

ABS PORT STATE CONTROL QUARTERLY REPORT

Q1 2026



ABS Commitment

The American Bureau of Shipping (ABS) is recognized as the leading classification society globally, dedicated to advancing safety, environmental stewardship and regulatory compliance within the maritime industry. Since its establishment in 1862, ABS has been at the forefront of marine safety, providing comprehensive classification services to shipbuilders, owners and operators.

With a network of over 2,000 highly skilled technical professionals strategically positioned worldwide, ABS leverages its extensive expertise, deep industry knowledge and sound professional judgment to support vessel owners and operators in achieving operational excellence.

ABS has built a reputation for its unwavering commitment to quality, establishing rigorous standards of excellence and delivering superior technical and survey services. By assisting clients in meeting these standards, ABS fosters safe, efficient and sustainable maritime 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, 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 HSQE aspects, objectives and targets.

Foreword

The ABS Quarterly Report on Port State Control (PSC) provides vessel owners with insights into deficiencies identified on ABS-classed vessels during inspections conducted by various PSC regimes worldwide in the first quarter of 2026. This report aims to enhance awareness of potential areas of concern and support owners in addressing issues that may impact compliance and operational performance.

PSC inspections serve as a critical mechanism for identifying and eliminating substandard vessels that pose risks to maritime safety and the marine environment. A vessel is deemed substandard if its hull, machinery, equipment, accommodation, operational safety or environmental protection measures fall significantly below the standards prescribed by relevant conventions, or if its crew fails to meet the requirements outlined in the safe manning document. Clear evidence of non-compliance with convention requirements, or indications that the master or crew lack familiarity with essential shipboard procedures related to safety and pollution prevention, may prompt PSC inspectors to conduct more detailed inspections.

ABS provides comprehensive support to owners and operators in addressing PSC deficiencies by conducting detailed reviews of inspection findings, offering technical guidance to rectify non-compliance issues and helping to ensure corrective actions align with international regulatory standards. ABS surveyors and technical specialists work alongside the vessel's crew and management to help them implement effective solutions, including verifying repairs, conducting follow-up inspections and providing documentation to demonstrate compliance. Additionally, ABS offers training and advisory services to enhance crew awareness of safety and environmental procedures, which can reduce the likelihood of future deficiencies and promote long-term operational excellence.

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1. ABS Fleet First Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

Between January 1 and March 31, 2026, a total of 601 vessel detentions were recorded across the Paris MoU, Tokyo MoU, and United States Coast Guard (USCG) regimes. Of these, 55 vessels (9.15 percent) were associated with cases in which ABS acted as the Recognized Organization (RO). Among those vessels, 24 were detained in the Paris MoU, 30 in the Tokyo MoU and one by the USCG.

The most frequently identified grounds for detention for vessels associated with ABS as RO are shown in the table below*.

Detention Code	Detention Description
15150	ISM
07109	Fixed fire extinguishing installation
07114	Remote Means of Control (opening, pumps, ventilation, etc.) – Machinery Spaces
14104	Oil filtering equipment
14811	Ballast Water Management System
15109	Maintenance of the ship and equipment
07105	Fire doors/ openings in fire-resisting divisions
07115	Fire dampers
07125	Evaluation of crew performance
04114	Emergency source of power – emergency generator
11113	Launching arrangements for rescue boats
04102	Emergency fire pumps and its pipes
07103	Division – decks, bulkheads, and penetrations
10109	Lights, shapes, sound-signals
11101	Lifeboats
11104	Rescue Boats
01220	Seafarers’ employment agreement

The detention profile for the quarter was driven primarily by ISM, fire safety and machinery-related deficiencies, with fire protection and emergency system items appearing repeatedly across multiple cases. Pollution prevention, lifesaving appliance readiness, and crew-related documentation also remained recurring themes, indicating that the majority of detention grounds were concentrated in core safety and operational compliance areas.

* This list contains deficiencies that were identified on at least three or more vessels. Detentions are listed in order of highest to lowest number of instances per detention code.

