



ABS PORT STATE CONTROL QUARTERLY REPORT

Q4 2024



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 fourth quarter of 2024. 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 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.

Table of Contents

ABS Commitment	2
Our Mission	2
Health, Safety, Quality and Environmental Policy	2
Foreword	3
1. ABS Fleet Fourth Quarter Detention Facts	5
1.1 Top Categories for Grounds for Detention	5
1.2 Isolated Deficiencies Photographs	6
1.3 Top Countries Where ABS Vessels Were Detained	8
2. Fourth Quarter Top Deficiencies for Interventions on ABS Vessels	9
2.1 Top Categories for Deficiencies for Interventions	9
2.2 Top Countries for Interventions on ABS Vessels	10
3. PSC Activity	11
3.1 Paris MoU Inspections for Fourth Quarter 2024	11
3.2 Tokyo MoU Inspections for Fourth Quarter 2024	12
3.3 Total Worldwide USCG Detentions for Fourth Quarter 2024	13
4. Concentrated Inspection Campaign by China MSA on Confined Space Entry	14
5. New Regulations	14
6. Industry Links for Port State Control	16
7. Additional Resources	16
8. ABS Contact Information — If Your Ship is Detained	17

1. ABS Fleet Fourth Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For period October 1, 2024 to December 31, 2024, 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 465 total detained vessels in the fourth quarter per Paris MoU, Tokyo MoU and USCG. Of those detained, only 22 vessels were ABS classed vessels.

Detention Code	Detention Description
15150	ISM
07103	Division - decks, bulkheads and penetrations
15109	Maintenance of the ship and equipment
14104	Oil filtering equipment
07105	Fire doors/openings in fire-resisting divisions
07106	Fire detection and alarm system
07109	Fixed fire extinguishing installation
13199	Other (machinery)
04107	Emergency towing arrangements and procedures
04121	Crew familiarization with Emergency Systems
07108	Ready availability of fire fighting equipment
07115	Fire-dampers
07125	Evaluation of crew performance (fire drills)
13101	Propulsion main engine
13103	Gauges, thermometers, etc.

* 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 Isolated Deficiencies Photographs



Anchor chain swivel worn out- port side



Stern tube tank gauge glass unable to read



Sign of oil sheen in auxiliary engine fresh water expansion tank



Safe operating marking missing for slings



Frayed mooring lines



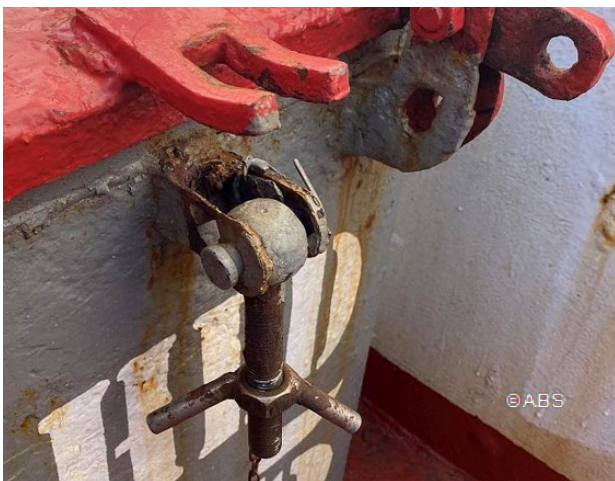
Hydraulic actuating mechanism for bunker line valve wheel wasted and broke while operating



