



ABS  
PORT STATE CONTROL  
ANNUAL REPORT

---

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 (HSQE) Policy**

We will respond to the needs of our members, clients and the public by delivering quality products and services in support of our mission that provides for the safety of life and property and the protection of the natural environment.

With the input and the participation of our workers, we are committed to continually improving the effectiveness of our HSQE performance and management system by identifying risks and opportunities that help to eliminate hazards and reduce risks and by providing safe and healthy working conditions for the prevention of work-related 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 ABS and our HSQE aspects, objectives and targets.

## Foreword

This ABS Annual 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 2022 calendar year. 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 its hull, machinery, equipment 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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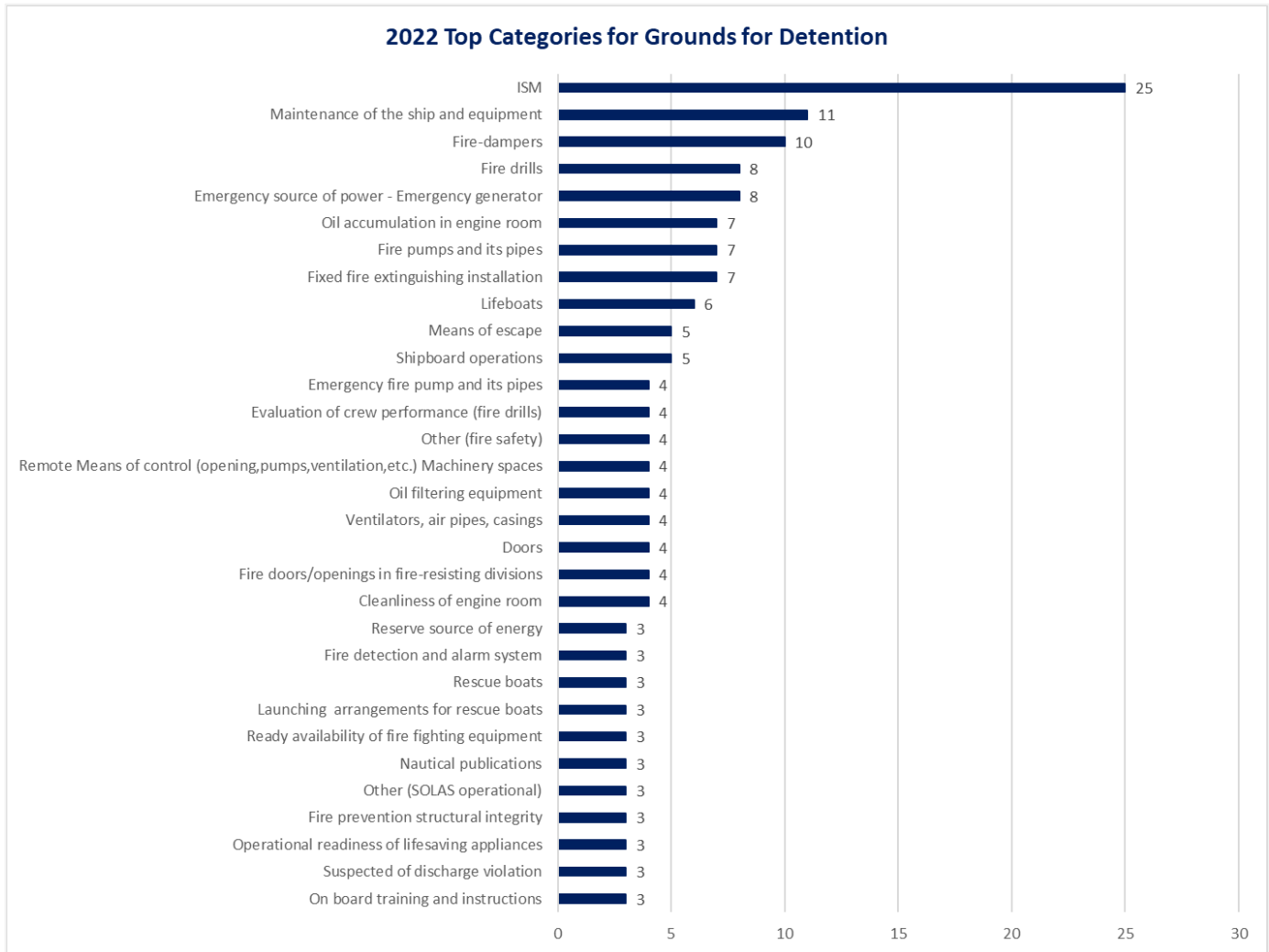
# 1. ABS Fleet 2022 Detention Facts

## 1.1 Top Categories for Grounds for Detention

For the period Jan. 1, 2022, to Dec. 31, 2022, the top categories for grounds for Port State Control (PSC) detentions on ABS vessels in the Paris Memorandum of Understanding (MoU) on PSC, 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 1526 vessels detained. Of those detained vessels, 113 vessels were classed by ABS or ABS was the Recognized Organization (RO) and issued statutory certificates. ABS issued statutory certificates includes Tonnage, International Safety Management certification for companies' Document of Compliance (DOC – ISM) and vessels' Safety Management Certificate (ISM – SMC), International Ship and Port Facility Security certification for vessels' International Ship Security Certificate, and Maritime Labour Convention certification for vessels' Maritime Labour Certificate (MLC). It is important to note that ABS assisted the owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.

The higher number of deficiencies related to ISM may be attributed to Safety Management Systems (SMS) not being effectively implemented on board vessels as intended.



**Note:** List contains deficiencies that were identified on three vessels or more. Detentions are listed in order of highest to lowest number of instances per detention code.

## 1.2 Photographs



Speed and distance device is inoperative



Defective speed log, showing speed on vessel at anchorage



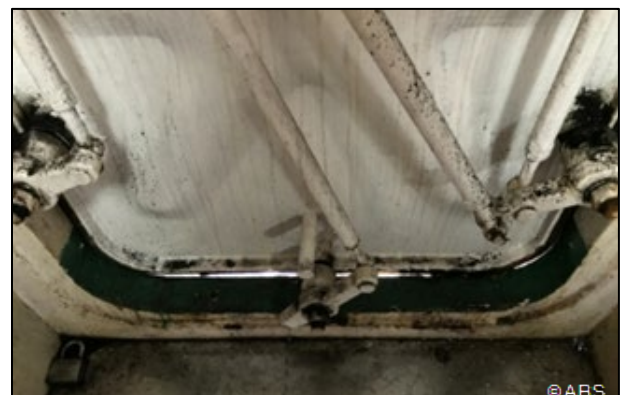
Sounding pipe for cargo hold bilges (several) thread wasted



Paint room sprinkler system not in operation due to isolation valve stuck



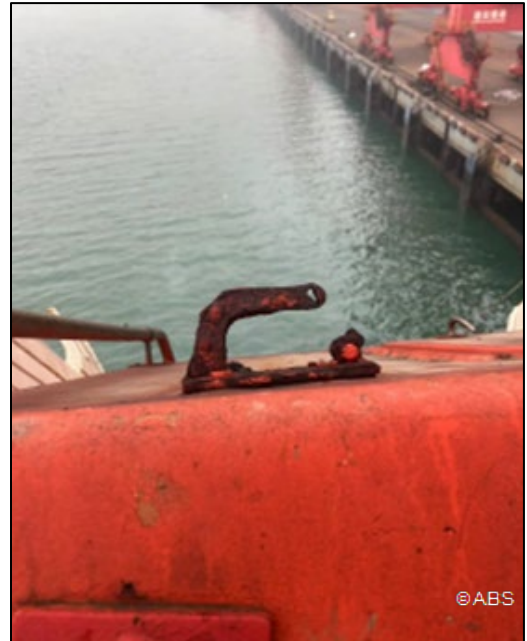
Oil leakage from generator engine crank case explosion door and fly wheel end seal



