ABS PORT STATE CONTROL QUARTERLY REPORT

Q2 2025

ABS Commitment

The American Bureau of Shipping (hereinafter “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 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

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 second 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.

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1. ABS Fleet Second Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

Between April 1, 2025, and June 30, 2025, the primary categories for Port State Control (PSC) detentions involving ABS vessels within the Paris memorandum of understanding (MoU), Tokyo MoU and the United States Coast Guard (USCG) databases are outlined in the table below*.

During the second quarter, a total of 492 vessels were detained across the Paris MoU, Tokyo MoU and the USCG. Of these, only 25 vessels, representing 5.08%, were ABS vessels.

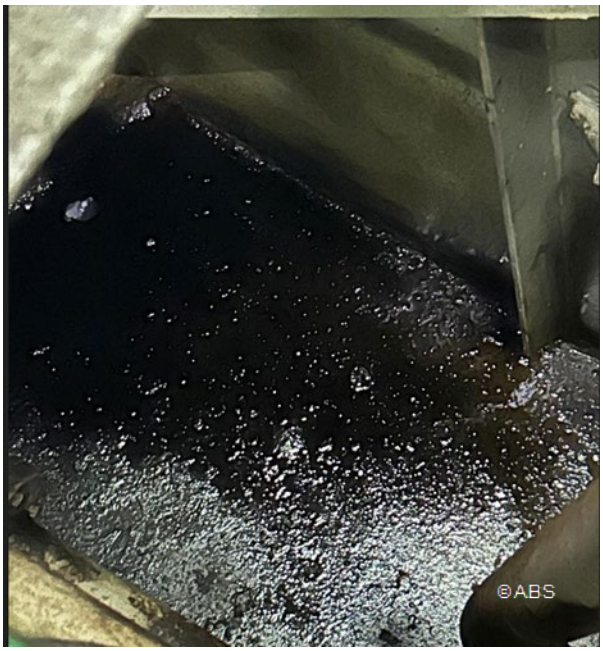
Detention Code	Detention Description
15150	ISM
07109	Fixed fire extinguishing installation
04102	Emergency fire pump and its pipes
11101	Lifeboats
14104	Oil filtering equipment
14402	Sewage treatment plant
01220	Seafarers' employment agreement (SEA)
03112	Scuppers, inlets and discharges
05113	SART/AIS-SART
07116	Ventilation
10109	Lights, shapes, sound-signals
10113	Automatic Identification System (AIS)
10133	Bridge operation
11112	Launching arrangements for survival craft
15109	Maintenance of the ship and equipment

* 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

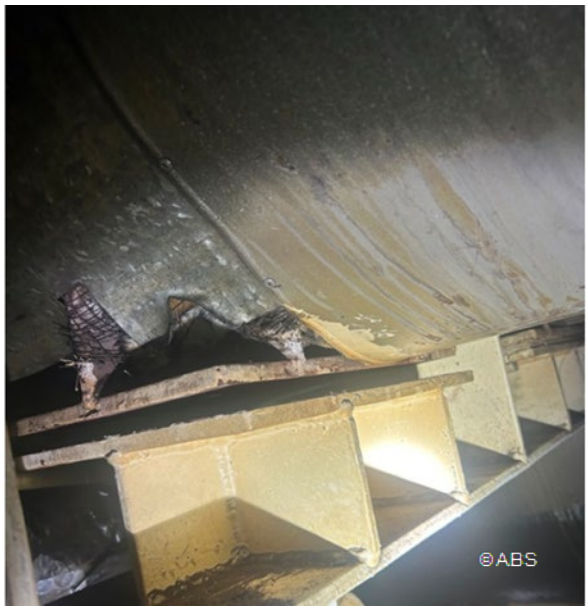
STUDS AND NUTS ARE MISSING FROM THE MANHOLE COVER

