ABS PORT STATE CONTROL QUARTERLY REPORT

Q4 2025

ABS

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 fourth quarter of 2025. 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 Fourth Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

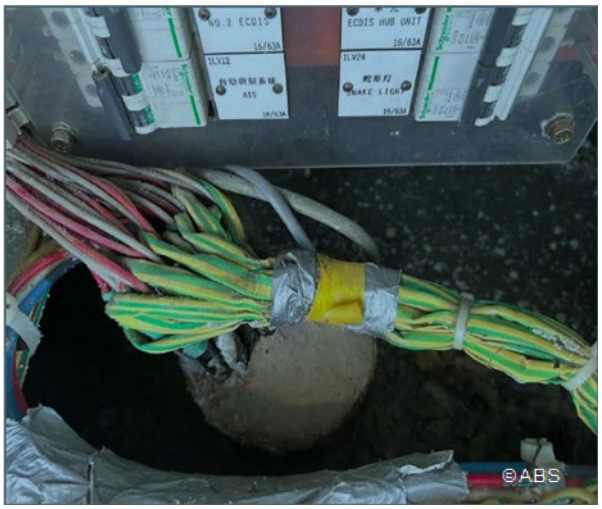
Between October 1 and December 31, 2025, the primary categories for Port State Control (PSC) detentions involving ABS vessels within the Paris Memorandum of Understanding (MoU), Tokyo MoU and United States Coast Guard (USCG) databases are outlined in the table below*.

Throughout the fourth quarter, a total of 465 vessel detentions were reported across the Paris MoU, Tokyo MoU and USCG regions. Notably, only 30 of these vessels (6.45 percent) were ABS vessels. Among the detained ABS vessels, 10 were in the Paris MoU, 20 in the Tokyo MoU, and no ABS vessels were detained by the USCG.

Detention Code	Detention Description
15150	ISM
03108	Ventilators, air pipes, casings
07109	Fixed fire extinguishing installation
11101	Lifeboats
04121	Crew familiarization with Emergency Systems
07115	Fire-dampers
14402	Sewage treatment plant
03105	Covers (hatchway-, portable-, tarpaulins, etc.)
04107	Emergency towing arrangements and procedures
07103	Division – decks, bulkheads and penetrations
07105	Fire doors/openings in fire-resisting divisions
07106	Fire detection and alarm system
07116	Ventilation
07125	Evaluation of crew performance (fire drills)
10116	Nautical publications
11113	Launching arrangements for rescue boats
14108	15 PPM Alarm arrangements

* 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



The wiring of the Electronic Chart Display and Information System (ECDIS) penetration from the bridge to accommodation spaces is not properly sealed with insulation materials.

Save all tray edges thinned with corrosion remain present.

Top cover of After Peak Tank air pipe head is broken.

The light arc of port (red) sidelight is not compliant with International Regulations for Preventing Collisions at SEA (COLREG). It should be visible from directly ahead to slightly behind the vessel's sides (22.5 degrees abaft the beam).

Pilot ladder embarkation light electrical cable is disconnected and extension cord is in use.

