



ANNUAL REPORT

Port State Control

2024



CONTENTS

- ABS Commitment 3
- Our Mission 3
- Health, Safety, Quality and Environmental (HSQE) Policy 3
- Foreword 4
- ABS Fleet 2024 Detention Facts 5
 - 1.1 Top Categories for Grounds for Detention 5
 - 1.2 Photographs 6
 - 1.3 Top Countries Where ABS Vessels Were Detained 8
- ABS Fleet 2024 Deficiencies Facts 10
 - 2.1 Top Categories for Deficiencies on ABS Vessels 10
 - 2.2 Top Countries for Interventions on ABS Vessels 12
- Annual Reports 202414
 - 3.1 Paris MoU Inspections 14
 - 3.2 Tokyo MoU Inspections 18
 - 3.3 USCG Inspections 22
- Result of Concentrated Inspection Campaign by Tokyo MoU 26
- Industry Links for Port State Control 26
- Additional Resources 27
- ABS Contact Information: If Your Ship is Detained 27



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 judgement 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 (HSQE) 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 ABS and our HSQE aspects, objectives and targets.

FOREWORD

This ABS Annual Report on Port State Control (PSC) provides vessel owners with insights into deficiencies identified on ABS vessels during inspections conducted by various PSC regimes worldwide during the 2024 calendar year. 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 the 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 a more detailed inspection.



1 ABS FLEET 2024 DETENTION FACTS

1.1 Top Categories for Grounds for Detention

Between the period of January 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.

For the Paris MoU, Tokyo MoU and USCG, there were total of 1,936 vessels detained. Of those detained vessels, 151 vessels were classed by ABS or ABS was the Recognized Organization (RO) (collectively “ABS vessels”) and issued statutory certification.

The ABS issued statutory certification(s) implicated in the detentions includes: International Safety Management

certification for companies’ Document of Compliance (DOC – ISM) and vessels’ Safety Management Certificate (ISM – SMC); International Ship and Port Facility Security certification for vessels’ International Ship Security Certificate; and Maritime Labour Convention certification for vessels’ Maritime Labour Certificate (MLC). It is important to note that ABS assisted the owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.

The table below lists the top categories for detentions on ABS vessels. The higher number of detentions related to ISM may be attributed to Safety Management Systems (SMS) not being effectively implemented on board vessels.

Detention Code	Top Categories for Detention
15150	ISM
15109	Maintenance of the ship and equipment
07109	Fixed fire extinguishing installation
07105	Fire doors/openings in fire-resisting divisions
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
07125	Evaluation of crew performance (fire drills)
04114	Emergency source of power – Emergency generator
14104	Oil filtering equipment
11101	Lifeboats
13101	Propulsion main engine
04102	Emergency fire pump and its pipes
07115	Fire-dampers
07101	Fire prevention structural integrity
07113	Fire pumps and its pipes
13102	Auxiliary engine
13104	Bilge pumping arrangements

Note: List contains detentions that were identified on six vessels or more. Detentions listed in order of highest to lowest number of instances per detention code.

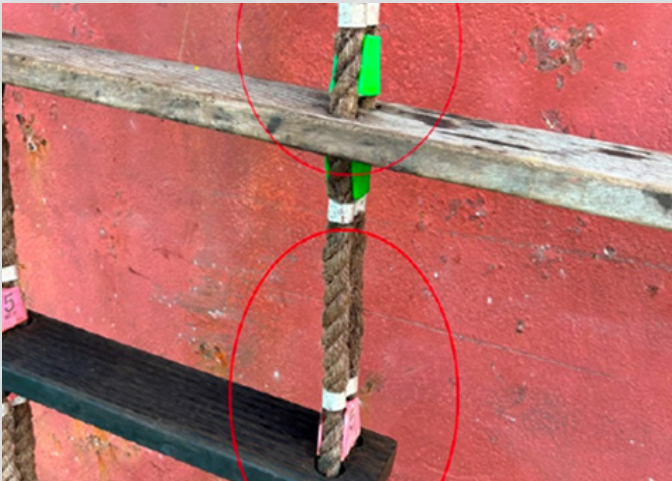
1.2 Photographs



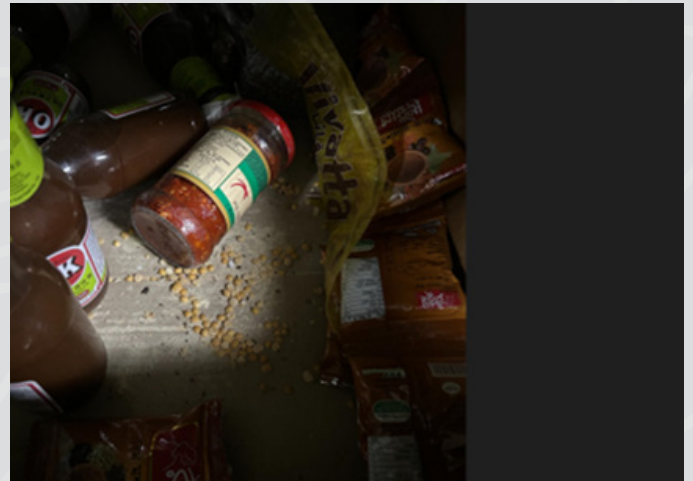
Air conditioning and heating system enclosure wasted



Bunker procedure not legible



Dislodged chocks for pilot ladder treads



Unsanitary dry food storage with expired food



Insect infestation in galley store



Sounding pipe closing cap thread damaged



Water mist flexi fog system nozzle clogged



Hatch cover support pads with excessive wear, over compressed weathertight gasket and panels resting on coaming



Quick closing valves for lubricating oil system and marine gas oil system blocked permanently in open position. Steam line insulation is not maintained.



Lifeboat drain valve unable to close automatically due to stuck float ball clogged with garbage/deteriorated

