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 Second quarter of 2023. 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 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 Second Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For period April 1, 2023, to June 30, 2023, 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 499 total detained vessels in second quarter per Paris MoU, Tokyo MoU and United States Coast Guard (USCG). Of those detained, only 30 vessels were ABS classed vessels.

<table>
<thead>
<tr>
<th>Detention Code</th>
<th>Detention Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>15150</td>
<td>ISM</td>
</tr>
<tr>
<td>07115</td>
<td>Fire-dampers</td>
</tr>
<tr>
<td>15109</td>
<td>Maintenance of the ship and equipment</td>
</tr>
<tr>
<td>07109</td>
<td>Fixed fire extinguishing installation</td>
</tr>
<tr>
<td>11101</td>
<td>Lifeboats</td>
</tr>
<tr>
<td>07105</td>
<td>Fire doors/openings in fire-resisting divisions</td>
</tr>
<tr>
<td>07113</td>
<td>Fire pumps and its pipes</td>
</tr>
<tr>
<td>07114</td>
<td>Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces</td>
</tr>
<tr>
<td>10109</td>
<td>Lights, shapes, sound-signals</td>
</tr>
<tr>
<td>11124</td>
<td>Embarkation arrangement survival craft</td>
</tr>
<tr>
<td>02105</td>
<td>Steering gear</td>
</tr>
<tr>
<td>03105</td>
<td>Covers (hatchway-, portable-, tarpaulins, etc.)</td>
</tr>
<tr>
<td>04102</td>
<td>Emergency fire pump and its pipes</td>
</tr>
<tr>
<td>04114</td>
<td>Emergency source of power - Emergency generator</td>
</tr>
<tr>
<td>07106</td>
<td>Fire detection and alarm system</td>
</tr>
<tr>
<td>07125</td>
<td>Evaluation of crew performance (fire drills)</td>
</tr>
<tr>
<td>11104</td>
<td>Rescue boats</td>
</tr>
<tr>
<td>18201</td>
<td>Fitness for duty - work and rest hours</td>
</tr>
</tbody>
</table>

* This list contains deficiencies that were identified on at least two (2) or more vessels. Detentions listed in order of highest to lowest number of instances per detention code.
1.2 Isolated Deficiencies Photographs. Photographs show isolated cases of deficiencies found.

- Lifeboat hydrostatic release not engaged and reset
- Non-compliant pilot ladder i.e., no rubber steps, loose chocks and retrieving lines not secured as required
- Rescue boat winch speed engaging lever inoperable
- Improper stowage of embarkation ladder
- Fire detector not secured in the base
- Bridge Wing Compass Pedestal wasted
Ballast pipe repaired with patch

Main Engine Fuel Pump Leaking

Purifier room fuel oil piping insulation missing

Steam pipe leaking

Water leaking through the Multi Cable Transit (MCT) in lobby

Sewage System Flexible pipe leaking
Standing platform excessively wasted

Accommodation window shattered with hole

Numerous Indication lights on emergency generator panel out of order
1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the breakdown of the countries where the 30 ABS vessels were detained. ABS assisted each owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.

![Bar chart showing the top countries where ABS vessels were detained]

- People's Republic of China: 9
- Australia: 6
- Singapore: 4
- Italy: 2
- United Kingdom: 1
- Sweden: 1
- United States: 1
- Japan: 1
- Russia Federation: 1
- Greece: 1
- Belgium: 1
- Netherlands: 1
- Norway: 1
2. Second Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

For the period April 1, 2023, to June 30, 2023, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below. *