1.2 Examples of Deficiencies Reported



No drainage arrangement is provided at the bottom of the U-shape fire line on both sides of the main deck. Picture posted after rectification of finding.



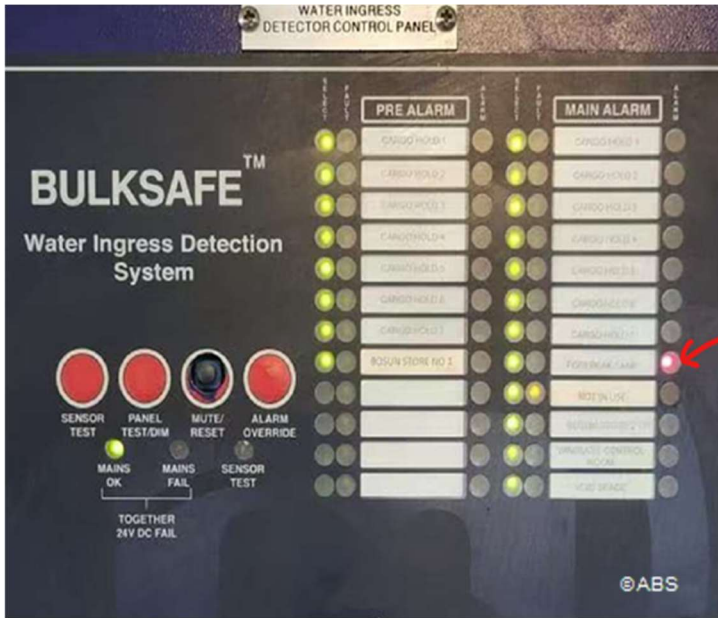
Crew mess room entrance door sill (Class-B fire door) and bulkhead panel wasted. Fire boundary integrity lost.



Top cover of Main Engine Fuel Oil leak-off alarm bypassed. Sensor was removed from alarm assembly.



Multi-cable transit in the Engine Room workshop not as required – cable is run outside of the cable transit and improperly sealed.



Water ingress alarm system of cargo holds no.4 malfunction.



The aft mast light and forward anchor light are out of order.



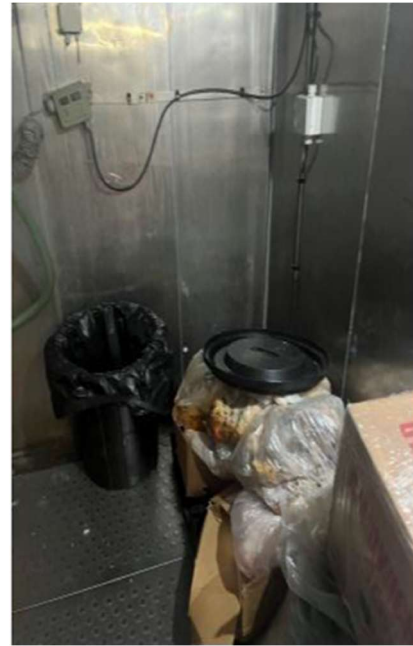
Holed ventilation ducting.



Hatch cover rubber packing found damaged or partially missing.



Refrigerator – meat room door gasket rubber is deteriorated.



Food waste has been left in the meat room.



The horizontal light arc of mast light on top of the forecastle not complying with requirements of COLREG.

Requirements of Masthead light: A white light placed on top of the vessel, shining forward and to both sides (unbroken light over an arc of 225° around the vessel.)