DECK CONDUIT PIPE WASTED



OILY ENGINE ROOM (ER) BILGES

DAMAGED FOAM FIRE EXTINGUISHER APPLICATOR HOSE



EXHAUST GAS PIPE NOT SUPPORTED BY ITS FOUNDATION

VENTILATION DUCT IN ER HOLED AND COVERED WITH TAPE

INCINERATOR DOOR REFRACTORY MATERIAL DISINTEGRATED DUE TO AGE AND HEAT

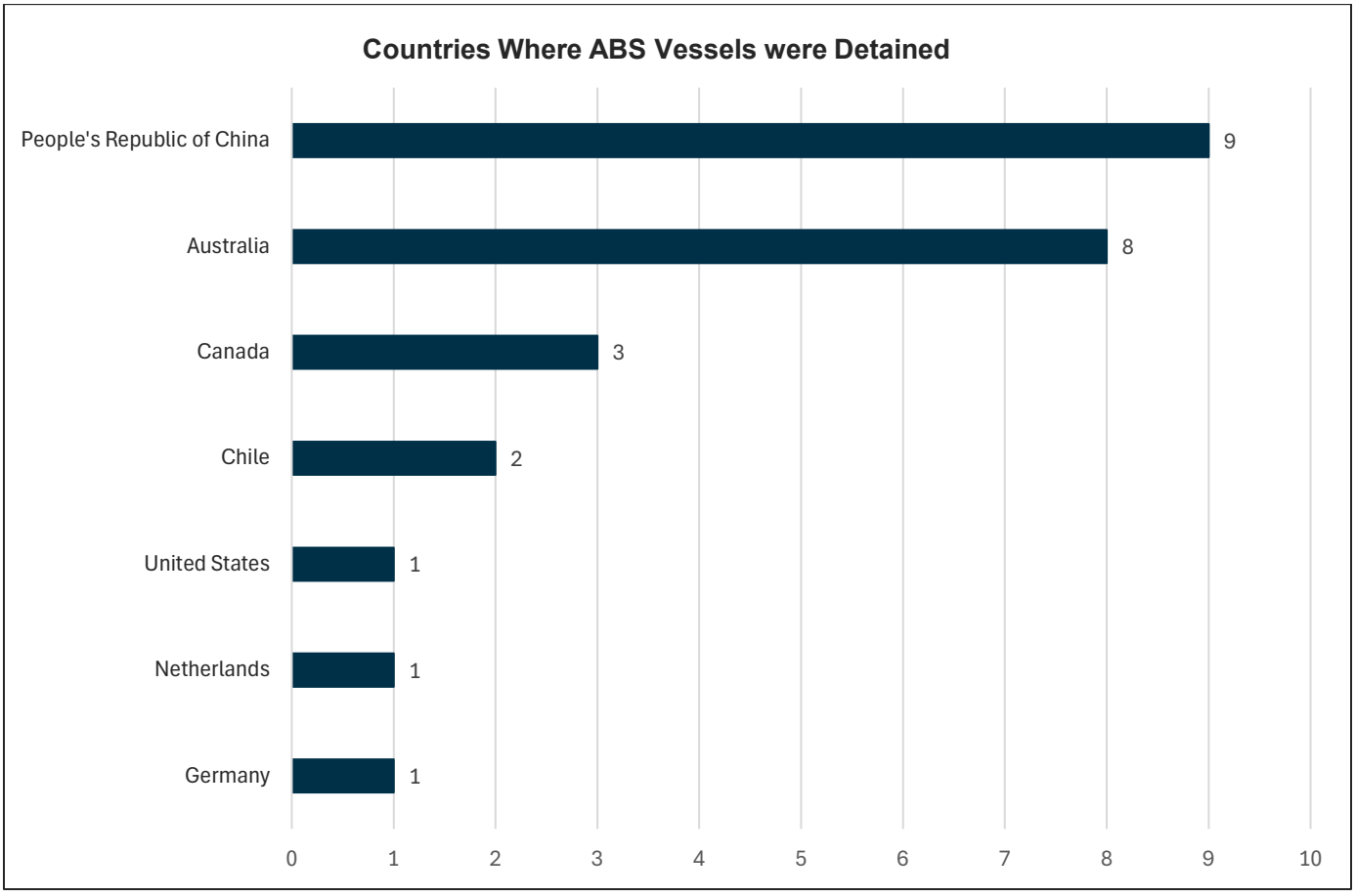
INCINERATOR FUEL OIL PIPE WITH MISSING INSULATION AND LEAKING FUEL PUMP

STEERING GEAR ROOM WITH MISSING HANDRAILS, GRATINGS OR OTHER NON-SLIP SURFACE TREATMENT AS REQUIRED BY SOLAS REGULATION II-1/29.13 AND CLASS RULES MVR 4-3-4/1.7

1.3 Top Countries Where ABS Vessels Were Detained

The table below provides a breakdown of the 25 ABS vessel detentions by country for the period April 1, 2025, to June 30, 2025. ABS collaborated closely with each owner/operator to help them address the deficiencies identified by the PSC, leveraging its technical expertise and global network to facilitate the resolution of detentions and to help ensure the vessels could resume operations promptly.