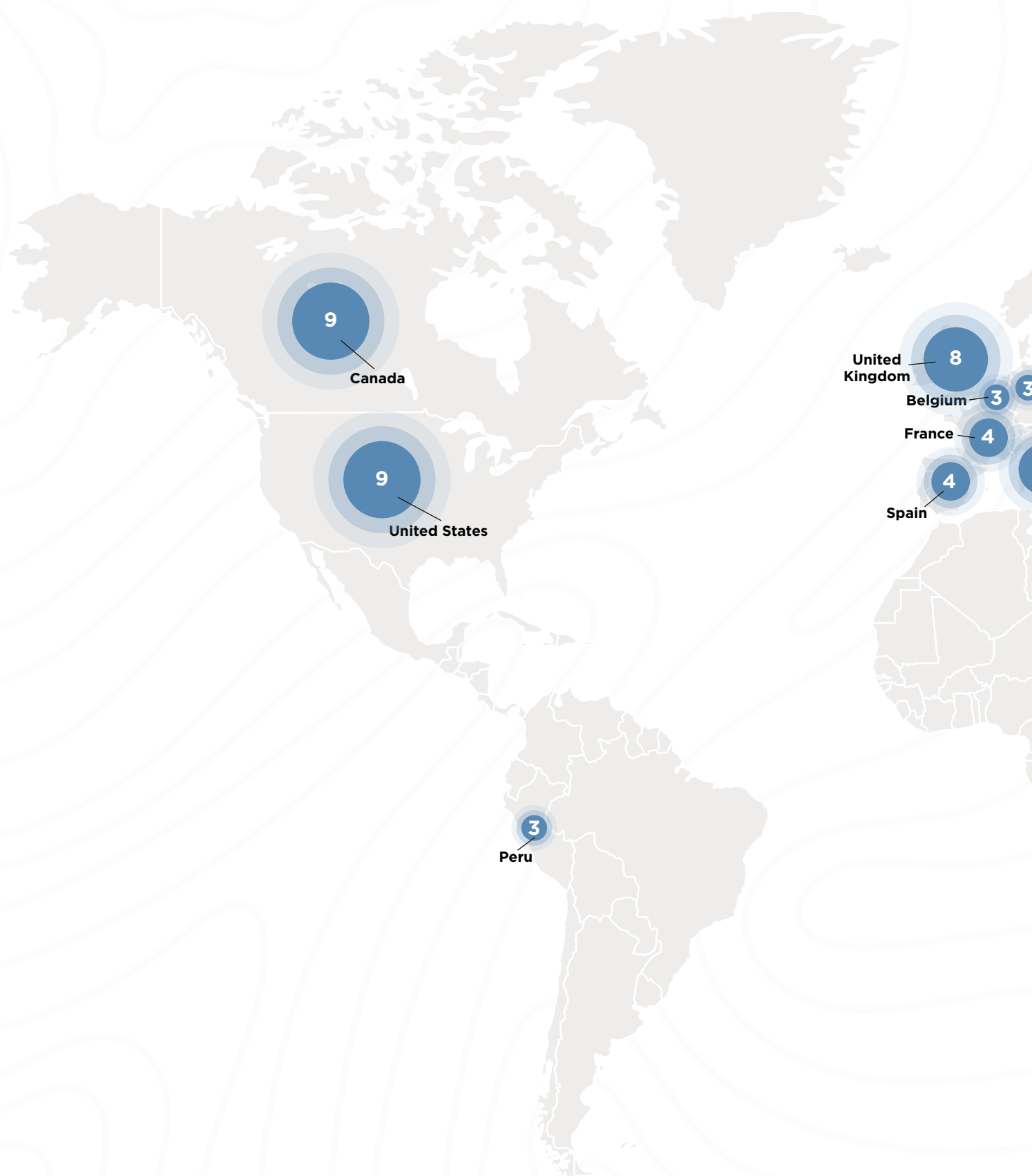


Twist lock foundation at container housing cracked

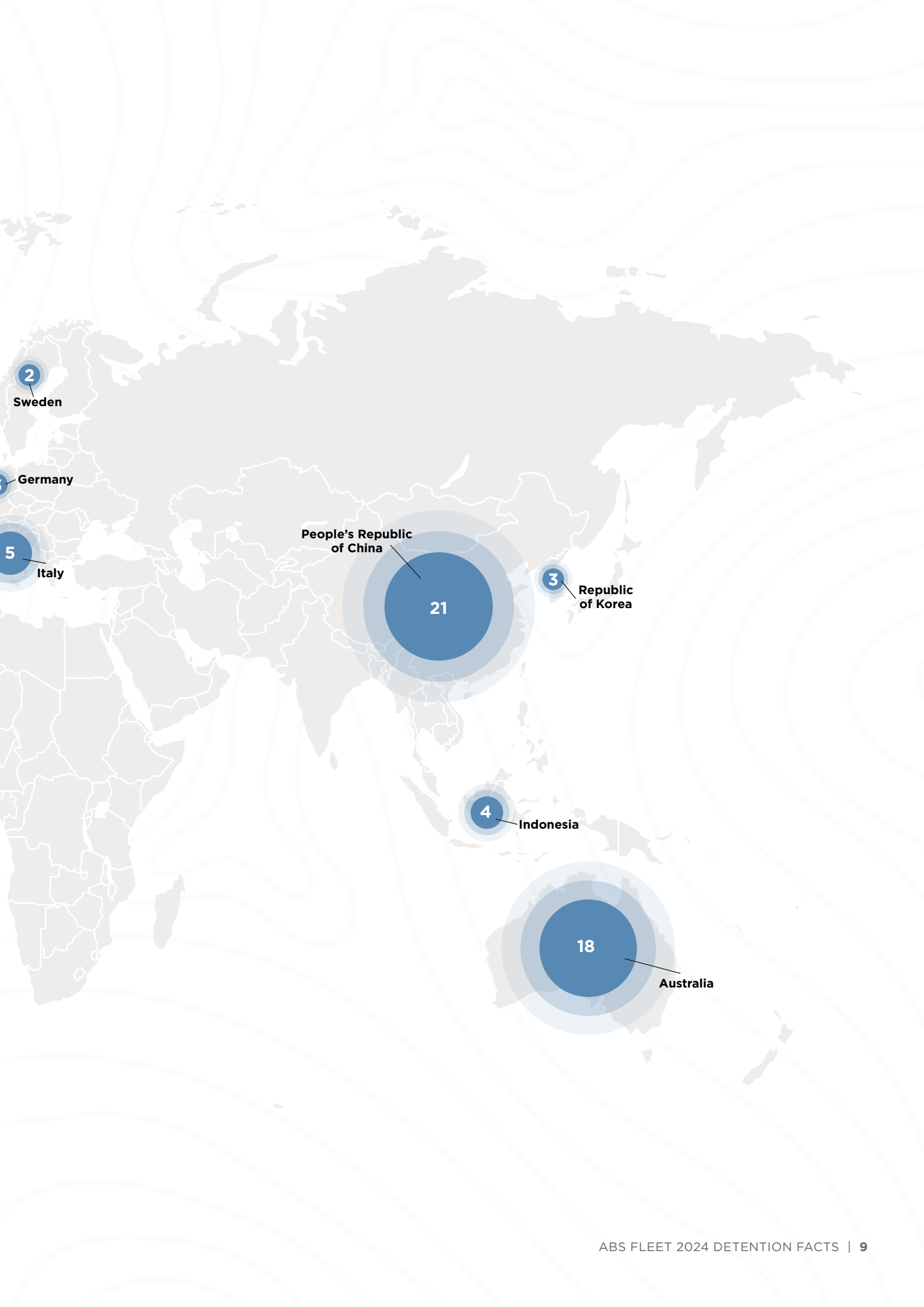


Safe operating load markings missing for slings

1.3 Top Countries Where ABS Vessels Were Detained



Note: Chart contains detentions that were identified on at least two or more vessels.



