ABS PORT STATE CONTROL QUARTERLY REPORT

Q1 2025

ABS

ABS Commitment

American Bureau of Shipping (hereinafter “ABS”) is the premier classification society in the world. The focus of ABS is to provide classification services to promote the common safety, environmental and regulatory interests of its members and clients, including builders, owners, and operators of ships. Since its inception in 1862, ABS has been a global leader in marine safety. With more than 2,000 technical professionals positioned around the world, the ABS team has the experience, knowledge, and professional judgment to assist vessel owners and operators.

ABS has established a strict standard of excellence and has earned a reputation for quality service and client support. We are committed to providing superior technical and survey services that assist our clients in conforming to these standards, thereby encouraging safe and efficient operations.

Our Mission

The mission of ABS is to serve the public interest as well as the needs of our members and clients by promoting the security of life and property and preserving the natural environment.

Health, Safety, Quality and Environmental Policy

We will respond to the needs of our members and clients and the public by delivering quality service in support of our mission that provides for the safety of life and property and the preservation of the marine environment.

We are committed to continually improving the effectiveness of our health, safety, quality and environmental (HSQE) performance and management system with the goal of preventing injury, ill health and pollution.

We will comply with all applicable legal requirements as well as any additional requirements ABS subscribes to which relate to HSQE aspects, objectives and targets.

Foreword

This ABS Quarterly Report on Port State Control (PSC) provides information to owners on deficiencies identified on ABS vessels during inspections carried out by the various PSC regimes globally during the first quarter of 2025. This report is being made available to assist owners by providing awareness of potential areas of concern that have been identified on ABS vessels.

PSC inspections have proven to be an effective tool for eliminating substandard vessels that may be in operation and may have an impact on maritime safety and the marine environment. A ship is regarded as substandard if the hull, machinery, equipment, accommodation or operational safety and the protection of the environment is substantially below the standards required by the relevant conventions or if the crew is not in conformity with the safe manning document. Evidence that the ship, its equipment, or its crew do not comply substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution may be clear grounds for the PSC inspector to conduct a more detailed inspection.

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1. ABS Fleet First Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For period January 1, 2025 to March 31, 2025, the top categories for Port State Control (PSC) detentions on ABS vessels in the Paris Memorandum of Understanding (MoU), Tokyo MoU and the United States Coast Guard (USCG) database are listed in the table below.*

There were 526 total detained vessels in the first quarter per Paris MoU, Tokyo MoU and USCG. Of those detained, only 26 vessels or 4.9 percent were ABS vessels.

Detention Code	Detention Description
15150	ISM
07101	Fire prevention structural integrity
11101	Lifeboats
03104	Cargo & other hatchways
03105	Covers (hatchway-, portable-, tarpaulins, etc.)
07105	Fire doors/openings in fire-resisting divisions
11113	Launching arrangements for rescue boats
14104	Oil filtering equipment
15109	Maintenance of the ship and equipment
02108	Electrical installations in general
04109	Fire drills
04114	Emergency source of power - Emergency generator
07108	Ready availability of fire fighting equipment
07109	Fixed fire extinguishing installation
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
07115	Fire-dampers
10112	Electronic charts (ECDIS)
14402	Sewage treatment plant
18306	Sleeping room, additional spaces
18321	Heating, air conditioning and ventilation

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

1.2 Examples of Deficiencies Reported

Container securing foundation on hatch cover, severely wasted (reported in four locations)

Fire damper flap wasted

Port anchor chain found with loose stud at multiple links

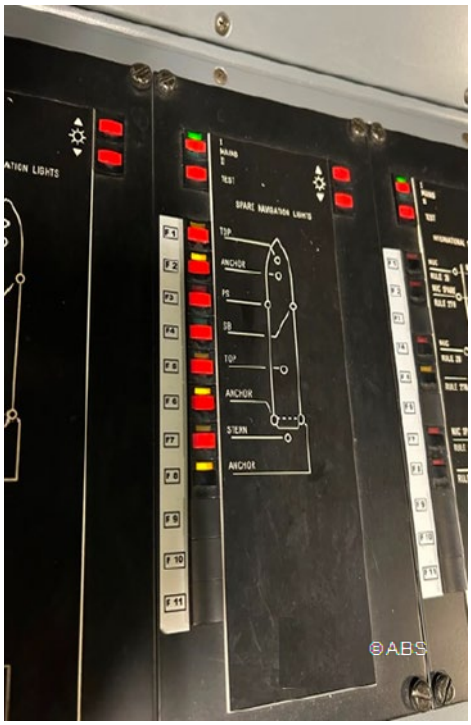
Crane operator cabin, two hinges of emergency exit at lower window broken

