



ABS PORT STATE CONTROL ANNUAL REPORT

2020



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 2020 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.

Table of Contents

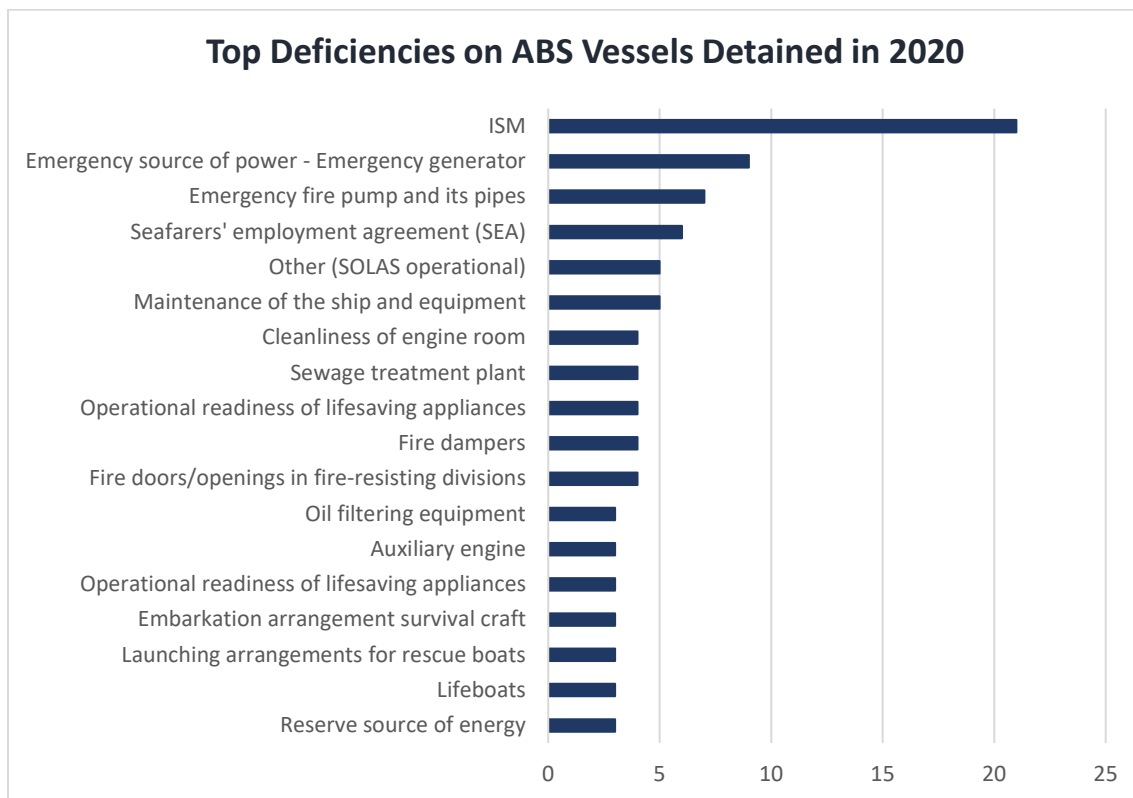
Our Mission.....	2
Health, Safety, Quality and Environmental Policy.....	2
Foreword.....	3
1. ABS Fleet 2020 Detention Facts	5
1.1 Top Categories for Grounds for Detention.....	5
1.2 Photographs.....	6
1.3 2020 Top Countries Where ABS Vessels Were Detained	9
2. 2020 Intervention Top Deficiencies on ABS Vessels	10
2.1 Top 5-Digit Code Categories for Deficiencies on ABS Vessels	10
2.2 Photographs.....	11
2.3 2020 Top Countries for Interventions on ABS Vessels	14
3. COVID-19 Impact on PSC	15
3.1 Paris MoU Inspections.....	15
3.1.1 2020 Paris MoU Top 5 Deficiencies.....	16
3.1.2 2020 Paris MoU Major Categories of Deficiencies	17
3.1.3 2020 Paris MoU Inspections Data per Ship Type.....	18
3.1.4 2020 Paris MoU Performance of Recognized Organizations	19
3.2 Tokyo MoU Inspections	20
3.2.1 2020 Tokyo MoU Top 10 Detainable Deficiencies	21
3.2.2 2020 Tokyo Inspection Data Per Category of Deficiency	22
3.2.3 2020 Tokyo MoU Inspection Data Per Ship Type	23
3.2.4 2020 Tokyo MoU Performance of Recognized Organizations.....	24
3.3 USCG Detentions 2020	25
3.3.1 2020 USCG Top 10 Deficiencies	26
3.3.2 2020 USCG Category of Deficiency.....	27
3.3.3 2020 USCG Detentions Per Ship Type.....	28
3.3.4 2020 USCG Performance of Recognized Organizations.....	28
4. 2020 Paris and Tokyo MoU Concentrated Inspection Campaign (CIC).....	30
5. Results of the 2019 Paris and Tokyo MoUs Concentrated Inspection Campaign (CIC)	30
6. Industry Links for Port State Control	30
7. Additional Resources	31

1. ABS Fleet 2020 Detention Facts

1.1 Top Categories for Grounds for Detention

For the period January 1, 2020 to December 31, 2020, the top categories for grounds for PSC detentions on ABS vessels in The Paris Memorandum of Understanding on Port State Control (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 919 vessels detained. Of those detained vessels, 78 vessels were classed by ABS or ABS was the Recognized Organization and issued statutory certification. ABS issued statutory certification 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). Due to reporting methodology, two of the vessels show in both Paris MoU and Tokyo MoU. 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 high number of deficiencies related to ISM may be attributed to safety management systems (SMS) are not effectively implemented on board vessels as intended.



Note: List contains deficiencies that were identified on three (3) vessels or more

1.2 Photographs



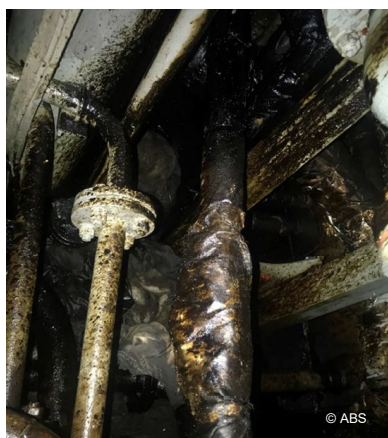
Emergency generator control display
not working due to faulty PLC card