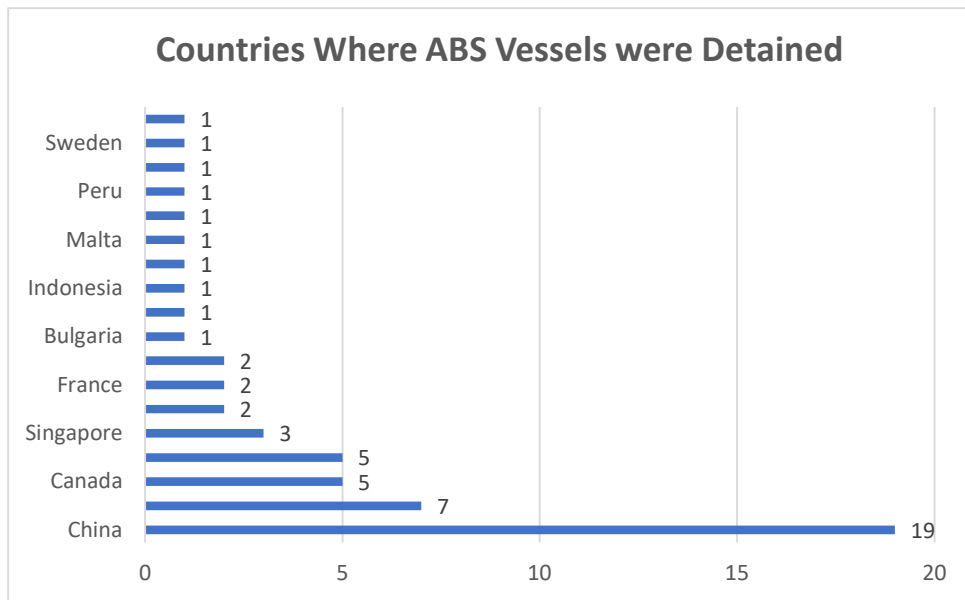


Height of the ventilators at poop deck was modified to 900mm. The original height during PSC inspection was 720mm. Per Load Line Convention/Regulation 19, ventilators in position 1 shall have a coaming height of at least 900mm.

1.3 Top Countries Where ABS Vessels Were Detained

Between January 1 and March 31, 2026, a total of 55 vessel detentions were recorded in cases where ABS acted as the RO. Detentions were spread across multiple countries; however, they were concentrated in a small number of jurisdictions, with China, Italy, Canada and Germany accounting for a majority of cases during the quarter.

The chart below summarizes the countries in which vessels associated with ABS as RO were detained during the reporting period.



The People’s Republic of China record the highest number of detentions, with 19 vessels detained. Detention ports in China included Caofeidian, Changshu, Jiaying, Nantong, Ningbo, Qingdao, Rizhao, Shanghai, Taizhou and Zhousan, with Shanghai and Ningbo recording the highest concentration at four detentions each.

Italy recorded the second-highest number of detentions, with seven vessels detained. Detention ports included Brindisi, Corigliano Calabro, Gioia Tauro, Ortona, Ravenna and Venice, with Venice recording the highest number at two detentions.

Canada and Germany each recorded five detentions during the quarter. In Canada, detention ports included Fraser-Surrey Docks, Port Moody, Robert’s Bank and Sept-Isles, with Port Moody recording two detentions. In Germany, detention ports included Bremerhaven, Butzfleth, Hamburg and Rostock, with Rostock recording two detentions.

Together, China, Italy, Canada and Germany accounted for 36 of the 55 detentions, representing approximately 65.45 percent of all detention cases involving vessels for which ABS acted as RO during the quarter.

2. First Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

Between January 1, 2026 to March 31, 2026, the top categories for deficiencies on ABS vessels that had PSC interventions are listed in the table below*:

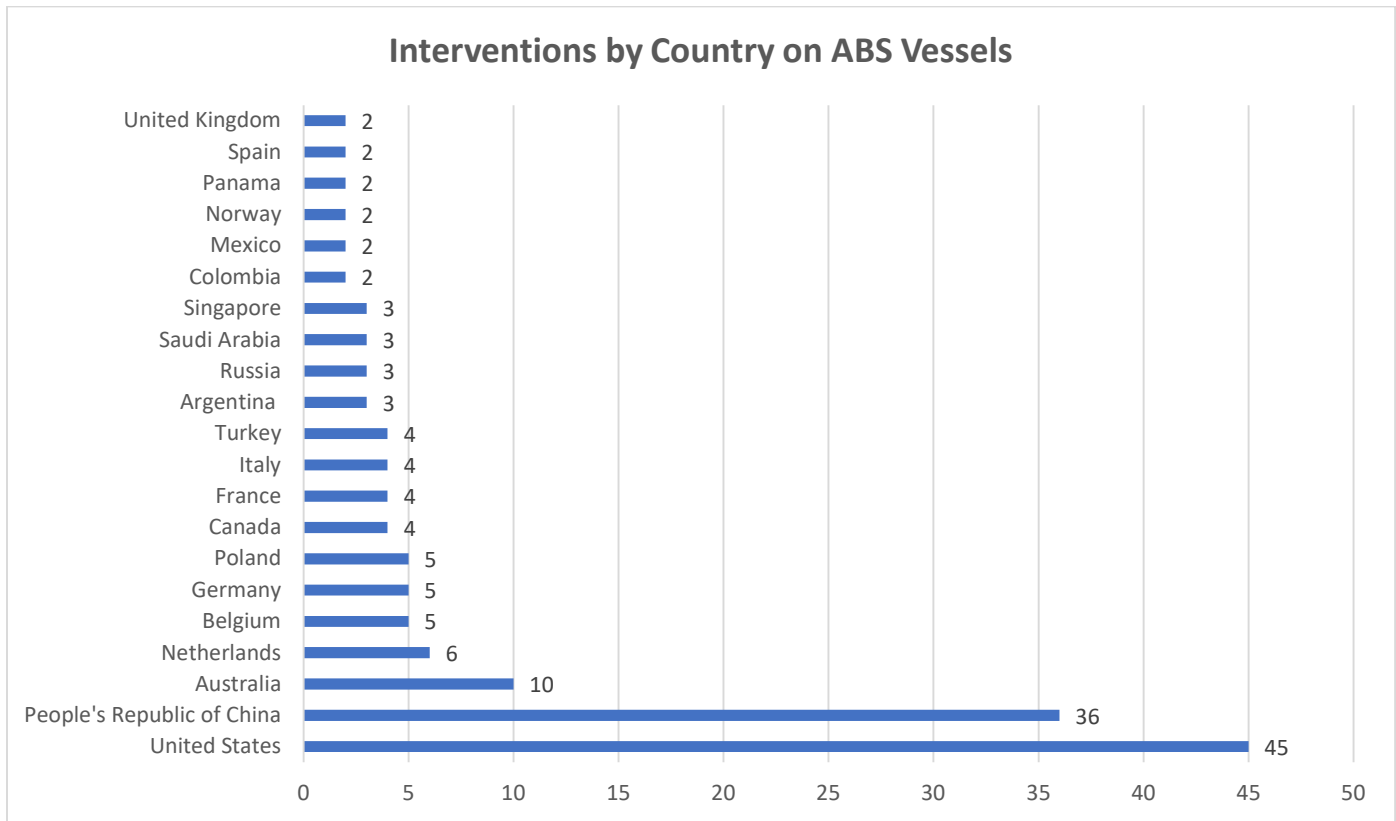
Deficiency Code	Deficiency Description
13101	Propulsion main engine
13102	Auxiliary engine
15150	ISM
07114	Means of control (openings, pumps) Machinery spaces
07105	Fire doors/openings in fire-resisting divisions
11101	Lifeboats
02105	Steering gear
15109	Maintenance of the ship and equipment
03108	Ventilators, air pipes, casings
13103	Gauges, thermometers, etc.
13199	Other (machinery)
03102	Freeboard marks
07109	Fixed fire extinguishing installation
07111	Personal equipment
07199	Other (fire safety)
13104	Bilge pumping arrangements
04114	Emergency source of power – emergency generator
06199	Other (cargo)
07115	Fire-dampers

* List contains deficiencies that were identified on at least seven or more vessels. Interventions are listed in order of highest to lowest number of instances per deficiency code.

2.2 Top Countries for Interventions on ABS Vessels

From January 1, 2026 to March 31, 2026, the top countries with PSC interventions involving ABS vessels are highlighted below*. The leading intervention ports include New Orleans and New York City in the United States; Tianjin, Ningbo and Guangzhou in the People’s Republic of China; and Port Hedland, Brisbane and Melbourne in Australia.