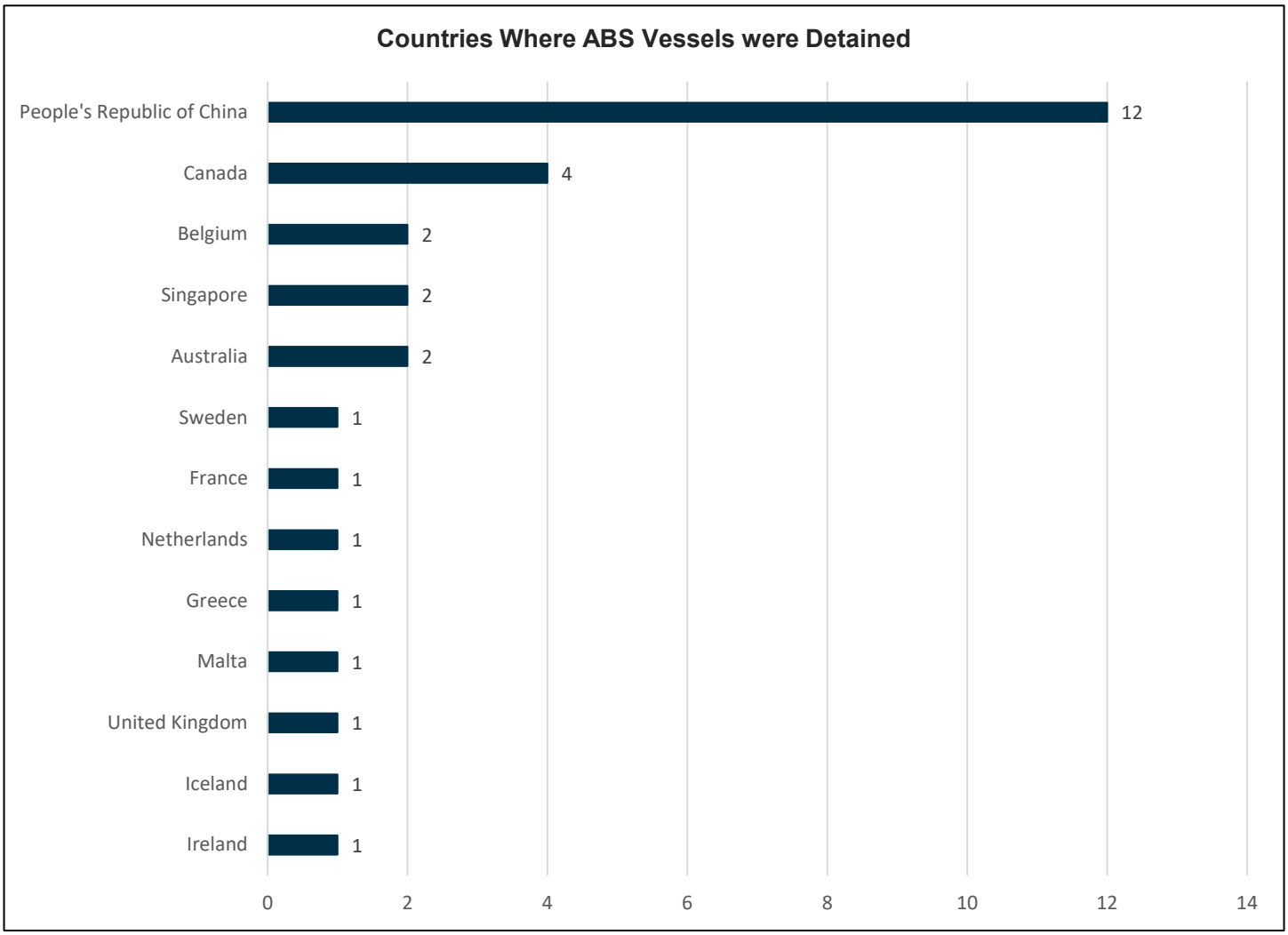
Crew mess room entrance door sill (Class–B fire door) and next bulkhead panel lower part is wasted. Fire boundary integrity is lost.

1.3 Top Countries Where ABS Vessels Were Detained

The table below provides a breakdown of the 30 ABS vessel detentions by country for the period October 1, 2025 to December 31, 2025.

In the People's Republic of China, detention ports included Tianjin, Ningbo, Putian, Shantou, Qinzhou, Zhoushan, Qingdao and Guangzhou. Tianjin had highest number of detentions, with four vessels detained. The detained vessels comprised of six bulk carriers, two container carriers, two oil carriers, one oil/chemical carrier and one tug/fire fighting vessel, with an average of 4.1 deficiencies per vessel and an average vessel age of 14.9 years (ranging from one to 27 years).

In Canada, the only detention port was Vancouver. The detained vessels consisted of three bulk carriers and one oil carrier, with an average of eight deficiencies per vessel and an average vessel age of 9.75 years (ranging from two to 15 years).