Electrical fixtures are not secured properly



Air conditioning and heating system enclosure wasted



Hatch cover securing hinge support wasted



Sign of exhaust gas leak at main engine exhaust gas trunk



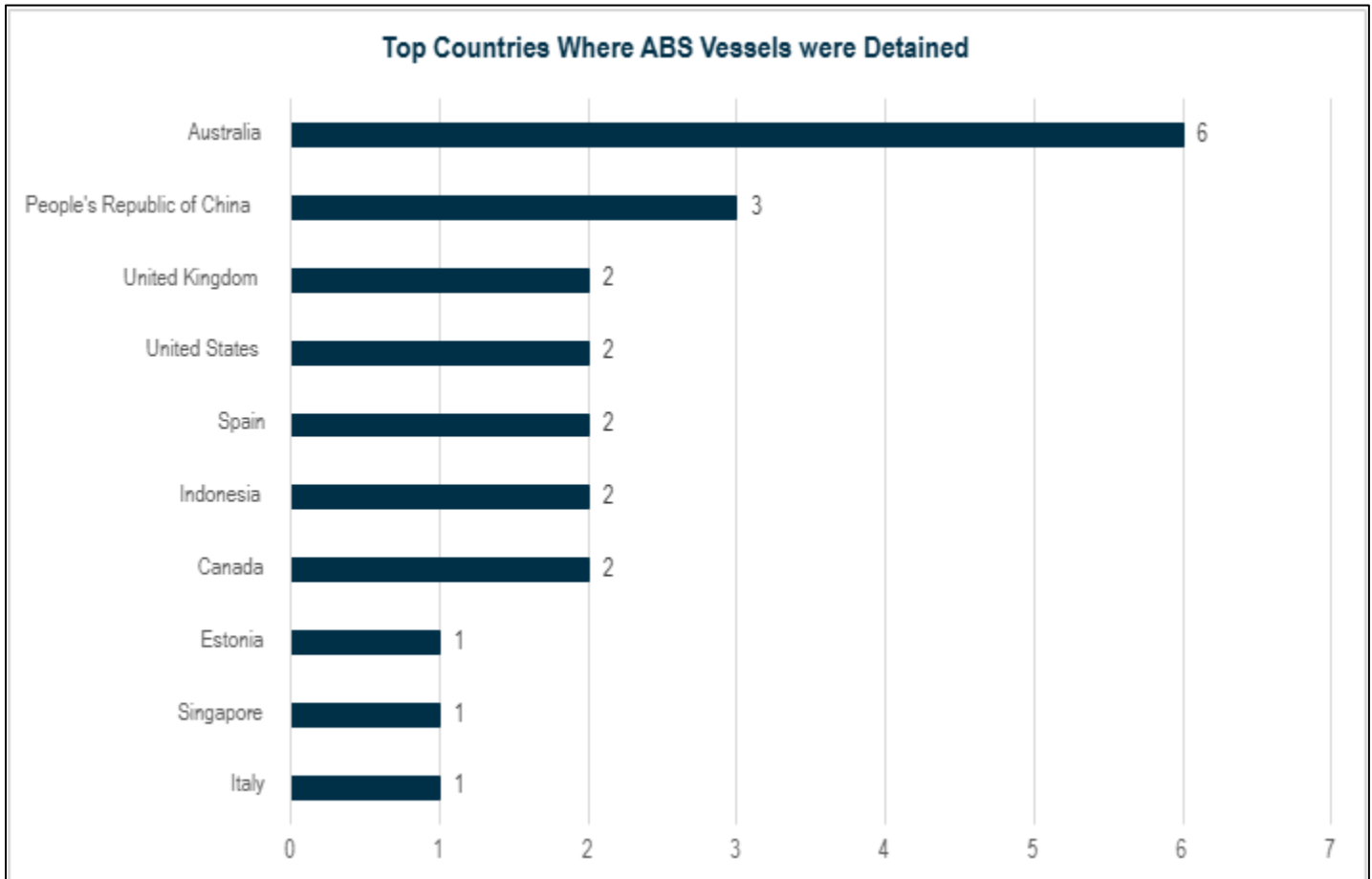
Bunker procedure not legible



Sign of fuel oil leakage over main engine crankcase door

1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the detention breakdown for the period October 1, 2024, to December 31, 2024, of the 22 ABS vessels by country. ABS assisted each owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.