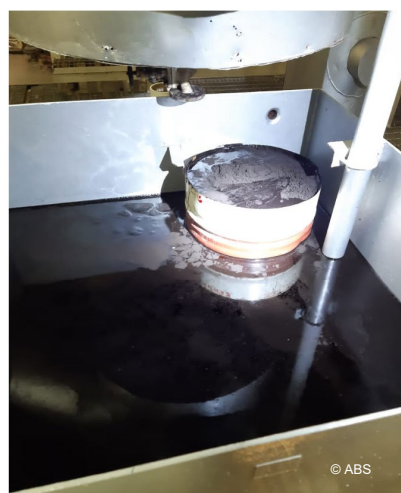
Emergency generator after repair



Emergency fire pump running after repair



Cleanliness of engine room



Cleanliness of engine room – before



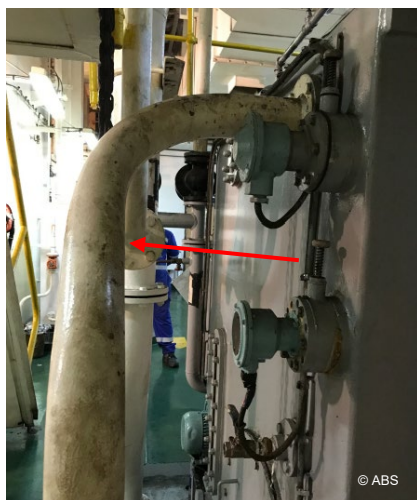
Cleanliness of engine room – after



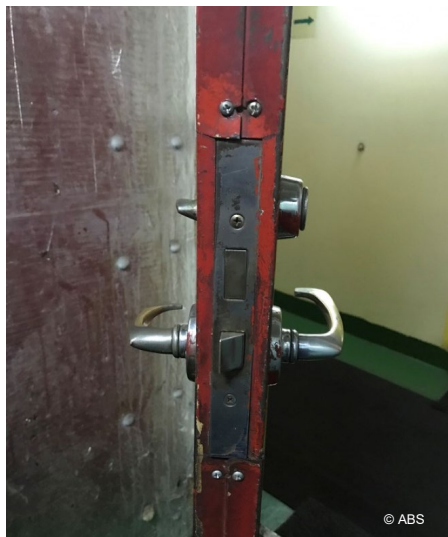
Fire damper not fully closing – before



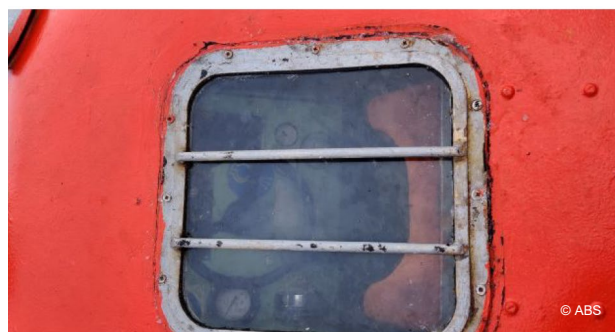
Fire damper fully closing – after



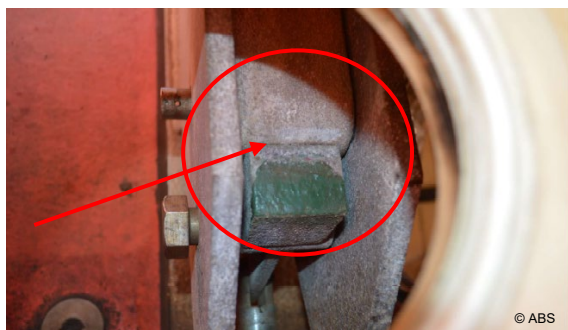
Unapproved modification of piping for sewage



Fire door – after repair of missing screws



Lifeboat window lack of visibility

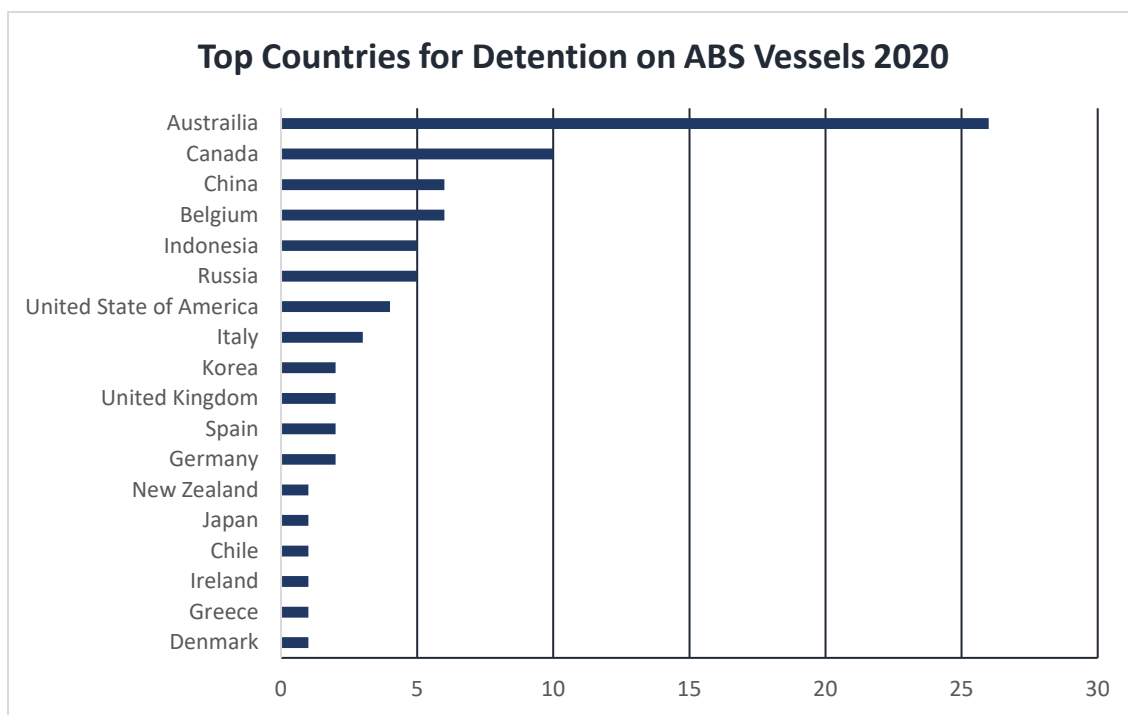


Freefall lifeboat release system defective (catch not engaged) – after



Freefall lifeboat release system defective (catch engaged) – before

1.3 2020 Top Countries Where ABS Vessels Were Detained



Despite COVID-19 restrictions, in calendar year 2020, the Australia Maritime Safety Agency (AMSA) was very active and carried out 3,021 Port State Control inspections. This was only a slight reduction of inspections from the 3,222 carried out in calendar year 2019.

2. 2020 Intervention Top Deficiencies on ABS Vessels

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

5-Digit Deficiency Code	Top Categories for Deficiency
13102	Auxiliary engine
13199	Other (machinery)
13101	Propulsion main engine
07199	Other (fire safety)
11101	Lifeboats
17105	Fire doors/openings in fire-resisting divisions
04114	Emergency source of power - Emergency generator
15150	ISM
10109	Lights, shapes, sound signals
11104	Rescue boats
02105	Steering gear
02108	Electric equipment in general
17197	Other safety in general
04103	Emergency lighting, batteries, and switches
07109	Fixed fire extinguishing installation
03102	Freeboard marks

Note: List contains deficiencies that were identified on 13 vessels or more

2.2 Photographs



Temporary cement box on stub line for sewage discharge



Leaking fire line expansion bellows replaced



Damage to generator prime mover after fire



Rescue boat accumulator unable to maintain pressure



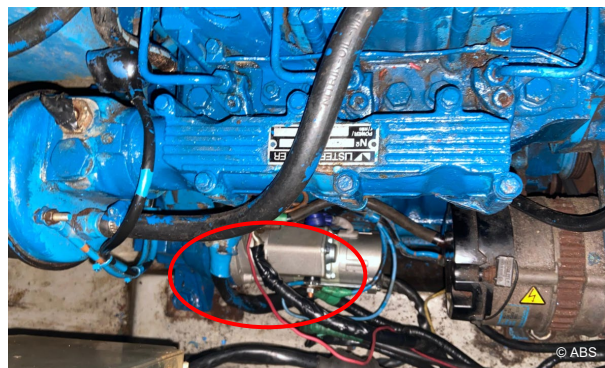
Lifeboat window visibility is not clear



Forepeak tank air pipe found damaged replaced



Lifeboat fractured on gunnel/side shell



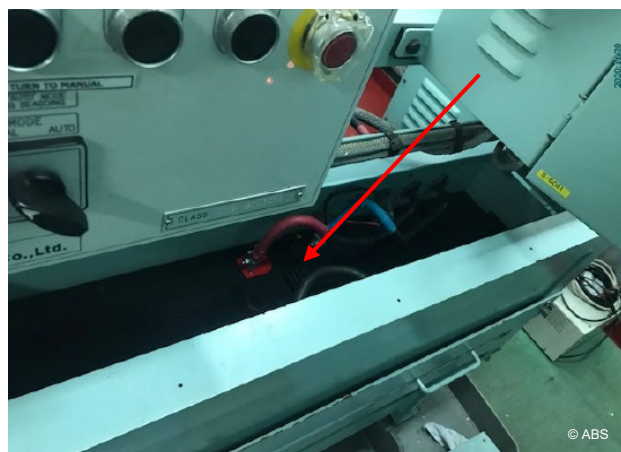
Lifeboat electrical connection to starter repaired