2. Fourth Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

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

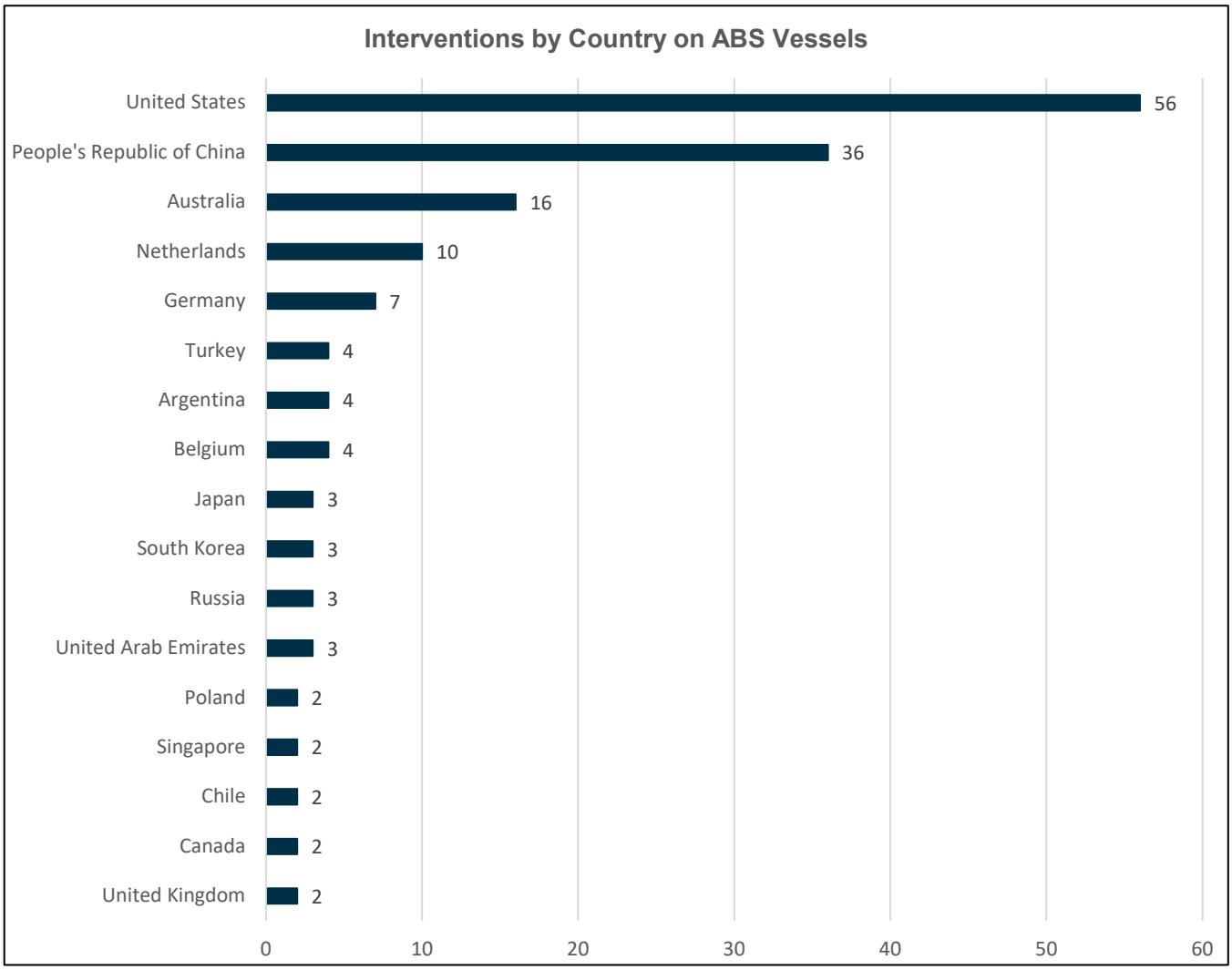
Deficiency Code	Deficiency Description
13101	Propulsion main engine
02108	Electric equipment in general
11101	Lifeboats
07109	Fixed fire extinguishing installation
07105	Fire doors/openings in fire-resisting divisions
15150	ISM
14811	Ballast Water Management System
07110	Fire fighting equipment and appliances
13102	Auxiliary engine
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
07199	Other (fire safety)
06199	Other (cargo)
07106	Fire detection
10109	Lights, shapes, sound signals
03105	Covers (hatchway-, portable-, tarpaulins, etc.)
07115	Fire-dampers
10127	Voyage or passage plan
13103	Gauges, thermometers, etc.
13199	Other (machinery)

* List contains deficiencies that were identified on at least 12 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 October 1, 2025 to December 31, 2025, the top countries with PSC interventions involving ABS vessels are highlighted below*. The leading intervention ports include New Orleans, New York City and Corpus Christi in the United States; Shanghai, Tianjin and Shenzhen in the People's Republic of China; and Melbourne in Australia.

