



# ABS PORT STATE CONTROL QUARTERLY REPORT

Q4 2022



## **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 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 Fourth Quarter Detention Facts

## 1.1 Top Categories for Grounds for Detention

For the period Oct. 1, 2022, to Dec. 31, 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 392 vessels detained. Of those detained vessels, 25 vessels were classed by ABS. One of the ABS detained vessel shows in both Paris MoU and Tokyo MoU. ABS assisted the owner/operator to address the deficiencies 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
04102	Emergency fire pump and its pipes
13102	Auxiliary engine
11101	Lifeboats
10116	Nautical publications
10127	Voyage or passage plan
07113	Fire pumps and its pipes
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
07126	Oil accumulation in engine room

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

**1.2 Photographs.** Photographs show isolated cases of deficiencies found.



Fire line on main deck excessively corroded with hole



Paint store sprinkler head found clogged



Ballast water tank vent head wasted and seal missing



Corroded cable tray support on deck



Damaged pilot ladder – rope parted both sides while pilot on the ladder due to wasted rope



Crack accommodation ladder with waste



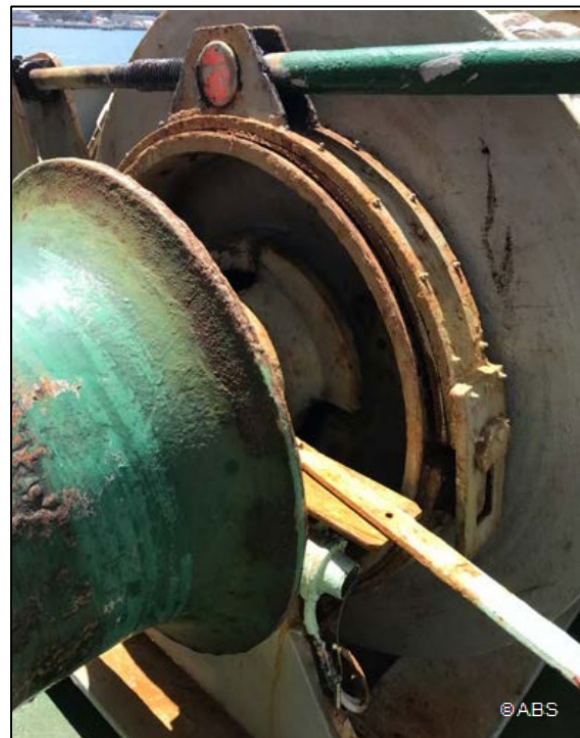
Generator engine fuel pipes leaking



Wasted and broken electrical deck penetration with compound missing



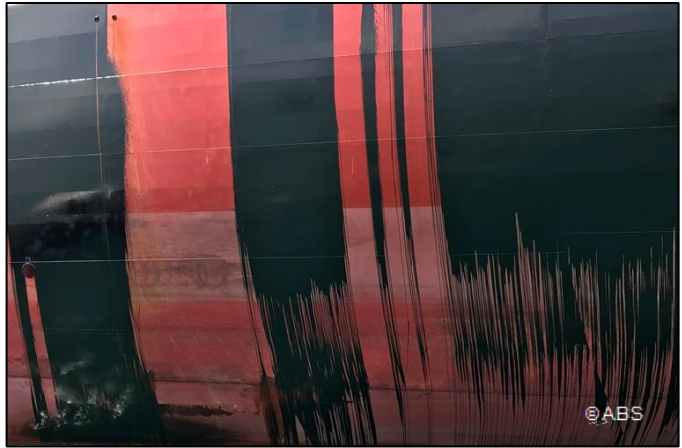
Rescue boat release hook shackle wasted with rust