Accommodation weather tight door not able to be fully secure weathertight



Inoperable ER ventilation fan damper



Lifeboat hook corroded/wasted

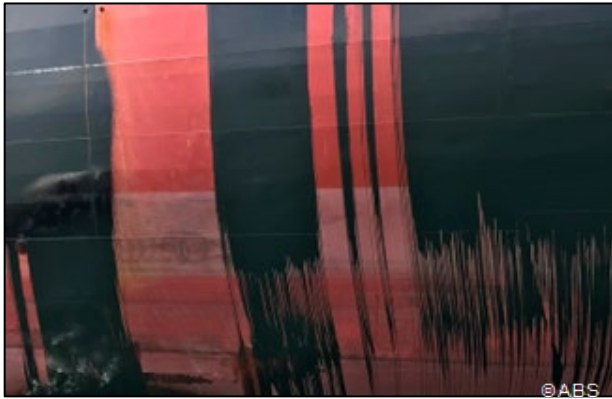


Fire line on main deck excessively corroded with hole



Damaged pilot ladder- rope parted both sides while pilot on the ladder

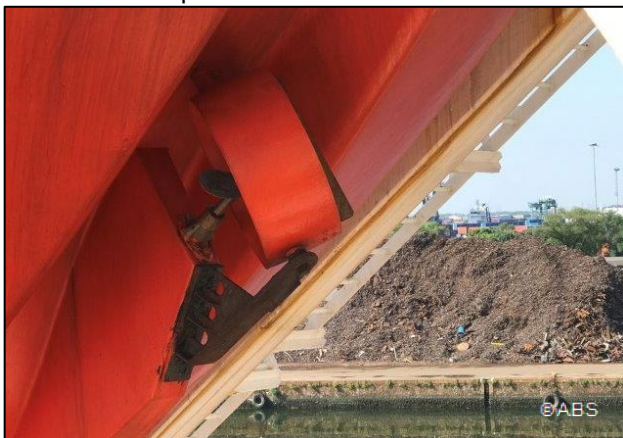




Oil spill on deck and over the side due to bunkering procedure not followed



Wasted and fracture section of accommodation ladder



Free fall lifeboat hydraulic steering system for rudder malfunctioning

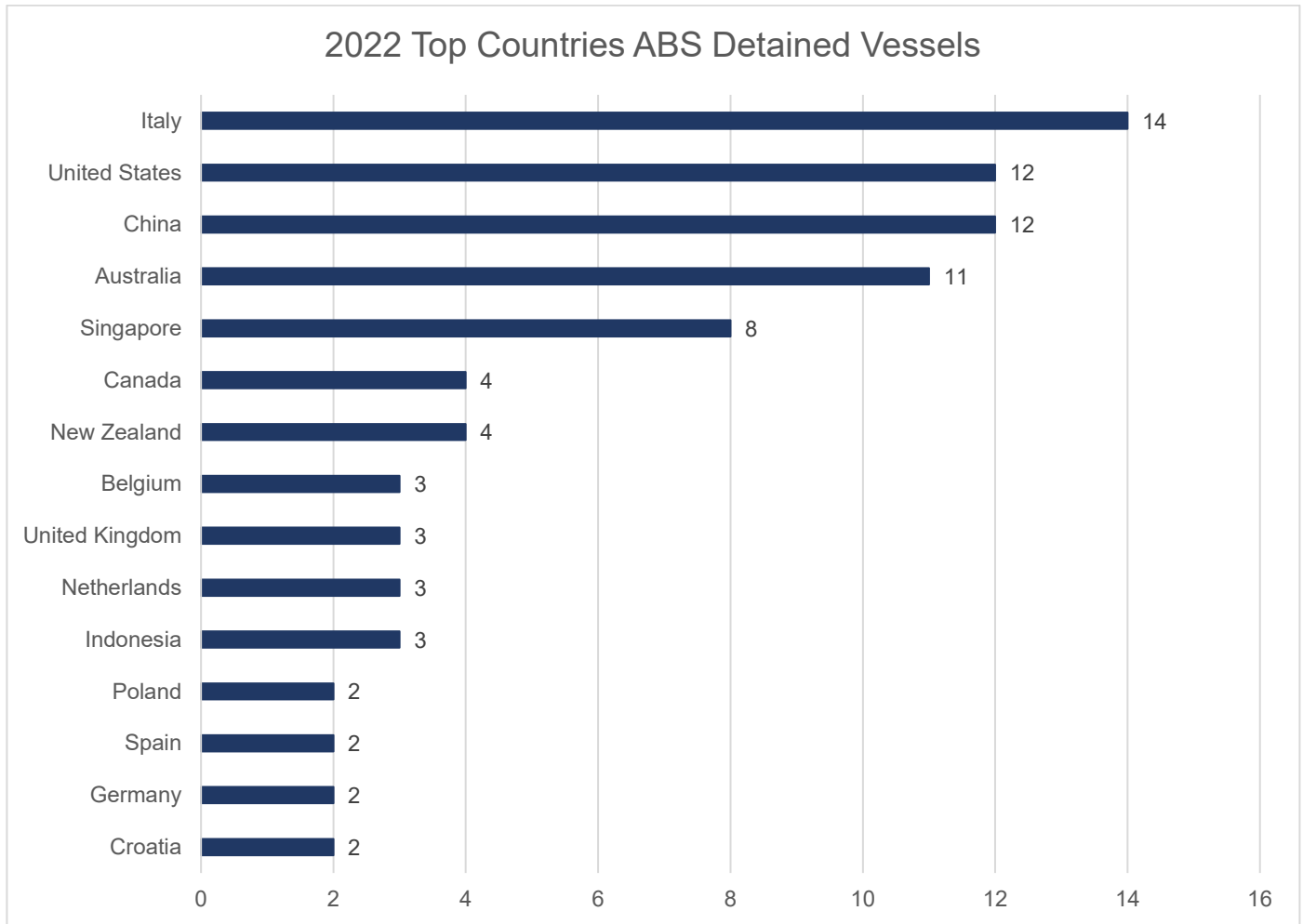


Sewage treatment plant not operable



Davit malfunction during abandon ship drill

### 1.3 2022 Top Countries Where ABS Vessels Were Detained



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

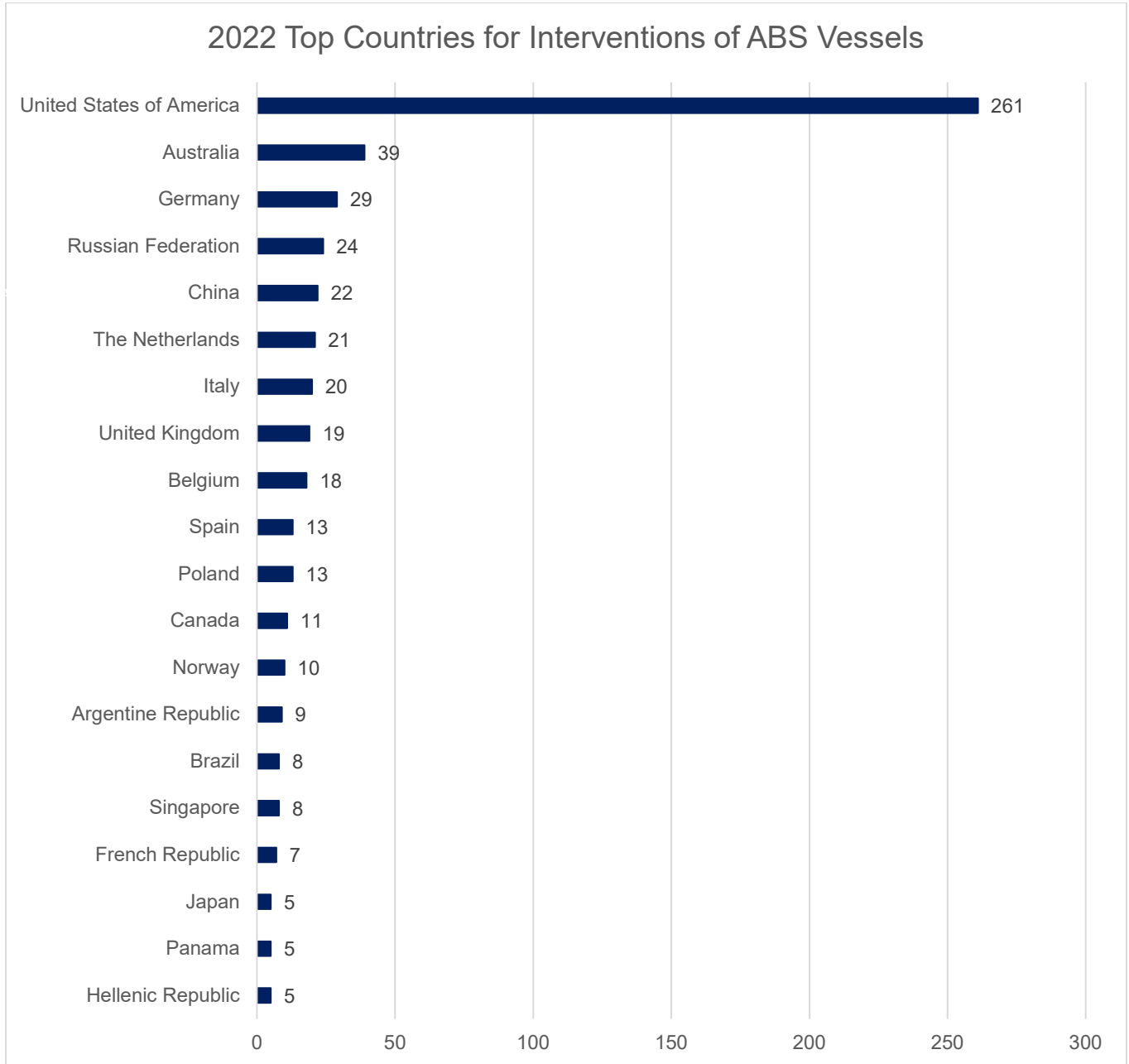
## 2. 2022 Intervention Top Deficiencies on ABS Vessels