2. Fourth Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

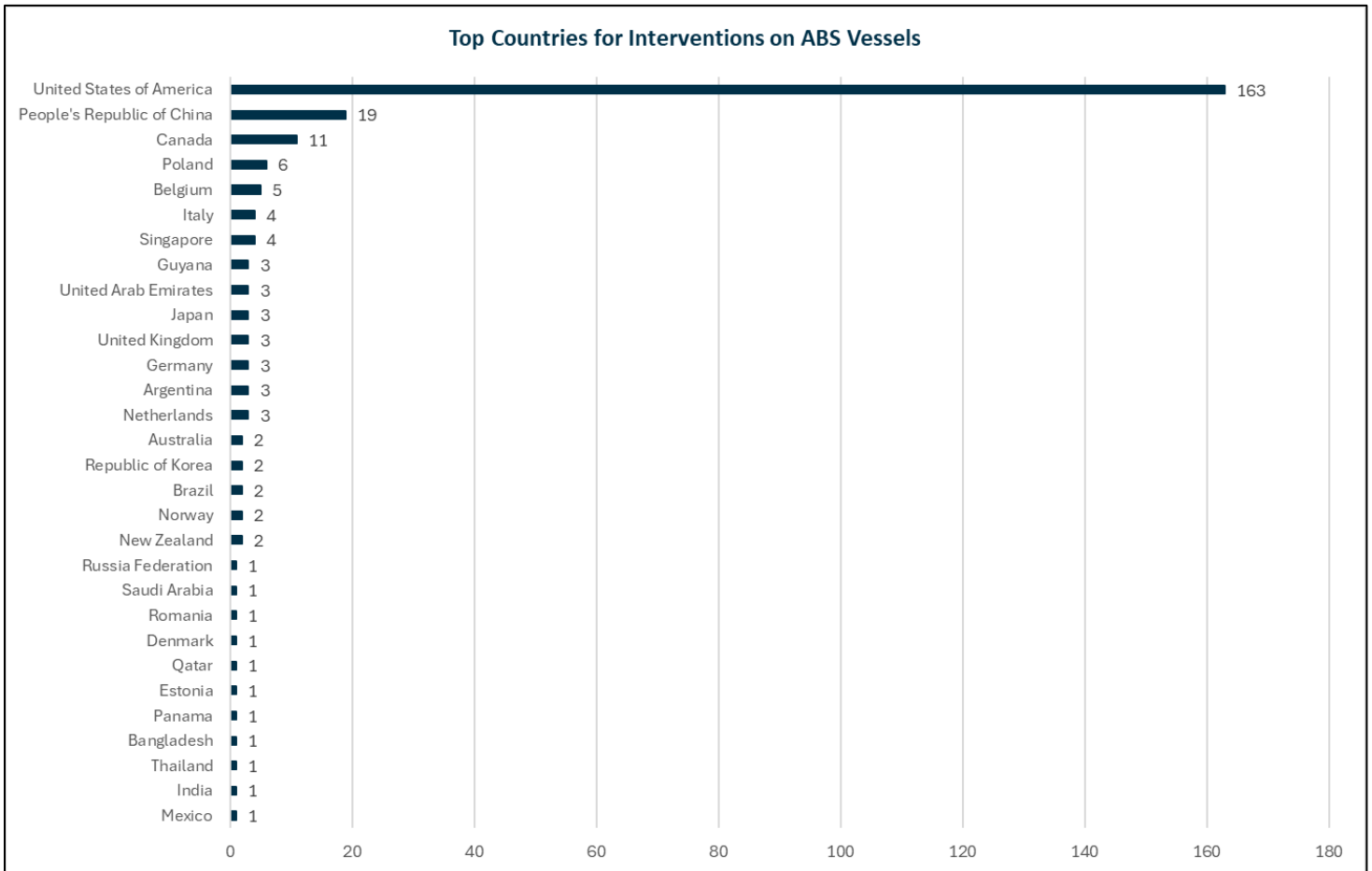
For the period October 1, 2024 to December 31, 2024, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below*:

Deficiency Code	Deficiency Description
13101	Propulsion main engine
13199	Other (machinery)
13102	Auxiliary engine
07105	Fire doors/openings in fire-resisting divisions
15150	ISM
09209	Electrical
02106	Hull damage impairing seaworthiness
11101	Lifeboats
13108	Operation of machinery
07114	Means of control (openings, pumps) Machinery spaces
07199	Other (fire safety)
03108	Ventilators, air pipes, casings
07109	Fixed fire extinguishing installation
11104	Rescue boats
02105	Steering gear
02108	Electric equipment in general
07106	Fire detection
07110	Fire-fighting equipment and appliances

* List contains deficiencies that were identified on at least eight 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 October 1, 2024 to December 31, 2024, the top countries where ABS Classed vessels had PSC interventions identified are highlighted below:



3. PSC Activity

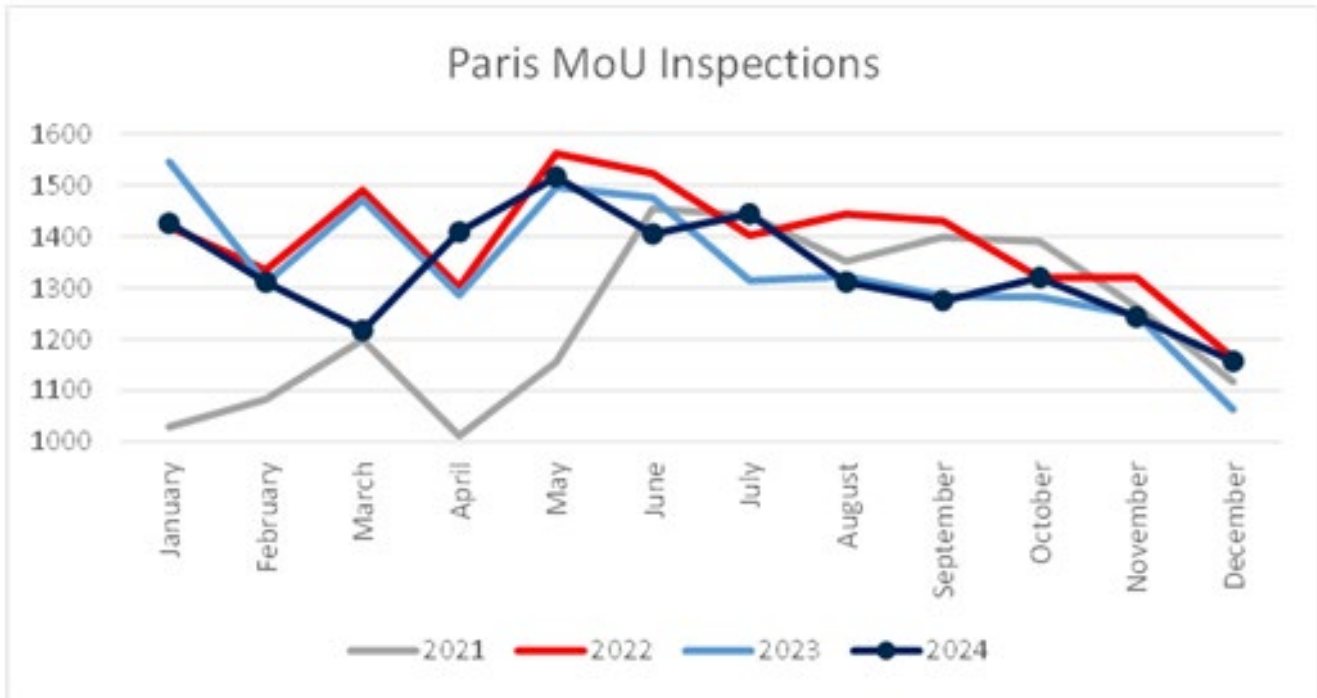
3.1 Paris MoU Inspections for Fourth Quarter 2024

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

The Paris MoU had 172 detentions for this period. Only six of those detentions were on ABS classed vessels.

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

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



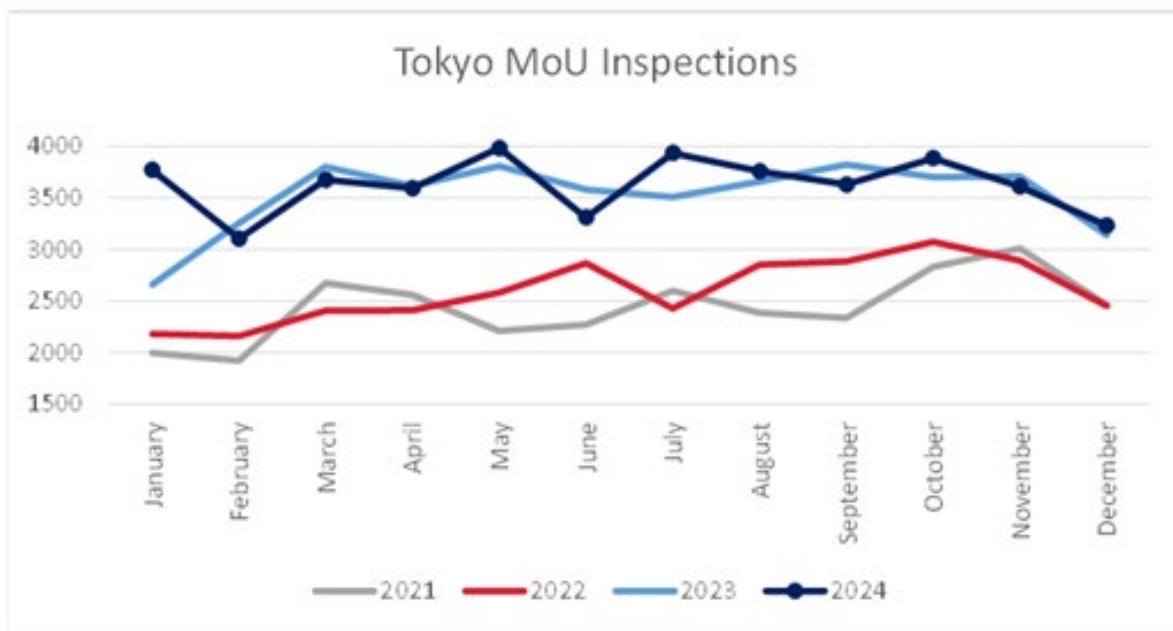
3.2 Tokyo MoU Inspections for Fourth Quarter 2024

