections for Third Quarter 2023

The number of inspections in the Paris MoU during the period of July 1, 2023 to September 30, 2023, has remained slightly lower compared to the same quarter in 2022. The number of inspections has been similar compared to 2021, and 2020 for the same quarter.

The Paris MoU had one hundred seventy-nine (179) 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>



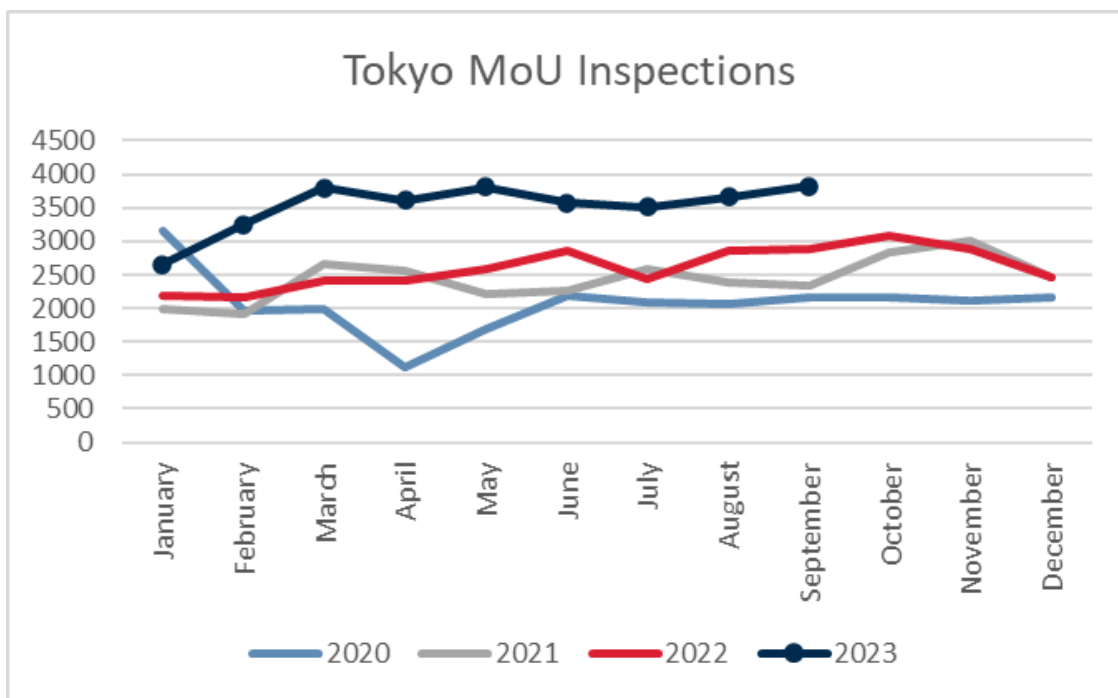
3.2 Tokyo MoU Inspections for Third Quarter 2023

The Tokyo MoU inspections during the period July 1, 2023, to September 30, 2023, overall has increased compared to third quarter of 2022, 2021 and 2020.

The Tokyo MoU had three hundred fifty (350) detentions for this period. Only fifteen (15) 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 Third Quarter 2023

The USCG had twenty-five (25) detentions for the period July 1, 2023 to September 30, 2023. There was only one (1) detention on an ABS classed vessel 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 Third Quarter 2023*

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
07126	Oil accumulation in engine room
07101	Fire prevention structural integrity
15106	Shipboard operations
07124	Maintenance of Fire protection systems
11104	Rescue boats
15105	Resources and personnel
07105	Fire doors/openings in fire-resisting divisions
07106	Fire detection and alarm system
07109	Fixed fire extinguishing installation
07110	Fire fighting equipment and appliances
07123	Operation of Fire protection systems
14105	Pumping, piping and discharge arrangements
15102	Company responsibility and authority

* 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) continue 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.

5. New Regulations

a. Hong Kong Convention (HKC) for the Safe and Environmentally sound recycling of ships, entering into force on June 26, 2025.

HKC applies to ships of 500GT or more engaged in international trade and flying the flag of a party to the convention or operating under the authority of a flag of a party to the Convention, and to ship recycling facilities operating under the jurisdiction of a party to the Convention.

Ships will be required to develop and maintain an Inventory of Hazardous Materials that consists of three parts:

- **Part I:** Hazardous materials listed in Appendices 1 and 2 to the Convention, contained in the ship’s structure and equipment including their location and approximate quantities. The Convention prohibits or restricts new installation of hazardous materials listed in Appendix 1, and it requires the recording of new installations that contain hazardous materials listed in Appendix 2.
- **Part II:** Operationally generated wastes that are potentially hazardous to the environment and human health at ship recycling facilities.
- **Part III:** Stores like regular consumable goods, which may potentially contain hazardous materials that are not integral to a ship.