Life raft painter not properly connected

Wall type ventilator – rubber packaging damaged

Steering gear system, hydraulic tank level gauge glass showing empty

Heating and air conditioning system, missing filters on both units

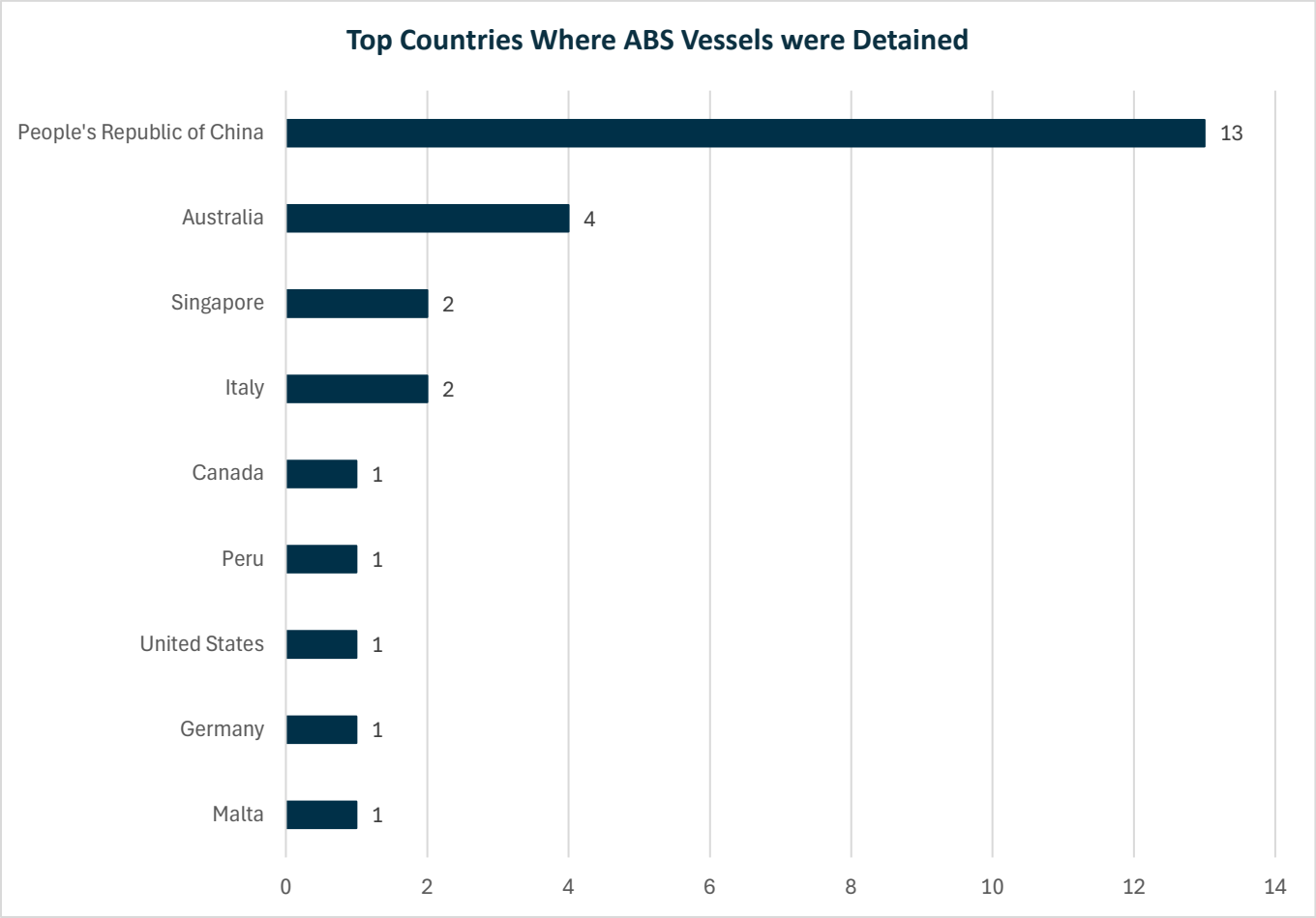


Navigation light and spare anchor light found inoperable

Potable water stored in drums within the galley, indicating potable water shortage

1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the detention breakdown of the 26 ABS vessels by country for the period January 1, 2025, to March 31, 2025. ABS actively supported each owner/operator to help them address the deficiencies identified by the PSC in order for the detention to be lifted and the vessel allowed to sail.



