



ABS PORT STATE CONTROL QUARTERLY REPORT

Q1 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 first 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 First Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For period January 1, 2023, to March 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 558 total detained vessels per Paris MoU, Tokyo MoU and United States Coast Guard (USCG). Of those detained, only 24 vessels were ABS classed vessels.

5-Digit Detention Code	Detention Description
15150	ISM
07115	Fire-dampers
03108	Ventilators, air pipes, casings
11104	Rescue boats
04114	Emergency source of power - Emergency generator
04102	Emergency fire pump and its pipes
02107	Ballast, fuel and other tanks
04109	Fire drills
13102	Auxiliary engine
07123	Operation of Fire protection systems
03105	Covers (hatchway-, portable-, tarpaulins, etc.)
11113	Launching arrangements for rescue boats
07109	Fixed fire extinguishing installation
07113	Fire pumps and its pipes
07105	Fire doors/openings in fire-resisting divisions
07120	Means of escape

* 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.



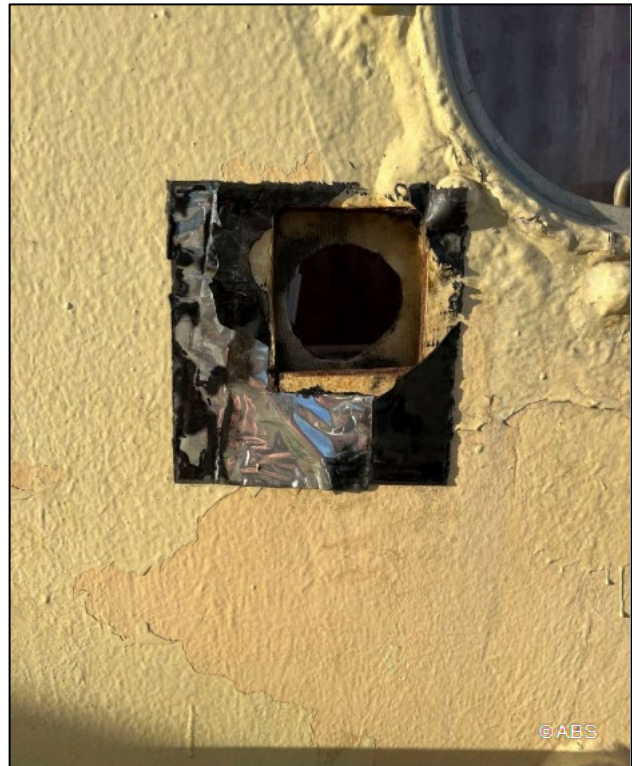
Cargo Hold hatch cover is not weather tight in closed position



Cargo Hold hatch cover ventilator is not maintained and weathertight



Cargo Hold Cleat securing arrangement wasted and detached



Unauthorized opening to accommodation bulkhead for fresh air access



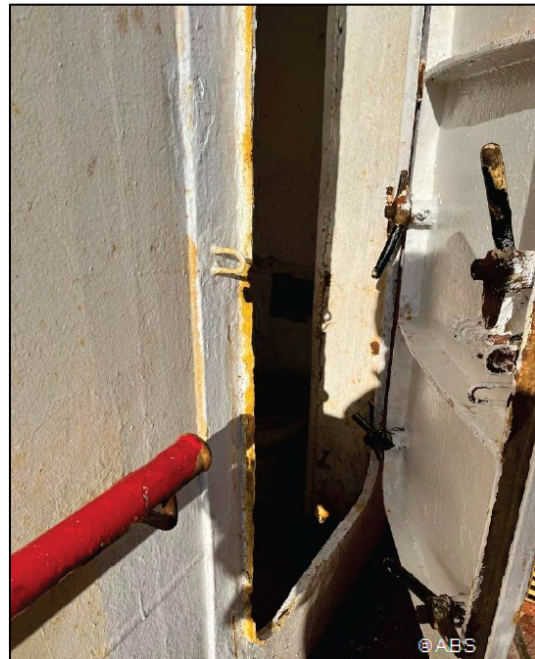
VDR (Voyage Data Recorder) cable penetration damage at monkey island