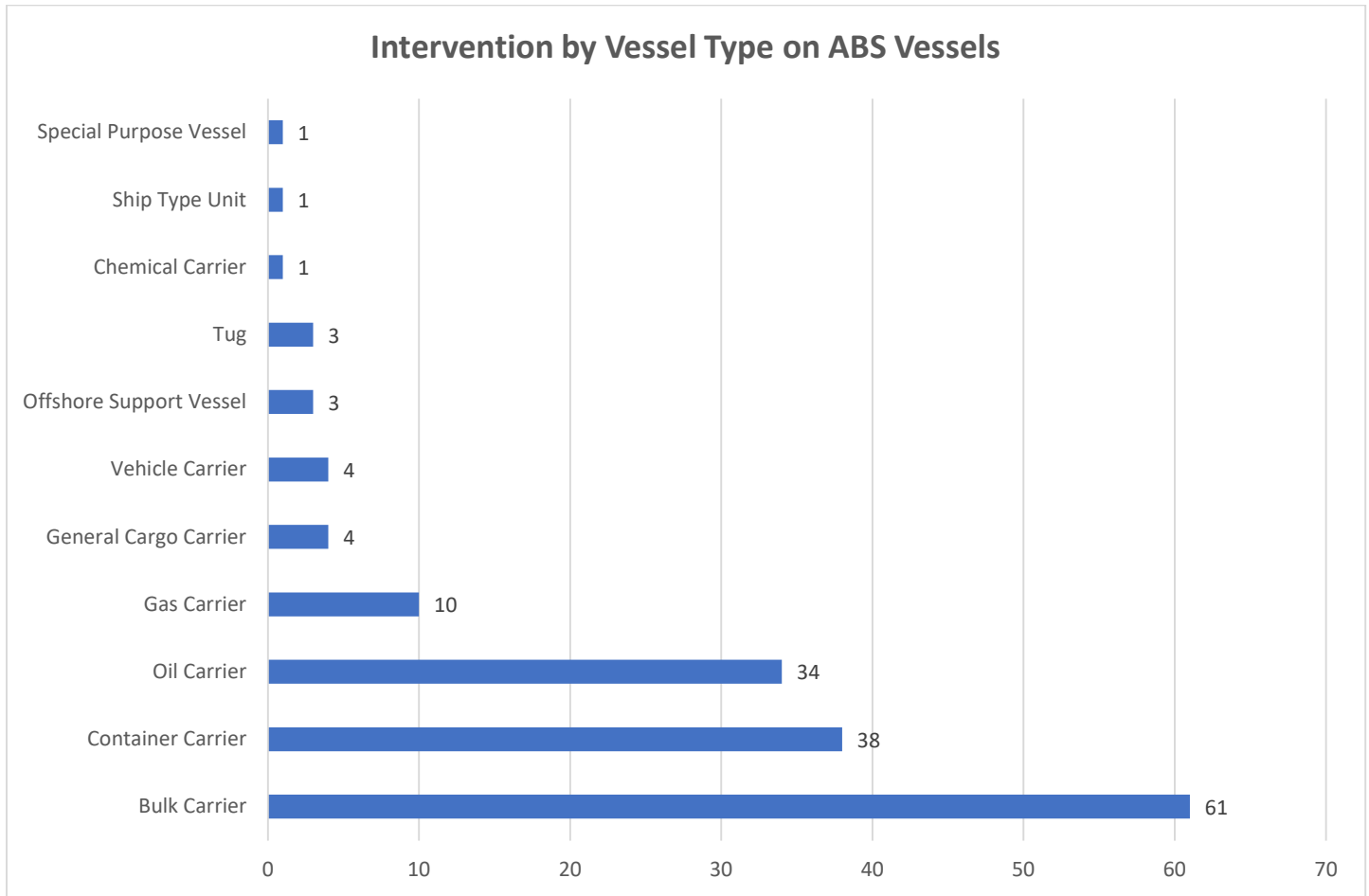
The majority of vessels intervened during this period (80 vessels) were between 11 to 20 years of age, 56 vessels aged between zero to 10 years, and 24 vessels aged more than 20 years.