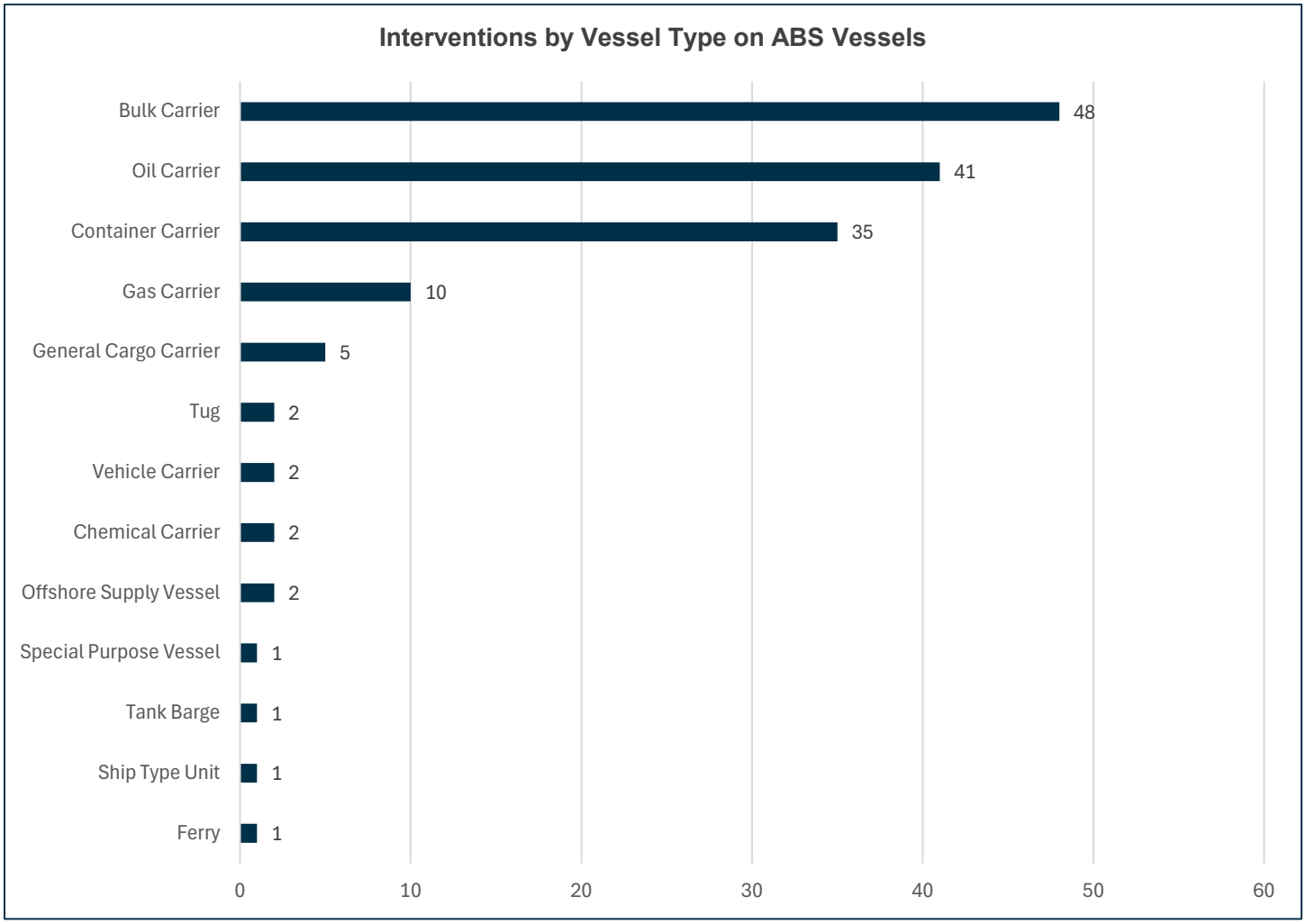
The majority of vessels intervened during this period (91 vessels) were between 11 to 20 years of age, followed by 45 vessels aged between zero to 10 years and 15 vessels aged more than 20 years.