Part I should be developed following the 5-step approach outlined in the IHM Guidelines, verified on board, and maintained during the operational life of the ship, while Parts II and III are to be developed to detail hazardous material that will be delivered with the ship to the recycling facility.

Ships will undergo the following surveys:

- An initial survey to verify Part I of the IHM, before the International Certificate on Inventory of Hazardous Materials is issued.
- A renewal survey at intervals not exceeding 5 years.
- An additional survey (either general or partial) at the shipowner's request after a change, replacement, or significant repair.
- A final survey before vessel recycling.

While IHM renewal surveys need not be harmonized with other statutory surveys, it is recommended to do so.

b. International Code of Safety for Ships Carrying Industrial Personnel (IP Code), entering into force on July 01, 2024

Resolution MSC.521(106) establishing a new SOLAS Chapter XV to provide international regulation addressing the safe carriage of industrial personnel. This new chapter will apply to cargo ships and high-speed cargo craft of 500GT and upward, carrying more than 12 industrial personnel.

Chapter XV defines industrial personnel as persons transported or accommodated on board to perform offshore industrial activities. Offshore industrial activities mean the construction, maintenance, decommissioning, operation, or servicing of offshore facilities related, but not limited, to exploration and exploitation of resources by the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities. Wherever the number of industrial personnel onboard appears as a parameter, it shall be the aggregate number of industrial personnel, special personnel and passengers carried onboard (where the number of passengers shall not exceed 12 persons).

Applicable ships will undergo following:

- Every ship to which the IP code applies shall have a valid Industrial Personnel Safety Certificate
- The IP Safety Certificate shall be issued after an initial or renewal survey and shall be harmonized with the relevant SOLAS Certificate (i.e., Safety Equipment Certificate).
- IP code Safety Certificate is supplemented by a "Record of Equipment for the Industrial Personnel Safety Certificate".

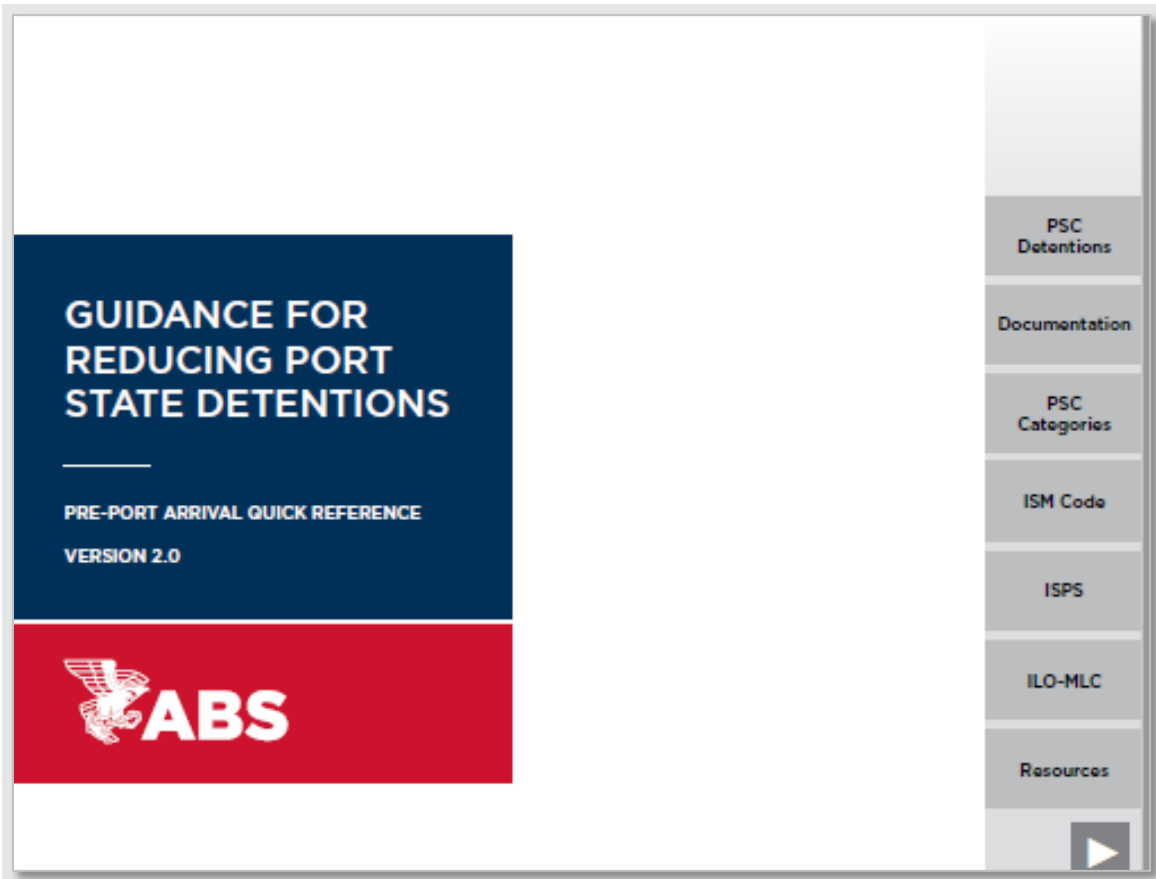
6. Industry Links for Port State Control