The Tokyo MoU inspections during the period October 1, 2024, to December 31, 2024, have remained the same compared to fourth quarter 2023. The number of inspections has increased compared to 2022 and 2021 for the same period.

The Tokyo MoU had 281 detentions for this period. Only 14 of those detentions were on ABS classed vessels.

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

<http://www.tokyo-mou.org/publications/Guidelines&procedures.php>



3.3 Total Worldwide USCG Detentions for Fourth Quarter 2024

The USCG had 12 detentions for the period October 1, 2024 to December 31, 2024. Only two detentions were on an ABS classed vessel during this period.

This information may be accessed by visiting [CVC-2 Detentions \(uscg.mil\)](https://www.uscg.mil/CVC-2-Detentions).

Top Deficiency Categories for Grounds for USCG Detentions Worldwide Vessel Fleet Fourth Quarter 2024*

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
07105	Fire doors/openings in fire-resisting divisions
07123	Operation of Fire protection systems
07126	Oil accumulation in engine room
09209	Electrical
07106	Fire detection and alarm system
07109	Fixed fire extinguishing installation
07113	Fire pumps and its pipes
07199	Other (fire safety)

* 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. Concentrated Inspection Campaign by China MSA on Confined Space Entry

China Maritime Safety Administration (MSA) has advised that they will conduct a Concentrated Inspection Campaign (CIC) on confined space entry between January 15, 2025 and October 14, 2025.

China MSA will use the [check list for Enclosed Space Entry](#) to conduct the inspection.

The information for “Confined Space Entry” is in Chinese and English and provided in the [China MSA](#) and [Shanghai MSA](#) websites. Ensure your browser is updated to access translations.

Additional requirements for confined space entry can be reviewed in the following documents:

- [IACS PR37, Procedural Requirement for Confined Space Safe Entry \(31-42\)](#)
- [IACS Rec72, Confined Space Safe Practice \(61-80\)](#)