### 2.1 Top 5-Digit Code Categories for Deficiencies on ABS Vessels

Deficiency Code	Top Categories for Deficiency
13101	Propulsion main engine
13199	Other (machinery)
15150	ISM
13102	Auxiliary engine
02108	Electric equipment in general
11101	Lifeboats
07105	Fire doors/openings in fire-resisting divisions
07199	Other (fire safety)
04103	Emergency lighting, batteries and switches
07106	Fire detection
10109	Lights, shapes, sound signals
02105	Steering gear
13108	Operation of machinery
03108	Ventilators, air pipes, casings
07114	Means of control (openings, pumps) Machinery spaces
04114	Emergency source of power - Emergency generator
11117	Lifebuoys including provision and disposition
07115	Fire-dampers
11104	Rescue boats
07109	Fixed fire extinguishing installation
03102	Freeboard marks
13103	Gauges, thermometers, etc.
02106	Hull damage impairing seaworthiness
03107	Doors
06199	Other (cargo)
07113	Fire pumps and its pipes
07125	Evaluation of crew performance (fire drills)
17199	Other (MARPOL operational)

Note: List contains deficiencies that were identified on at least fifteen (15) or more vessels. Detentions are listed in order of highest to lowest number of instances per detention code.

## 2.2 2022 Top Countries for Interventions on ABS Vessels



### 3. Annual Report 2022

#### 3.1 Paris MoU Inspections

Under Paris MoU, the total number of inspections carried out in 2022 was 17,289. A similar number compared to 2019: 17,908. The inspections in 2020 (13,168) and 2021 (15,401) show that the situation has normalized from covid era.

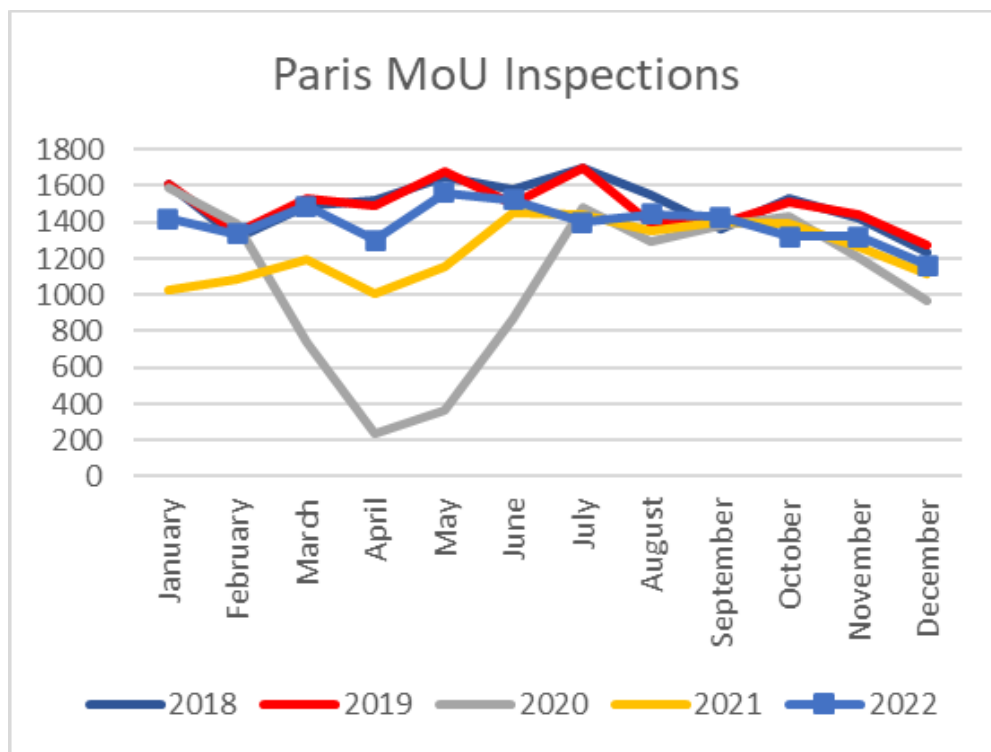
Compared to 2019, the number of detentions has increased significantly from 534 to 723 detentions in 2022. This results in a significant increase in the detention to inspection ratio of 4.18 percent which is the highest percentage in a ten-year period.

Detentions in 2020 and 2021 recorded as 385 and 537 respectively.

ABS meets the RO criteria for a low-risk ship for Paris MoU inspection. In the calendar year 2022, there were no ABS vessels that were banned from the Paris MoU region, and ABS was not held responsible for any detention.

The Paris MoU PSC Annual Report 2022 may be accessed by clicking the link [Annual reports | Paris MoU](#).

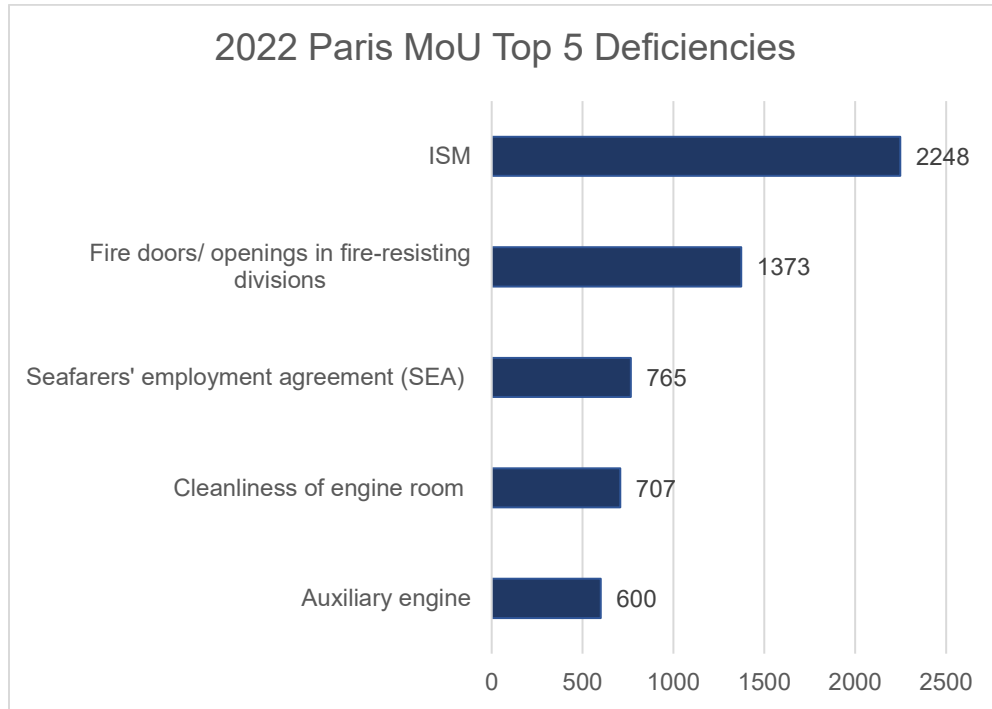
#### Paris MoU Inspections for Years 2018, 2019, 2020, 2021 and 2022



Source: Paris MoU

### 3.1.1 2022 Paris MoU Top 5 Deficiencies

Based on the Paris MoU PSC Annual Report 2022, the top five deficiencies for all vessels inspected were:



Source: Paris MoU PSC 2022 Annual Report

### 3.1.2 2022 Paris MoU Major Categories of Deficiencies

Based on the Paris MoU PSC 2022 Annual Report, the major categories of deficiencies for all vessels inspected were:

#### MAJOR CATEGORIES OF DEFICIENCIES 2020-2022

Deficiencies Main Group	2020		2021		2022			
	Def	Def %	Def	Def %	Def	Def %		
Ballast Water Management	528	1.9	706	1.9	892	1.9		
COLREG	279	1.0	354	1.0	441	0.9		
Load Lines	1,649	5.8	2,080	5.7	2,728	5.8		
MARPOL	MARPOL Annex I	963	3.4	1,246	3.4	1,517	3.2	
	MARPOL Annex IV	276	1.0	313	0.9	414	0.9	
	MARPOL Annex V	601	2.1	679	1.9	816	1.7	
	MARPOL Annex VI	440	1.6	496	1.4	611	1.3	
	MARPOL Other	19	0.1	33	0.1	47	0.1	
MLC	MLC 2006 Title 2	1,076	3.8	1,311	3.6	1,443	3.1	
	MLC 2006 Title 3	1,619	5.7	2,179	6.0	3,165	6.7	
	MLC 2006 Title 4	2,834	10.0	3,754	10.3	4,847	10.3	
	MLC 2006 Title 5	213	0.8	230	0.6	315	0.7	
	MLC Other	92	0.3	111	0.3	167	0.4	
SOLAS	SOLAS ch.I	274	1.0	328	0.9	494	1.0	
	SOLAS ch.II-1	3,194	11.3	4,364	12.0	5,455	11.6	
	SOLAS ch.II-2	4,059	14.3	5,375	14.8	7,310	15.5	
	SOLAS ch.III	2,571	9.1	3,152	8.7	4,504	9.5	
	SOLAS ch.IV	542	1.9	699	1.9	839	1.8	
	SOLAS ch.V	2,673	9.4	3,213	8.9	3,925	8.3	
	SOLAS ch.VI	211	0.7	296	0.8	284	0.6	
	SOLAS ch.XI-1	312	1.1	385	1.1	489	1.0	
	SOLAS ISM Code	1,325	4.7	1,809	5.0	2,272	4.8	
	SOLAS ISPS Code	240	0.8	366	1.0	431	0.9	
	SOLAS LSA Code	340	1.2	353	1.0	319	0.7	
	SOLAS Other	658	2.3	825	2.3	942	2.0	
	STCW	STCW Code Part A ch.I	309	1.1	434	1.2	742	1.6
		STCW Code Part A ch.VIII	489	1.7	573	1.6	1,031	2.2
STCW Other		167	0.6	174	0.5	243	0.5	
<b>Other</b>	<b>419</b>	<b>1.5</b>	<b>434</b>	<b>1.2</b>	<b>484</b>	<b>1.0</b>		

Source: Paris MoU PSC 2022 Annual Report

### 3.1.3 2022 Paris MoU Inspections Data per Ship Type

Based on the Paris MoU PSC Annual Report 2022, the inspections data per ship type for all vessels was as follows:

#### INSPECTIONS AND DETENTIONS 2022 PER SHIP TYPE

Ship type	Nr of inspections	Inspections with deficiencies	Percentage of inspections with deficiencies	Nr of individual ships inspected	Inspections with detentions	Percentage of detentions to inspections 2022	Percentage of detentions to inspections 2021	Percentage of detentions to inspections 2020	+ / - average detention % 2022
Bulk carrier	4,107	2,426	59.1	3,793	205	5.0	3.7	2.8	0.8
Chemical tanker	786	383	48.7	721	23	2.9	2.0	2.3	-1.3
Other	14	10	71.4	14	1	7.1	7.1	11.1	3.0
Commercial yacht	187	63	33.7	185	6	3.2	5.5	0.6	-1.0
Container	1,864	935	50.2	1,697	47	2.5	2.1	2.0	-1.7
Gas carrier	587	191	32.5	567	6	1.0	0.3	0.3	-3.2
General cargo/multipurpose	4,079	2,646	64.9	3,373	278	6.8	6.2	4.6	2.6
Heavy load	34	14	41.2	32	1	2.9	0.0	0.0	-1.2
High speed passenger craft	77	45	58.4	51	2	2.6	0.0	2.9	-1.6
NLS tanker	8	5	62.5	7	1	12.5	0.0	0.0	8.3
Offshore supply	391	217	55.5	376	11	2.8	1.5	1.1	-1.4
Oil tanker	1,318	512	38.8	1,263	32	2.4	1.6	1.1	-1.8
Dredger	85	36	42.4	84	2	2.4	1.4	3.0	-1.8
High speed cargo	22	10	45.5	22	-	0.0	0.0	0.0	-4.2
Livestock carrier	76	68	89.5	63	6	7.9	8.8	11.0	3.7
MODU & FPSO	23	14	60.9	23	-	0.0	0.0	6.3	-4.2
Oil tanker/Chemical tanker	1,110	489	44.1	1,013	30	2.7	1.3	1.0	-1.5
Other special activities	461	240	52.1	436	19	4.1	4.1	3.9	-0.1
Passenger ship	350	156	44.6	300	10	2.9	0.0	4.5	-1.3
Refrigerated cargo	148	86	58.1	142	3	2.0	1.2	0.8	-2.2
Ro-Ro cargo	723	311	43.0	670	13	1.8	1.8	2.8	-2.4
Ro-Ro passenger ship	470	304	64.7	275	11	2.3	2.2	1.6	-1.8
Special purpose ship	139	56	40.3	135	1	0.7	0.9	0.0	-3.5
Tug	230	123	53.5	224	15	6.5	3.1	3.6	2.3

Source: Paris MoU PSC 2022 Annual Report



### 3.1.4 2022 Paris MoU Performance of Recognized Organizations

Performance of ROs is measured over a three-year rolling period. ABS, as the RO, was held responsible for one detention from 2020 to 2022. For the calendar year 2022, ABS was ranked number one in the Paris MoU with the fewest detentions.

Based on the Paris MoU PSC Annual Report 2022, the performance of various ROs was as follows:

**RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2020-2022**

Recognized Organization	RO Abbrev.	Inspections	Detentions	Low / medium limit	Medium / high limit	Excess Factor	Performance level
American Bureau of Shipping	ABS	5,764	1	133	97	-1.97	High
DNV AS	DNV	22,014	24	475	406	-1.87	
Lloyd's Register	LR	10,740	19	239	190	-1.78	
Korean Register	KR	1,602	2	42	22	-1.74	
RINA Services S.p.A.	RINA	5,048	12	118	84	-1.68	
China Classification Society	CCS	971	1	27	12	-1.67	
Bureau Veritas	BV	10,481	33	234	186	-1.62	
Nippon Kaiji Kyokai	NKK	7,886	27	179	137	-1.57	
Russian Maritime Register of Shipping	RMRS	1,566	5	41	22	-1.40	
International Naval Surveys Bureau	INSB	485	2	15	4	-0.63	
Bulgarian Register of Shipping	BRS	317	1	11	2	-0.37	
Panama Maritime Documentation Services	PMDS	131	0	6	0	0.08	
Turkish Lloyd	TL	265	2	10	1	0.11	
Qualitas Register of Shipping S.A.	QRS	112	0	5	0	0.12	
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	476	6	15	4	0.18	
Croatian Register of Shipping	CRS	124	1	6	0	0.26	
Phoenix Register of Shipping	PHRS	592	9	18	6	0.27	
Overseas Marine Certification Services	OMCS	153	2	6	0	0.34	
Indian Register of Shipping	IRS	198	3	8	0	0.37	
Macosnar Corporation	MC	72	1	4	0	0.41	
Intermaritime Certification Services, ICS Class	ICS	117	2	5	0	0.44	
National Shipping Adjuster Inc.	NASHA	117	2	5	0	0.44	
Shipping Register of Ukraine	SRU	159	3	7	0	0.47	
Veritas Register of Shipping Ltd	VRS	97	2	5	0	0.51	
United Registration and Classification of Services	URACOS	129	3	6	0	0.57	
Dromon Bureau of Shipping	DBS	571	13	17	5	0.63	
Isthmus Bureau of Shipping, S.A.	IBS	191	5	8	0	0.66	
Mediterranean Shipping Register	MSR	90	3	4	0	0.72	
Maritime Lloyd - Georgia	ML	79	3	4	0	0.78	
International Register of Shipping	IS	228	7	9	1	0.81	
Panama Shipping Registrar Inc.	PSR	70	4	4	0	1.15	Low
Other	OTHER	262	16	9	1	2.94	Very Low

In this table only Recognized Organizations that had 60 or more inspections in a 3-year period are taken into account. The formula is identical to the one used for the White, Grey and Black list. However, the values for P and Q are adjusted to P=0.02 and Q=0.01. Performance of Recognized Organizations is measured over a 3-year rolling period.