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.



2. Second Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

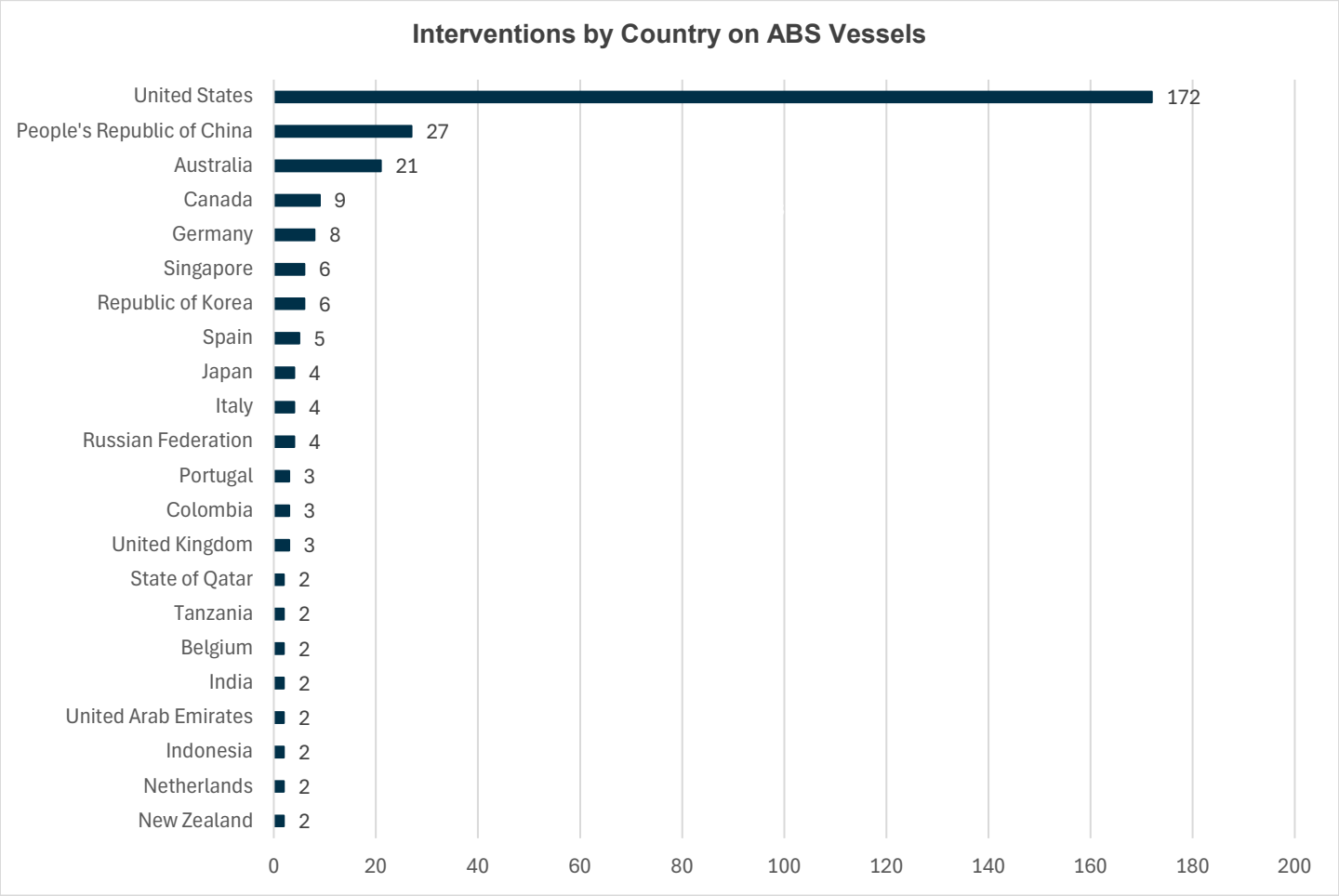
For the period April 1, 2025, to June 30, 2025, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below*:

Deficiency Code	Deficiency Description
13101	Propulsion main engine
13108	Operation of machinery
07105	Fire doors/openings in fire-resisting divisions
13199	Other (machinery)
13102	Auxiliary engine
07199	Other (fire safety)
04103	Emergency lighting, batteries and switches
07110	Fire fighting equipment and appliances
09209	Electrical
11101	Lifeboats
07106	Fire detection
07115	Fire-dampers
13103	Gauges, thermometers, etc.
15150	ISM
02105	Steering gear
02108	Electric equipment in general
07109	Fixed fire extinguishing installation
02106	Hull damage impairing seaworthiness
10109	Lights, shapes, sound signals

* 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

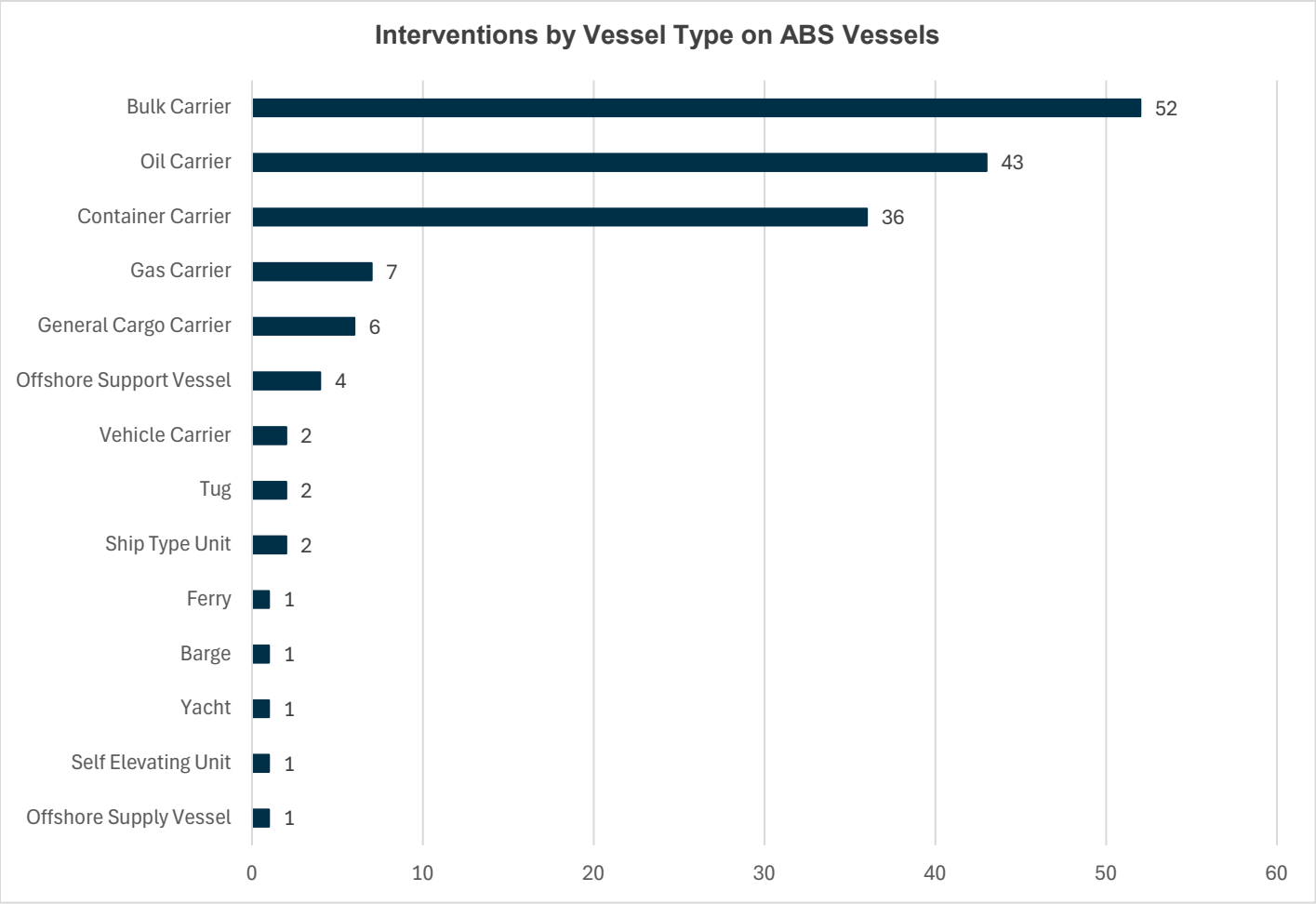
For the period April 1, 2025, to June 30, 2025, the top countries where ABS vessels had PSC interventions identified are highlighted below*:



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

2.3 Interventions by Vessel Type on ABS Vessels

Between April 1, 2025, and June 30, 2025, the table below highlights the vessel types with the highest number of PSC interventions involving ABS vessels.



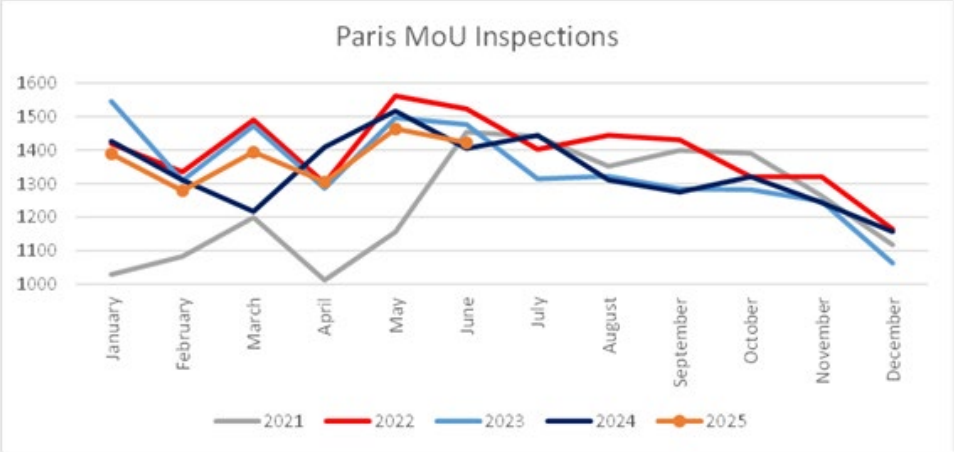
3. PSC Activity

3.1 Paris MoU Inspections for Second Quarter 2025

Paris MoU inspections conducted between April 1, 2025, and June 30, 2025, decreased compared to the second quarter of 2024, 2023 and 2022, but increased relative to the same period in 2021.

During this period, the Paris MoU recorded 159 detentions, of which only five involved ABS vessels. Additional information on the Paris MoU can be accessed via the link below.