* 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 October 1, 2025 to December 31, 2025, 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 (12.4 years), oil carriers (11.5 years), container carriers (14.8 years) and gas carriers (10.5 years).



3. PSC Activity

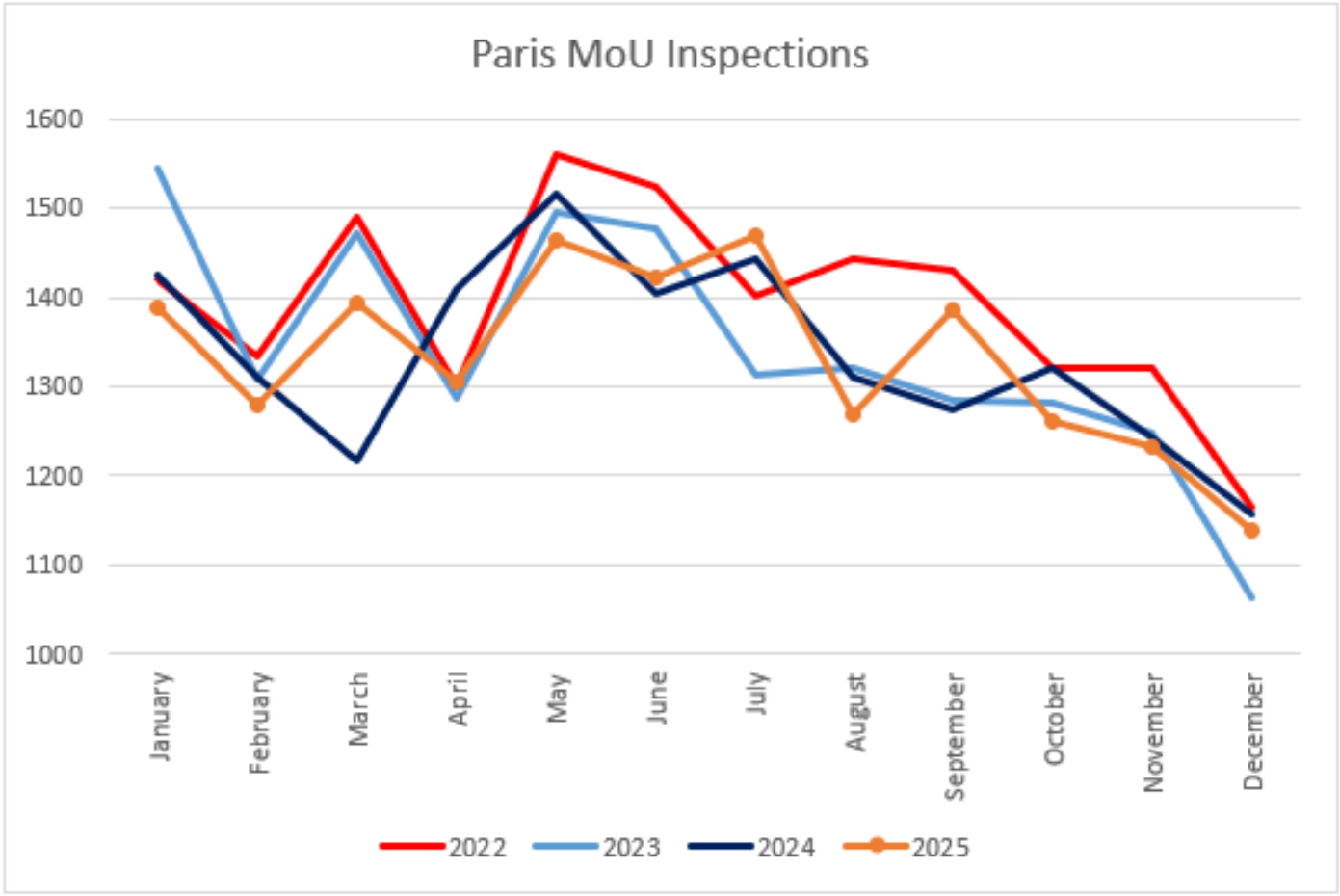
3.1 Paris MoU Inspections for Fourth Quarter 2025

The number of inspections conducted by the Paris MoU between October 1, 2025 and December 31, 2025 increased compared to the fourth quarter of 2023 but showed a decrease relative to the same period in 2024 and 2022.