<table>
<thead>
<tr>
<th>Deficiency Code</th>
<th>Deficiency Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>13101</td>
<td>Propulsion main engine</td>
</tr>
<tr>
<td>07105</td>
<td>Fire doors/openings in fire-resisting divisions</td>
</tr>
<tr>
<td>13199</td>
<td>Other (machinery)</td>
</tr>
<tr>
<td>07199</td>
<td>Other (fire safety)</td>
</tr>
<tr>
<td>15150</td>
<td>ISM</td>
</tr>
<tr>
<td>02108</td>
<td>Electric equipment in general</td>
</tr>
<tr>
<td>04114</td>
<td>Emergency source of power - Emergency generator</td>
</tr>
<tr>
<td>07114</td>
<td>Means of control (openings, pumps) Machinery spaces</td>
</tr>
<tr>
<td>11101</td>
<td>Lifeboats</td>
</tr>
<tr>
<td>11117</td>
<td>Lifebuoys including provision and disposition</td>
</tr>
<tr>
<td>14104</td>
<td>Oil filtering equipment</td>
</tr>
<tr>
<td>07115</td>
<td>Fire-dampers</td>
</tr>
<tr>
<td>09209</td>
<td>Electrical</td>
</tr>
<tr>
<td>10109</td>
<td>Lights, shapes, sound signals</td>
</tr>
<tr>
<td>01199</td>
<td>Other (certificates)</td>
</tr>
<tr>
<td>07109</td>
<td>Fixed fire extinguishing installation</td>
</tr>
<tr>
<td>13102</td>
<td>Auxiliary engine</td>
</tr>
</tbody>
</table>

* List contains deficiencies that were identified on at least ten (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 April 1, 2023, to June 30, 2023, the top countries where ABS had PSC interventions identified are highlighted in the bar chart below.
3. PSC Activity

3.1 Paris MoU Inspections for Second Quarter 2023

The number of inspections in the Paris MoU during the period of April 1, 2023 to June 30, 2023, remains almost same compared to the same quarter in 2022, however, the number of inspections has increased compared to 2021, and 2020 for the same period.

The Paris MoU had 135 detentions for this period. Only 8 of those detentions were on ABS classed vessels.

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

3.2 Tokyo MoU Inspections for Second Quarter 2023

The Tokyo MoU inspections during the period April 1, 2023, to June 30, 2023, overall has increased compared to Second quarter of 2022, 2021 and 2020.

The Tokyo MoU had 345 detentions for this period. Only 21 of those detentions were on ABS classed vessels.

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

3.3 Total Worldwide USCG Detentions for Second Quarter 2023

The USCG had 19 detentions for the period April 1, 2023 to June 30, 2023. There was one (1) detention on an ABS classed vessel during this period.

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

<table>
<thead>
<tr>
<th>Deficiency Code</th>
<th>Deficiency Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>15109</td>
<td>Maintenance of the ship and equipment</td>
</tr>
<tr>
<td>07106</td>
<td>Fire detection and alarm system</td>
</tr>
<tr>
<td>07126</td>
<td>Oil accumulation in engine room</td>
</tr>
<tr>
<td>01315</td>
<td>Oil record book</td>
</tr>
<tr>
<td>02199</td>
<td>Other (Structural condition)</td>
</tr>
<tr>
<td>04114</td>
<td>Emergency source of power - Emergency generator</td>
</tr>
<tr>
<td>15102</td>
<td>Company responsibility and authority</td>
</tr>
<tr>
<td>15106</td>
<td>Shipboard operations</td>
</tr>
<tr>
<td>09201</td>
<td>Ventilation (Working spaces)</td>
</tr>
<tr>
<td>13199</td>
<td>Other (machinery)</td>
</tr>
<tr>
<td>15105</td>
<td>Resources and personnel</td>
</tr>
</tbody>
</table>

* This list contains deficiencies that were identified on at least two (2) or more vessels. Detentions listed in order of highest to lowest number of instances per detention code.
4. Paris and Tokyo MoU Concentrated Inspection Campaign (CIC)

Tokyo and Paris Memorandum of Understanding (MoU) on Port State Control (PSC) provided a joint press release on 01 August 2023 on the Concentrated Inspection Campaign (CIC) on “Fire Safety” commencing from 01 September and ending on 30 November 2023.