2. First Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

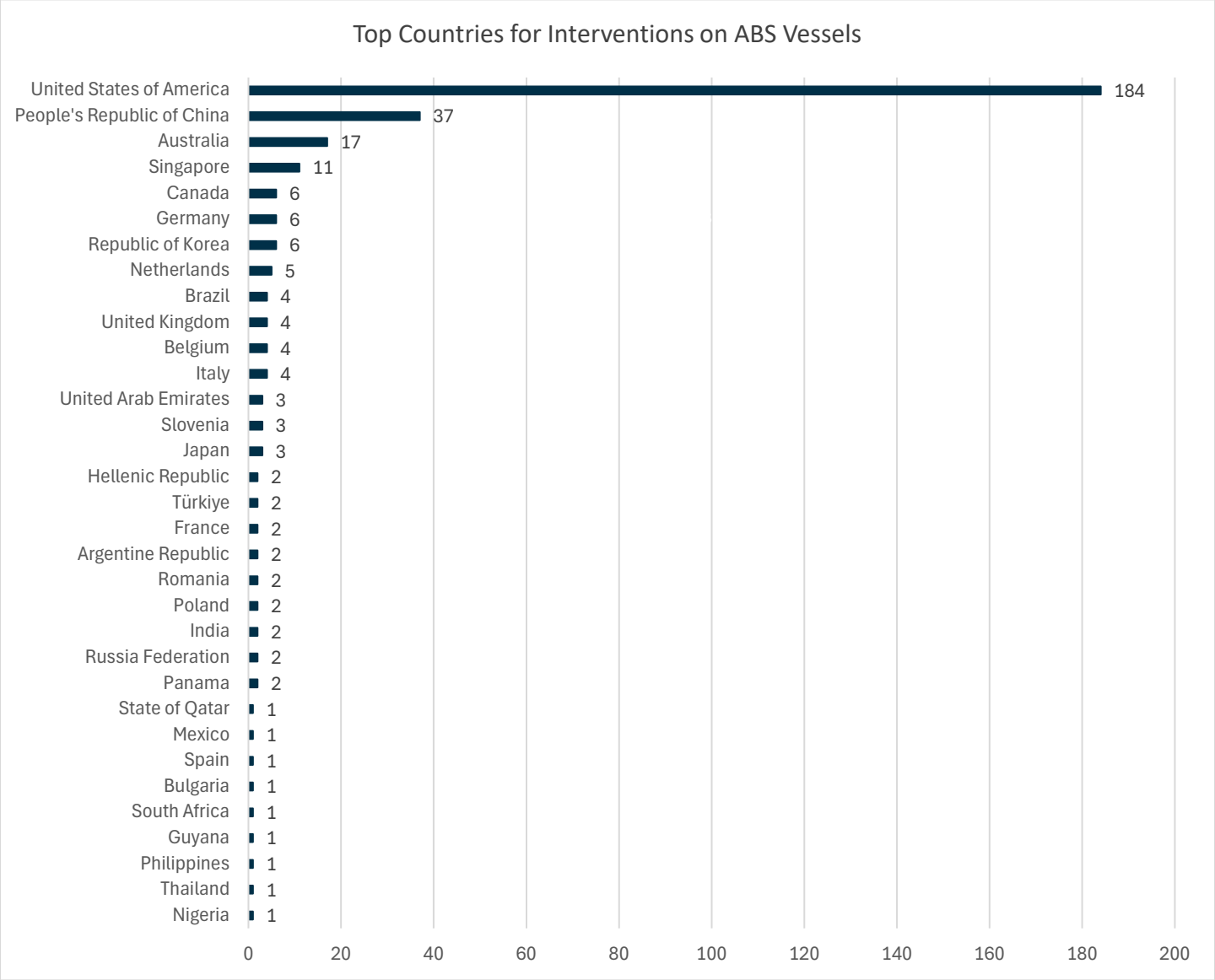
For the period January 1, 2025 to March 31, 2025, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below*:

Deficiency Code	Deficiency Description
13101	Propulsion main engine
13102	Auxiliary engine
11101	Lifeboats
07105	Fire doors/openings in fire-resisting divisions
07110	Fire fighting equipment and appliances
13199	Other (machinery)
15109	Maintenance of the ship and equipment
07109	Fixed fire extinguishing installation
13108	Operation of machinery
07199	Other (fire safety)
10109	Lights, shapes, sound signals
02106	Hull damage impairing seaworthiness
02108	Electric equipment in general
07101	Fire prevention structural integrity
11117	Lifebuoys including provision and disposition
13103	Gauges, thermometers, etc.
15150	ISM
03108	Ventilators, air pipes, casings
04103	Emergency lighting, batteries and switches
07106	Fire detection
11104	Rescue boats
07115	Fire-dampers
10101	Pilot ladders and hoist / pilot transfer arrangements
14402	Sewage treatment plan
18408	Electrical

* List contains deficiencies that were identified on at least 10 or more vessels. Detentions are listed in order of highest to lowest number of instances per detention code.

2.2 Top Countries for Interventions on ABS Vessels

For the period January 1, 2025 to March 31, 2025, the top countries where ABS vessels had PSC interventions identified are highlighted below:



3. PSC Activity

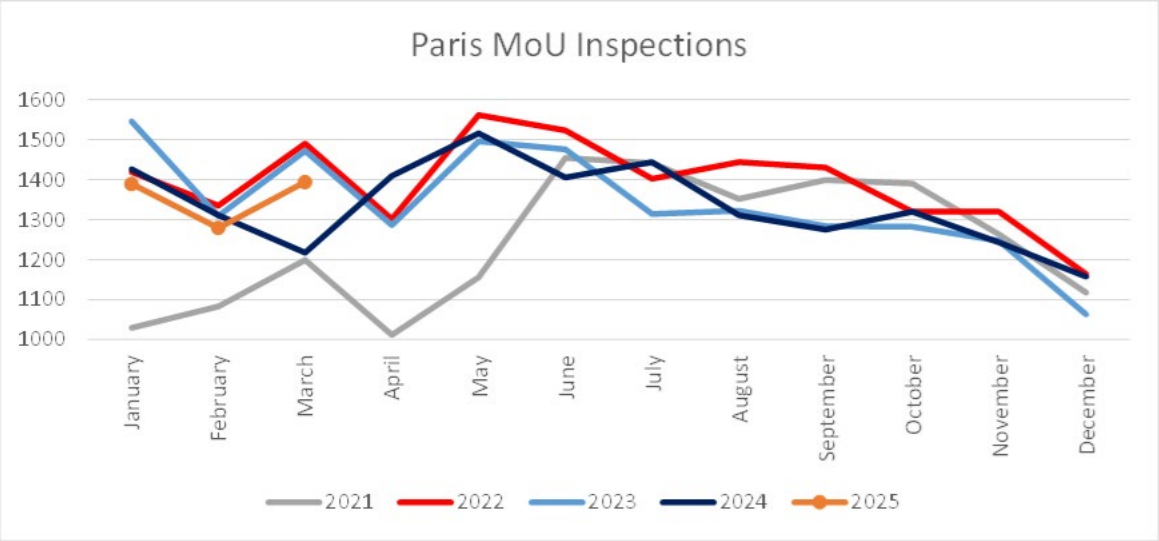
3.1 Paris MoU Inspections for First Quarter 2025

The Paris MoU inspections during the period January 1, 2025 to March 31, 2025, have decreased compared to the first quarter in 2023 and 2022. The number of inspections has increased compared to 2024 and 2021 for the same period.

The Paris MoU had 157 detentions for this period. Only four of those detentions were on ABS vessels.