During this time, the Paris MoU recorded 170 detentions, with only 10 involving ABS vessels. These ABS vessels had an age range of 12 to 28 years except one vessel which had an age of one year. The identified detention ports were Antwerp, Bordeaux, Yali Island, Talknafjordue, Foynes, Valletta, Rotterdam, Halmstad and Immingham.

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

Paris MoU



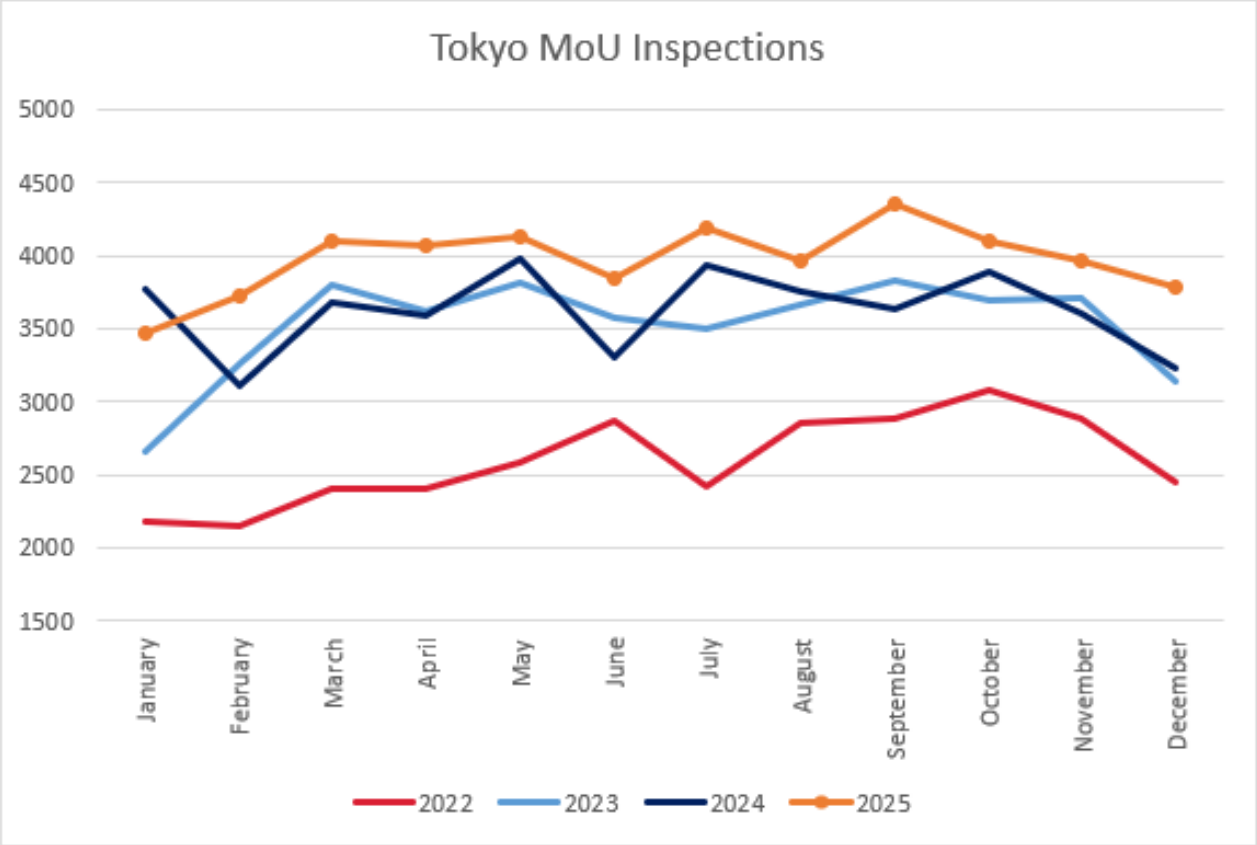
3.2 Tokyo MoU Inspections for Fourth Quarter 2025

The number of inspections conducted by the Tokyo MoU between October 1, 2025 and December 31, 2025 saw an increase compared to the fourth quarter of 2024, 2023 and 2022. During this period, the Tokyo MoU reported 280 detentions, with only 20 involving ABS vessels.