Safety bar missing from accommodation window



Tank vent head floater damage



Weathertight door not closing, Gasket missing or edge wasted with knife-edge



Fire door seal damage



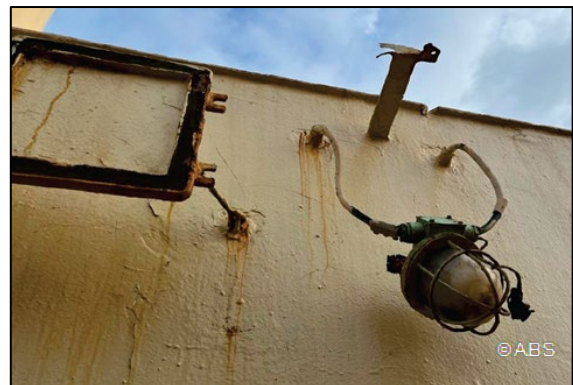
Insulation damage, electrical fixtures not maintained



Emergency diesel generator quick closing valve-fitted with 250mm apart from tank, does not meet requirement



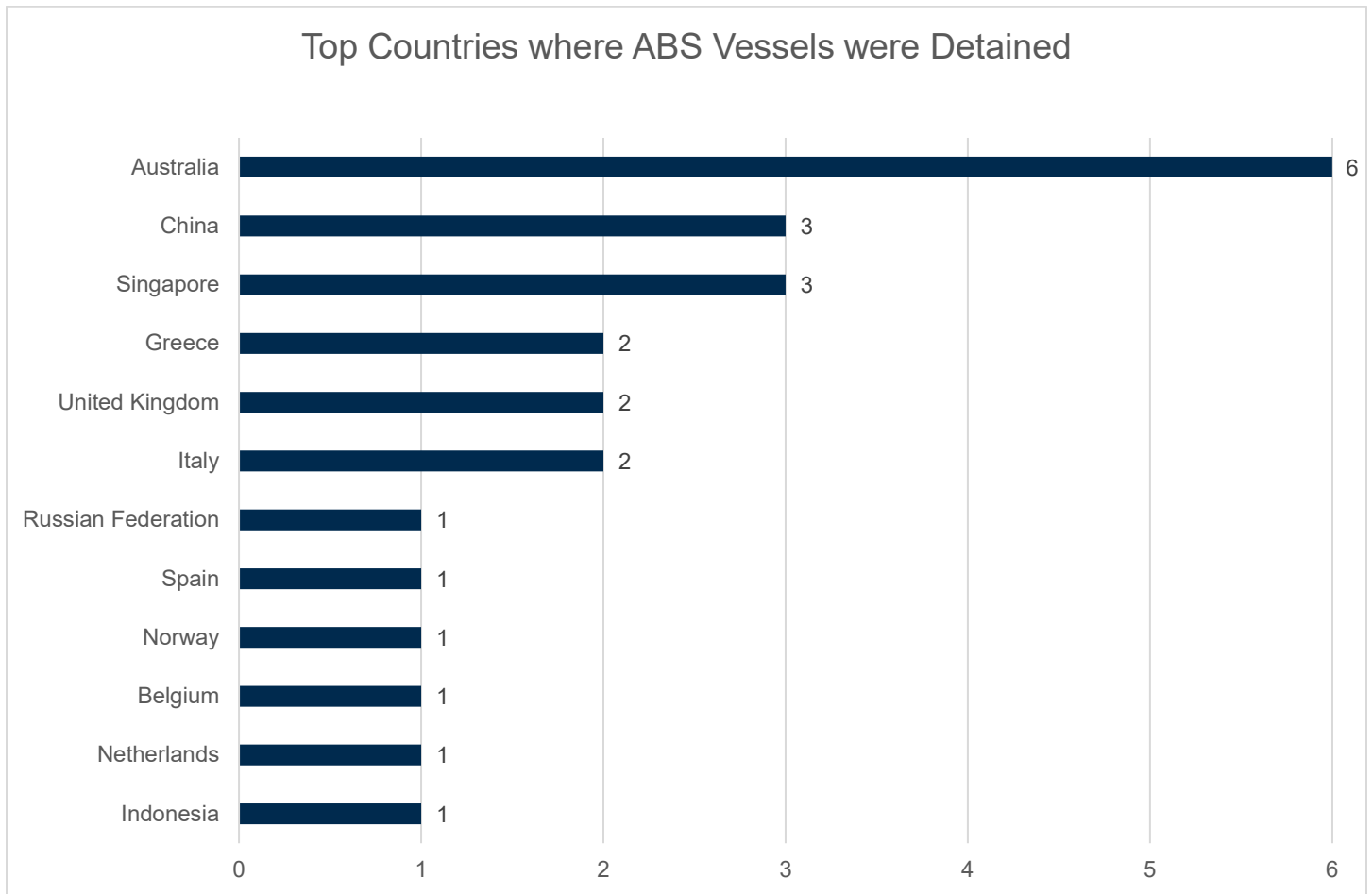