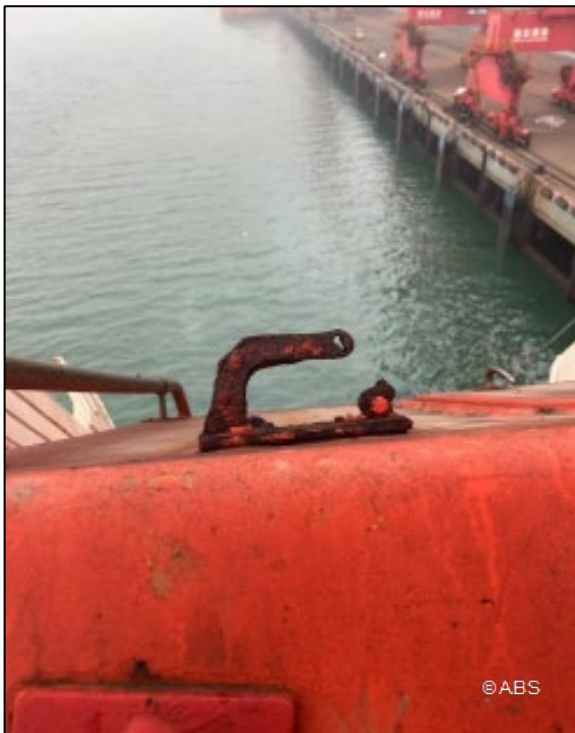
Aft mooring winch with damage brake



Free fall lifeboat door cracked around the hinge



Oil spill on deck and over the side due to bunkering procedure not followed



Lifeboat hook corroded/wasted



Main fire line isolation valve non-functional





Engine room fire main isolating valve –malfunctioned



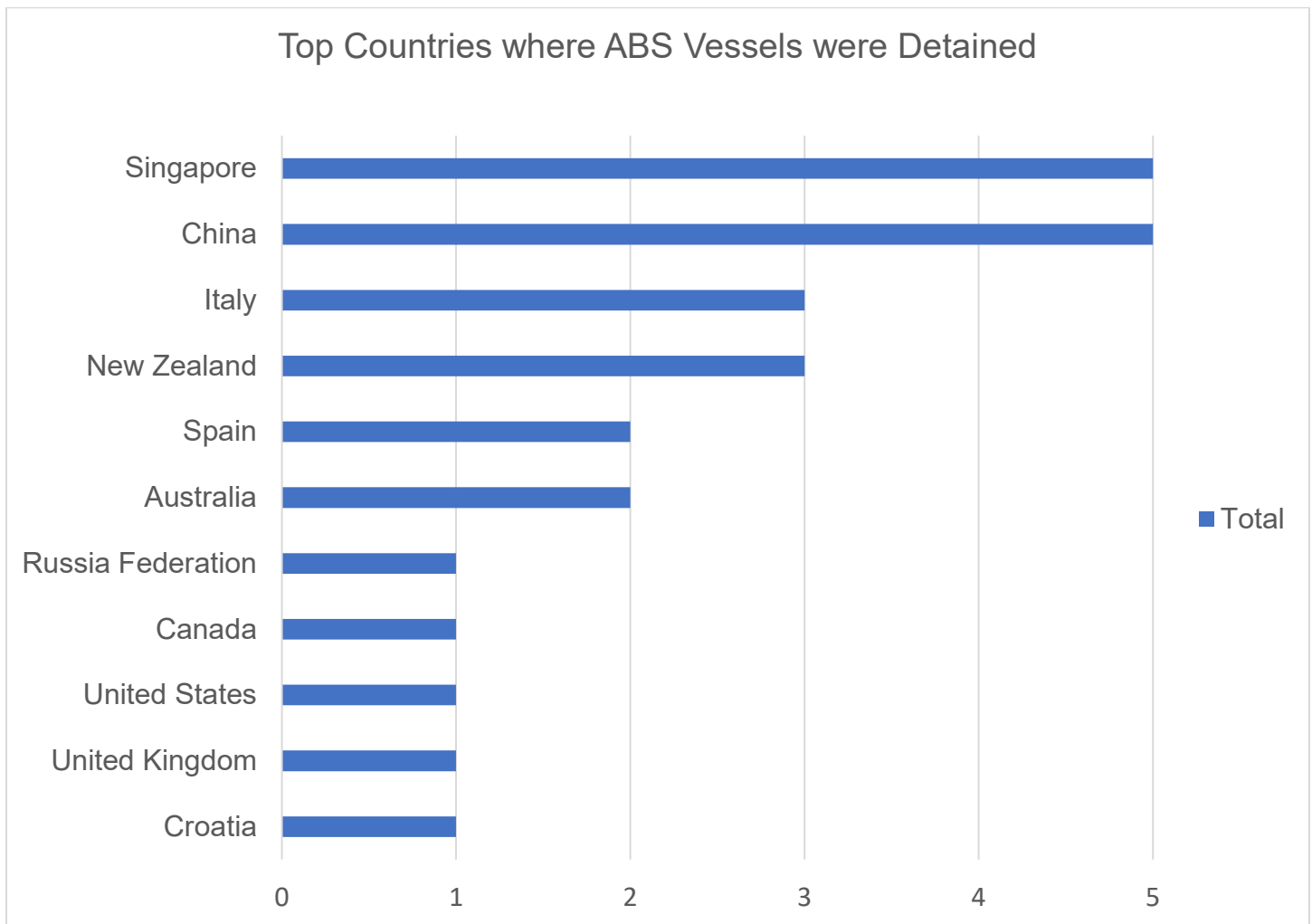
Bridge wing AC electrical cable penetration not approved type