2 ABS FLEET 2024 DEFICIENCIES FACTS

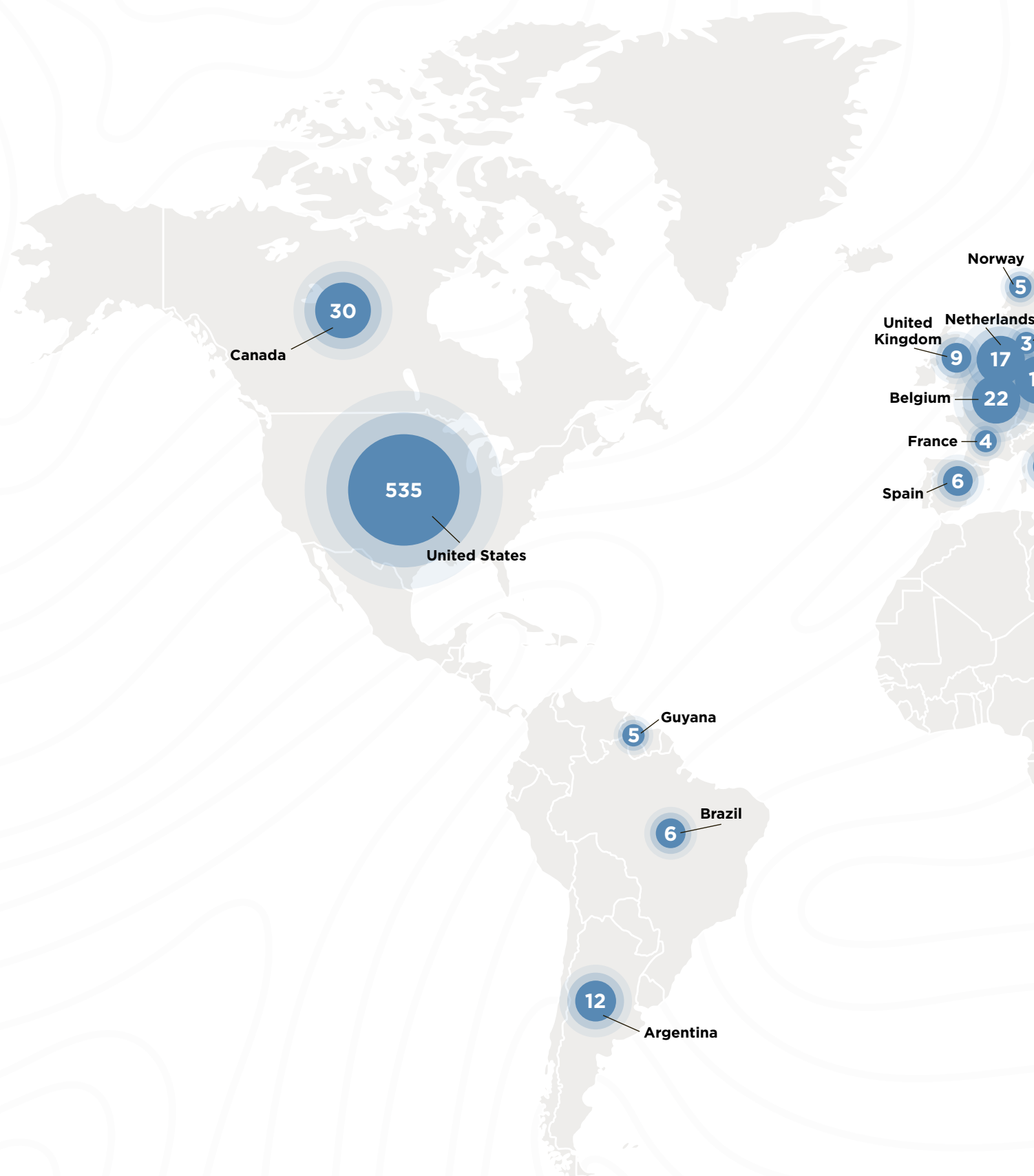
2.1 Top Categories for Deficiencies on ABS Vessels

Deficiency Code	Top Categories for Deficiency
13101	Propulsion main engine
13199	Other (machinery)
13102	Auxiliary engine
07105	Fire doors/openings in fire-resisting divisions
07199	Other (fire safety)
11101	Lifeboats
15150	ISM
02108	Electric equipment in general
07109	Fixed fire extinguishing installation
13108	Operation of machinery
09209	Electrical
07110	Fire fighting equipment and appliances
07106	Fire detection
04103	Emergency lighting, batteries and switches
15109	Maintenance of the ship and equipment
02105	Steering gear
03108	Ventilators, air pipes, casings
07115	Fire-dampers
10109	Lights, shapes, sound signals
02106	Hull damage impairing seaworthiness
07113	Fire pumps and its pipes
04114	Emergency source of power — Emergency generator
07114	Means of control (openings, pumps) Machinery spaces
11104	Rescue boats
07120	Means of escape
11117	Lifebuoys including provision and disposition
01199	Other (certificates)
07101	Fire prevention structural integrity
08199	Other (alarms)

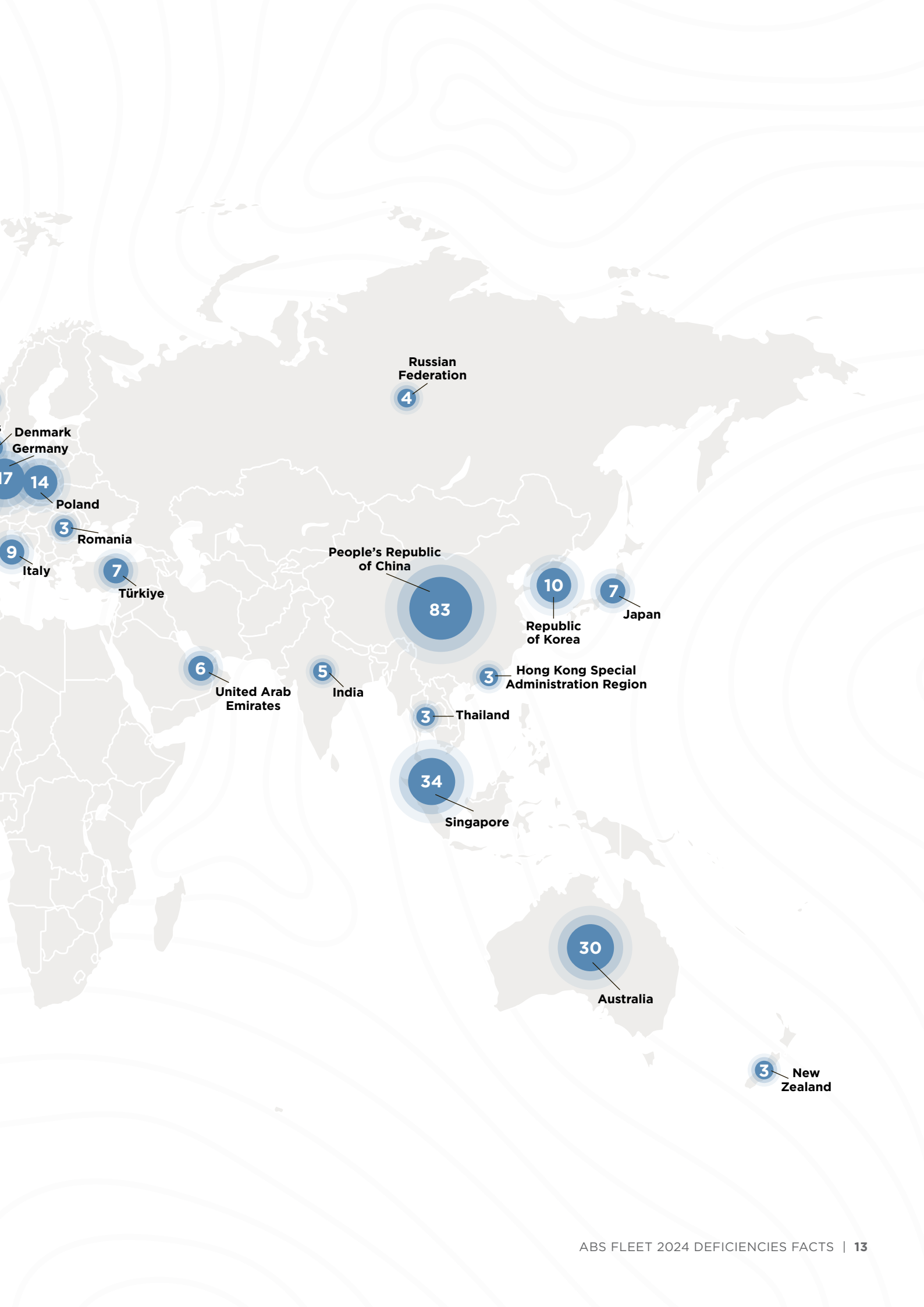
Note: List contains deficiencies that were identified on at least 25 or more vessels. Deficiencies are listed in order of highest to lowest number of instances per detention code.