Wasted blower duct, inoperable flap



Deck fixtures are not maintained

1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the breakdown of the countries where the 24 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.



2. First Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

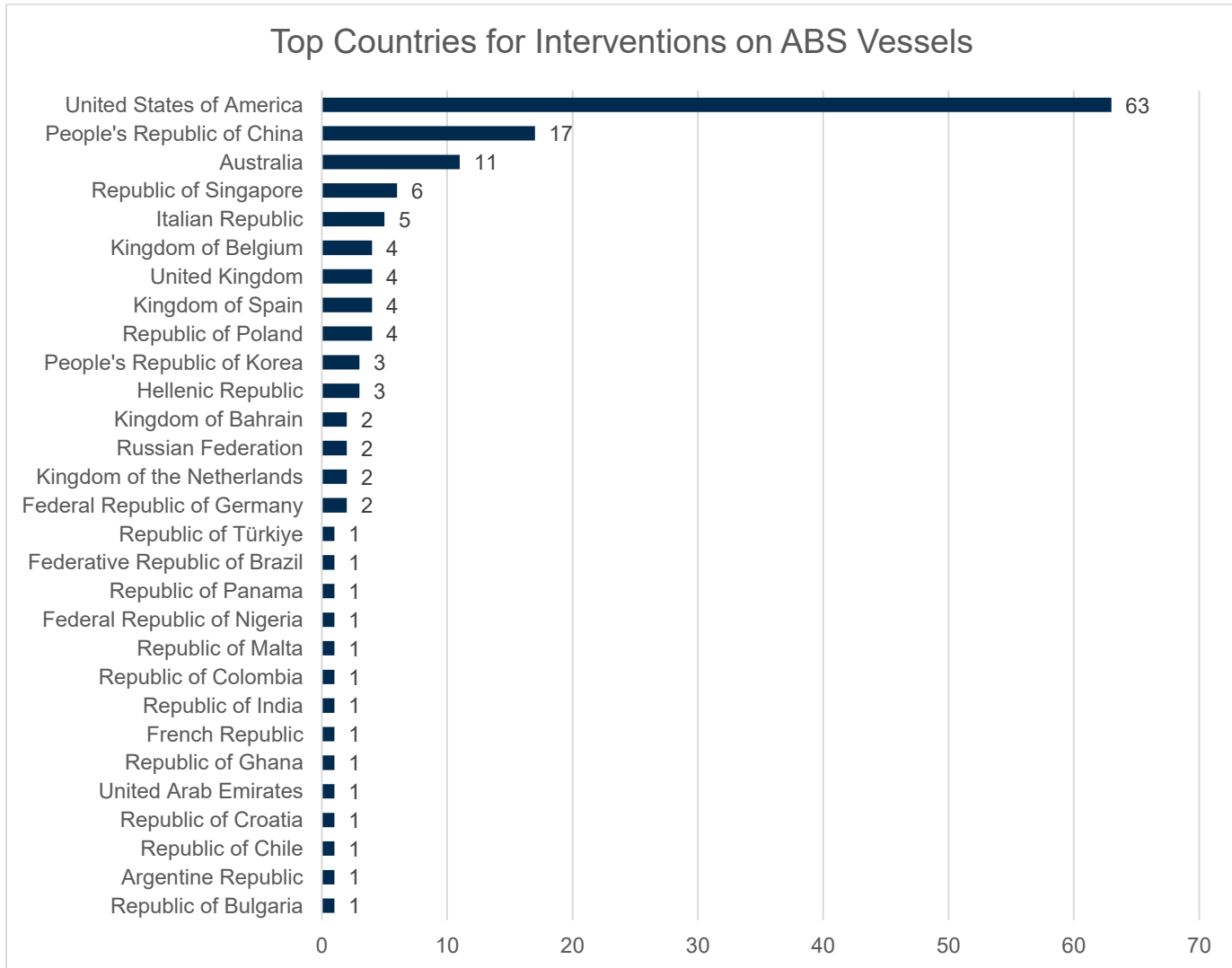
For the period January 1, 2023, to March 31, 2023, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below. *