Inoperative freefall lifeboat engine/unit dismantled for overhaul

### 1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the breakdown of the countries where the 25 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. Fourth Quarter Intervention Top Deficiencies on ABS Vessels

### 2.1 Top Categories for Deficiencies

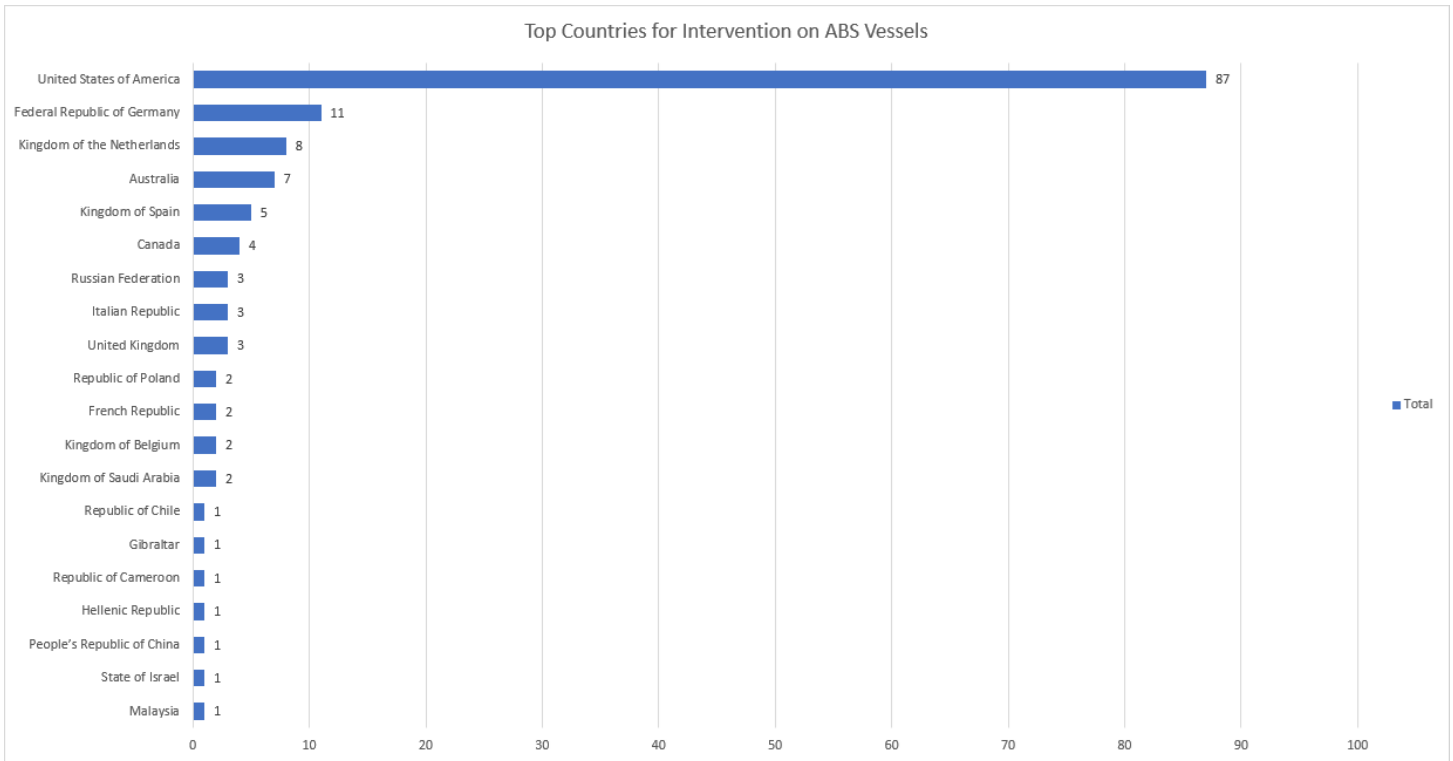
For the period Oct. 1, 2022, to Dec. 31, 2022, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below.