The Paris MoU information may be accessed by clicking the link below.

https://www.parismou.org/paris-mou-covid-19-publications



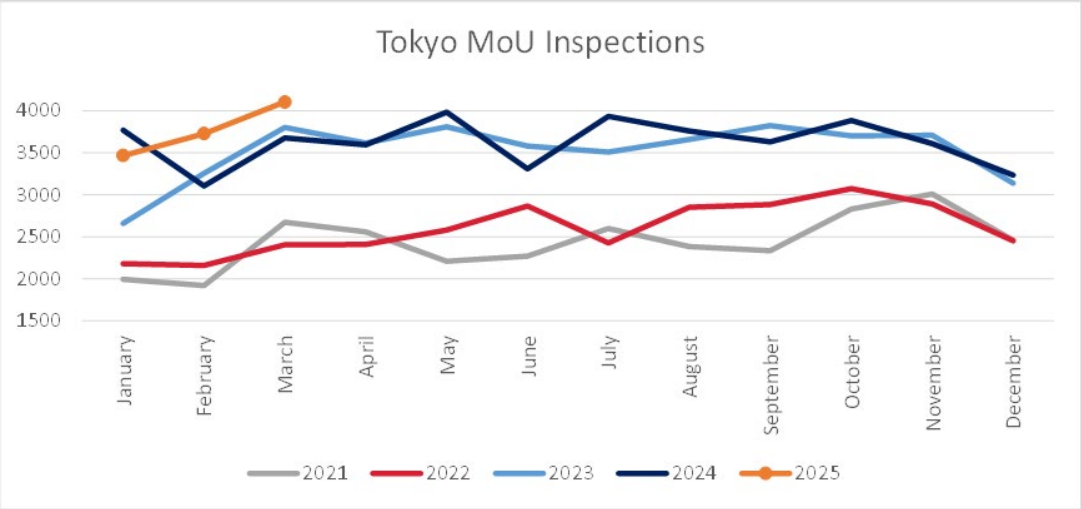
3.2 Tokyo MoU Inspections for First Quarter 2025

The Tokyo MoU inspections during the period January 1, 2025, to March 31, 2025, have increased compared to first quarter 2024, 2023, 2022 and 2021.

The Tokyo MoU had 352 detentions for this period. Only 21 of those detentions were on ABS vessels.

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

Tokyo MOU



3.3 Total Worldwide USCG Detentions for First Quarter 2025

The USCG had 17 detentions for the period January 1, 2025 to March 31, 2025. Only one detention was on an ABS vessel during this period.

This information may be accessed by visiting CVC-2 Detentions (uscg.mil).

Top Deficiency Categories for Grounds for USCG Detentions
Worldwide Vessel Fleet
First Quarter 2025*

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
07126	Oil accumulation in engine room
07106	Fire detection and alarm system
01107	Safety Management Certificate (SMC/ ISM)
04114	Emergency source of power – Emergency generator
07105	Fire doors/openings in fire-resisting divisions
07125	Evaluation of crew performance (fire drills)
15108	Reports of non-conf., accidents & hazardous occur.

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

4. Results of the Concentrated Inspection Campaign (CIC) on Crew Wages and Seafarer Employment Agreement Under MLC2006

The Paris and Tokyo MoU jointly completed a Concentrated Inspection Campaign (CIC) between September 01, to November 30, 2024, on crew wages and Seafarer Employment Agreements (SEASs) under Maritime Labour Convention (MLC). The Tokyo MoU has published the preliminary results as follows.

Over the course of the CIC period, involving all types of ships, a total of 8,134 inspections were carried out. Of these inspections, 6,580 (80.89 percent) inspections* were performed using the CIC questionnaire. During the period, 297 ships were detained (3.65 percent detention rate). Only 20 of 297 detentions were the result of the CIC campaign deficiencies relating to crew wages and seafarer employment agreement under the MLC, 2006. The results of the CIC resulted in a detention rate of 0.3 percent (seven percent of all detentions).

The most common deficiencies (and deficiencies that resulted in detention) found during the campaign were associated with:

- the absence of signed Seafarer Employment Agreements (SEA) (16 percent of CIC-related deficiencies issued); and
- seafarers unable to access information regarding their employment conditions on board (28 percent of CIC-related deficiencies issued).

During the campaign, vessels registered under the flags of 84 different States were inspected under the CIC scope. The greatest number of CIC inspections were carried out on ships flying the flags of Panama with 1,622 inspections (25 percent), Liberia with 840 inspections (13 percent) and the Marshall Islands with 587 inspections (nine percent). Panama, Liberia, Mongolia and Gambia each had more than one vessel detained during this CIC.

*Note: A ship was subjected to only one CIC inspection during the campaign.