5-Digit Deficiency Code	Deficiency Description
11101	Lifeboats
07106	Fire detection
02108	Electric equipment in general
15150	ISM
07105	Fire doors/openings in fire-resisting divisions
13102	Auxiliary engine
09209	Electrical
04103	Emergency lighting, batteries, and switches
15109	Maintenance of the ship and equipment
07110	Firefighting equipment and appliances
11112	Launching arrangements for survival craft
11131	On board training and instructions
11117	Lifebuoys including provision and disposition
07114	Means of control (openings, pumps) Machinery spaces
07101	Fire prevention structural integrity
10109	Lights, shapes, sound signals
07109	Fixed fire extinguishing installation
07123	Operation of fire protection systems
10105	Magnetic compass
11124	Embarkation arrangement survival craft
07115	Fire-dampers
01136	Ballast water management certificate
09228	Anchoring devices
06107	Cargo operation
07124	Maintenance of fire protection systems

* List contains deficiencies that were identified on at least five (5) 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 January 1, 2023, to March 31, 2023, the top countries where ABS had PSC interventions identified are highlighted in the bar chart below.



3. PSC Activity

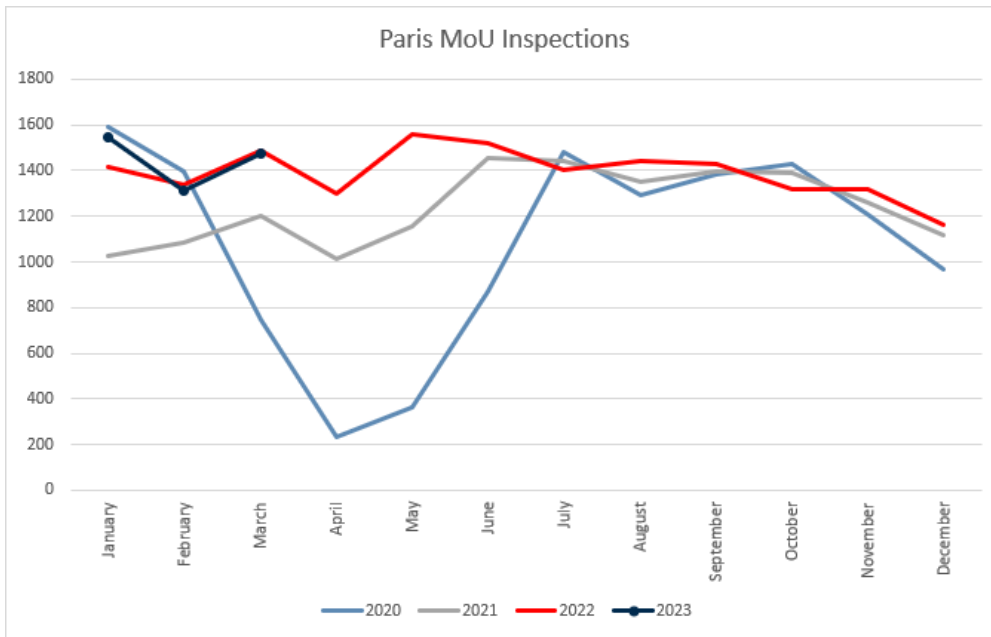
3.1 Paris MoU Inspections for First Quarter 2023

The number of inspections in the Paris MoU during the period of January 1, 2023 to March 31, 2023, remains same compared to the corresponding quarter in 2022, however, the number of inspections has increased compared to 2021, and 2020 for the same period.