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

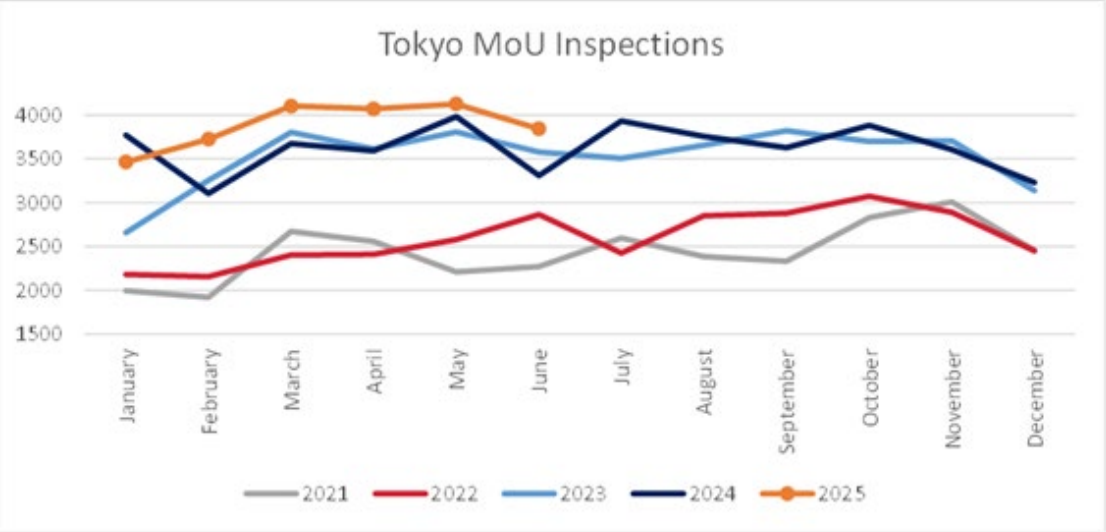


3.2 Tokyo MoU Inspections for Second Quarter 2025

Tokyo MoU inspections conducted between April 1, 2025, and June 30, 2025, increased compared to the second quarter of 2024, 2023, 2022 and 2021. During this period, the Tokyo MoU reported 319 detentions, with only 19 involving ABS vessels.

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

Tokyo MOU



3.3 Total Worldwide USCG Detentions for Second Quarter 2025

The USCG had 14 detentions for the period April 1, 2025, to June 30, 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
Second Quarter 2025*

Deficiency Code	Deficiency Description
15106	Shipboard operations
15109	Maintenance of the ship and equipment
15102	Company responsibility and authority
01102	Cargo Ship Safety Construction (including exempt.)
07109	Fixed fire extinguishing installation
11104	Rescue boats

* 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. Lithium-Ion Battery System Fire

The United States Coast Guard (USCG) issued a safety alert regarding an incident involving an integrated lithium-ion (li-ion) battery bank that caught fire on board an inspected passenger vessel due to overheated connections caused by loosely crimped lugs. While the incident resulted in no injuries and minimal damage to the vessel, it underscores the unique safety risks associated with li-ion battery systems.

The USCG emphasized that all integrated li-ion battery systems used for propulsion and electrical power on inspected vessels must undergo a thorough engineering plan review on installations used for propulsion and electrical power. These systems must be equipped with appropriate safety mechanisms, tested and inspected during installation and subjected to periodic inspections thereafter. Furthermore, the USCG highlighted the importance of proper maintenance by qualified mariners, irrespective of the battery bank's size or its intended application.

The USCG provided “unique safety considerations” and “guidance” to owners and operators:

Unique Safety Considerations

- Energy Density
- Thermal Runaway
- Fire Suppression Resistance
- Toxic Off-Gases
- Battery Management

Owner and Operator Guidance

- Identification of li-ion batteries
- Plan review and establish proper design testing procedure
- Assess material condition
- Establish operational and maintenance procedure

Safety Alert (14-25) can be accessed through the link provided: Safety Alerts

5. New Regulations

a. Lifting Appliances

Amendments to SOLAS Regulation II-1/3-13 require onboard lifting appliances to be certified on or after January 1, 2026. Lifting appliances shall be:

- Designed, constructed and installed (**) in accordance with the requirements of a classification society which is recognized by the Administration.
- Load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations of a major character.
- Permanently marked and provided with documentary evidence for the Safe Working Load (SWL).

For lifting appliances installed before January 1, 2026, they shall be tested and thoroughly examined no later than the first renewal safety construction survey on or after January 1, 2026.

(**) The expression “installed” on or after January 1, 2026, means for:

- The ships the keel of which laid, or which is at similar stage of construction on or after January 1, 2026, any installation date on the ship; or
- The ships other than those specified above, including those constructed before January 1, 2009, a contractual delivery date for lifting appliances, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliances to the ship on or after January 1, 2026.

The flag Administration determines to what extent the requirements for certification do not apply to equipment with a SWL below 1,000 kilograms (kg) (one ton).

Lifting appliances that are designed, built, installed and tested as per the *ABS Guide for Certification of Lifting Appliances* should be considered compliant with the new regulation.

Lifting appliances are guided by the following IMO Resolutions:

- MSC.532(107), 2023 Amendments to the International Convention for the SOLAS
- MSC.1/Circ.1663, Guidelines for Lifting Appliances
- Unified Interpretations of SOLAS Regulation II-1/3-13.2.4 with respect to a factual statement for test and through examination of non-certified lifting appliances

Lifting appliance means any load-handling ship's equipment which are identified below.