Source: Paris MoU PSC 2022 Annual Report

### 3.2 Tokyo MoU Inspections

In 2022, 24,894 inspections, involving 15,853 of individual ships, were carried out on ships registered under 99 flags. 2,515 or 10.10 percent of inspections were carried out remotely. Out of 24,894 inspections, there were 12,678 inspections where ships were found with deficiencies.

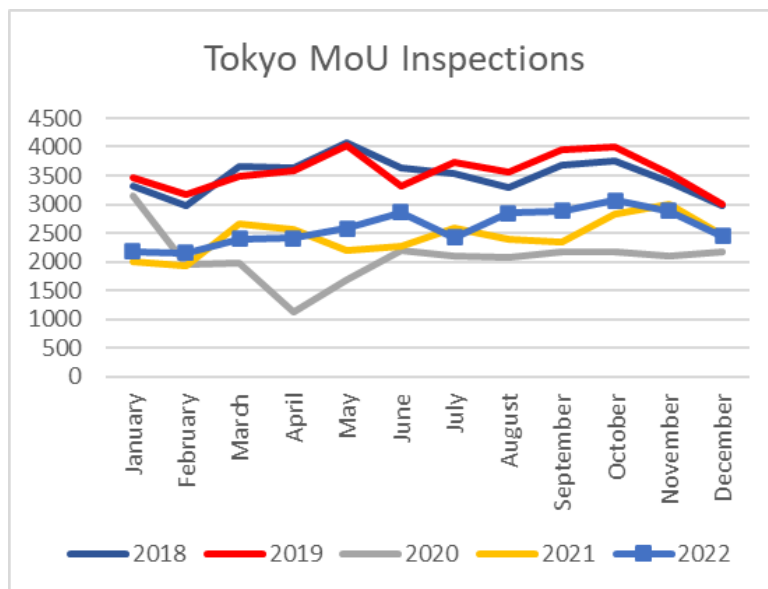
In calendar year 2022, China Maritime Authority (China MSA) and Japan Coast Guard Authority were the two most active port State inspection authorities that carried out the most individual ship inspections. China Maritime Authority and Japan Coast Guard Authority carried out 3,251 and 2,958 inspections respectively. Compared to 2021, the number of inspections for China MSA has reduced from 3,673 to 3,251, whereas Japan Coast Guard Authority inspection has significantly increased to 2,958 from 2,108 in 2022.

The Tokyo MoU had 725 detentions for the period Jan. 1, 2022, to Dec. 31, 2022. 9.2 percent (67 vessels) of those detentions were on ABS classed vessels or ABS was the RO and issued statutory or ISM/ISPS/MLC certificates.

There were no under-performing vessels where ABS provided class or statutory services that have been detained three or more times by the Tokyo MoU during the last 12 months.

The Tokyo MoU Annual Report on PSC in the Asia-Pacific Region, 2022, may be accessed by clicking [here](#).

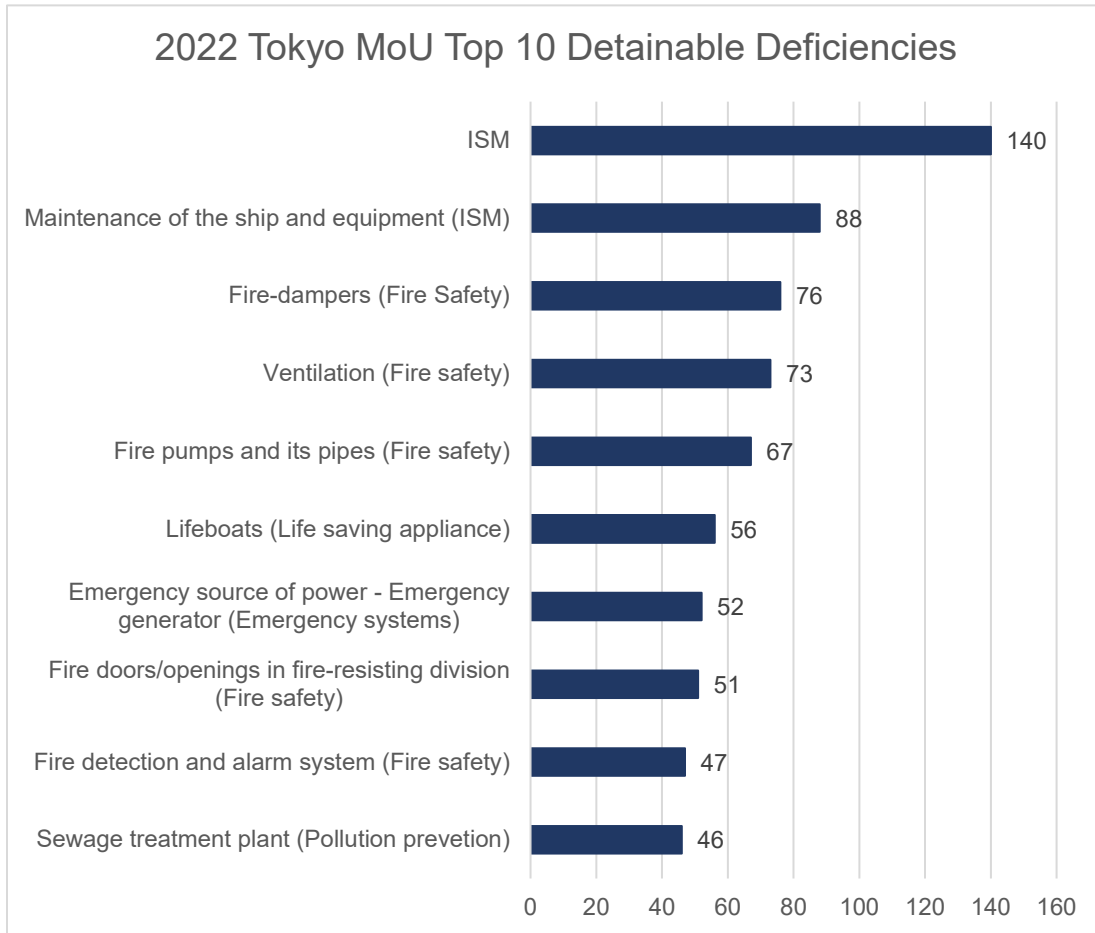
### Tokyo MoU Inspections for Years 2018, 2019, 2020, 2021 and 2022



Source: Tokyo MoU

### 3.2.1 2022 Tokyo MoU Top 10 Detainable Deficiencies

Based on the Tokyo MoU Annual Report on PSC in the Asia-Pacific Region, 2022, the top 10 detainable deficiencies for all vessels were as follows:



Source: Tokyo MoU 2022 Annual Report

### 3.2.2 2022 Tokyo Inspection Data Per Category of Deficiency

Based on the Tokyo MoU Annual Report on PSC in the Asia-Pacific Region, 2022, the inspection data deficiencies per category for all vessels was as follows:

Nature of deficiencies		No. of deficiencies
Certificate & Documentation	Crew Certificates	877
	Documents	2,571
	Ship Certificates	1,038
Structural Conditions		1,454
Water/Weathertight conditions		3,092
Emergency Systems		3,418
Radio Communications		964
Cargo operations including equipment		488
Fire safety		7,107
Alarms		367
Safety of Navigation		6,405
Life saving appliances		5,918
Dangerous goods		48
Propulsion and auxiliary machinery		2,337
Working and Living Conditions	Living Conditions	323
	Working Conditions	1,412
Labour Conditions	Minimum requirements for seafarers	22
	Conditions of employment	385
	Accommodation, recreational facilities, food and catering	1,245
	Health protection, medical care, social security	2,647
Pollution prevention	Anti Fouling	7
	Ballast Water	686
	MARPOL Annex I	766
	MARPOL Annex II	18
	MARPOL Annex III	9
	MARPOL Annex IV	490
	MARPOL Annex V	1,003
MARPOL Annex VI	312	
ISM		988
Other		372
<b>Total</b>		<b>46,769</b>
ISPS		802
<b>Grand total</b>		<b>47,571</b>