2.2 Top Countries for Interventions on ABS Vessels



Note: Chart contains deficiencies that were identified on at least three or more vessels.



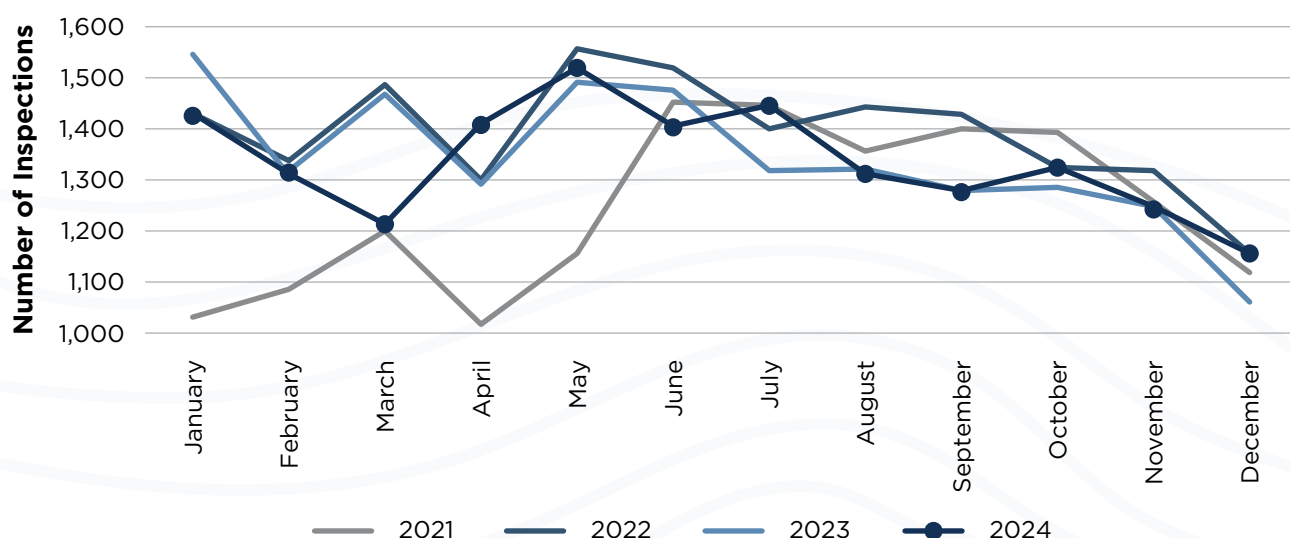
3 ANNUAL REPORTS 2024

3.1 Paris MoU Inspections

In 2024, 16,508 inspections were carried out, a slightly lesser number compared to 2023 (16,769 inspections). Out of 16,508 inspections in 2024, there were 9,677 inspections where ships were found with deficiencies.

Compared to 2023, the number of detentions increased in 2024 from 639 (3.81 percent) to 665 (4.03 percent). Detentions in 2022 and 2021 were recorded as 736 (4.25 percent) and 538 (3.49 percent) respectively.

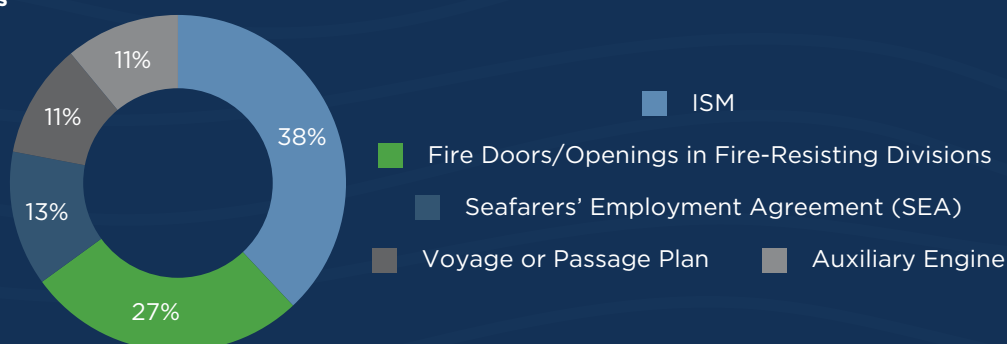
ABS meets the RO criteria for a low-risk ship for Paris MoU inspection. In the calendar year 2024, there were no ABS vessels that were banned from the Paris MoU region.



Source: Paris MoU

3.1.1 Paris MoU Top 5 Deficiencies

Based on the Paris MoU PSC Annual Report 2024, the top five deficiencies for all vessels inspected were:



Source: Paris MoU PSC 2024 Annual Report

3.1.2 Paris MoU Major Categories of Deficiencies

Based on the Paris MoU PSC 2024 Annual Report, the major categories of deficiencies for all vessels inspected were:

		2022		2023		2024	
Deficiencies Main Group		Def	Def %	Def	Def %	Def	Def %
Ballast Water Management		898	1.9	907	1.9	964	1.9
COLREG		444	0.9	441	0.9	453	0.9
Load Lines		2,758	5.8	2,644	5.6	2,620	5.2
MARPOL	MARPOL Annex I	1,530	3.2	1,528	3.2	1,635	3.3
	MARPOL Annex IV	418	0.9	515	1.1	486	1.0
	MARPOL Annex V	821	1.7	930	2.0	977	2.0
	MARPOL Annex VI	618	1.3	771	1.6	851	1.7
	MARPOL Other	47	0.1	57	0.1	75	0.2
MLC	MLC 2006 Title 2	1,453	3.1	1,181	2.5	1,442	2.9
	MLC 2006 Title 3	3,201	6.7	3,151	6.6	3,538	7.1
	MLC 2006 Title 4	4,875	10.2	4,750	10.0	5,189	10.4
	MLC 2006 Title 5	319	0.7	289	0.6	370	0.7
	MLC 2006 Other	168	0.4	198	0.4	116	0.2
SOLAS	SOLAS Chapter I	506	1.1	501	1.1	530	1.1
	SOLAS Chapter II-1	5,520	11.6	5,444	11.5	5,653	11.3
	SOLAS Chapter II-2	7,360	15.5	8,227	17.3	8,617	17.2
	SOLAS Chapter III	4,541	9.5	4,391	9.2	4,506	9.0
	SOLAS Chapter IV	844	1.8	793	1.7	781	1.6
	SOLAS Chapter V	3,961	8.3	3,843	8.1	3,813	7.6
	SOLAS Chapter VI	285	0.6	224	0.5	255	0.5
	SOLAS Chapter XI-1	492	1.0	404	0.9	442	0.9
	SOLAS Chapter X (ISM)	2,284	4.8	2,308	4.9	2,309	4.6
	SOLAS Chapter XI-2 (ISPS)	432	0.9	420	0.9	353	0.7
	SOLAS Chapter IIII (LSA)	320	0.7	331	0.7	422	0.8
	SOLAS Other	954	2.0	869	1.8	748	1.5
STCW	STCW Code Part A ch.I	753	1.6	615	1.3	501	1.0
	STCW Code Part A ch.VIII	1,037	2.2	1,112	2.3	841	1.7
	STCW Other	242	0.5	245	0.5	675	1.4
Other		488	1.0	421	0.9	796	1.6