Emergency generator quick closing fuel valve found inoperative



Handrail top tier found fractured



Defective emergency generator batteries replaced



CO₂ bottle heads found disconnected



New fabricated securing device on cover of garbage receptacle

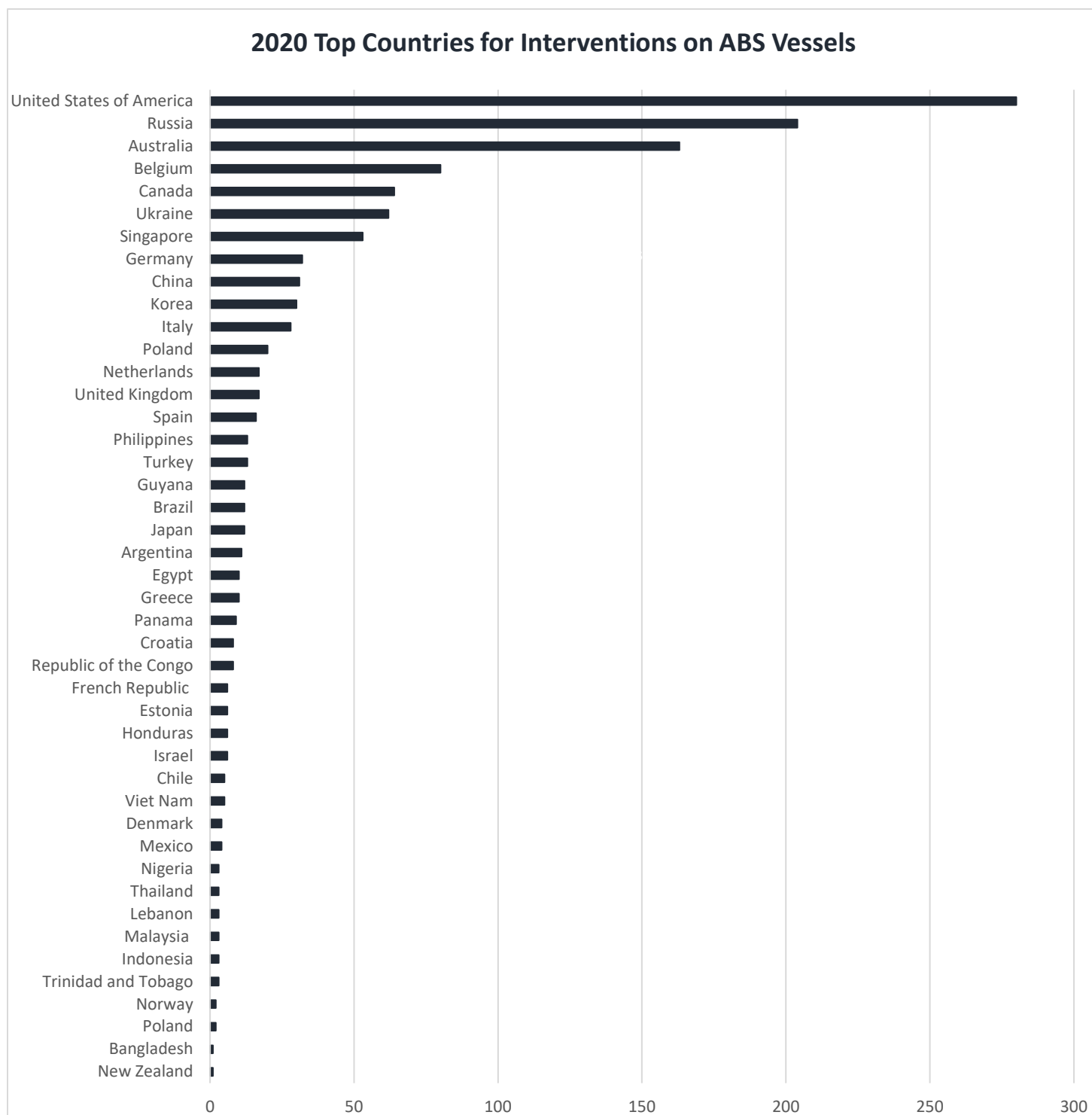


Packing for the incinerator door renewed



Steel gratings in way of propeller shaft in the engine room were properly secured

2.3 2020 Top Countries for Interventions on ABS Vessels



3. COVID-19 Impact on PSC

3.1 Paris MoU Inspections

The Paris MoU number of inspections declined during the period of January 1, 2020 to December 31, 2020 compared to the two (2) previous years, 2018 and 2019. The decline is attributed to COVID-19 restrictions.

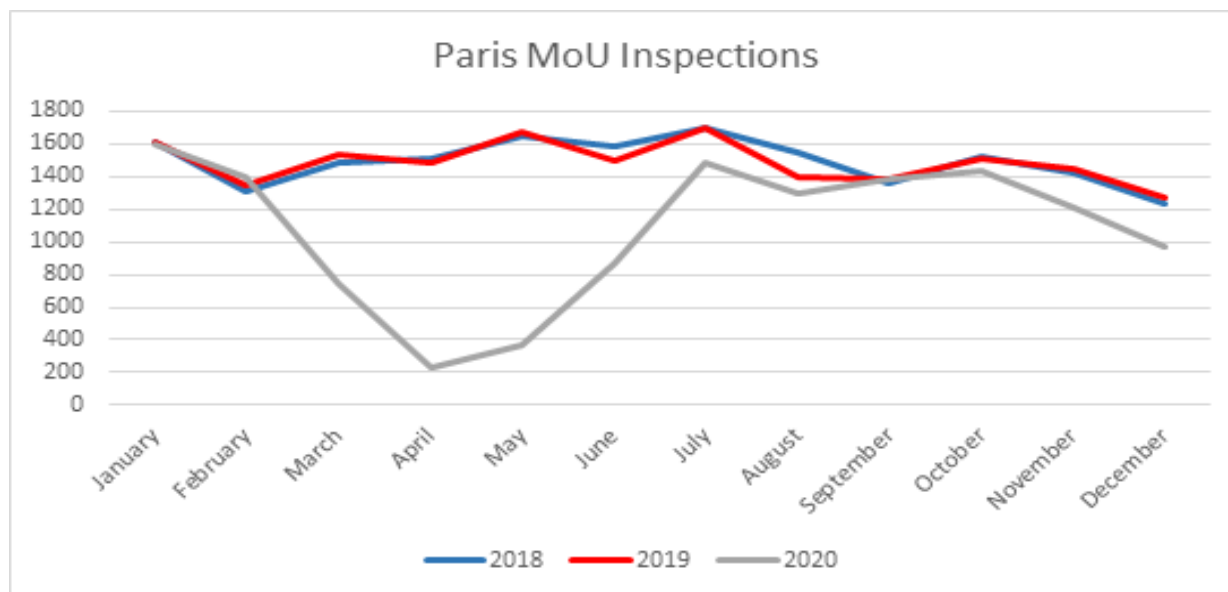
The Paris MoU had 369 detentions for the period January 1, 2020 to December 31, 2020. Only seven percent (26 vessels) of those detentions were on ABS classed vessels or ABS was the Recognized Organization (RO) that issued statutory or ISM/ISPS/MLC certification. Note, two (2) of the vessels were also duplicated in the Tokyo MoU.

ABS meets the RO criteria for a Low Risk Ship for Paris MoU inspection. In calendar year 2020, there were no ABS vessels that were banned from the Paris MoU region.

The Paris MoU has provided [Temporary Guidance Related to COVID-19 for Port State Control Authorities](#) (Rev.5) on December 17, 2020.

The Paris MoU Port State Control Annual Report 2020 may be accessed by clicking the link [here](#).

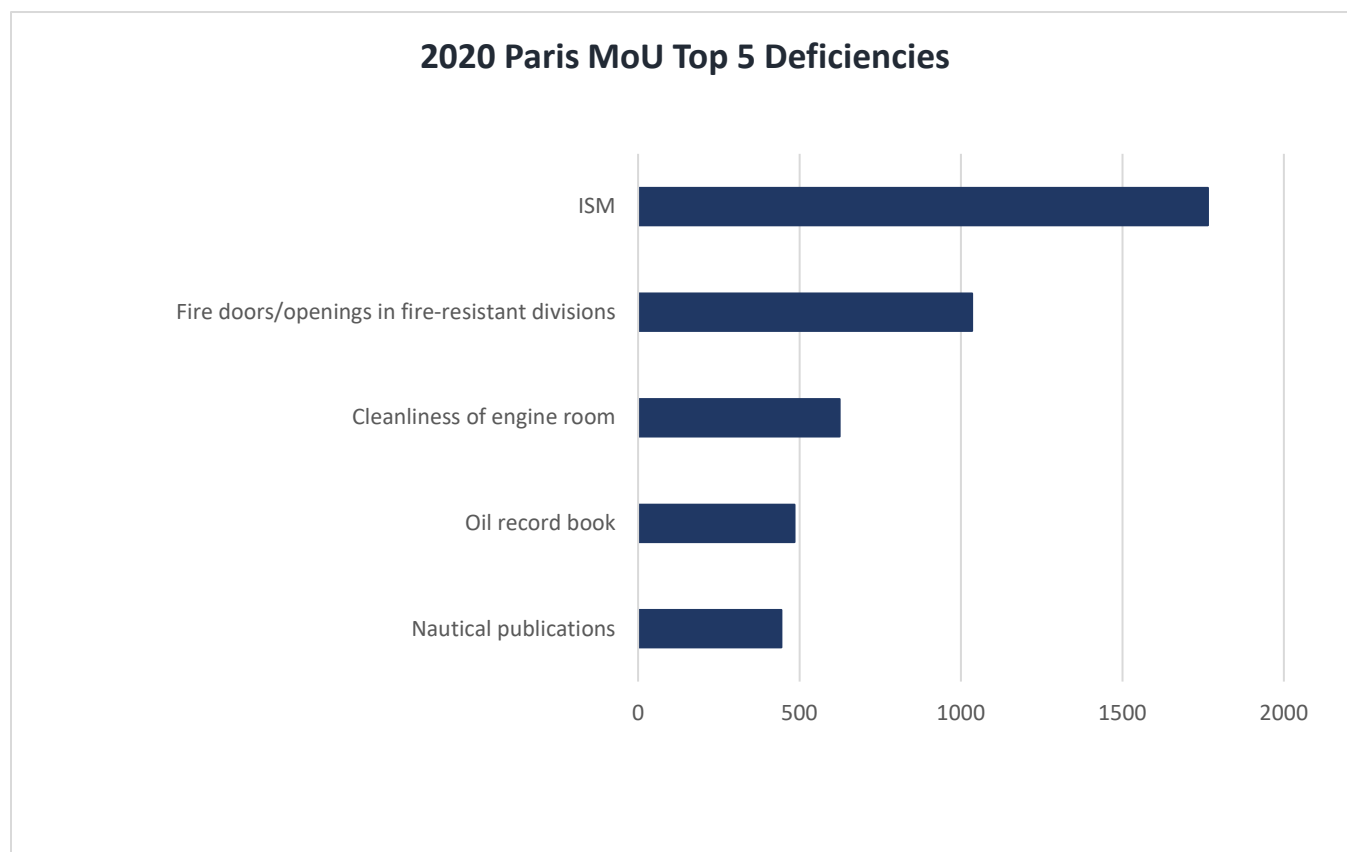
Paris MoU Inspections for Years 2018, 2019 and 2020