Press Release | Publications | Memorandum of Understanding on Port State Control in the Asia-Pacific (tokyo-mou.org)

Objective of this campaign is:

- to create awareness among the ship’s crew and owner about the importance of the fire safety measures
- to verify that the ship complies with the fire safety of SOLAS requirement.

The PSC Inspector will use the CIC Questionnaire and Guidelines for Port State Control Officers to evaluate the ship’s condition.

5. AMSA’s National Compliance Plan: 2023-24

The Australian Maritime Safety Authority (AMSA) has published National Compliance Plan for 2023-24. Under the National Compliance Plan, AMSA has identified four (4) focus areas. Each focus area below is developed based on the risk-based approach. AMSA has stated that they will also participate in the Tokyo MoU joint CIC on fire safety from 1 September to 30 November 2023.

a) Focus area 1: Port and flag State control
b) Focus area 2: Maritime Labour Convention
c) Focus area 3: Domestic Commercial Vessels
d) Focus area 4: Environmental

Details of each focus area can be accessed through the link provided below.

National Compliance Plan: 2023-24 (amsa.gov.au)
6. New Regulations

a. In-Water Performance of SOLAS Lifejackets

IMO has approved amendments to Chapter II of the LSA Code, as well as consequential amendments to the Revised Recommendation on Testing of Life-Saving Appliances (Resolution MSC.81(70)) regarding the performance of life jackets in the water. These amendments covered the following life jacket performance aspects:

- Amendments to the LSA Code Chapter II on the Personal Life-Saving Appliances
  - Life jackets to maintain a minimum buoyancy of 150 Newtons for the duration of the buoyancy test.
  - Life jacket to turn the body of an unconscious person to a face-up position where the nose and mouth are both clear of the water.
  - Life jackets shall be provided with a retention device to minimize their displacement from the original fitted position on the wearer when subject to dynamic forces such as waves.

- Amendments to the Revised Recommendation on the testing of life-saving appliances MSC.81(70) which includes changes to the buoyancy test, shoulder lift test and the righting test.

- Consequential amendments to the evaluation and test report forms emanating from amendments to resolution MSC.81(70) on thermal manikin tests, for dissemination as MSC.1/Circ.1628/Rev.1. Regarding the low-temperature tolerance time threshold of immersion suits, it was agreed that the amendments to paragraph 3.2.3 of MSC.81(70) on thermal protective tests to include a 15-minute time frame for the thermal manikin tests. This means that a test would be stopped if the core temperature falls more than 1.5 degrees C per hour after the first half-hour, if the skin temperature of the hand, foot, or lumbar region drops below 10 degrees C for more than 15 minutes.

The amendments are expected to be adopted at next MSC 108 (Spring 2024).

b. Revision of the MODU Code,

Revision of the 1979, 1989 and 2009 MODU Codes to Prohibit Use of Materials Containing Asbestos

IMO has adopted Resolutions MSC.543(107), MSC.544(107) & MSC.545(107) that provide amendments to the 1979, 1989 and 2009 MODU Codes establishing a prohibition on new installation of asbestos-containing materials (ACM) onboard offshore units. The amendments will enter into force on January 1, 2024, and apply to all MODUs, new and existing, from that date.
Any repairs, replacements, maintenance, or additions to working parts of a MODU should be documented with a declaration of asbestos-free materials. Existing materials on board before January 1, 2024, can be retained, but they should not be installed unless they are documented as asbestos-free. Asbestos-free declarations for newly installed materials will be conducted during MODU surveys.