The Paris MoU had 166 detentions during this period. Only 10 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>



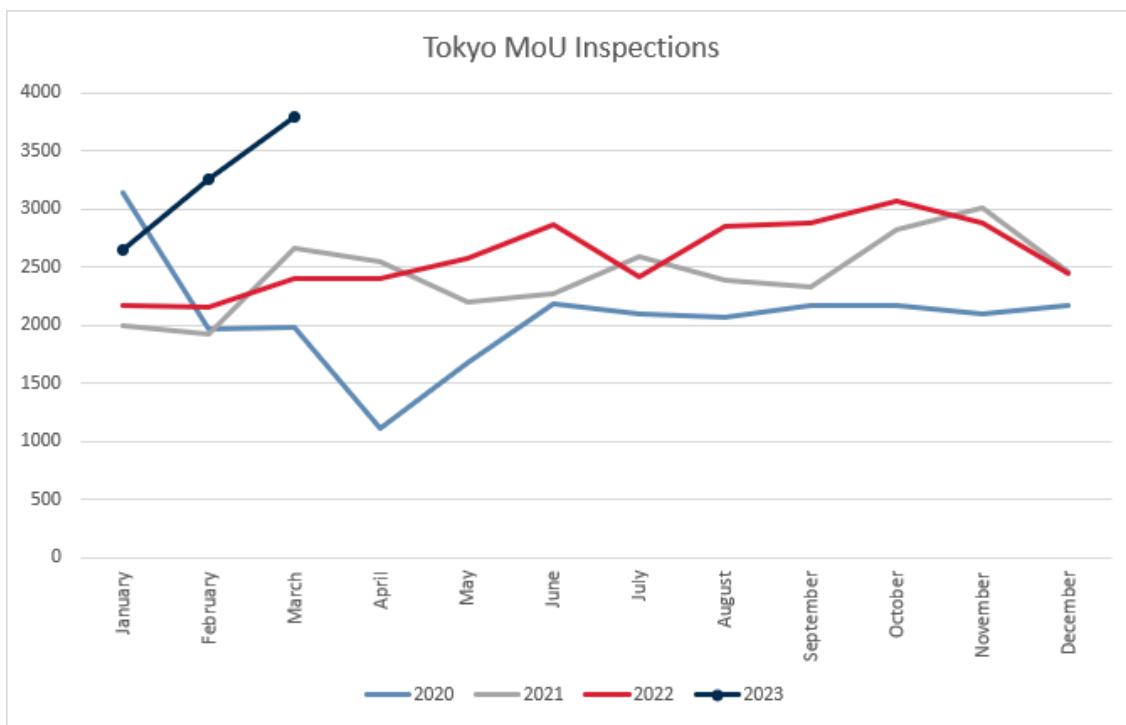
3.2 Tokyo MoU Inspections for First Quarter 2023

The Tokyo MoU inspections during the period January 1, 2023, to March 31, 2023, overall has increased compared to First quarter of 2022, 2021 and 2020.

The Tokyo MoU had 365 detentions during 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 Total Worldwide USCG Detentions for First Quarter 2023

The USCG had 27 detentions during the period January 1, 2023, to March 31, 2023. There were no 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 On Worldwide Vessel Fleet During First Quarter 2023*

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
07126	Oil accumulation in the engine room
15106	Shipboard operations
15108	Reports of non-conf., accidents & hazards occur.
07123	Operation of Fire protection systems
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
07110	Fire fighting equipment and appliances
14503	Garbage management plan
11101	Lifeboats
15105	Resources and personnel
07106	Fire detection and alarm system

* 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) carried out CIC on STCW (Standards of Training, Certification and Watchkeeping for Seafarers). The CIC campaign was for three months, commencing Sept. 1, 2022, and ending Nov. 30, 2022 (Joint CIC dated Aug. 1, 2022). The preliminary result was released by Tokyo MoU on March 1, 2023.

[Preliminary Results of the CIC on STCW 2022](#)

During the campaign period, the member Authorities of the Tokyo MOU carried out 6,953 PSC inspections, of which 5,908 (84.97%) included the CIC inspection. 1,041 CIC related deficiencies were found on 802 ships representing 13.57% of the CIC inspections.