Source: Paris MoU

3.1.1 2020 Paris MoU Top 5 Deficiencies

Based on the Paris MoU Port State Control Annual Report 2020, the top five (5) deficiencies were:



Source: Paris MoU Port State Control 2020 Annual Report

3.1.2 2020 Paris MoU Major Categories of Deficiencies

Based on the Paris MoU Port State Control 2020 Annual Report, the major categories of deficiencies were:

Inspection data per category of deficiency

Deficiency Main Group	Category of deficiencies	2018		2019		2020	
		Def	Def %	Def	Def %	Def	Def %
	Crew Certificates	1.163	2,9	1.221	3,1	1.050	3,8
Certificates & Documentation	Documents	2.884	7,2	2.528	6,4	1.704	6,1
	Ship Certificates	2.220	5,5	2.121	5,3	1.215	4,4
Structural Condition		1.839	4,6	1.910	4,8	1.379	4,9
Water/Weathertight condition		1.827	4,5	1.788	4,5	1.294	4,6
Emergency Systems		2.062	5,1	2.603	6,5	1.591	5,7
Radio Communication		924	2,3	866	2,2	556	2,0
Cargo operations including equipment		239	0,6	217	0,5	136	0,5
Fire safety		5.218	13,0	5.224	13,1	3.661	13,1
Alarms		370	0,9	381	1,0	260	0,9
Working and Living Conditions (ILO 147)**	Living Conditions	8	0,0	17	0,0	4	0,0
	Working Conditions	347	0,9	413	1,0	232	0,8
	MLC, 2006 Title 1	76	0,2	44	0,1	19	0,1
Working and Living Conditions (MLC, 2006)*	MLC, 2006 Title 2	359	0,9	332	0,8	275	1,0
	MLC, 2006 Title 3	2.006	5,0	2.203	5,5	1.595	5,7
	MLC, 2006 Title 4	3.218	8,0	3.246	8,2	2.770	9,9
Safety of Navigation		4.876	12,1	4.362	11,0	3.097	11,1
Life saving appliances		3.290	8,2	3.194	8,0	2.134	7,6
Dangerous goods		64	0,2	63	0,2	34	0,1
Propulsion and auxiliary machinery		1.620	4,0	1.785	4,5	1.322	4,7
	Anti-Fouling	3	0,0	9	0,0	1	0,0
	MARPOL Annex I	601	1,5	558	1,4	371	1,3
	MARPOL Annex II	12	0,0	16	0,0	8	0,0
Pollution prevention	MARPOL Annex III	5	0,0	8	0,0	2	0,0
	MARPOL Annex IV	327	0,8	355	0,9	243	0,9
	MARPOL Annex V	762	1,9	586	1,5	468	1,7
	MARPOL Annex VI	693	1,7	522	1,3	299	1,1
	Ballast Water	573	1,4	622	1,6	473	1,7
ISM		1.906	4,7	1.782	4,5	1.298	4,6
ISPS		553	1,4	508	1,3	300	1,1
Other		220	0,5	271	0,7	135	0,5

Source: Paris MoU Port State Control 2020 Annual Report

3.1.3 2020 Paris MoU Inspections Data per Ship Type

Based on the Paris MoU Port State Control Annual Report 2020, the inspections data per ship type for all vessels was:

Inspection data per ship type

Ship Type	No. of Inspections	Inspections with deficiencies	Percentage of inspections with deficiencies	No. of individual ships inspected	Inspections with detentions	Percentage of detentions to inspections 2020	Percentage of detentions to inspections 2019	Percentage of detentions to inspections 2018	+/- average detention % 2020
Bulk carrier	2,883	1,503	52,1	2,731	80	2,8	3,1	2,6	0,0
Chemical tanker	972	352	36,2	923	21	2,2	1,7	1,3	-0,6
Other	9	6	66,7	9	1	11,1	18,2	0,0	8,3
Commercial yacht	160	56	35,0	159	1	0,6	4,5	2,2	-2,2
Container	1,484	601	40,5	1,406	31	2,1	1,8	1,9	-0,7
Gas carrier	340	114	33,5	333	1	0,3	1,3	1,3	-2,5
General cargo/multipurpose	3,718	2,346	63,1	3,200	161	4,3	5,1	6,3	1,5
Heavy load	36	17	47,2	33	-	0,0	2,1	4,1	-2,8
High speed passenger craft	35	21	60,0	28	1	2,9	1,4	3,5	0,1
NLS tanker	9	5	55,6	7	-	0,0	5,0	0,0	-2,8
Offshore supply	263	131	49,8	260	3	1,1	1,5	0,9	-1,7
Oil tanker	965	321	33,3	929	10	1,0	1,5	1,6	-1,8
Dredger	67	32	47,8	66	2	3,0	1,1	1,2	0,2
High speed cargo	11	8	72,7	11	-	0,0	0,0	0,0	-2,8
Livestock carrier	82	78	95,1	59	9	11,0	5,3	11,9	8,2
MODU & FPSO	16	8	50,0	16	1	6,3	0,0	0,0	3,4
Oil tanker/Chemical tanker	416	175	42,1	400	4	1,0	2,0	0,0	-1,8
Other special activities	352	185	52,6	333	11	3,1	2,2	1,9	0,3
Passenger ship	112	56	50,0	106	5	4,5	0,7	1,0	1,7
Refrigerated cargo	129	78	60,5	125	1	0,8	2,0	3,4	-2,0
Ro-Ro cargo	498	217	43,6	475	14	2,8	1,6	1,4	0,0
Ro-Ro passenger ship	310	166	53,5	217	5	1,6	2,2	1,0	-1,2
Special purpose ship	85	38	44,7	82	-	0,0	1,3	1,4	-2,8
Tug	196	95	48,5	183	7	3,6	1,4	3,3	0,8

Source: Paris MoU Port State Control 2020 Annual Report

3.1.4 2020 Paris MoU Performance of Recognized Organizations

Performance of Recognized Organizations (RO) is measured over a three-year rolling period. ABS, as the acting RO, was only held responsible for three (3) detentions from 2018 to 2020. For calendar year 2020, ABS was ranked number one (1) in the Paris MoU.