5-Digit Detention Code	Top Categories for Interventions on ABS Vessels
13101	Propulsion main engine
13199	Other (machinery)
02108	Electric equipment in general
15150	ISM
11101	Lifeboats
13102	Auxiliary engine
07199	Other (fire safety)
10109	Lights, shapes, sound signals
07114	Means of control (openings, pumps) Machinery spaces
04114	Emergency source of power – Emergency generator
02105	Steering gear
07115	Fire-dampers
02106	Hull damage impairing seaworthiness
07106	Fire detection
07109	Fixed fire extinguishing installation
04103	Emergency lighting, batteries and switches
13103	Gauges, thermometers, etc.
11104	Rescue boats
06199	Other (cargo)
14402	Sewage treatment plan
07105	Fire doors/openings in fire-resisting divisions
18424	Steam pipes, pressure pipes, wires (insulation)

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

## 2.2 Top Countries for Interventions on ABS Vessels

For the period Oct. 1, 2022, to Dec. 31, 2022, the top countries are listed in the table below where ABS had PSC interventions identified.



### 3. PSC Activity

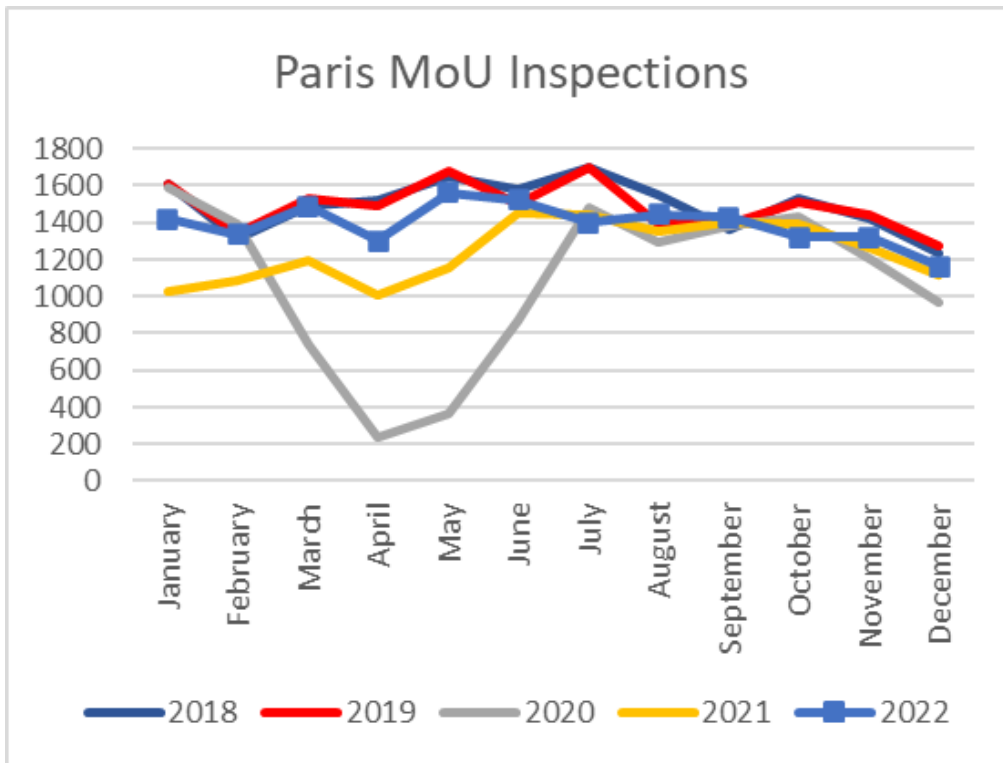
#### 3.1 Paris MoU Inspections for Fourth Quarter 2022