Source: Tokyo MoU 2022 Annual Report

### 3.2.3 2022 Tokyo MoU Inspection Data Per Ship Type

Based on the Tokyo MoU Annual Report on PSC in the Asia-Pacific Region, 2022, inspection data per ship type for all vessels was as follows:

Type of ship	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	No. of detentions	Detention percentage %
NLS tanker	39	20	91	2	5.13
Combination carrier	10	6	17	0	0
Oil tanker	3,104	1,107	3,930	90	2.90
Gas carrier	524	180	443	8	1.53
Chemical tanker	365	190	613	6	1.64
Bulk carrier	9,633	4,765	17,154	247	2.56
Vehicle carrier	661	259	654	6	0.91
Container ship	4,451	1,947	6,256	76	1.71
Ro-Ro cargo ship	84	66	342	7	8.33
General cargo/multi-purpose ship	4,539	3,252	13,830	250	5.51
Refrigerated cargo carrier	320	190	639	7	2.19
Woodchip carrier	249	114	350	5	2.01
Livestock carrier	43	28	134	0	0
Ro-Ro passenger ship	58	54	207	1	1.72
Passenger ship	175	93	307	0	0
Factory ship	2	2	9	1	50.00
Heavy load carrier	47	24	72	1	2.13
Offshore service vessel	101	32	125	1	0.99
MODU & FPSO	4	2	7	0	0
High speed passenger craft	26	18	66	0	0
Special purpose ship	46	28	137	3	6.52
Tugboat	199	136	536	6	3.02
Others	214	165	850	8	3.74
<b>Total</b>	<b>24,894</b>	<b>12,678</b>	<b>46,769</b>	<b>725</b>	<b>2.91</b>

Source: Tokyo MoU 2022 Annual Report

### 3.2.4 2022 Tokyo MoU Performance of Recognized Organizations

Performance of ROs is measured over a three-year rolling period. ABS, as the RO, was held responsible for three detentions from 2020 to 2022. For the calendar year 2022, ABS was ranked number three in the Tokyo MoU.

Based on the Tokyo MoU Annual Report on PSC in the Asia-Pacific Region, 2022, the performance of various ROs was as follows:

Recognized organization (RO)	No. of overall inspections 2020-2022	No. of RO responsible detentions 2020-2022	Low/medium Limit	Medium/high Limit	Excess factor	Performance level
Asia Shipping Certification Services	104	5	5	0	1.05	Low
Foresight Ship Classification	113	4	5	0	0.80	Medium
Union Bureau of Shipping	534	11	17	5	0.53	
Sing-Lloyd	66	1	4	0	0.43	
Polski Rejestr Statkow	149	2	6	0	0.35	
Dromon Bureau of Shipping	246	2	9	1	0.14	
Universal Maritime Bureau	442	5	14	3	0.14	
Cosmos Marine Bureau	390	1	13	3	-0.68	High
Biro Klasifikasi Indonesia	426	1	14	3	-0.79	
CR Classification Society	435	1	14	3	-0.81	
Overseas Marine Certification Services	1,356	9	36	18	-0.82	
International Register of Shipping	305	0	11	2	-0.84	
Panama Maritime Documentation Services	1,319	6	35	18	-1.10	
Intermaritime Certification Services, S.A.	2,156	11	54	32	-1.18	
Russian Maritime Register of Shipping	425	0	14	3	-1.43	
Vietnam Register	2,020	6	51	30	-1.49	
Isthmus Bureau of Shipping	1,049	2	29	13	-1.52	
KOREAN REGISTER	6,037	13	139	102	-1.72	
RINA Services S.p.A.	2,998	3	73	47	-1.83	
Lloyd's Register	10,008	13	224	177	-1.84	
Nippon Kaiji Kyokai	24,644	28	530	456	-1.87	
Bureau Veritas	9,177	8	206	161	-1.89	
American Bureau of Shipping	8,669	3	195	151	-1.95	
DNV AS	16,178	5	353	294	-1.96	
China Classification Society	6,246	1	144	106	-1.97	

Source: Tokyo MoU 2022 Annual Report

- Note: 1) In this table, only recognized organizations (ROs) that had more than 60 inspections are taken into account. The formula used is identical to the one used for the Black-Grey-White List. However, the values for P and Q are adjusted to P=2% and Q=1%.
- 2) ROs involving 60-179 inspections with zero detention are not included in this table.

### 3.3 USCG Inspections 2022

In 2022, a total of 11,235 individual vessels, from 78 different flag Administrations made 80,280 ports of call to the United States. USCG conducted 8,706 examinations. These exam numbers increased over the 2021 total of 8,663 and surpassed the 2019 pre-pandemic total of 8,622.

The total number of ships detained in 2022 for environmental protection, safety and security related deficiencies increased from 63 (2021) to 78. Seven of these detentions (9 percent of total) were on ABS classed vessels.

In calendar year 2022, there were no ABS vessels that were identified as being substandard and/or banned from operating in the United States.

The USCG 2022 PSC Annual Report may be accessed by clicking [CG-CVC Annual Reports \(uscg.mil\)](https://uscg.mil/CG-CVC/Annual-Reports).

In 2022, PSC Officers (PSCOs) carried out enhanced exams as part of routine PSC exams on pilot and embarkation ladders, immersion suits, fuel oil shutoff valves and ballast water systems.

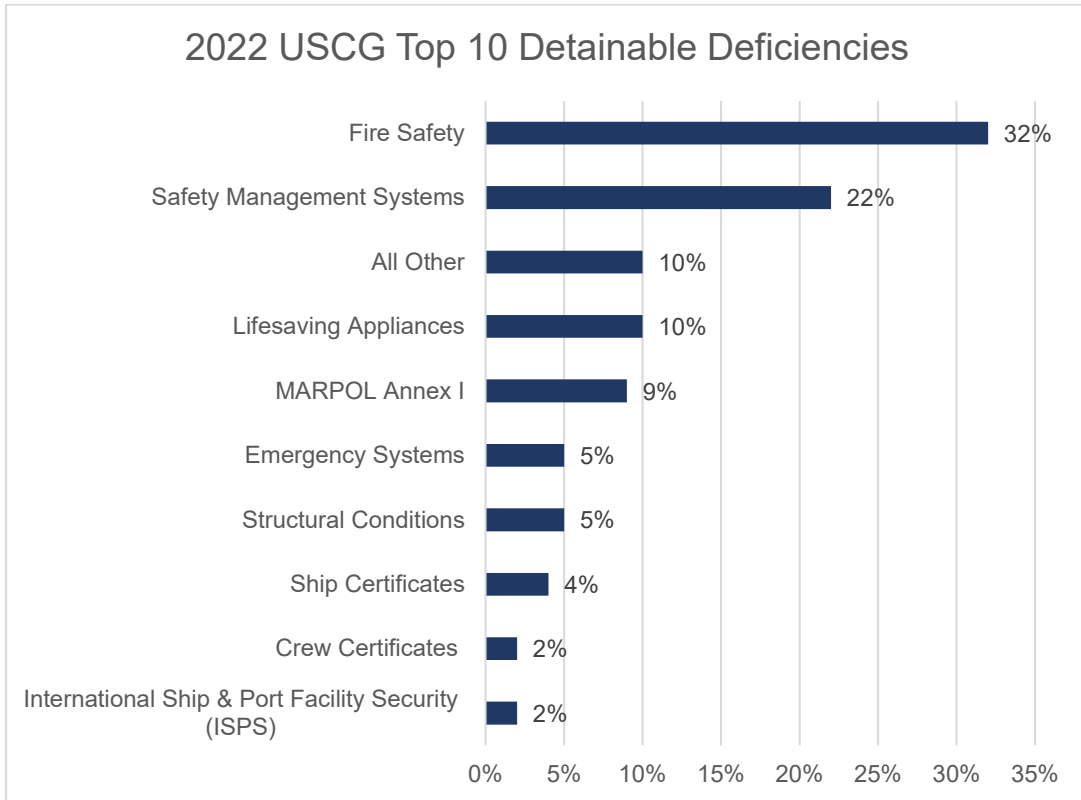
Enhanced Exam Program (EEP) resulted in the following deficiencies:

- Pilot/ embarkation ladder 24 deficiencies,
- Immersion suits 19 deficiencies,
- Fuel oil shut off valve 16 deficiencies,
- Ballast water 67 deficiencies,

The amount of Pilot/ embarkation ladder (Q1), Immersion suit (Q2), Fuel Oil Shutoff valve (Q3) deficiencies issued during their respective quarters represented a greater than 100% increase in deficiencies issued compared to the same time periods of the previous year. The ballast water EEP campaign revealed that the majority of deficiencies issued were due to an inoperable ballast water management system (or alternate management system).