* Chart shows interventions by countries that were identified on at least two or more vessels.

2.3 Interventions by Vessel Type on ABS Vessels

From January 1, 2026, to March 31, 2026, the table below highlights the vessel types with the highest number of PSC interventions involving ABS vessels. The average ages of the top four intervened vessel types are as follows: bulk carriers (12.8 years), container carriers (15.8 years), oil carriers (12.3 years) and gas carriers (9.3 years).

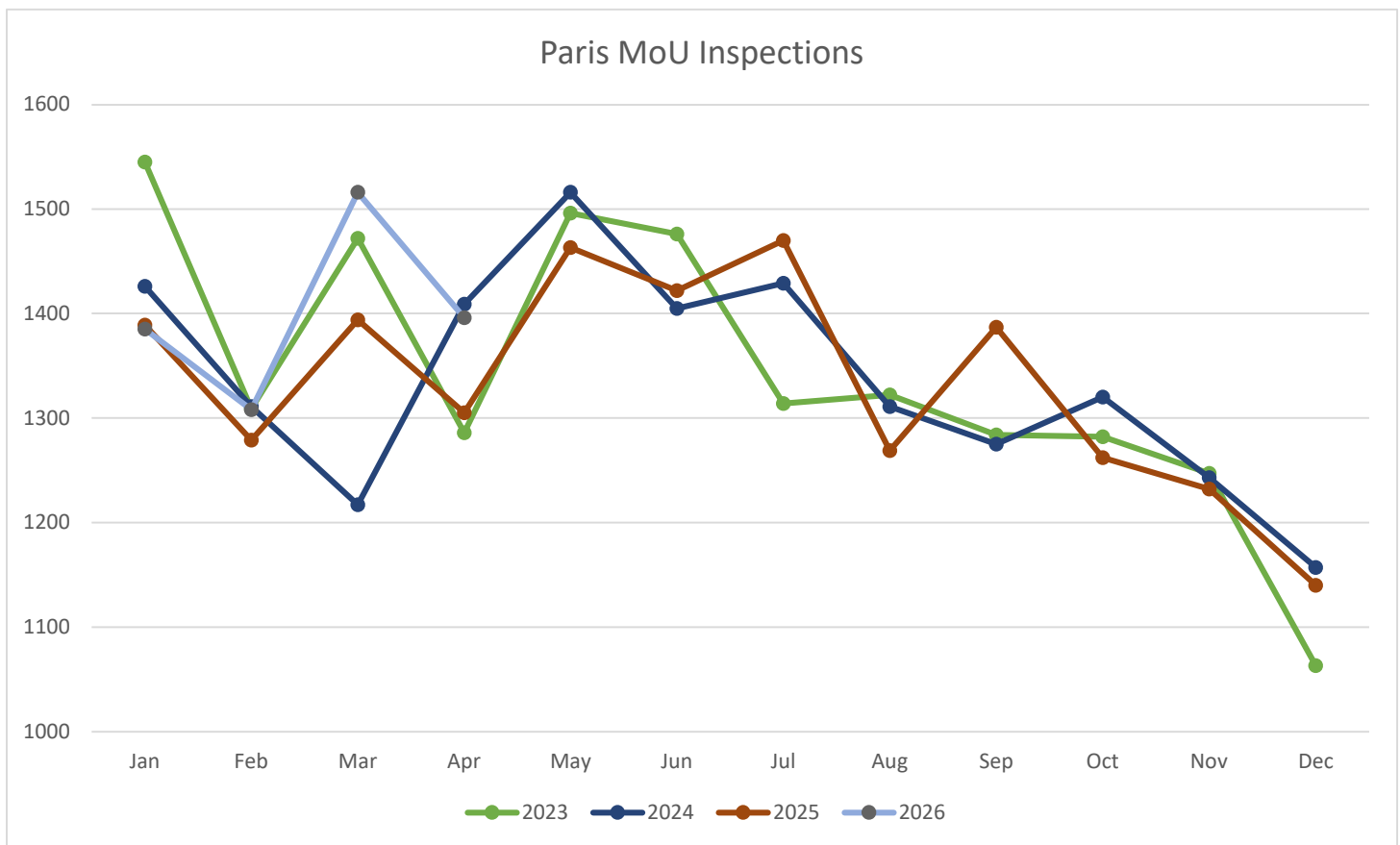


3. PSC Activity

3.1 Paris MoU Inspections for First Quarter 2026

The number of inspections conducted by the Paris MoU between January 1, 2026, to March 31, 2026, totaled to 4,209, representing an increase