The number of inspections in the Paris MoU during the period of Oct. 1, 2022, to Dec. 31, 2022, has increased slightly compared to the same quarter in 2021 and 2020, however, the number of inspections is slightly lower compared to 2019, 2018 for the same period.

The Paris MoU had 160 detentions for this period. Only eight 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>



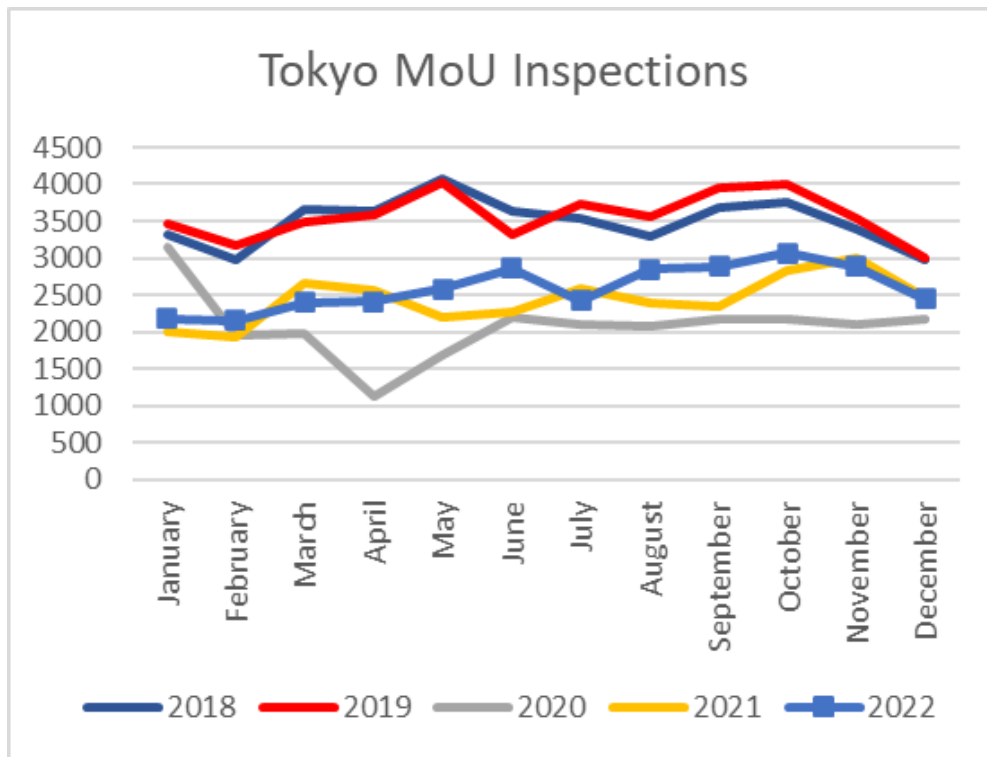
### 3.2 Tokyo MoU Inspections for Fourth Quarter 2022

The Tokyo MoU inspections during the period Oct. 1, 2022, to Dec. 31, 2022, overall has maintained same compared to fourth quarter 2021, increase compared to fourth quarter 2020, however, the number of inspections is lower than the same period years 2019 and 2018.

The Tokyo MoU had 216 detentions for this period. Only 17 of those detentions were on ABS classed vessels, and two detentions were assigned to ABS as being responsible.

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 Fourth Quarter 2022

The USCG had 17 detentions for the period Oct. 1, 2022, to Dec. 31, 2022. Only one detention was on an ABS classed vessel during this period.