Based on the Paris MoU Port State Control Annual Report 2020, the performance of Recognized Organizations (ROs) was:

RECOGNIZED ORGANIZATION PERFORMANCE TABLE 2018-2020

Recognized Organization	RO abbrev	Inspections	Detentions	Low/medium limit	Medium / high limit	Excess factor	Performance level
American Bureau of Shipping	ABS	5,753	3	133	97	-1.92	High
DNV GL AS	DNVGL	17,859	14	388	326	-1.91	
Lloyd's Register	LR	11,313	11	251	201	-1.88	
Nippon Kaiji Kyokai	NKK	7,811	13	177	135	-1.79	
Bureau Veritas	BV	10,577	22	236	187	-1.75	
Russian Maritime Register of Shipping	RMRS	2,434	4	61	37	-1.72	
RINA Services S.p.A.	RINA	4,756	11	112	79	-1.68	
Korean Register	KRS	1,336	2	36	18	-1.66	
China Classification Society	CCS	815	1	23	9	-1.57	
Turkish Lloyd	TL	370	0	12	2	-1.09	
PolSKI Rejestr Statkow (Polish Register of Shipping)	PRS	542	1	17	5	-1.07	
Phoenix Register of Shipping	PHRS	591	5	18	6	-0.17	
Croatian Register of Shipping	CRS	142	0	6	0	0.06	Medium
Panama Maritime Documentation Services	PMDS	130	0	6	0	0.08	
National Shipping Adjuster Inc.	NASHA	212	2	8	0	0.21	
Intermaritime Certification Services, ICS Class	ICS	177	2	7	0	0.28	
Indian Register of Shipping	IRS	197	4	8	0	0.51	
Overseas Marine Certification Services	OMCS	134	3	6	0	0.55	
Dromon Bureau of Shipping	DBS	606	13	18	6	0.57	
Panama Shipping Registrar Inc.	PSR	80	2	4	0	0.58	
Macosnar Corporation	MC	117	3	5	0	0.61	
Bulgarian Register of Shipping	BRS	240	6	9	1	0.65	
United Registration and Classification of Services	URACOS	89	3	4	0	0.73	
International Naval Surveys Bureau	INSB	544	14	17	5	0.77	Low
Maritime Lloyd - Georgia	ML	141	5	6	0	0.84	
Isthmus Bureau of Shipping, S.A.	IBS	138	5	6	0	0.85	
International Register of Shipping	IS	173	6	7	0	0.86	
Shipping Register of Ukraine	SRU	315	10	11	2	0.90	
Veritas Register of Shipping Ltd	VRS	93	5	5	0	1.30	
Maritime Bureau of Shipping	MBS	62	4	4	0	1.44	
Other	OTHER	411	17	13	3	1.70	
Mediterranean Shipping Register	MSR	151	8	6	0	1.78	

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 Port State Control 2020 Annual Report

3.2 Tokyo MoU Inspections

The Tokyo MoU PSC inspection activity during the period January 1, 2020 to December 31, 2020 continued to be well below the 2018 and 2019 levels. China continued to have a lower level of activity. The decline is attributed to COVID-19 mitigating measures established by local governments.

The Tokyo MoU had 493 detentions for the period January 1, 2020 to December 31, 2020. Only 9.7 percent (48 vessels) of those detentions were on ABS classed vessels or ABS was the Recognized Organization (RO) and issued statutory or ISM/ISPS/MLC certification. Note, two of the vessels were also duplicated in the Paris MoU.

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

The Tokyo MoU adopted interim guidance relating to COVID-19 circumstances for facilitating port State Authorities to apply pragmatic flexibility in a harmonized manner under the difficult situation on March 1, 2021 and launched guidance on remote PSC inspection on March 9, 2021.

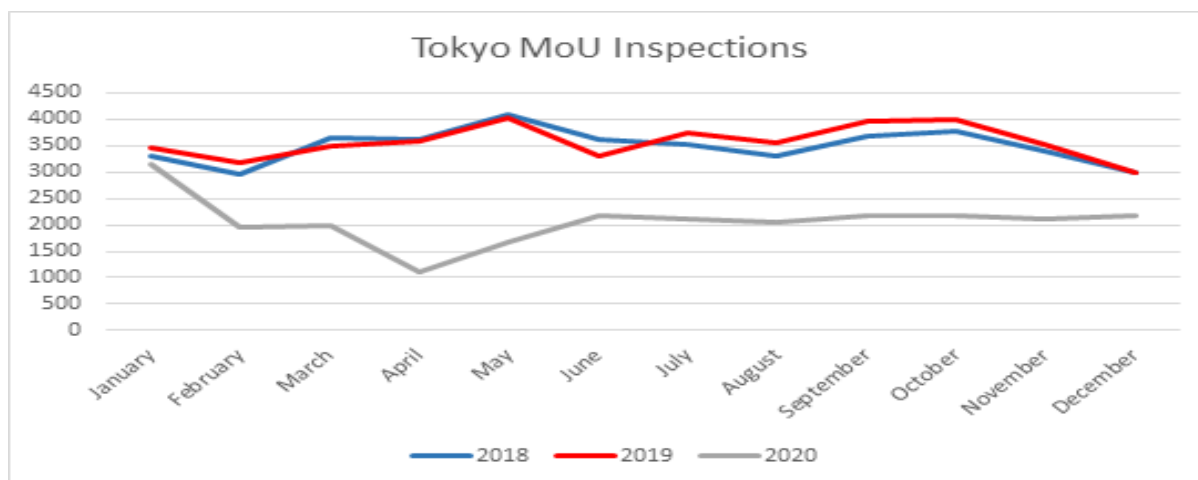
The Tokyo MoU information may be accessed by clicking the links below.

[GUIDANCE ON REMOTE PSC INSPECTION](#)

[INTERIM GUIDANCE RELATING TO COVID-19 CIRCUMSTANCES](#)

The Tokyo MoU Annual Report on Port State Control in the Asia-Pacific Region, 2020, may be accessed by clicking [here](#).

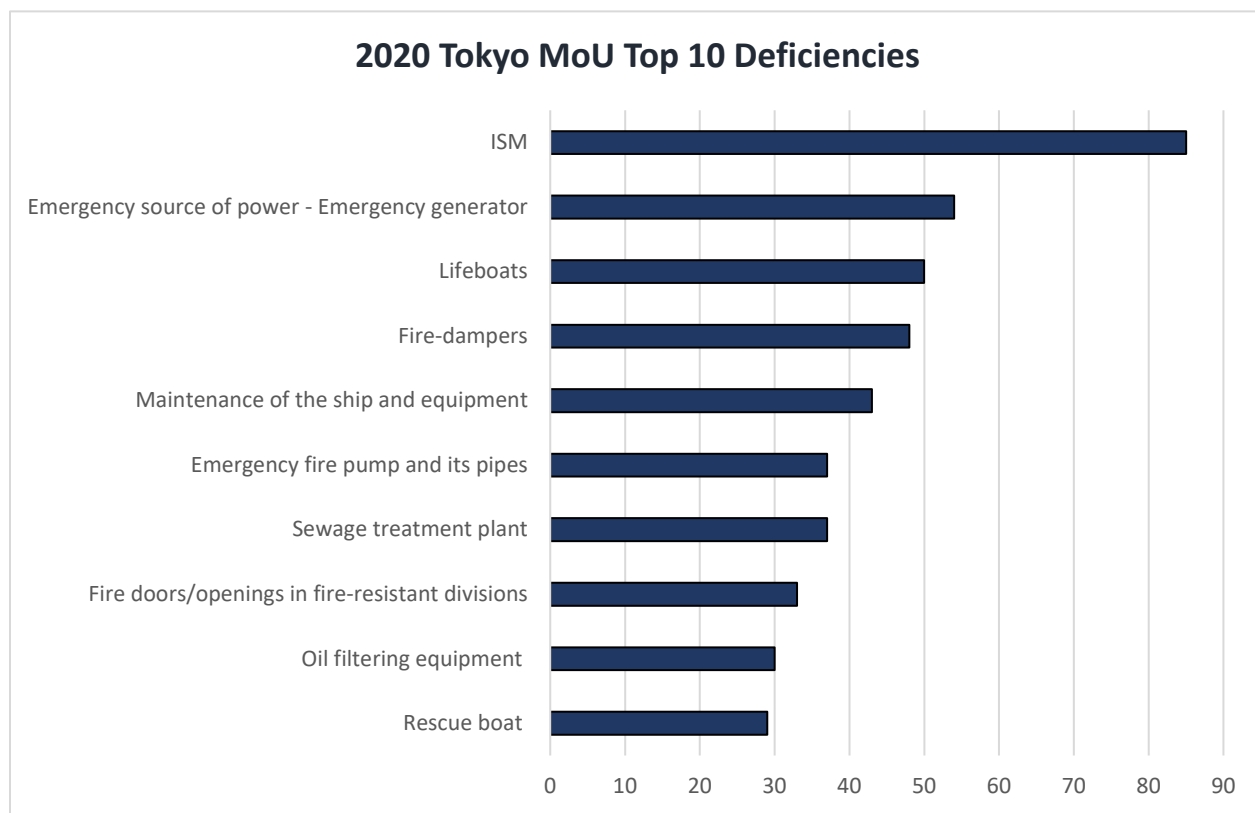
Tokyo MoU Inspections for Years 2018, 2019 and 2020