Source: Paris MoU PSC 2024 Annual Report

3.1.3 Paris MoU Inspections Data Per Ship Type

Based on the Paris MoU PSC Annual Report 2024, the number of inspections per ship type for all vessels was as follows: general cargo/multipurpose ships had the

highest number of inspections, followed by bulk carriers, containerships, oil tankers and chemical tankers.

Ship Type	No. of Inspections	Inspections with Deficiencies	Percentage of Inspections with Deficiencies	No. of Individual Ships Inspected	Inspections with Detentions	Percentage of Detentions to Inspections 2024	Percentage of Detentions to Inspections 2023	Percentage of Detentions to Inspections 2023	+/- Average Detention % 2024
Bulk Carrier	3,839	2,494	64,960	3,508	181	4.7	3.6	5.1	0.7
Chemical Tanker	451	249	55,210	410	20	4.4	2.1	2.9	0.4
Combination Carrier	7	3	42,860	6	-	0	0	0	-4
Commercial Yacht	213	83	38,970	210	6	2.8	5.5	3.2	-1.2
Container	1,921	1,005	52,320	1,772	20	1	2.1	2.5	-3
Dredger	90	46	51,110	86	1	1.1	1.1	2.4	-2.9
Fish Factory	6	6	100,000	5	-	0	0	0	-4
Gas Carrier	458	184	40,170	425	5	1.1	1.6	1	-2.9
Gas Carrier/NLS Tanker	10	6	60,000	10	-	0	0	0	-4
General Cargo/Multipurpose	4,175	2,840	68,020	3,364	292	7	7	7	3
Heavy Load	59	21	35,590	56	1	1.7	3.6	2.7	-2.3
High Speed Cargo	24	9	37,500	24	-	0	0	0	-4
High Speed Passenger Craft	84	48	57,140	56	2	2.4	0	2.6	-1.6
Livestock Carrier	86	76	88,370	62	13	15.1	8	7.9	11.1
MODU and FPSO	24	13	54,170	24	1	4.2	0	0	0.2
NLS Tanker	9	5	55,560	7	1	11.1	0	0	7.1
Offshore Supply	381	218	57,220	369	6	1.6	3.1	3.1	-2.4
Oil Tanker	1,009	454	45,000	953	24	2.4	3	2.5	-1.6
Oil Tanker/Chemical Tanker	1,347	679	50,410	1,213	44	3.3	2.2	2.7	-0.7
Oil Tanker/Gas Carrier	1	-	-	1	-	0	0	0	-4
Oil Tanker/NLS Tanker	1	1	100,000	1	-	0	0	0	-4
Other Special Activities	408	219	53,680	399	7	1.7	3	4.1	-2.3
Passenger Ship	282	129	45,740	261	3	1.1	1.1	2.9	-2.9
Refrigerated Cargo	124	79	63,710	119	7	5.6	3	2	1.6
Ro/ro Cargo	646	290	44,890	605	12	1.9	2.2	1.8	-2.1
Ro/ro Passenger Ship	494	322	65,180	272	9	1.8	2.3	2.3	-2.2
Special Purpose Ship	113	53	46,900	112	2	1.8	1.5	0.7	-2.2
Tug	246	145	58,940	239	8	3.3	4.9	7.3	-0.7

Source: Paris MoU PSC 2024 Annual Report

3.1.4 Paris MoU Performance of Recognized Organizations

Performance of ROs is measured over a three-year rolling period. ABS, as an RO, was held responsible for two detentions from 2022 to 2024. For the calendar year 2024, ABS ranked number one in the Paris MoU.

Based on the Paris MoU PSC Annual Report 2024, the performance of various ROs was as follows:

Recognized Organization	RO Abbrev.	Inspections	Detentions	Low/ Medium Limit	Medium/ High Limit	Excess Factor	Performance Level
American Bureau of Shipping	ABS	6,438	2	148	110	-1.95	High
DNV	DNV	23,476	36	505	434	-1.83	
Lloyd's Register	LR	12,071	30	267	216	-1.7	
Korean Register	KR	2,106	4	53	31	-1.67	
Bureau Veritas	BV	12,179	36	269	218	-1.65	
China Classification Society	CCS	1,238	2	33	16	-1.62	
RINA Services S.p.A.	RINA	6,426	19	147	110	-1.62	
Nippon Kaiji Kyokai	NKK	8,922	51	201	156	-1.3	
Russian Maritime Register of Shipping	RMRS	476	1	15	4	-0.91	
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	536	4	17	5	-0.23	
Croatian Register of Shipping	CRS	183	1	7	0	0.13	Medium
Dromon Bureau of Shipping	DBS	626	8	19	6	0.14	
Phoenix Register of Shipping	PHRS	660	9	20	7	0.17	
Turkish Lloyd	TL	288	3	10	1	0.19	
Qualitas Register of Shipping S.A	QRS	134	1	6	0	0.23	
Intermaritime Certification Services, ICS Class	ICS	79	1	4	0	0.39	
Indian Register of Shipping	IRS	289	5	10	1	0.41	
Veritas Register of Shipping Ltd	VRS	98	2	5	0	0.51	
Bulgarian Register of Shipping	BRS	314	7	11	2	0.58	
National Shipping Adjuster Inc.	NASHA	75	2	4	0	0.6	
Macosnar Corporation	MC	71	2	4	0	0.62	
Panama Maritime Documentation Services	PMDS	158	4	7	0	0.62	
Shipping Register of Ukraine	SRU	111	3	5	0	0.63	
Overseas Marine Certification Services	OMCS	239	6	9	1	0.65	
Isthmus Bureau of Shipping, S.A.	IBS	220	6	8	0	0.7	
International Naval Surveys Bureau	INSB	561	14	17	5	0.73	
United Registration and Classification of Services	URACOS	318	10	11	2	0.9	
International Register of Shipping	IS	353	12	12	2	1.03	Low
Hellas Naval Bureau of Shipping S.M.P.C	HNBS	107	6	5	0	1.61	

Note: In this table only ROs that had 60 or more inspections in a 3-year period are taken into account.