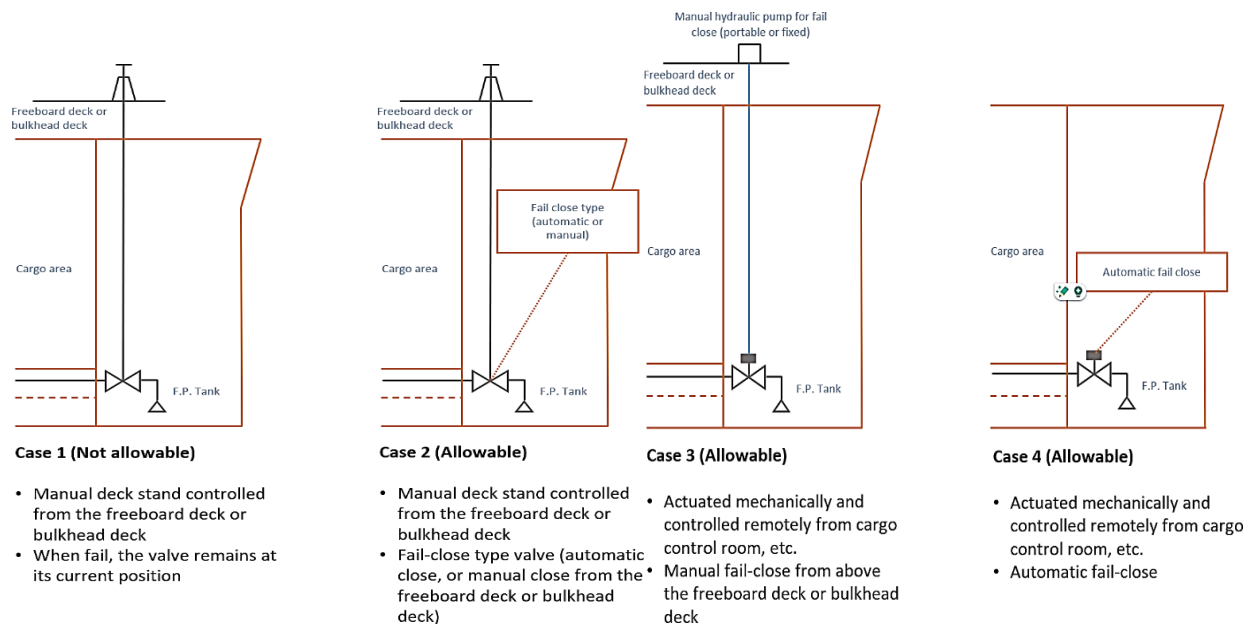
5. New Regulations

a. Unified Interpretation of SOLAS Regulation II-1/12.6.2- “Remotely Operated Valve”

SOLAS regulation II-1/12.6.2 clarified the term “remotely Operated Valve” which was adopted by resolution MSC. 474(102) to align with probabilistic damage stability concept and to eliminate ambiguities. Applicable to new ships on or after January 01, 2024, SOLAS regulation II-1/12.6.2 relating to piping piercing a ship's collision bulkhead was introduced, along with the requirement for a remotely operated valve by not more than one pipe, for dealing with fluid in the fore peak tank.

- The ambiguities in the regulation were particularly noted concerning the interpretation of the term “remotely controlled” and the functionality of such valves. The valve shall be located at the collision bulkhead on either the forward or aft side, provided the space on the aft side is not a cargo space. The valve shall be of steel, bronze, or other ductile material. Valves of ordinary cast iron or similar material are not accepted. For compliance with SOLAS regulation II-1/12.6.2, as amended, the valve fitted on the pipe piercing a ship's collision bulkhead below the bulkhead deck of passenger ships and the freeboard deck of cargo ships may be either a deck standing manual type or a mechanically powered type with a fail-close arrangement; and
- For the purpose of the fail-close arrangement, the valve should be of an automatic fail-close type or should have an additional manual-closing function activated from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships.

Examples of the valve arrangements are shown in the diagrams below.



b. Interim Guidelines for the Safe Use of Ammonia as Fuel

The IMO Sub-Committee on Carriage of Cargoes and Containers (CCC 10) has approved Interim Guidelines for the Safety of ships using ammonia as fuel.

The draft interim guidance on ammonia is the latest guidance on low and near zero fuels to be developed by the sub-committee, following other guidance already approved by the Maritime Safety Committee (MSC), including:

- Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel (MSC.1/Circ.1621);
- Interim guidelines for ships using fuel cells (MSC.1/Circ.1647); and
- Interim guidelines for the safety of ships using LPG fuels (MSC.1/ Circ.1666).

Due to the toxicity of ammonia, the guidelines present several key concepts as follows:

- Toxic area and space classification**
There is a clear distinction between “toxic areas” and “toxic spaces”. With “toxic areas” located on open decks and “toxic spaces” located within ship’s structural boundaries, and these boundaries are set based on prescriptive distances in parallel with gas dispersion analysis to demonstrate the ammonia concentrations.
- Safe Haven**
The guidelines introduce the requirement for safe haven as a space designed for the purpose of minimizing the risk of exposure to ammonia during the release of ammonia, with a cumulative total capacity to accommodate all persons on board.
- Ammonia Release Mitigation System (ARMS)**
In normal operation, there should not be any direct release of ammonia. However, in situations where the release of ammonia is foreseeable and controllable, but necessary, there should be provisions for ammonia treatment system to minimize the amount of released ammonia. The discharge criteria for the ammonia release mitigation system should be below 110 ppm.

Meeting Summaries can be accessed through the following link: [Sub-Committee on Carriage of Cargoes and Containers \(CCC\)](#)

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.prefectura naval.gob.ar
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.

- 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.

Europe
Piraeus, Greece
Tel: +30 210-9441-000 or
Tel: +30 210-9441-220
Email: EuropeSurvey@eagle.org

Greater China Region
Shanghai, China
Tel: 86-21-2327-0888
Email: GCSurvey@eagle.onmicrosoft.com

PACMEA Operations
Singapore
Tel: +65 6276 8700
Marine Email: PACMEA-SurveyMarine@eagle.org
Offshore Email: PACMEA-SurveyOffshore@eagle.org

Western Operations
Houston, TX USA
Tel: +1 (281) 877-6000
Marine & Offshore Email: AmericasSurvey@eagle.org

Local Port Office Contact
[Contact Us \(eagle.org\)](http://eagle.org)