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

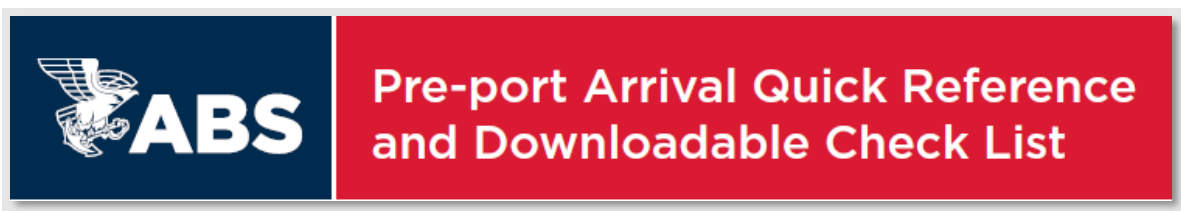
7. Additional Resources

Additional Resources may be found on the ABS website at eagle.org.

a. Guidance for Reducing Port State Detention



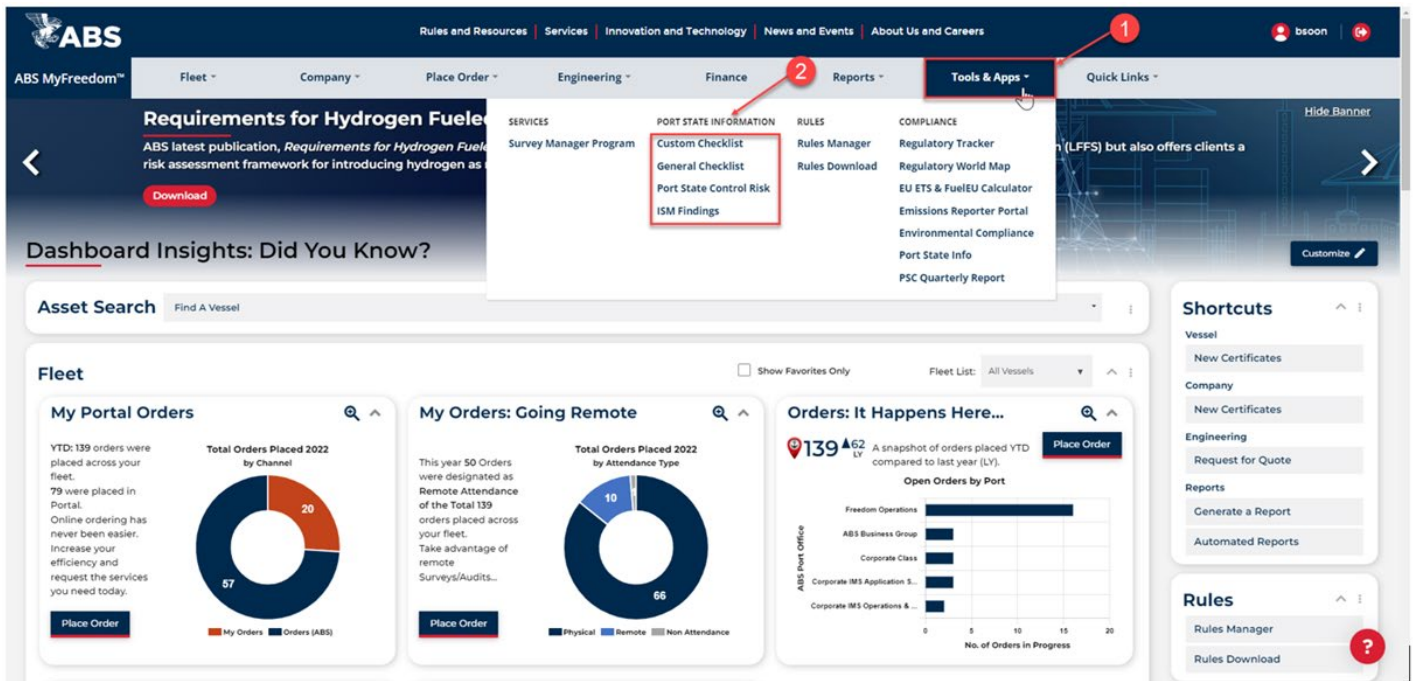
b. Pre-port Arrival Quick Reference and Downloadable Check List



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