CIC related detentions by flag State were as follows:

- Panama 8 out of 1,631 inspections, giving a detention rate of 0.49%
- Liberia 2 out of 700 inspections, giving a detention rate of 0.29%
- Vietnam 2 out of 161 inspections, giving a detention rate of 1.24%
- Other flags 8 out of 3,416 inspections, giving a detention rate of 0.23%

However, the flags with the highest detention rates were:

- Guyana 1 out of 1 inspection, giving a detention rate of 100%
- Comoros 1 detention out of 3 inspections, giving a detention rate of 33.3%
- Cook Islands 1 out of 9 inspections, giving a detention rate of 11.1%

5. Australian Maritime Safety Authority's Focus on Pilot Ladder

The Australian Maritime Safety Authority (AMSA) has issued a letter to the industry about additional inspections on pilot ladders. AMSA, as the national regulator, will require the following at every annual survey conducted by a recognized organization on a regulated Australian vessel:

- a) The pilot boarding arrangements onboard are inspected. This includes all deck fittings, associated equipment such as stanchions, the actual pilot ladder, bulwark pilot ladder and man ropes.
- b) The crew rig a pilot ladder in accordance with the current SOLAS CH V regulation 23 requirements.
- c) Take photographic evidence of the condition of pilot boarding arrangements and the pilot ladder arrangements once rigged.
- d) If the crew are not able to rig the pilot ladder in accordance with the current requirements, the annual surveys are not to be completed, and AMSA is to be informed.

6. New Regulations

a. Amendments to HSC (High-Speed Craft) Code

Resolutions MSC.498(105) and MSC.499(105) containing amendments to Chapters 8 and 14 of the 1994 and 2000 HSC Codes respectively, will enter into force on 1 January 2024. These resolutions contain a complete replacement text of chapter 14 of the HSC Code, as well as a relocation of provisions for life-saving appliance communication equipment from Chapter 8 to Chapter 14. These amendments relate to Life-saving appliances and arrangements and Radiocommunications, as well as the Record of Equipment for High-Speed Craft Safety Certificate, concerning the modernization of the GMDSS.

b. Amendments to IMSBC (International Maritime Solid Bulk Cargoes) Code

Under resolution MSC.500(105) several amendments were adopted to the International Maritime Solid Bulk Cargoes (IMSBC) Code. This set of amendments (06-21 Amendments) includes the following:

- 1) Reclassification of ammonium nitrate-based fertilizer (non-hazardous);
- 2) Amendments to section 7 addressing "Cargoes which may liquefy or undergo dynamic separation;
- 3) Addition of new definitions relating to the phenomenon of "dynamic separation," including deliberations regarding the definition of "group A" cargoes.
- 4) Addition of new schedules for lead concentrate and leach residue containing lead;
- 5) Substance identification number for bulk cargoes.

These amendments will enter into force on 1 December 2023, but may be applied by Administrations on a voluntary basis beginning 1 January 2023.

c. Amendments to IMDG (International Maritime Dangerous Goods) Code

Under Resolution MSC.501(105) several amendments adopted under the IMDG Code. This set of amendments (41-22 Amendments) is intended to align with the amendments to the UN (United Nations) Recommendations on the Transport of Dangerous Goods, 21st Revised Edition. In addition to the regular review of new and existing substances, these amendments include the following:

- 1) New definition for "pressure receptacle shell" in 1.2.1 of the IMDG Code;
- 2) Guidance on marking of refillable UN pressure receptacles; and
- 3) Guidance on portable tanks with shells made of fiber-reinforced plastic (FRP) materials.

These amendments will enter into force on 1 January 2024, but may be applied by Administrations on a voluntary basis beginning 1 January 2023.

d. Amendments to LSA (Life Saving Appliances) Code

In conjunction with SOLAS Chapter III/Regulation 33, Survival craft embarkation and launching arrangements, the LSA Code Chapter IV, paragraph 4.4.1.3.2 is amended to clarify the general testing requirements for lifeboats that Free-fall lifeboats will not be subject to the requirement of demonstrating capability of launching while the ship is making headway at speeds up to 5 knots in calm water. This will enter into force on 1 January 2024.

e. Amendments to FSS (Fire Safety Systems) Code

Under Chapter 9 of the FSS Code for fixed fire detection and fire alarm systems, inserting a new paragraph 2.1.8 requiring that cargo ships and passenger ships cabin balconies, where an individually identifiable system is fitted, isolator modules need not be provided at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors cannot be rendered ineffective due to a fault that would not be larger than an equivalent section in a section identifiable system. This modification will enter into force on 1 January 2024.