The information may be accessed by visiting [www.dco.uscg.mil](http://www.dco.uscg.mil).

#### Fourth Quarter 2022 Top Deficiency Categories for USCG Detentions on Worldwide Vessel Fleet

Deficiency Code	Category
15109	Maintenance of the ship and equipment
07126	Oil accumulation in engine room
14104	Oil filtering equipment
07106	Fire detection and alarm system
14699	Other (MARPOL Annex VI)
04114	Emergency source of power – Emergency generator
07199	Other (fire safety)
07113	Fire pumps and its pipes
07126	Oil accumulation in engine room

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

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

During the last PSC meeting held between Nov.14 to Nov.17, 2022, Tokyo MoU confirmed the arrangement for the joint CIC on fire safety in 2023.

## 5. New Regulations

### a. Carriage of Industrial Personnel, New SOLAS Chapter XV-Safety Measures for Ships Carrying Industrial Personnel

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 500 gross tonnage 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 (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) on board other ships and/or offshore facilities. Wherever the number of industrial personnel on board appears as a parameter for the application of a regulation, it shall be taken to mean the aggregate number of industrial personnel, special personnel and passengers carried onboard (where the number of passengers shall not exceed 12 persons).

This is scheduled for entry into force on July 1, 2024. This amendment to SOLAS will coincide with the adoption of the Code of Safety for Ships Carrying Industrial Personnel, or IP Code. The new SOLAS Chapter XV will be structured to clarify the application of the mandatory provisions in the IP Code to vessels normally certified under SOLAS and the High-Speed Craft (HSC) Code.

For existing ships constructed before entry into force of SOLAS Chapter XV that comply with the Interim Recommendations on the Safe Carriage of more than 12 Industrial Personnel on Vessels Engaged on International Voyages (MSC.418(97), adopted Nov. 25, 2016), a grace period will be given before selected regulations in the IP Code enter into force for these ships.

This grace period is:

- Existing cargo ships that carry more than 12 industrial personnel must comply with selected requirements of the IP Code by the first intermediate or renewal survey after entry into force of these amendments.
- Existing high-speed cargo craft that carry more than 12 industrial personnel must comply with selected requirements of the IP Code by the third periodical or first renewal survey after entry into force of these amendments.

Existing cargo ships or high-speed cargo craft, irrespective of the date of construction, which have not been authorized to carry more than 12 industrial personnel prior to entry into force of SOLAS Chapter XV must fully comply with and be certified in accordance with the IP Code before carrying more than 12 industrial personnel.



## **b. Code of Safety for Ships Carrying Industrial Personnel (IP Code)**

In association with the new SOLAS Chapter XV, the Committee also adopted Resolution MSC.527(106) containing the Code of Safety for Ships Carrying Industrial Personnel, or IP Code. In support of expanding maritime offshore and energy sectors, the IP Code is intended to supplement existing IMO instruments to provide international safety standards for the carriage of industrial personnel on board cargo ships and high-speed cargo craft.

Using SOLAS and the 2000 HSC Code as a basis for regulatory compliance, the IP Code provides goals, functional requirements, and additional regulations to facilitate the safe carriage and transfer of industrial personnel by addressing additional risks connected to such operations. The supplemental regulations of the IP Code address the following subjects:

- 1) Safe transfer of personnel
- 2) Subdivision and stability
- 3) Machinery installations
- 4) Electrical installations
- 5) Periodically unattended machinery spaces
- 6) Fire safety
- 7) Life-saving appliances
- 8) Dangerous goods

Additionally, Administrations and Recognized Organizations will document compliance with the IP Code through the issuance of an Industrial Personnel Safety Certificate. This code will enter into force on 1 July 2024, in correlation with the new SOLAS Chapter XV.