The age distribution of these 20 vessels is as follows: four vessels aged zero to 10 years, 15 vessels aged 11 to 20 years and one vessel aged 27 years old. The majority of ABS vessel detentions occurred in the People's Republic of China and Canada, as detailed in Section 1.3.

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

Tokyo MoU



3.3 Total Worldwide USCG Detentions for Fourth Quarter 2025

During the period of October 1, 2025 to December 31, 2025, the USCG recorded a total of 15 detentions, with no ABS vessels involved.

This information may be accessed by visiting the CVC-2 detentions page on the USCG website.

4. Immersion Suit Maintenance and Inspections

The USCG issued a safety alert on immersion suit maintenance and inspections. The recommendation is as follows:

- Inspect all immersion suits, focusing on zipper-to-body seams and seam-taped areas (e.g., boots, gloves and hoods). Check for signs of delamination, seam tape lifting, adhesive failure and zipper issues; verify zipper operation and lubricate only with manufacturer-approved products.
- Store suits with zippers fully open and use monthly inspections for crew donning practice.
- Perform air pressure leak testing at least every three years or at more frequent intervals (as designated in the vessel's Safety Management System) for suits over 10 years old.
- Address any identified defects immediately and ensure repairs are performed by an authorized repair station in accordance with manufacturer instructions and remove non-functional suits from service.
- Replace any suits that cannot be restored to a watertight condition to the satisfaction of the vessel's flag Administration.
- Update maintenance procedures to ensure manufacturer instructions are followed and only manufacturer-approved products are utilized to service and maintain equipment.
- Maintain records of inspections, tests, defects, repairs and replacements in detail form.

Safety Alert (03-26) can be accessed through the link provided: Safety Alerts

5. New Regulations

a. Unified Interpretation on the IGF Code Gas Vent

The International Association of Classification Societies Unified Interpretations for Gas-Fueled Vessels (IACS UI GF22) addresses paragraph 9.6.1 of the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code) regarding gas fuel vent pipes of single-walled construction in machinery spaces. Paragraph 9.6.1 of part A-1 of the IGF Code, as amended by resolution MSC.551(108), prescribes that fuel piping in gas-safe machinery spaces shall be enclosed within double piping or duct. However, given the widespread acceptance of single-walled venting piping by engine manufacturers, IACS adopted UI GF22 to establish minimum requirements ensuring the safe distribution of fuel to the consumers.

Accordingly, gas fuel vent pipes (i.e., pipes arranged for the purpose of purging, venting or bleeding fuel gas lines) may be single-walled within gas-safe machinery spaces, if they meet specified conditions. These include design pressure limits, fully welded construction (with any non-welded connections complying with IGF Code provisions), open-ended arrangement, use solely for purging/venting/bleeding and installation in permanently ventilated machinery spaces. For internal combustion engines, vent piping shall be of double-walled construction unless justified otherwise in the engine safety concept.

This UI will be uniformly implemented by IACS Societies for ships contracted for construction on or after July 1, 2026 and will be applied subject to the flag state's own requirements.

b. Unified Interpretation on CO_2 Fire Protection for Methyl/Ethyl Fuels

IACS UI GF21 addresses paragraph 11.7.1 of the Interim Guidelines for the safety of ships using methyl/ethyl alcohol as fuel (MSC.1/Circ.1621), concerning the fixed fire-extinguishing system required in machinery spaces and fuel preparation spaces where methyl/ethyl alcohol-fueled engines or fuel pumps are installed. The guidelines require that the extinguishing medium be suitable for methyl/ethyl alcohol fires, without specifying a particular medium.

The IACS concluded that CO_2 may be considered suitable for extinguishing methyl/ethyl alcohol fires, taking into account several scientific sources. IACS adopted UI GF21 defining the minimum quantity of CO_2 to be carried to sufficiently supply equal to 50 percent of the gross volume of the largest space protected, including the machinery space casing.

This UI is to be uniformly implemented by societies within the IACS on ships contracted for construction on or after January 1, 2026, to which the Administration has requested the application of MSC.1/Circ.1621.

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.

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

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