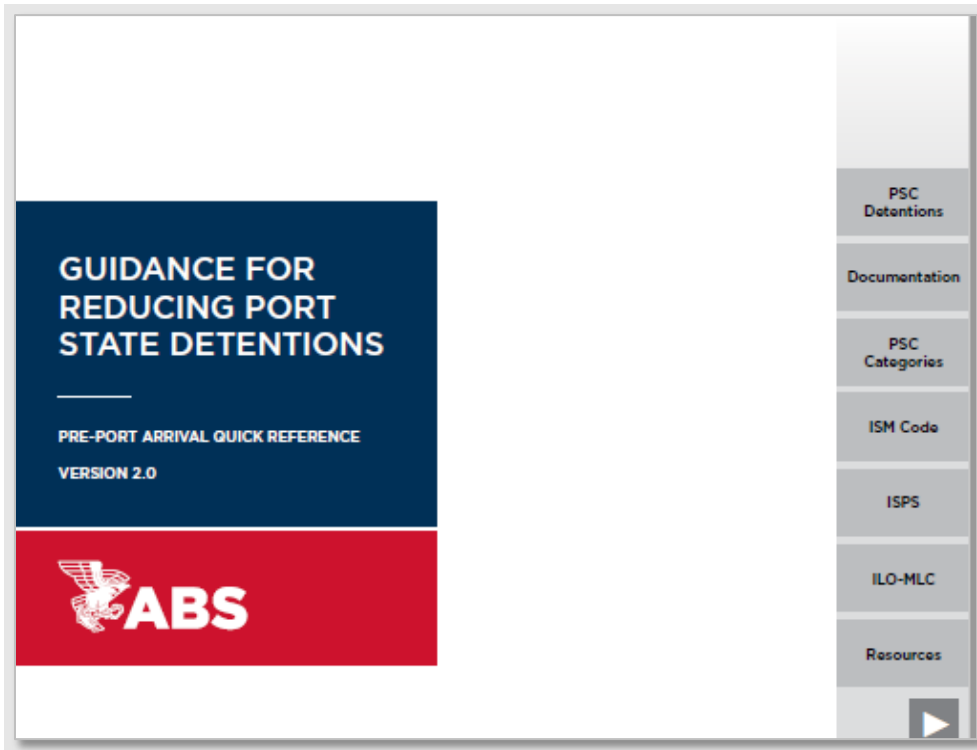
7. Industry Links for Port State Control

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.riyadhrou.org

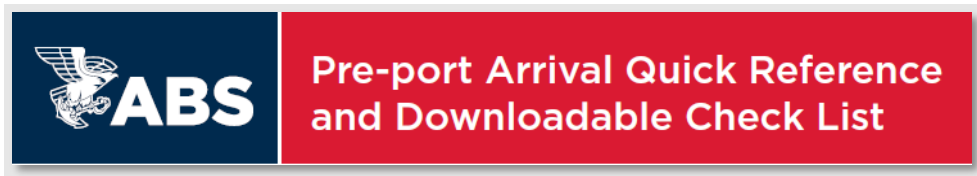
8. Additional Resources

Additional resources may be found regarding flag and port state information on the [ABS website at eagle.org](http://ABSwebsiteat.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](https://play.google.com/store/apps/details?id=com.eagleabs) or [Apple App Store](https://apps.apple.com/us/app/abs-app/id1444444444).



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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.