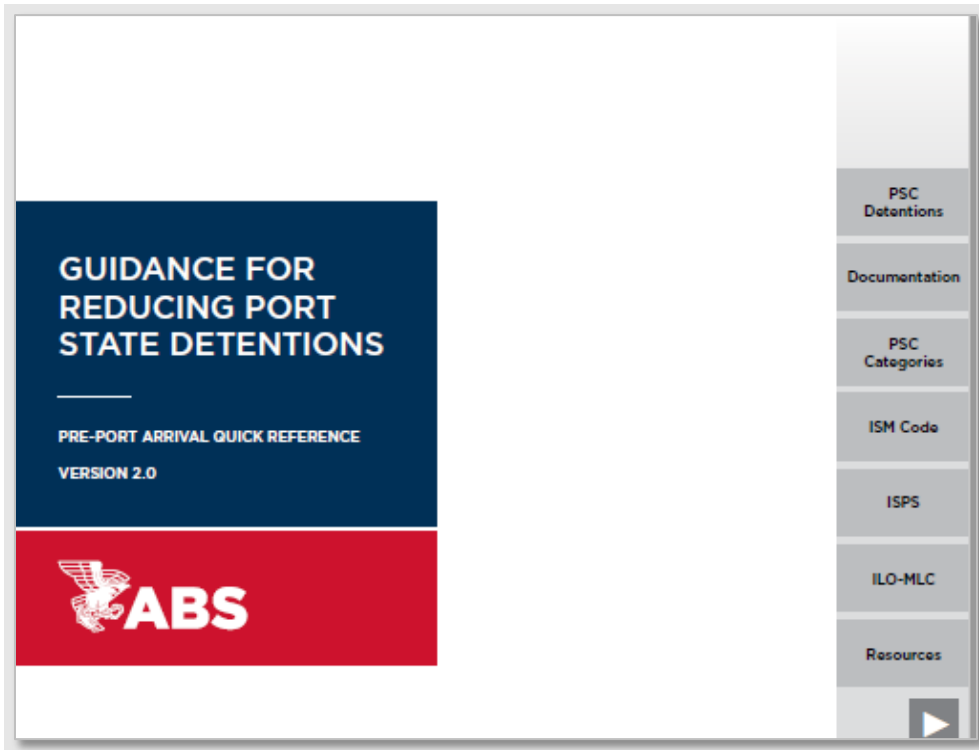
## 6. Industry Links for Port State Control

<b>Paris MoU</b>	<a href="http://www.parismou.org">www.parismou.org</a>
<b>Tokyo MoU</b>	<a href="http://www.tokyo-mou.org">www.tokyo-mou.org</a>
<b>United States Coast Guard</b>	<a href="http://hwww.dco.uscg.mil">hwww.dco.uscg.mil</a>
<b>Mediterranean MoU</b>	<a href="http://www.medmou.org/home.aspx">www.medmou.org/home.aspx</a>
<b>Black Sea MoU</b>	<a href="http://www.bsmou.org">www.bsmou.org</a>
<b>Indian Ocean MoU</b>	<a href="http://www.iomou.org">www.iomou.org</a>
<b>Caribbean MoU</b>	<a href="http://caribbeanmou.org">caribbeanmou.org</a>
<b>Acuerdo de Viña del Mar</b>	<a href="https://alvm.prefectura naval.gob.ar">https://alvm.prefectura naval.gob.ar</a>
<b>Abuja MoU</b>	<a href="http://www.abujamou.org">www.abujamou.org</a>
<b>Riyadh MoU</b>	<a href="http://www.riyadh mou.org">www.riyadh mou.org</a>

## 7. Additional Resources

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

Everything you need from your ABS MyFreedom™ Client Portal is now accessible using the ABS App. It's your window into ABS Class, bringing together all your needs.

**NOW IT ALL CLICKS.**

**DOWNLOAD THE ABS APP TODAY!**

Available on Google Play and the App Store.

Visit [www.eagle.org](http://www.eagle.org) to get started today.