### 3.3.1 2022 USCG Top 10 Detainable Deficiencies

Based on the USCG 2022 PSC Annual Report, the top 10 detainable deficiencies by percentage for all vessels were:



Source: USCG 2022 PSC Annual Report



### 3.3.2 2022 USCG Category of Deficiency

Based on the USCG 2022 PSC Annual Report, the PSC exam data per category of deficiencies for all vessels was as follows:

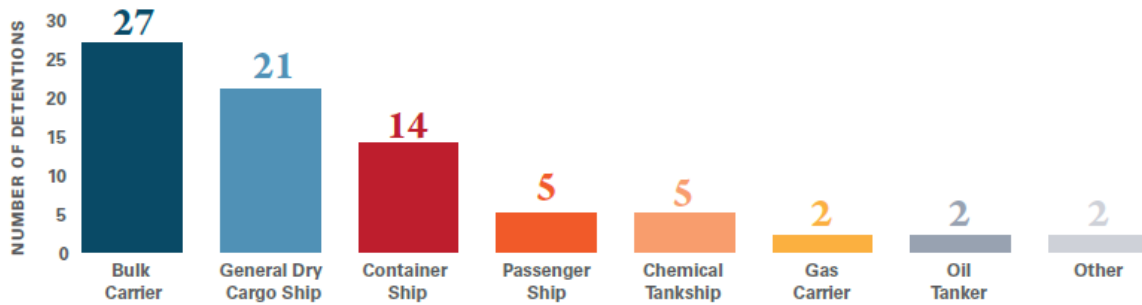
#### PSC Exam Data Per Category of Deficiencies

Category of deficiency		Number of deficiencies	Percent of total deficiencies
Ship's certificates and documents		255	5.43%
SOLAS	Stability, structure and related equipment	420	8.94%
	Propulsion and auxiliary machinery	377	8.03%
	Alarm signals	62	1.32%
	Fire safety measures	1,504	34.04%
	Life-saving appliances	570	12.14%
	Radiocommunications	31	0.66%
	Safety of navigation	159	3.38%
	Operational deficiencies	32	0.68%
	ISM-related deficiencies	231	4.92%
	ISPS	81	1.72%
	Other	291	6.19%
MARPOL	Annex I	133	2.83%
	Annex II	2	0.04%
	Annex III	4	0.08%
	Annex V	28	0.59%
	Annex VI	48	1.02%
	Operational deficiencies	13	0.27%
STCW	Certification and watchkeeping for seafarers	39	0.83%
Load Lines		60	1.27%
AFS Convention		9	0.19%
ILO		263	5.60%
Other		82	1.74%

Source: USCG 2022 PSC Annual Report

### 3.3.3 2022 USCG Detentions Per Ship Type

Based on the USCG 2022 PSC Annual Report, the number of detentions per ship type for all vessels were:



Source: USCG 2022 PSC Annual Report

### 3.3.4 2022 USCG Performance of ROs

Performance of ROs is measured over a three-year rolling period. ABS, as the acting RO, was not held responsible for any detentions from 2020 to 2022. For the calendar year 2022, ABS was ranked number one for the USCG performance of ROs.

# 2022 Recognized Organization Safety Compliance Performance

Recognized Organizations with a detention ratio greater than 2.00% will be considered as Priority I for the approval requirements outlined in 46 CFR 2.45-15(2).

Recognized Organization (RO)*	Abbreviations	Vessel Examinations				RO-Related Detentions				
		2020	2021	2022	Total	2020	2021	2022	Total	Ratio
American Bureau of Shipping	ABS	1,639	2,366	1,747	5,752	-	-	-	-	0.00%
Bulgarian Register of Shipping	BKR	17	12	9	38	-	-	-	-	0.00%
Bureau Veritas	BV	1,041	1,643	1,309	3,993	0	5	1	6	0.15%
China Classification Society	CCS	176	227	272	675	1	-	-	1	0.14%
Conarina Group	CNRIN	0	66	49	105	-	1	1	2	1.90%
CR Classification Society	CR	7	11	18	36	-	-	-	-	0.00%
Croatian Register of Shipping	CRS	8	17	15	40	-	-	-	-	0.00%
DNV GL	DNV	3,149	4,064	3,376	10,589	-	-	1	1	0.01%
Hellenic Register of Shipping	HRS	9	12	4	25	-	-	-	-	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	4	10	2	16	-	-	-	-	0.00%
Indian Register of Shipping	IRS	5	10	15	30	-	-	-	-	0.00%
Intermaritime Certification Services	IMC	16	19	15	50	-	-	-	-	0.00%
International Register of Shipping	IROS	6	11	2	19	-	-	-	-	0.00%
Isthmus Bureau of Shipping	IBS	20	26	29	74	-	-	-	-	0.00%
Korean Register	KR	274	428	387	1,089	1	-	-	1	0.09%
Lloyd's Register	LR	2,042	2,774	2,542	7,358	-	1	1	2	0.02%
National Shipping Adjusters Inc	NASHA	18	26	21	64	-	-	-	-	0.00%
Nippon Kaiji Kyokai	NKK	1,876	2,660	2,286	6,821	1	1	-	2	0.02%
Overseas Certification Services, Inc	OCS	4	4	6	14	-	-	-	-	0.00%
Panama Bureau of Shipping	PBS	2	2	-	4	-	-	-	-	0.00%
Panama Maritime Documentation Service	PMDG	22	83	30	135	-	1	1	2	1.48%
Panama Maritime Surveyors Bureau	PMS	6	26	16	48	-	-	-	-	0.00%
Phoenix Register of Shipping	PHRS	-	-	1	1	-	-	-	-	0.00%
Polski Rejestr Statkow	PRS	19	28	26	72	-	-	-	-	0.00%
Qualitas Register of Shipping	QRS	-	-	2	2	-	-	-	-	0.00%
RINA Services S.p.A.	RINA	286	637	600	1,322	-	1	1	2	0.07%
Rinava Portuguesa	RP	17	63	10	80	-	-	-	-	0.00%
Russian Maritime Register of Shipping	RS	41	61	32	134	-	-	-	-	0.00%
Universal Shipping Bureau	USB	4	8	3	15	-	-	-	-	0.00%
International Naval Surveys Bureau	INSB	10	16	10	36	1	1	-	2	5.55%
Dromon Bureau of Shipping	DBS	-	-	3		-	-	2	2	66.66%
Vega Register	VGRS	-	-	5	5	-	-	1	1	20.00%

\* Organizations with fewer than five total exams and no detentions may not be listed.

Source: USCG 2022 PSC Annual Report

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

Paris and Tokyo MoU conducted a Concentrated Inspection Campaign (CIC) on STCW (Standards of Training, Certification and Watchkeeping for Seafarers) from Sept. 1, 2022, to Nov. 30, 2022.

Tokyo MoU published results for this period as follows:

- During the CIC period, a total of 6,953 PSC inspections were conducted by the member Authorities, of which 5,908 (84.97 percent) were with a CIC inspection.
- A total of 1,041 CIC related deficiencies were found on 802 ships, representing 13.57 percent of the CIC inspections.
- The highest number of CIC related deficiencies were related to records of rest hours 289 (27.76 percent), followed by voyage or passage plan 253 (24.30 percent) and crew familiarization with emergency systems 114 (10.95 percent).
- 20 (0.34 percent) of the 5908 ships subject to CIC inspection were detained for CIC related deficiencies.

Compared with 232 detentions out of 6,953 inspections or 3.34 percent detention rate during the period, the outcome of the campaign appears to indicate a relatively high level of compliance with STCW.