Source: Tokyo MoU

3.2.1 2020 Tokyo MoU Top 10 Detainable Deficiencies

Based on the Tokyo MoU Annual Report on Port State Control in the Asia-Pacific Region, 2020, the top 10 detainable deficiencies for all vessels were:



Source: Tokyo MoU 2020 Annual Report

3.2.2 2020 Tokyo Inspection Data Per Category of Deficiency

Based on the Tokyo MoU Annual Report on Port State Control in the Asia-Pacific Region, 2020, the inspection data per category of deficiency for all vessels was as follows:

Inspection data per category of deficiency

Category of deficiency		No. of deficiencies	Percent of total deficiencies
Ship's Certificates and Documents	Documents	1,427	4.01
	Ship Certificates	601	1.69
SOLAS	Structural Conditions	1,109	3.12
	Emergency Systems	2,278	6.41
	Radio Communications	578	1.63
	Cargo operations including equipment	403	1.13
	Fire safety	5,902	16.60
	Alarms	259	0.73
	Safety of Navigation	3,681	10.36
	Life saving appliances	4,177	11.75
	Dangerous goods	36	0.10
	Propulsion and auxiliary machinery	2,073	5.83
Load lines	Water/Weathertight conditions	2,457	6.91
Pollution prevention	AFS	6	0.02
	Ballast Water	384	1.08
	MARPOL Annex I	723	2.03
	MARPOL Annex II	11	0.03
	MARPOL Annex III	11	0.03
	MARPOL Annex IV	456	1.28
	MARPOL Annex V	745	2.10
	MARPOL Annex VI	372	1.05
STCW	Crew Certificates	765	2.15
ILO/MLC	Living Conditions	303	0.85
	Working Conditions	1,311	3.69
	Minimum requirements for seafarers	37	0.10
	Conditions of employment	523	1.47
	Accommodation, recreational facilities, food and catering	1,032	2.90
	Health protection, medical care, social security	2,090	5.88
ISM		871	2.45
ISPS		623	1.75
Other deficiencies		303	0.85
Total		35,547	100.00

Source: Tokyo MoU 2020 Annual Report

3.2.3 2020 Tokyo MoU Inspection Data Per Ship Type

Based on the Tokyo MoU Annual Report on Port State Control in the Asia-Pacific Region, 2020, inspection data per ship type for all vessels was as follows:

Inspection data per ship type

Ship type	No. of inspections	No. of inspections with deficiencies	No. of deficiencies	Percent of inspection with deficiencies	No. of detentions	Detention percentage
NLS tanker	56	22	69	39.29	1	1.79
Combination carrier	14	5	16	35.71	0	0
Oil tanker	980	350	1,268	35.71	21	2.14
Gas carrier	403	134	331	33.25	4	0.99
Chemical tanker	1,641	557	1,567	33.94	25	1.52
Bulk carrier	8,249	4,167	14,944	50.52	231	2.80
Vehicle carrier	465	128	380	27.53	6	1.29
Container ship	3,097	1,298	4,079	41.91	41	1.32
Ro-Ro cargo ship	60	51	328	85.00	2	3.33
General cargo/multi-purpose ship	3,405	2,460	9,929	72.25	137	4.02
Refrigerated cargo carrier	287	155	550	54.01	8	2.79
Woodchip carrier	174	78	267	44.83	4	2.30
Livestock carrier	38	24	80	63.16	2	5.26
Ro-Ro passenger ship	37	34	104	91.89	0	0
Passenger ship	98	75	273	76.53	3	3.06
Factory ship	2	2	9	100.00	1	50.00
Heavy load carrier	63	31	82	49.21	3	4.76
Offshore service vessel	50	19	71	38.00	0	0
MODU & FPSO	2	0	0	0.00	0	0
High speed passenger craft	11	11	33	100.00	0	0
Special purpose ship	31	10	37	32.26	0	0
Tugboat	134	79	261	58.96	1	0.75
Others	118	73	246	61.86	3	2.54
Total	19,415	9,763	34,924	50.29	493	2.54

Source: Tokyo MoU 2020 Annual Report

3.2.4 2020 Tokyo MoU Performance of Recognized Organizations

Performance of Recognized Organizations (RO) is measured over a three-year rolling period. ABS, as the acting RO, was only held responsible for three (3) detentions from 2018 to 2020. For calendar year 2020, ABS was ranked number three (3) in the Tokyo MoU.

Based on the Tokyo MoU Annual Report on Port State Control in the Asia-Pacific Region, 2020, the performance of Recognized Organizations (ROs) was:

Recognized organization (RO)	No. of overall inspections 2018-2020	No. of RO responsible detentions 2018-2020	Low/medium Limit	Medium/high Limit	Excess factor	Performance level
SingClass International Pte Ltd	137	4	6	0	0.70	Medium
International Ship Classification	295	7	10	1	0.62	
Union Bureau of Shipping	872	18	25	10	0.54	
Cosmos Marine Bureau	338	7	11	2	0.53	
New United International Marine Services Ltd	165	2	7	0	0.31	
Croatian Register of Shipping	116	1	5	0	0.28	
Dromon Bureau of Shipping	243	3	9	1	0.27	
Korea Classification Society (former Joson Classification Society)	266	3	10	1	0.23	
Biro Klasifikasi Indonesia	376	4	12	3	0.15	
Sing-Lloyd	194	1	8	0	0.11	
International Register of Shipping	356	3	12	2	0.07	
Indian Register of Shipping	203	0	8	0	-0.26	High
Universal Maritime Bureau	590	4	18	6	-0.40	
Overseas Marine Certification Services	1,171	10	32	15	-0.53	
Panama Maritime Documentation Services	1,303	6	35	17	-1.09	
Intermaritime Certification Services, S.A.	2,268	10	57	34	-1.29	
Isthmus Bureau of Shipping	1,191	3	32	15	-1.44	
CR Classification Society	578	0	18	6	-1.73	
Vietnam Register	2,219	2	56	33	-1.83	
Lloyd's Register	12,712	17	281	228	-1.84	
Bureau Veritas	10,824	10	241	192	-1.88	
Russian Maritime Register of Shipping	1,095	0	30	14	-1.91	
Nippon Kaiji Kyokai	29,430	22	629	549	-1.92	
KOREAN REGISTER	7,926	4	180	138	-1.93	
DNV GLAS	20,370	10	441	374	-1.94	
American Bureau of Shipping	10,425	3	233	184	-1.96	
RINA Services S.p.A.	3,078	0	75	48	-1.98	
China Classification Society	6,769	0	155	116	-1.99	

Source: Tokyo MoU 2020 Annual Report

- Note: 1) In this table, only Recognized Organizations (RO) 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 Detentions 2020

The USCG had 57 detentions for the period January 1, 2020 to December 31, 2020. Only seven percent (four (4) vessels) of those detentions were on ABS classed vessels.

In calendar year 2020, there were no ABS vessels that were identified as being substandard and/or banned from operating in the United States.

In response to COVID-19, the USCG issued MSIB Number: 09-20 dated March 26, 2020. No further updates have been issued.

The USCG recognizes there is a need for flexibility and clarity under these special circumstances during COVID-19 and have issued a Marine Safety Information Bulletin providing additional port state control guidance. The information may be accessed by visiting the [USCG Website](#).