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BENEFITS

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- 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

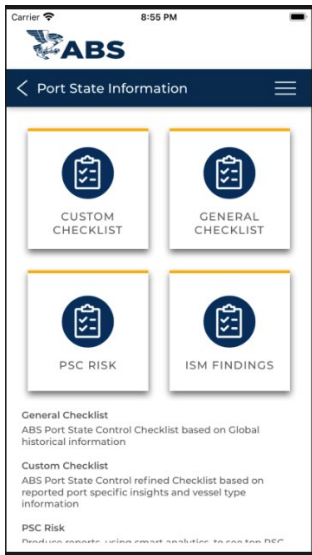
General Checklist: ABS Port State Control Checklist based on global historical information

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

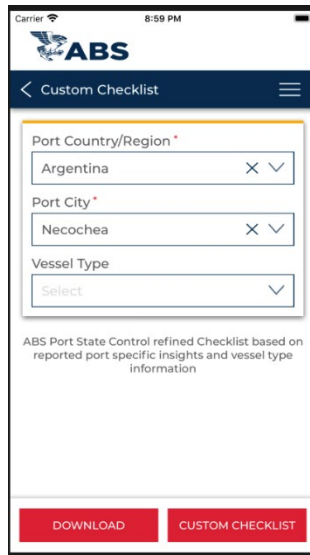
PSC Risk: Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel class records

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

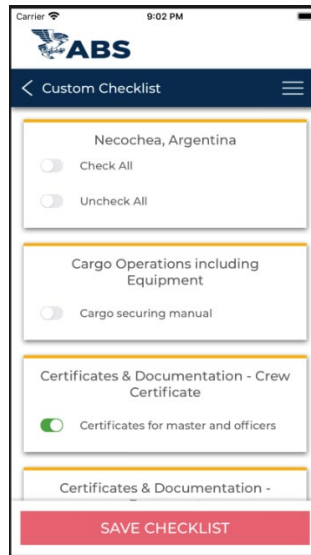
Port State Information main screen



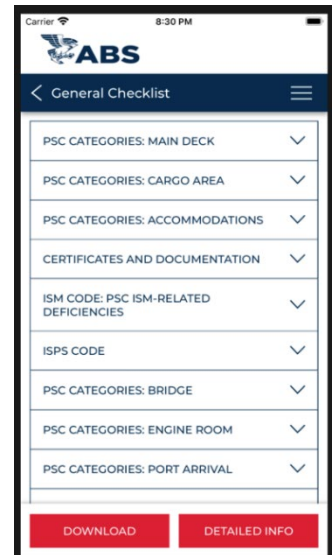
PSC Custom (Port-specific) Checklist and filter



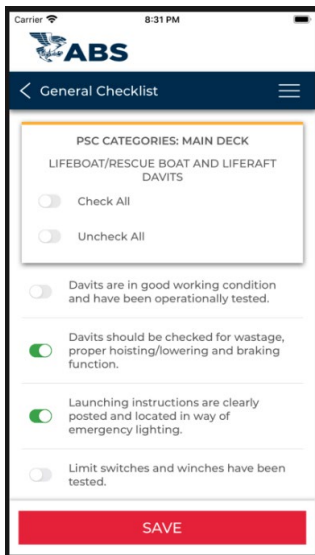
PSC Custom Checklist filtered by port and vessel type



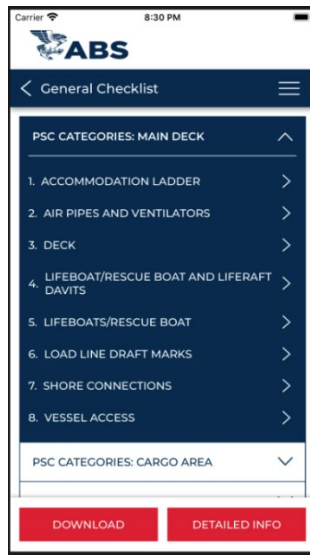
PSC General Checklist, all categories



Checklist items under a selected sub-category



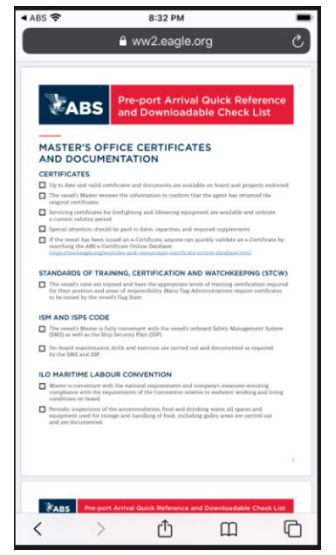
Sub-categories under a selected category



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.

Western Hemisphere

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Local Port Office Contact

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