Source: Paris MoU PSC 2024 Annual Report

3.2 Tokyo MoU Inspections

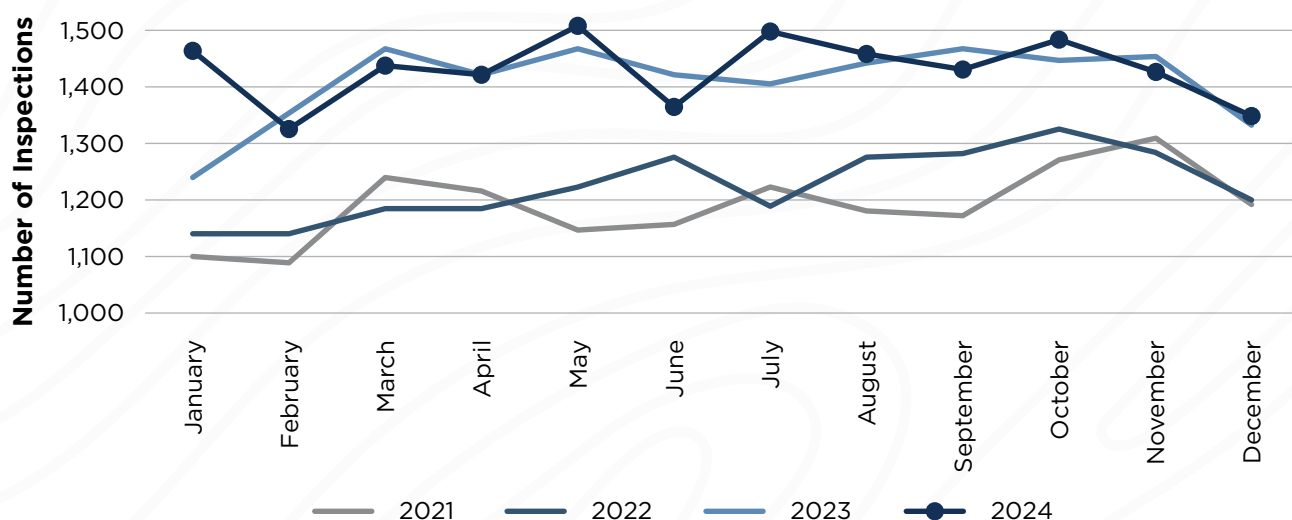
In 2024, 32,054 inspections, involving 18,655 individual ships, were carried out on ships registered under 107 flags. Out of the 32,054 inspections, 19,967 ships were found with deficiencies.

One thousand, one hundred and eighty-nine ships registered under 67 flags were detained due to serious deficiencies. The detention rate of ships inspected was 3.71 percent. The detention rate for ABS vessels was only 2.53 percent.

In the calendar year 2024, the China Maritime Authority (China MSA) and the Japan Coast Guard Authority were the two most active port State inspection authorities

that carried out the most individual ship inspections. This trend is similar to 2023. China MSA and Japan Coast Guard Authority carried out 6,179 and 2,999 inspections, respectively. Compared to 2023, the number of inspections for China MSA has slightly decreased from 6,260 to 6,179, and Japan Coast Guard Authority inspection has increased from 2,772 to 2,999 in 2024.

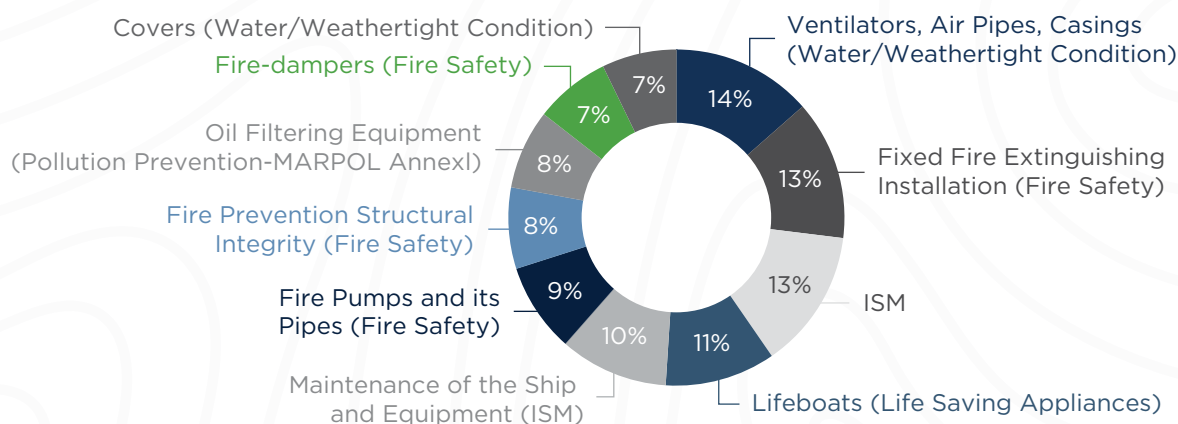
As reported by MoU, there were no under-performing ABS vessels that have been detained three or more times by the Tokyo MoU in 2024.



Source: Tokyo MoU

3.2.1 Tokyo MoU Top 10 Detainable Deficiencies

Based on the 2024 Tokyo MoU Annual Report on PSC in the Asia-Pacific Region, the top 10 detainable deficiencies for all vessels were as follows:



Source: Tokyo MoU PSC 2024 Annual Report

3.2.2 Tokyo Inspection Data Per Category of Deficiency

Based on the 2024 Tokyo MoU Annual Report on PSC in the Asia-Pacific Region, the inspection data deficiencies per category for all vessels were as follows:

Nature of Deficiencies		Number of Deficiencies
Certificate and Documentation	Crew Certificates	1,304
	Documents	3,426
	Ship Certificates	1,723
Structural Conditions		2,315
Water/Weathertight Conditions		6,106
Emergency Systems		5,040
Radio Communications		1,244
Cargo Operations Including Equipment		699
Fire Safety		15,406
Alarms		930
Safety of Navigation		8,066
Life Saving Appliances		10,263
Dangerous Goods		319
Propulsion and Auxiliary Machinery		5,008
Industrial Personnel		1
Working and Living Conditions	Living Conditions	418
	Working Conditions	1,575
Labour Conditions	Minimum Requirements for Seafarers	29
	Conditions of Employment	535
	Accommodation, Recreational Facilities, Food and Catering	1,792
	Health Protection, Medical Care, Social Security	3,844
Pollution Prevention	Anti Fouling	7
	Ballast Water	1,004
	MARPOL Annex I	1,644
	MARPOL Annex II	17
	MARPOL Annex III	10
	MARPOL Annex IV	1,090
	MARPOL Annex V	1,098
	MARPOL Annex VI	979
ISM		1,240
Other		394
Total		77,526
ISPS		990
Grand Total		78,516

Source: Tokyo MoU 2024 Annual Report

3.2.3 Tokyo MoU Inspection Data Per Ship Type

Based on the 2024 Tokyo MoU Annual Report on PSC in the Asia-Pacific Region, inspection data per ship type for all vessels were as follows: bulk carriers had the highest

number of inspections, followed by containerships, general cargo/multipurpose ships and oil tankers.