compared to the same period in 2024 (3,954) and 2025 (4,062), but remaining below Q1 2023 (4,326). The quarter showed a mixed monthly pattern, with January remaining essentially flat year over year, February posting a modest increase, and March recording the strongest gain and highest monthly total of the quarter.

The chart below summarizes the Paris MoU inspection activity for the reporting period.



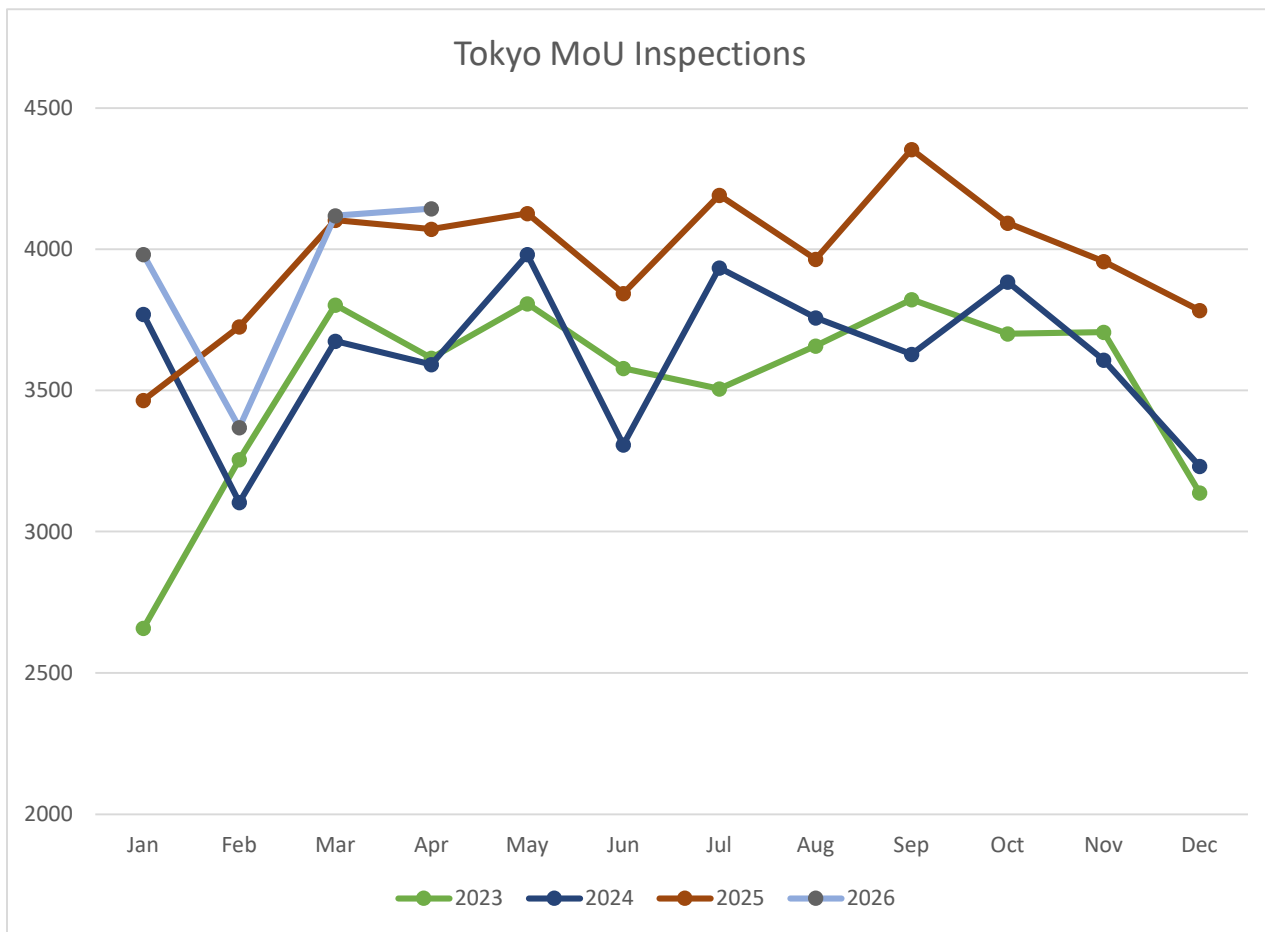
During the quarter, Paris MoU recorded 177 detentions, with 24 involved vessels for which ABS acted as the RO. These cases were distributed across multiple ports, with Rostock, Ravenna and Venice each recording two detentions, while all other identified ports recorded one detention each.