5. New Regulations

a. Amendments to the 2023 Guidelines for the development of IHM

The IMO Sub-Committee on Pollution Prevention and Response (PPR) under 10th session approved the 2023 Inventory of Hazardous Materials (IHM) Guidelines (resolution MEPC.379(80) to include cybutryne following the entry into force of the respective controls in the 2001 AFS Convention. At the time, the threshold corresponding to the sampling of dry paint directly from the hull (i.e., 1000 mg/kg) was included but the threshold corresponding to wet sampling from a paint container (200 mg/kg) as it was not considered relevant in the context of the IHM, which relates to ship recycling. However, the threshold corresponding to wet sampling is considered relevant in cases where the development of the IHM is based on the collection of Material Declarations from shipbuilding industry suppliers.

It was also noted that finalization of the draft amendments for approval at this session with a view to adoption by MEPC 83, would likely be before the entry into force of the Hong Kong Convention in June 2025.

The Sub-Committee approved the proposed changes to the 2023 IHM Guidelines to clarify the relevant threshold for cybutryne samples directly taken from the hull versus samples taken from wet paint containers, amending the tables in Appendix 1, "*Items to be listed in the Inventory of Hazardous Materials,"* and Appendix 6, "*Form of Material Declaration"* to reflect the 200 mg/kg threshold for anti-fouling systems containing cybutryne of MEPC.379(80)).

b. Prohibition of the use of fire-fighting foams containing PFOS

Perfluorooctane sulfonic acid (PFOS) is a persistent organic pollutant (POP) that does not break down easily in the environment. It bioaccumulates in wildlife and humans, leading to long-term exposure risks.

Effective January 1, 2026, the use of firefighting foams containing PFOS is prohibited onboard ships due to their toxic nature. The prohibition covers both fixed and portable systems and includes all existing media that contain PFOS that can be used in the fire extinguishing equipment.

This is applicable to SOLAS (regulation II-2/10.11) and 1994/2000 HSC Codes (regulation 7.9.4) vessels. (Reference MSC.532(107), MSC.536(107) and MSC.537(107)).

New ships with the keel laying dates after January 1, 2026, are to comply.

For existing ships, this is applicable at the first annual, periodical or renewal safety equipment surveys, whichever survey is due the earliest on/or after January 1, 2026, (MSC.1/Circ.1290).

IACS proposed the following for unified interpretation:

- The phrase "fire-extinguishing media" should include firefighting foams.
- The phrase "containing perfluorooctane sulfonic acid (PFOS)" should mean present in concentrations of PFOS above 10 mg/kg (0.001 percent by weight).

- Verification that "extinguishing media containing perfluorooctane sulfonic acid (PFOS)" are not used or stored on ships, should require the administration or its recognized organization to review the maker's declaration or laboratory test reports for the extinguishing media covered by the SOLAS Convention, which should be provided to the administration or to its recognized organization by shipyards, repair yards and equipment makers.
- The declaration issued by the foam maker should contain information about the foam such as, but not limited to, foam type, production period, batch no., reference. to type approval/MED (EU Marine Equipment Directive) Certificate for the foam.
- For extinguishing media installed before January 1, 2026, where the maker’s declaration or laboratory test reports are not available, sampling and testing of the extinguishing media on board should be required to be conducted in accordance with recognized standard.

It is to be noted that for existing ships, if at the time of the first safety equipment survey after January 1, 2026, testing results are not available, vessel’s flag Administration should be contacted for authorization to issue a short-term Safety Equipment Certificate, pending testing and/or replacement of "fire-extinguishing media."

Replacement of high expansion foam should be approved in accordance with the following:

- MSC/Circ.670 — Guidelines for the performance and testing criteria and surveys of high-expansion foam concentrations for fixed fire extinguishing systems.
- MSC.1/Circ.1312, revised guidelines for the performance and testing criteria, and surveys of foam concentrations for fixed fire-extinguishing systems.

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	www.medmou.org/home.aspx
Black Sea MoU	www.bsmou.org
Indian Ocean MoU	www.iomou.org
Caribbean MoU	caribbeanmou.org
Acuerdo de Viña del Mar	https://alvm.prefecturanaval.gob.ar
Abuja MoU	www.abujamou.org
Riyadh MoU	www.riyadhmou.org

7. Additional Resources

Additional Resources may be found on the ABS website at eagle.org.

- 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

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.

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