**Port State Control Applications on the ABS App**

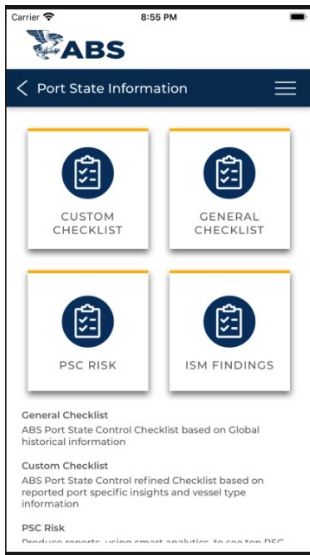
**General Checklist:** ABS Port State Control Checklist based on global historical information

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

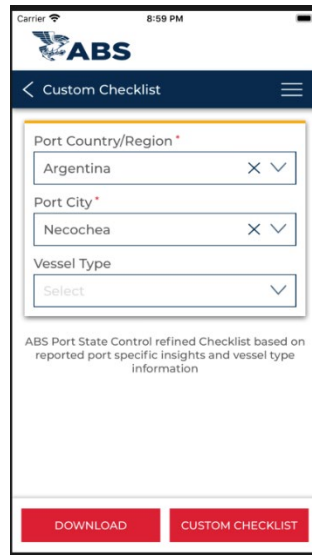
**PSC Risk:** Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel class records

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

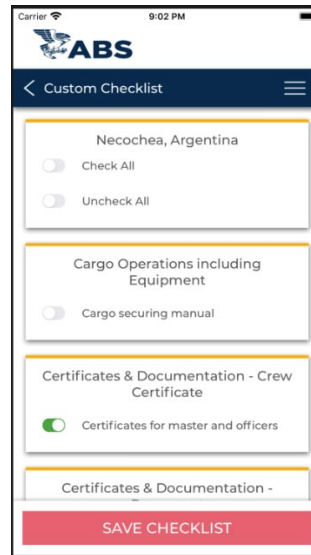
Port State Information main screen



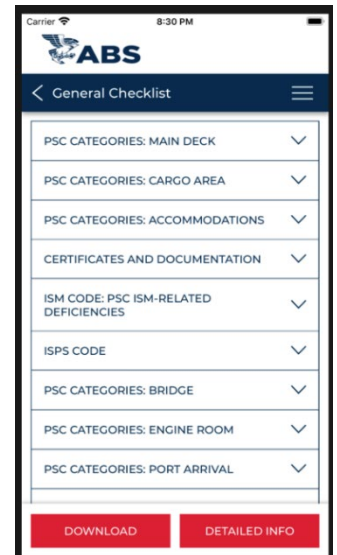
PSC Custom (Port-specific) Checklist and filter



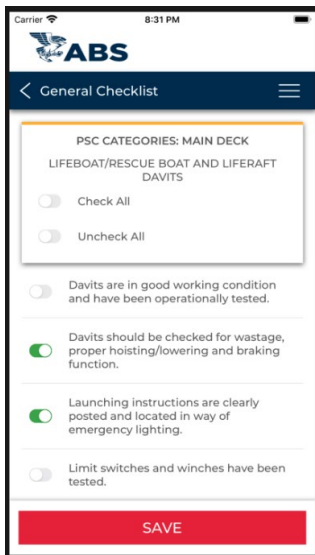
PSC Custom Checklist filtered by port and vessel type



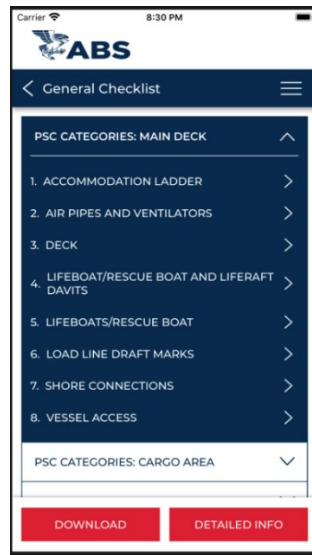
PSC General Checklist, all categories



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



## 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.

### Western Hemisphere

Houston, TX USA

Tel: 1-281-877-6000 ext. 6021 or 6027

Marine Email: [WHSurveyMarine@eagle.org](mailto:WHSurveyMarine@eagle.org)

Offshore Email: [WHSurveyOffshore@eagle.org](mailto:WHSurveyOffshore@eagle.org)

### Eastern Hemisphere

Shanghai, China

Tel: 86-21-2327-0888

Email: [DL-EHSurveydept@eagle.org](mailto:DL-EHSurveydept@eagle.org)