1) Used for cargo loading, transfer or discharge
2) Used for raising and lowering hold hatch covers or movable bulkheads
3) Used as engine-room cranes
4) Used as stores cranes
5) Used as hose-handling cranes
6) Used for launch and recovery of tender boats and similar applications
7) Used as personnel handling cranes

Loose gear is equipment by means of which a load can be attached to a lifting appliance but which does not form an integral part of the appliance or load. All loose gear in use with lifting appliances should have documentary evidence of a proof test and be retested after repairs, modifications or alterations of a major character.

The regulation does not apply to:

1) Lifting appliances on ships certified as Mobile Offshore Drilling Units (MODUs).
2) Lifting appliances used on offshore construction ships, such as pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work, which comply with standards acceptable to the Administration.
3) Integrated mechanical equipment for opening and closing hold hatch covers.
4) Life-saving launching appliances complying with the International Life-Saving Appliances (LSA) Code.

Requirements for lifting appliances can be accessed through the following ABS link:
SOLAS Requirements on Board Ships

b. Unified Interpretation on Spacing of Combined Smoke and Heat Detectors

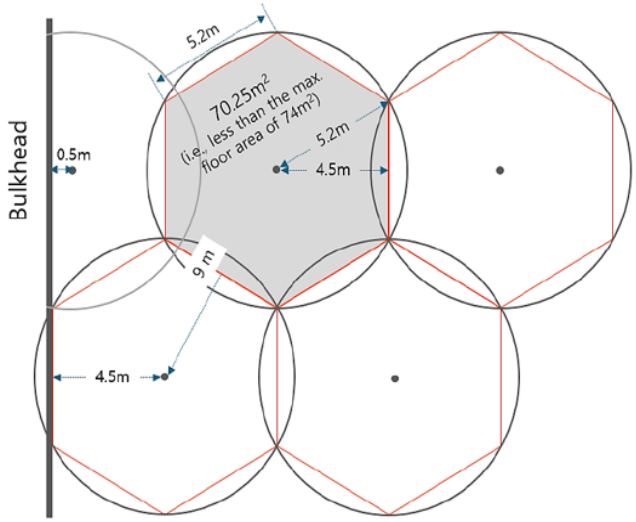
The IMO Sub-Committee on Ship Systems and Equipment (SSE) has proposed a draft unified interpretation (UI) for paragraph 2.4.2.2 of Chapter 9 of the International Code for Fire Safety Systems (FSS), as amended by resolution MSC.555(108). This draft UI aims to clarify the acceptable spacing requirements for combined smoke and heat detectors installed in vehicle, special category, and roll-on/roll-off (ro/ro) spaces of passenger ships constructed on or after January 1, 2026, which is currently left to the discretion of the Administration.

Paragraph 2.4.2.2 of Chapter 9 of the FSS Code, specifically Table 9.1 – Spacing of Detectors, provides two distinct criteria: the maximum floor area per detector and the maximum distance between detector centers. These criteria, applicable to heat detectors and smoke detectors respectively, have raised questions regarding how the spacing of combined smoke and heat detectors should be calculated and applied.

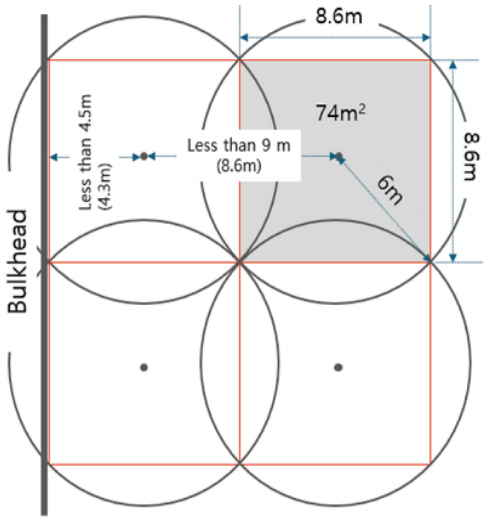
The draft UI proposes two acceptable methods for determining the spacing of combined detectors:

1. **Based on Maximum Distance Between Detector Centers**: Spacing is determined using a maximum distance of nine meters between detector centers, corresponding to a hexagonal layout with a side length of 5.2 meters.

2. **Based on Maximum Floor Area**: Spacing is determined using a maximum floor area of 74 square meters, corresponding to a square layout.



Solution 1



Solution 2

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

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