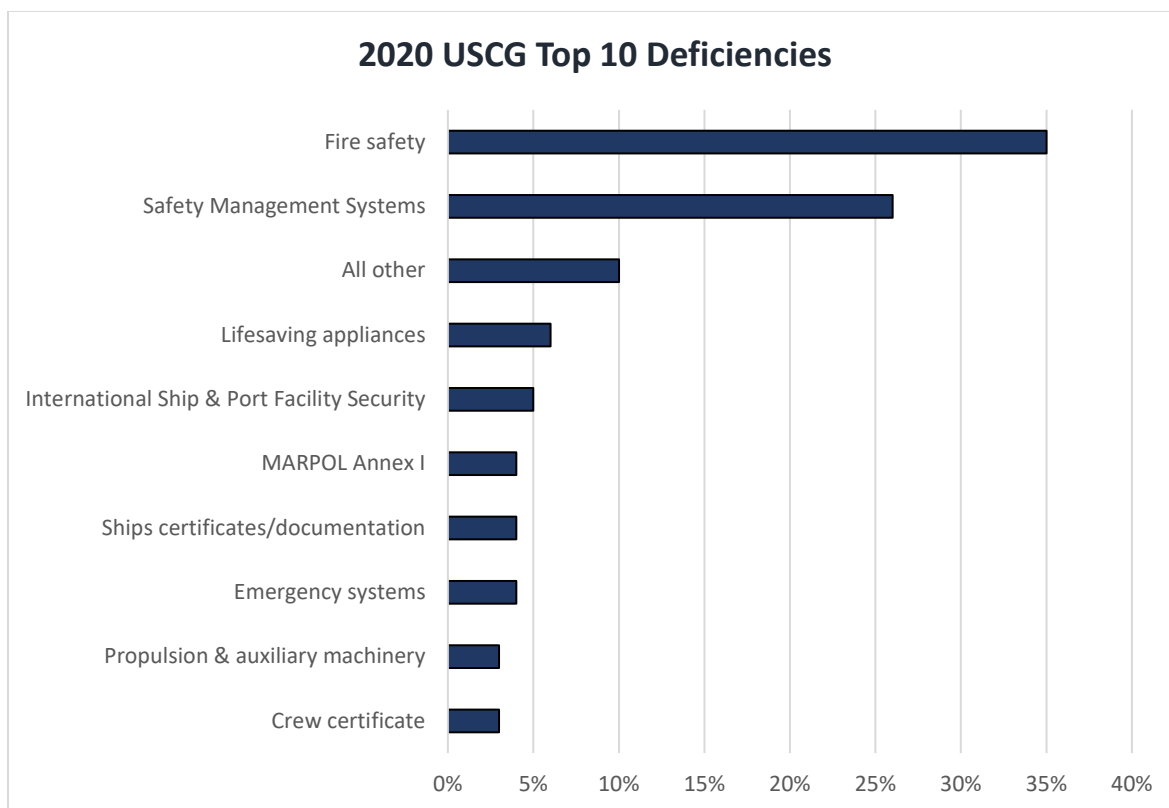
The USCG 2020 PSC Annual Report may be accessed by clicking [here](#).

Port State Control (PSC) Exams:

1. The USCG will continue to use a risk-based program to determine which vessels will be required to undergo a Port State Control Exam.
2. Certain Certificate of Compliance (COC) exams are a statutory and regulatory requirement based on the OCMI's evaluation of the history of the vessel, the OCMI may:
 - Require USCG attendance on board the vessel to conduct a full or abbreviated exam;
 - Accept objective evidence such as vessel status within Qualship 21, previous port State or flag State exams, recent classification surveys, pictures, video, vessel logs, machinery alarm reports, etc. in lieu of USCG attendance on board the vessel to credit a required inspection or exam; or
 - Defer a required inspection or exam for up to 90 days.

3.3.1 2020 USCG Top 10 Deficiencies

Based on the USCG 2020 PSC Annual Report, the top 10 deficiencies were:



Source: USCG 2020 PSC Annual Report

3.3.2 2020 USCG Category of Deficiency

Based on the USCG 2020 PSC Annual Report, the PSC Exam Data Per Category of Deficiencies was as follows:

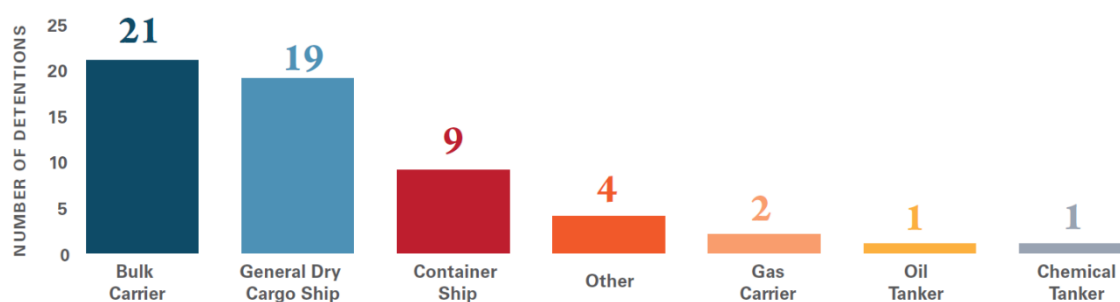
PSC Exam Data Per Category of Deficiencies

Category of deficiency		Number of deficiencies	Percent of total deficiencies
Ship's certificates and documents		162	5.63%
SOLAS	Stability, structure and related equipment	238	8.27%
	Propulsion and auxiliary machinery	217	7.54%
	Alarm signals	42	1.45%
	Fire safety measures	812	28.22%
	Life-saving appliances	370	12.86%
	Radiocommunications	34	1.18%
	Safety of navigation	102	3.54%
	Operational deficiencies	16	0.55%
	ISM-related deficiencies	157	5.45%
	ISPS	62	2.15%
	Other	268	9.31%
MARPOL	Annex I	88	3.05%
	Annex II	3	0.10%
	Annex III	1	0.03%
	Annex V	17	0.59%
	Annex VI	27	0.93%
	Operational deficiencies	10	0.34%
STCW	Certification and watchkeeping for seafarers	30	1.04%
Load Lines		42	0.83%
AFS Convention		11	0.38%
ILO		165	5.73%
Other		3	0.10%

Source: USCG 2020 PSC Annual Report

3.3.3 2020 USCG Detentions Per Ship Type

Based on the USCG 2020 PSC Annual Report, detentions per Ship Type were:



Source: USCG 2020 PSC Annual Report

3.3.4 2020 USCG Performance of Recognized Organizations

Performance of Recognized Organizations (RO) is measured over a three-year rolling period. ABS, as the acting RO, was not held responsible any detentions from 2018 to 2020. For calendar year 2020, ABS was ranked number one (1) for the USCG performance of ROs.

2020 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				
		2018	2019	2020	Total	2018	2019	2020	Total	Ratio
American Bureau of Shipping	ABS	1,936	1,833	1,639	5,408	-	-	-	0	0.00%
Bulgarian Register of Shipping	BKR	27	23	17	67	-	-	-	0	0.00%
Bureau Veritas	BV	1,191	1,150	1,041	3,382	2	1	1	4	0.11%
China Classification Society	CCS	240	204	176	620	-	-	1	1	0.16%
CR Classification Society	CR	22	12	7	41	-	-	-	0	0.00%
Croatian Register of Shipping	CRS	20	16	8	44	-	-	-	0	0.00%
DNV	DNV	3,658	2,577	3,149	9,384	3	3	-	6	0.06%
Dromon Bureau of Shipping	DBS	2	-	-	2	-	-	-	0	0.00%
Hellenic Register of Shipping	HRS	6	5	9	20	-	-	-	0	0.00%
Horizon International Naval Survey and Inspection Bureau	HINS	6	4	4	14	-	-	-	0	0.00%
Indian Register of Shipping	IRS	22	23	5	50	-	-	-	0	0.00%
Intermaritime Certification Services	IMC	8	8	16	32	-	-	-	0	0.00%
International Register of Shipping	IROG	15	8	6	29	-	-	-	0	0.00%
Isthmus Bureau of Shipping	IBS	23	28	20	71	-	-	-	0	0.00%
Korean Register of Shipping	KRS	269	296	274	839	-	-	-	0	0.00%
Lloyd's Register	LR	2,684	2,457	2,042	7,183	-	5	1	6	0.08%
Macosnar Corporation	MC	8	-	1	9	-	-	-	0	0.00%
National Shipping Adjusters Inc	NASHA	24	22	18	64	-	-	-	0	0.00%
Nippon Kaiji Kyokai	NKK	2,478	2,456	1,875	6,809	2	2	1	5	0.07%
Overseas Certification Services, Inc	OCS	0	0	4	4	-	-	-	0	0.00%
Panama Bureau of Shipping	PBS	1	2	2	5	-	-	-	0	0.00%
Panama Maritime Documentation Service	PMDS	37	30	22	89	-	-	-	0	0.91%
Panama Maritime Surveyors Bureau	PMS	9	11	6	26	-	-	-	0	0.00%
Polski Rejestr Statkow	PRS	32	18	19	69	-	-	-	0	0.00%
Qualitas Register of Shipping	QRS	0	0	1	1	-	-	-	0	0.00%
Registro Italiano Navale	RINA	431	420	285	1,136	-	-	-	0	0.00%
Rinava Portuguesa	RP	19	20	17	56	-	-	-	0	0.00%
Russian Maritime Register of Shipping	RS	32	30	41	103	1	-	-	1	1.09%
Universal Shipping Bureau	USB	3	6	4	13	-	-	-	0	0.00%
VG Register of Shipping	VGRS	1	2	0	3	-	-	-	0	0.00%
International Naval Surveys Bureau	INSB	8	8	10	26	-	-	1	1	3.84%
Conarina Group	CNRIN	50	60	0	110	4	1	-	5	4.54%

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

Source: USCG 2020 PSC Annual Report

4. 2020 Paris and Tokyo MoU Concentrated Inspection Campaign (CIC)

Due to the COVID-19 crisis, the joint CIC on 'Stability in General' scheduled for 2020, together with other planned CICs, were postponed by one year.