Ship Type	No. of Inspections	No. of Inspections with Deficiencies	No. of Deficiencies	No. of Detentions	Detention %
NLS Tanker	22	9	20	1	4.55
Combination Carrier	18	6	18	1	5.56
Oil Tanker	3,917	2,046	7,582	116	2.96
Gas Carrier	822	525	1,784	42	5.11
Chemical Tanker	444	278	1,002	18	4.05
Bulk Carrier	13,144	7,908	30,169	472	3.59
Vehicle Carrier	674	331	995	15	2.23
Containership	5,889	3,457	11,677	139	2.36
Ro/ro Cargo Ship	137	106	463	9	6.57
General Cargo/Multipurpose Ship	5,152	4,083	18,798	308	5.98
Refrigerated Cargo Carrier	416	317	1,315	20	4.81
Woodchip Carrier	278	128	376	8	2.88
Livestock Carrier	37	19	76	0	0
Ro/ro Passenger Ship	63	61	288	0	0
Passenger Ship	322	152	545	4	1.24
Factory Ship	9	8	35	2	22.22
Heavy Load Carrier	66	40	149	0	0
Offshore Service Vessel	109	77	265	5	4.59
MODU and FPSO	3	0	0	0	0
High Speed Passenger Craft	21	9	16	0	0
Special Purpose Ship	55	33	134	1	1.82
Tugboat	177	142	588	8	4.52
Others	279	232	1,231	20	7.17
Total	32,054	19,967	77,526	1,189	3.71

Source: Tokyo MoU 2024 Annual Report



3.2.4 Tokyo MoU Performance of Recognized Organizations

Performance of ROs is measured over a three-year rolling period. ABS, as the RO, was held responsible for eight detentions from 2022 to 2024. For the calendar year 2024, ABS ranked number two in the Tokyo MoU.

Based on the 2024 Tokyo MoU Annual Report on PSC in the Asia-Pacific Region, the performance of various ROs was as follows:

Recognized Organization	Inspections	Detentions	Low/ Medium Limit	Medium/ High Limit	Excess Factor	Performance Level
China Classification Society	8,527	3	192	149	-1.95	High
American Bureau of Shipping	11,456	8	254	204	-1.91	
DNV	20,765	20	449	382	-1.89	
Lloyd's Register	13,521	20	298	243	-1.82	
Korea Register	7,892	11	179	137	-1.82	
Nippon Kaiji Kyokai	29,374	54	627	548	-1.79	
Bureau Veritas	11,999	23	266	214	-1.77	
RINA Services S.p.A.	4,966	15	116	83	-1.59	
Vietnam Register	2,559	12	63	39	-1.28	
Isthmus Bureau of Shipping	1,685	9	44	24	-1.06	
Indian Register of Shipping	463	1	15	4	-0.88	
CR Classification Society	451	1	14	4	-0.85	
Russian Maritime Register of Shipping	542	2	17	5	-0.77	
Intermaritime Certification Services, S.A.	3,141	30	76	49	-0.7	
Panama Maritime Documentation Services	1,996	21	51	29	-0.48	
Overseas Marine Certification Services	2,290	28	57	34	-0.32	
Biro Klasifikasi Indonesia	584	5	18	6	-0.15	Medium
Dromon Bureau of Shipping	282	2	10	1	0.08	
Macosnar Corporation	141	1	6	0	0.22	
New United International Marine Services Ltd	125	1	6	0	0.26	
Iranian Classification Society	69	1	4	0	0.42	
Korea Classification Society (former Joson Classification Society)	63	1	4	0	0.44	
International Register of Shipping	505	10	16	4	0.49	
Phoenix Register of Shipping	90	2	4	0	0.54	
Polski Rejestr Statkow	203	5	8	0	0.62	
International Ship Classification	85	3	4	0	0.75	
Foresight Ship Classification	193	6	8	0	0.79	
Asia Shipping Certification Services	255	9	9	1	0.97	Low
Universal Maritime Bureau	729	21	21	8	0.98	
Union Bureau of Shipping	612	19	18	6	1.08	
Cosmos Marine Bureau	452	17	14	4	1.46	

Note: ROs involving 60-179 inspections with zero detention are not included in this table.

Source: Tokyo MoU 2024 Annual Report

3.3 USCG Inspections

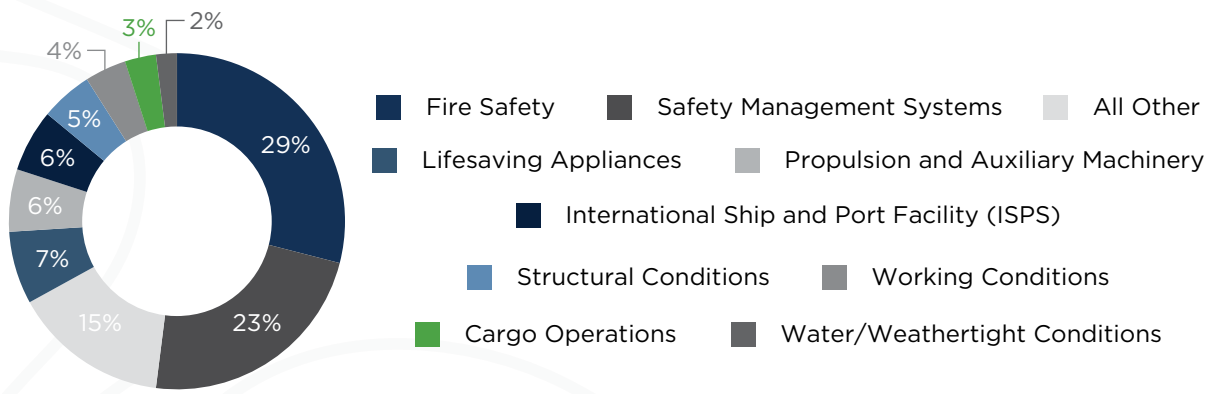
In 2024, a total of 11,273 individual vessels from 79 flag Administrations made 84,034 ports of call to the United States. USCG conducted 8,710 PSC examinations in 2024. These examination numbers have increased compared to the 2023 total of 8,278.

The total number of detained vessels in 2024 for environmental protection, safety and security-related deficiencies decreased from 101 (2023) to 82.

In the calendar year 2024, there were no ABS vessels that were identified as being substandard (detained) and/or banned from operating in the United States in 2024.

3.3.1 USCG Top 10 Detainable Deficiencies

Based on the USCG 2024 PSC Annual Report, the top 10 detainable deficiency types by percentage for all vessels were:



Source: USCG 2024 PSC Annual Report



3.3.2 USCG Category of Deficiency

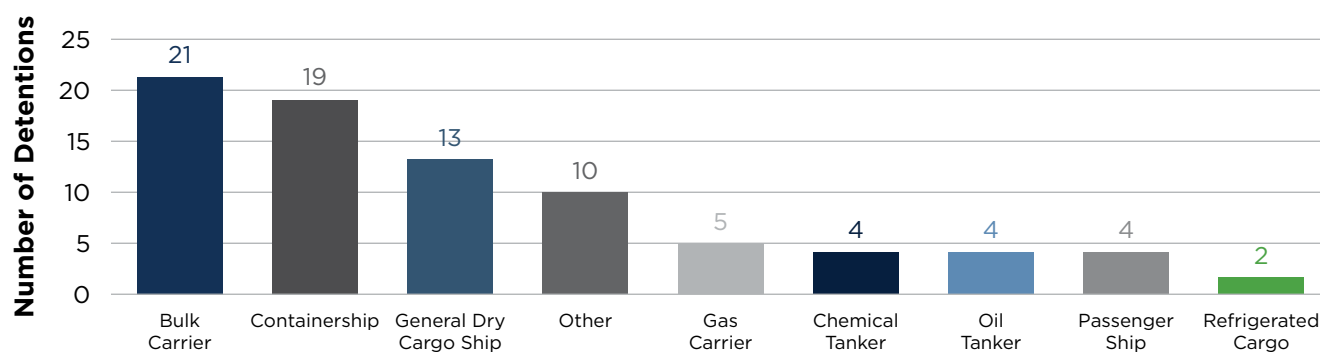
Based on the USCG 2024 PSC Annual Report, the PSC exam data per category of deficiencies for all vessels was as follows:

Nature of Deficiencies		Number of Deficiencies	Percent of Total Deficiencies
Ship's Certificates and Documents		180	3.93%
SOLAS	Stability, Structure and Related Equipment	382	8.34%
	Propulsion and Auxiliary Machinery	359	7.83%
	Alarm Signals	52	1.13%
	Fire Safety Measures	1,589	34.69%
	Life-Saving Appliances	529	11.55%
	Radiocommunications	36	0.78%
	Safety Of Navigation	126	2.75%
	Operational Deficiencies	58	1.26%
	ISM-Related Deficiencies	228	4.97%
	ISPS	71	1.55%
	Other	262	5.72%
MARPOL	Annex I	98	2.13%
	Annex II	2	0.04%
	Annex III	1	0.02%
	Annex V	40	0.87%
	Annex VI	54	1.17%
	Operational Deficiencies	9	0.19%
STCW	Certification and Watchkeeping for Seafarers	43	0.93%
Load Lines		61	1.33%
AFS Convention		24	0.52%
ILO		323	7.05%
Other		53	1.15%

Source: USCG 2024 PSC Annual Report

3.3.3 USCG Detentions Per Ship Type

Based on the USCG 2024 PSC Annual Report, the number of detentions per ship-type for all vessels was:



Source: USCG 2024 PSC Annual Report

3.3.4 USCG Performance of ROs

Performance of ROs is measured over a three-year rolling period. ABS, as the acting RO, was not held responsible for any detentions from 2022 to 2024. For the calendar year 2024, ABS ranked number one for the USCG performance of ROs.

Recognized Organization*	RO Abbrev.	Vessel Examinations			
		2022	2023	2024	Total
American Bureau of Shipping	ABS	1,747	1,737	1,846	5,330
Biro Klasifikasi Indonesia	BKI	-	-	8	8
Bulgarian Register of Shipping	BKR	9	8	12	29
Bureau Veritas	BV	1,309	1,250	1,342	3,901
China Classification Society	CCS	272	238	250	760
China Corporation Register of Shipping	-	-	-	2	2
CR Classification Society	CR	18	12	15	45
Croatian Register of Shipping	CRS	15	16	20	51
DNV	DNV	3,376	3,392	3,336	10,104
Hellenic Register of Shipping	HRS	4	4	3	11
Horizon International Naval Survey and Inspection Bureau	HNS	2	4	-	6
Indian Register of Shipping	IRS	15	13	15	43
International Register of Shipping	IROS	2	2	1	3
Korean Register	KR	387	381	400	1,168
Lloyd's Register	LR	2,542	2,282	2,402	7,226
Macosnar Corporation	MC	-	1	3	3
National Shipping Adjusters Inc	NASHA	21	18	17	56
Nippon Kaiji Kyokai	NKK	2,286	2,097	2,090	6,473
Overseas Marine Certification Services, Inc	OCS	6	5	10	21
Panama Bureau of Shipping	PBS	-	1	2	3
Panama Maritime Documentation Service	PMDS	30	28	32	90
Panama Maritime Surveyors Bureau	PMS	16	7	8	31
Polski Rejestr Statkow	PRS	25	19	17	61
Qualitas Register of Shipping	QRS	2	-	2	4
RINA Services S.p.A.	RINA	500	529	569	1,598
Rinava Portuguesa	RP	10	8	6	24
Russian Maritime Register of Shipping	RS	32	19	15	66
United Registration and Classification	-	-	-	12	12
Universal Shipping Bureau	USB	3	2	2	7
Conarina Group	CNRIN	49	44	47	140
Intermaritime Certification Services	IMC	15	9	15	39
Isthmus Bureau of Shipping	IBS	29	21	32	82
International Naval Surveys Bureau	INSB	10	9	12	31
VG Register of Shipping	VGRS	5	-	2	7
Dromon Bureau of Shipping	DBS	3	1	-	4



RO-Related Detention

2022	2023	2024	Total	Ratio
-	-	-	-	0%
-	-	-	-	0%
-	-	-	-	0%
1	-	2	3	7%
-	-	-	-	0%
-	-	-	-	0%
-	-	-	-	0%
-	-	-	-	0%
1	1	-	2	0.01%
-	-	-	-	0%
-	-	-	-	0%
-	-	-	-	0%
-	-	-	-	0%
1	5	3	9	0.12%
-	-	-	-	0%
-	-	-	-	0%
-	3	3	6	0.09%
-	-	-	-	0%
-	-	-	-	0%
1	-	-	1	1.11%
-	-	-	-	0%
-	-	-	-	0%
-	-	-	-	0%
1	-	-	1	0.06%
-	-	-	-	0%
-	-	-	-	0%
-	-	-	-	0%
-	-	-	-	0%
1	1	2	4	2.85%
-	1	-	1	2.56%
-	2	1	3	3.65%
-	2	-	2	6.45%
1	-	-	1	14.28%
2	-	-	2	50%



Recognized Organizations with a detention ratio greater than 2.00% will be considered as Priority I for the approval requirements outlined in 46 CFR 2.45-15(2).

** Organizations with fewer than five total exams and no detentions may not be listed*

Source: USCG 2024 PSC Annual Report

4 RESULT OF CONCENTRATED INSPECTION CAMPAIGN BY TOKYO MOU

The Paris and Tokyo MoU jointly completed a Concentrated Inspection Campaign (CIC) between September 1 and November 30, 2024, on crew wages and Seafarer Employment Agreements (SEASs) under the Maritime Labour Convention (MLC).

Over the course of the CIC period, a total of 8,134 inspections were carried out by member Authorities. Of these inspections, 6,580 (80.89 percent) 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 were unable to access information regarding their employment conditions on board (28 percent of CIC-related deficiencies issued).

5 INDUSTRY LINKS FOR PORT STATE CONTROL

- **Paris MoU:** www.parismou.org
- **Tokyo MoU:** www.tokyo-mou.org
- **United States Coast Guard:** www.dco.uscg.mil
- **Mediterranean MoU:** www.medmou.org/home.aspx
- **Black Sea MoU:** www.bsmou.org
- **Indian Ocean MoU:** www.iomou.org
- **Caribbean MoU:** www.caribbeanmou.org
- **Acuerdo de Viña del Mar:** www.alvm.prefectura naval.gob.ar
- **Abuja MoU:** www.abujamou.org
- **Riyadh MoU:** www.riyadh mou.org

6 ADDITIONAL RESOURCES

Additional resources may be found on the ABS website at www.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

7 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 Operations

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

Greater China Operations

Shanghai, China
Tel: 86-21-2327-0888
Marine Email: GCSurvey@eagle.org
Offshore Email: GCSurveyOffshore@eagle.org

PACMEA Operations

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

North and South America Operations

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

Local Port Office Contact

Website: www.eagle.org



1701 City Plaza Drive | Spring, TX 77389 USA
1-281-877-6000 | www.eagle.org

© 2025 American Bureau of Shipping. All rights reserved.