Paris MoU Technical Evaluation Group (TEG) was instructed to remain focused on future CICs as follows:

- Fire Safety in 2023
- MLC (The Maritime Labour Convention) 2006 in 2024
- BWM (Ballast Water Management) in 2025

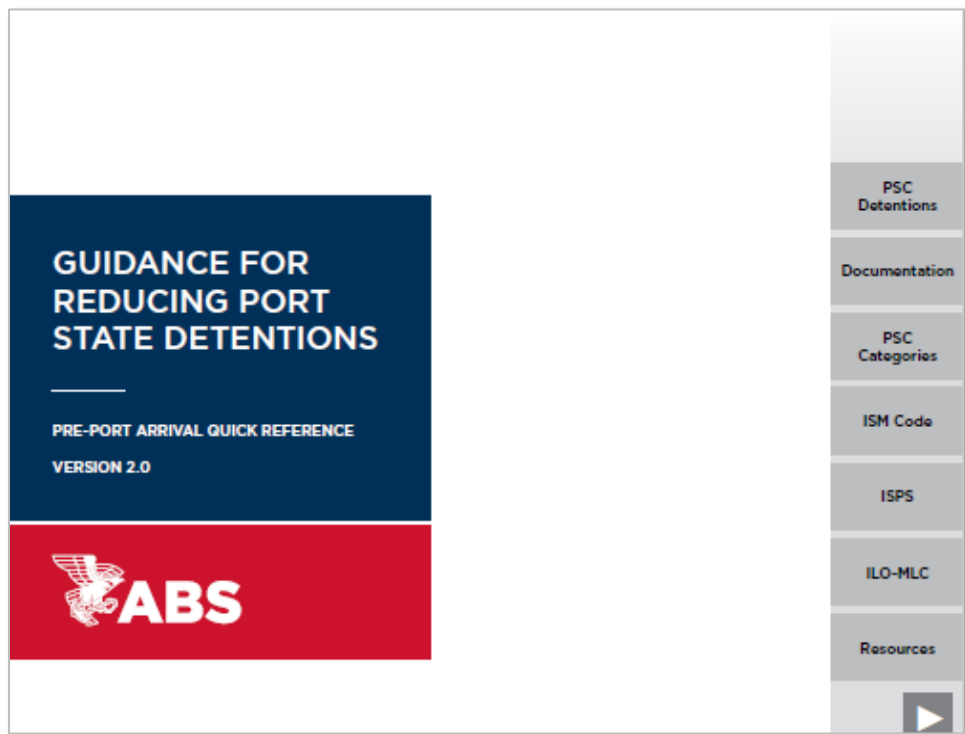
## 5. Industry Links for Port State Control

<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://www.dco.uscg.mil">www.dco.uscg.mil</a>
<b>Mediterranean MoU</b>	<a href="http://197.230.62.214/MedMoU">http://197.230.62.214/MedMoU</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="http://197.230.62.214/VMoU.aspx">http://197.230.62.214/VMoU.aspx</a>
<b>Abuja MoU</b>	<a href="http://www.abujamou.org">www.abujamou.org</a>
<b>Riyadh MoU</b>	<a href="http://www.riyadhmou.org">www.riyadhmou.org</a>

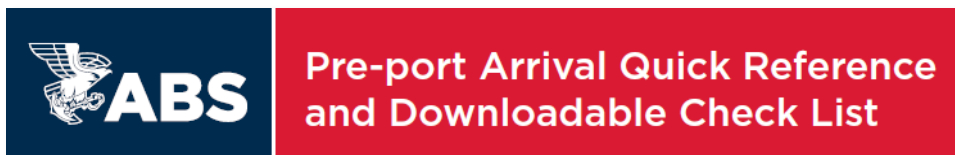
## 6. Additional Resources

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

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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**

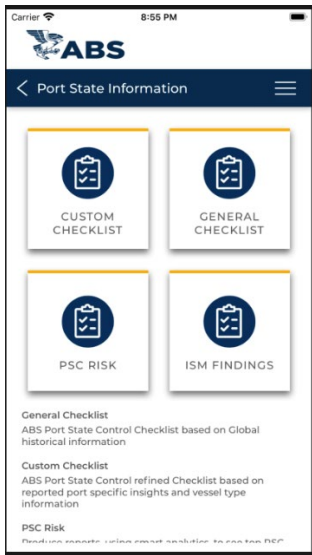
**General Checklist:** ABS PSC Checklist based on global historical information

**Custom Checklist:** ABS PSC refined Checklist based on reported port-specific insights and vessel type information

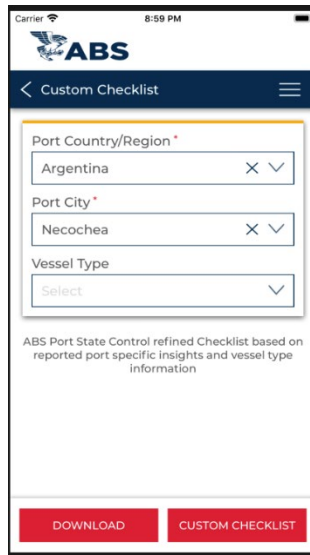
**PSC Risk:** Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel Class records

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

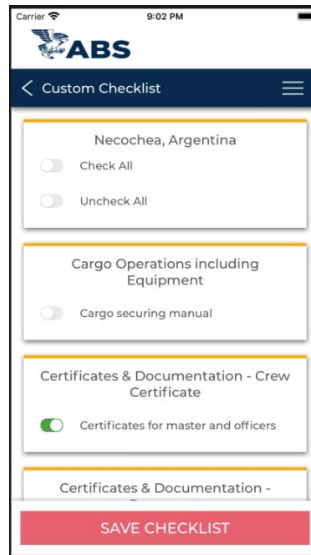
Port State Information main screen



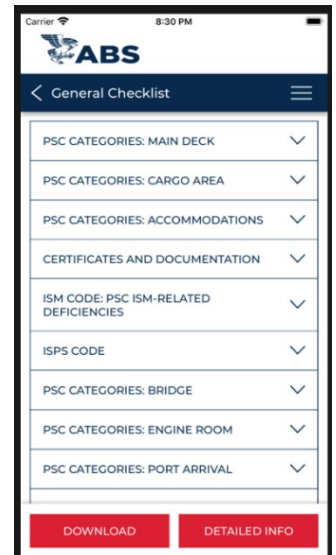
PSC Custom (Port-specific) Checklist and filter



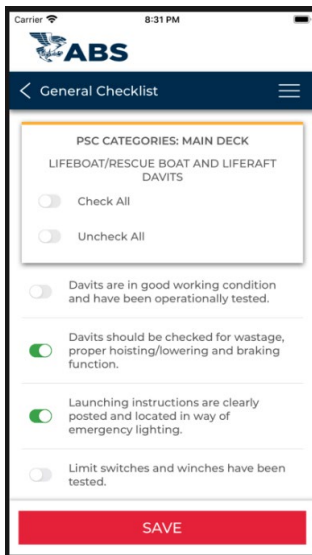
PSC Custom Checklist filtered by port and vessel type



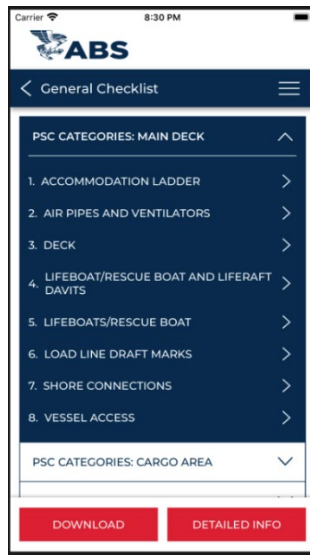
PSC General Checklist, all categories



Checklist items under a selected sub-category



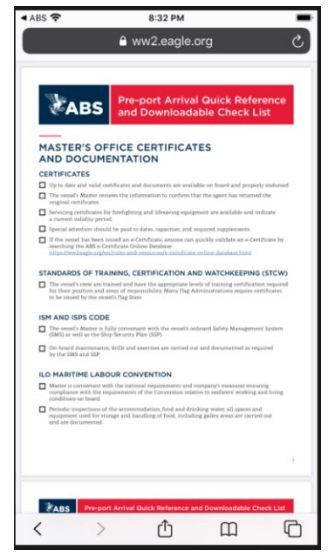
Sub-categories under a selected category



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

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)

### Local Port Office Contact

<https://ww2.eagle.org/en/about-us/find-us.html#onlinedirectory>