In conjunction with the above, MSC.1/Circ.1671 was agreed on the IMO Unified Interpretation on implementation of regulation 2.10.3 of the 2009 MODU Code, regulation 2.8.2 of the 1989 MODU Code and regulation 2.7.2 of the 1979 MODU Code, serving to clarify:

1) “New installation” of ACM means any new physical installation onboard (i.e., repaired, replaced, maintained or added);
2) Documentation practices associated with confirming the absence of asbestos in newly installed materials are subject to audit as per the Safety Management System of the unit; and
3) During surveys required by the MODU Codes, Administrations or recognized organizations acting on their behalf should verify that ACMs are not installed on MODUs by reviewing asbestos-free declarations and supporting documentation for the structure, machinery, electrical installations and equipment covered by the corresponding MODU Codes.

The Committee also approved the Guidelines for Maintenance and Monitoring of Materials Containing Asbestos on Board MODUs (MSC.1/Circ.1672), to support implementation of the prohibition on ACM on MODUs. The purpose of these Guidelines is to aid in establishing a maintenance and monitoring program for minimizing exposure of anyone on board to asbestos while the MODU is in service or in a shipyard.

c. Revision of Lowering Speed of Survival Craft and Rescue Boats

IMO has approved the amendments to paragraphs 6.1.2.8 and 6.1.2.10 of Chapter VI of the LSA Code which address the issue of lowering speed for fully loaded survival craft and rescue boats. The LSA Code states that the minimum lowering speed is calculated using the formula $S = 0.4 + 0.02H$, where $S$ represents the lowering speed in meters per second and $H$ represents the height in meters from the davit head to the waterline when the ship is at its lightest sea-going condition. However, due to the construction of larger cargo ships with higher launching heights, it has become challenging to maintain the required minimum lowering speed. To address this, a maximum lowering speed of 1.3 m/s is added and recognized the need to include a minimum lowering speed of 1.0 m/s. The amendments are expected to be adopted at next MSC 108 (Spring 2024) and will apply to both cargo and passenger ships.
## 7. Industry Links for Port State Control

<table>
<thead>
<tr>
<th>MoU</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paris MoU</td>
<td><a href="http://www.parismou.org">www.parismou.org</a></td>
</tr>
<tr>
<td>Tokyo MoU</td>
<td><a href="http://www.tokyo-mou.org">www.tokyo-mou.org</a></td>
</tr>
<tr>
<td>United States Coast Guard</td>
<td><a href="http://www.dco.uscg.mil">hwww.dco.uscg.mil</a></td>
</tr>
<tr>
<td>Mediterranean MoU</td>
<td><a href="http://www.medmou.org/home.aspx">www.medmou.org/home.aspx</a></td>
</tr>
<tr>
<td>Black Sea MoU</td>
<td><a href="http://www.bsmou.org">www.bsmou.org</a></td>
</tr>
<tr>
<td>Indian Ocean MoU</td>
<td><a href="http://www.iomou.org">www.iomou.org</a></td>
</tr>
<tr>
<td>Caribbean MoU</td>
<td><a href="http://caribbeanmou.org">caribbeanmou.org</a></td>
</tr>
<tr>
<td>Acuerdo de Viña del Mar</td>
<td><a href="https://alvm.prefecturanaval.gob.ar">https://alvm.prefecturanaval.gob.ar</a></td>
</tr>
<tr>
<td>Abuja MoU</td>
<td><a href="http://www.abujamou.org">www.abujamou.org</a></td>
</tr>
<tr>
<td>Riyadh MoU</td>
<td><a href="http://www.riyadhmoou.org">www.riyadhmoou.org</a></td>
</tr>
</tbody>
</table>
8. Additional Resources

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

a. Guidance for Reducing Port State Detention

![Guidance for Reducing Port State Detention](image1)

b. Pre-port Arrival Quick Reference and Downloadable Check List

![Pre-port Arrival Quick Reference and Downloadable Check List](image2)
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](http://www.eagle.org/absapp) or you can download the app from the [Google Play store](https://play.google.com/store) or [Apple App Store](https://itunes.apple.com).
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
9. 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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Local Port Office Contact
Contact Us (eagle.org)