For more details on the Paris MoU, refer to the link below:

3.2 Tokyo MoU Inspections for First Quarter 2026

The number of inspections conducted by the Tokyo MoU between January 1, 2026, and March 31, 2026, totaled to 11,468 inspections, representing an increase compared to the same period in 2024 (10,548) and 2025 (11,294), and exceeding Q1 2023 (9,715). The quarter showed a mixed monthly pattern, with January recording a strong year-over-year increase, February declining from 2025 but remaining above 2024, and March posting a modest increase and the highest monthly total of the quarter.

The chart below summarizes the Tokyo inspection activity for the reporting period.



During the quarter, the Tokyo MoU recorded 419 detentions, of which 30 involved vessels for which ABS acted as the RO. These cases were concentrated primarily in China, with Ningbo and Shanghai each recording four detentions, while all other identified ports recorded one detention.

For more information on the Tokyo MoU, please refer to the link below:

3.3 Total Worldwide USCG Detentions for First Quarter 2026

During the period of January 1, 2026, to March 31, 2026, the USCG recorded a total of five detentions, with one ABS vessel involved.

This information may be accessed by visiting the [CVC-2 detentions page on the USCG website](#).

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
06105	Atmosphere testing instruments
07102	Inert gas system
07109	Fixed fire extinguishing installation
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
07124	Maintenance of Fire protection systems
09209	Electrical
09235	Fitness for duty - work and rest hours
10114	Voyage data recorder (VDR)/Simplified Voyage data recorder(S-VDR)
11104	Rescue boats
13101	Propulsion main engine
13199	Other (machinery)
15106	Shipboard operations

4. Cargo Securing Concentrated Inspection Campaign (CIC)

The Paris and Tokyo MoUs have announced a joint Concentrated Inspection Campaign (CIC) on cargo securing to be conducted from September 1 through November 30, 2026. Considering the campaign, owners and operators may wish to review relevant vessel documentation, cargo securing arrangements, equipment condition, operational practices and associated records for consistency with applicable requirements.

General vessel readiness considerations may include the following:

- Confirm that the approved Cargo Securing Manual is available onboard and reflects the vessel's current cargo securing arrangements.
- Review cargo securing practices to verify consistency with the approved manual and applicable requirements.
- Check that cargo securing equipment and fittings are in suitable condition for service and are being properly maintained.
- Verify that damaged, worn or otherwise unserviceable securing gear is identified and addressed in a timely manner.
- Confirm that personnel involved in cargo operations are familiar with vessel-specific cargo securing procedures.
- Review relevant inspection, maintenance and training records to support demonstration of ongoing compliance.
- Consider verifying that cargo securing arrangements and related onboard procedures remain aligned with current vessel operations.

5. Industry Links for Port State Control

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

6. Additional Resources

Additional resources may be found on the [ABS website](#).

- Preparation for Port State Control
- Pre-port Arrival Quick Reference and Downloadable Check List
- Detentions
- Inspections
- Deficiencies
- If Your Ship is Detained
- Resource Links for Port State Control

7. 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 their efforts to clear the vessel from a port state detention.

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