5. Results of the 2019 Paris and Tokyo MoUs Concentrated Inspection Campaign (CIC)

During the CIC period, PSC officers verified in detail compliance with the applicable requirements of Emergency Systems and Procedures. The 2019 CIC verification was carried out in conjunction with regular PSC inspections conducted under the regional ship selection criteria within the respective Paris and Tokyo MoU regions.

During the period from September 1, 2019 to November 30, 2019, a total number of 11,183 inspections were carried out within the Paris and the Tokyo MoUs based on a CIC questionnaire. During the three-month period, a total of 103 ships were detained as a direct result of the CIC.

Although the overall results of the CIC were satisfactory in general, attention should be paid to:

- fire drill/abandon ship drill;
- the emergency source power is an accumulator battery; and
- emergency equipment system is more vulnerable than crew's emergency response.

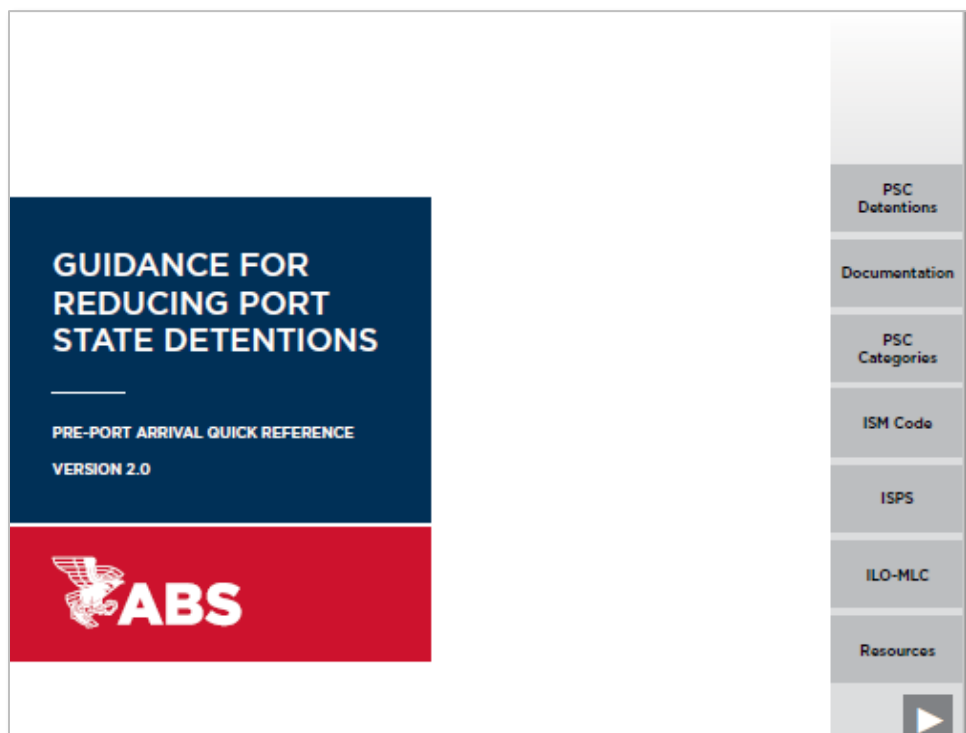
6. Industry Links for Port State Control

Paris MoU	www.parismou.org
Tokyo MoU	www.tokyo-mou.org
United States Coast Guard	hwww.dco.uscg.mil
Mediterranean MoU	http://197.230.62.214/MedMoU
Black Sea MoU	www.bsmou.org
Indian Ocean MoU	www.iomou.org
Caribbean MoU	caribbeanmou.org
Acuerdo de Viña del Mar	http://197.230.62.214/VMoU.aspx
Abuja MoU	www.abujamou.org
Riyadh MoU	www.riyadh-mou.org

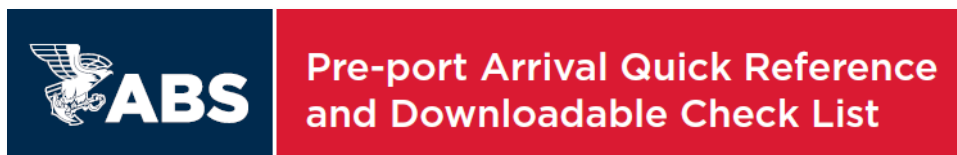
7. Additional Resources

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



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 the Google Play and Download on the App Store

Visit www.eagle.org to get started today.

Port State Control Applications on the ABS App

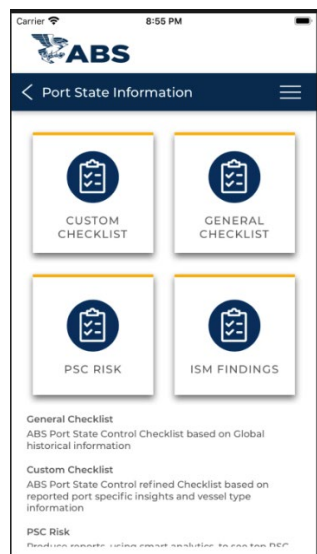
General Checklist: ABS Port State Control Checklist based on global historical information

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

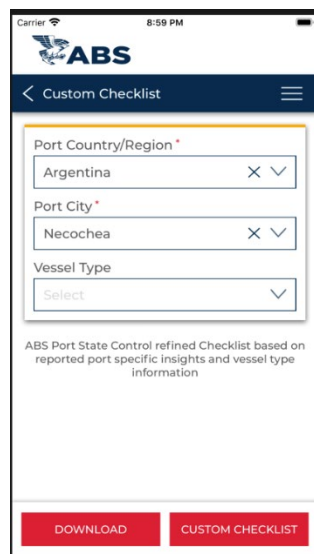
PSC Risk: Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel Class records

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

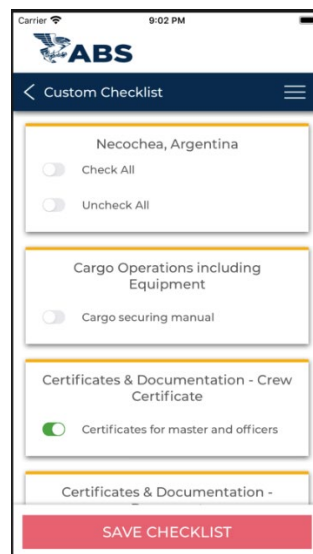
Port State Information
main screen



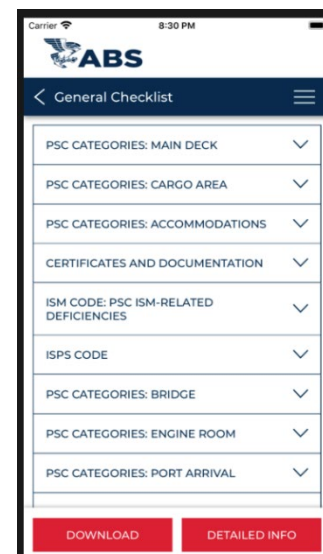
PSC Custom (Port-specific)
Checklist and filter



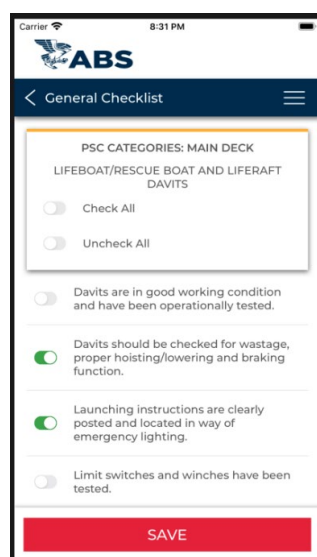
PSC Custom Checklist
filtered by port and
vessel type



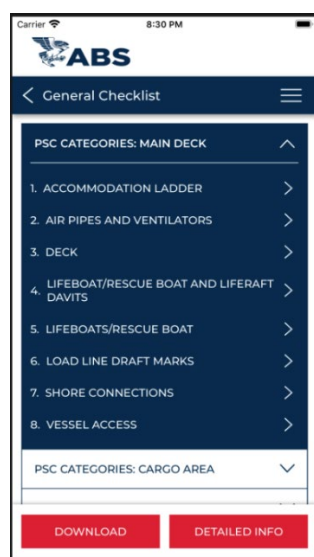
PSC General Checklist,
all categories



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

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Tel: 86-21-2327-0888

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