



QUARTERLY REPORT

Port State Control

Q2 2026



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Note: All chart data in this report is sourced from the Paris MoU, Tokyo MoU and USCG regimes.



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 (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 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 eliminate hazards and

reduce risks, and by providing safe and healthy working conditions to prevent 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

Why it Matters:

Recurring detention patterns often point to broader weaknesses in maintenance control, equipment readiness, crew familiarity and onboard execution, rather than isolated defects.

Port State Control (PSC) inspections remain one of the indicators of vessel readiness, compliance performance and proper implementation of the safety management system. For owners and operators, detention outcomes offer practical insight into the technical, procedural and operational issues most likely to trigger regulatory concern.

The ABS Port State Control Quarterly Report is intended to help owners and operators better understand detention patterns affecting ABS-related vessels and the broader compliance themes emerging across key PSC regimes. By reviewing recurring deficiency areas, geographic concentrations and vessel type trends, the report aims to support more informed port state inspection preparation and more effective attention to known risk areas.



1 REPORT SCOPE

This report summarizes the Q2 2026 detention activity across the Paris and Tokyo Memorandums of Understanding (MoUs), and the United States Coast Guard (USCG) regimes, focusing on vessels for which ABS served as the Recognized Organization (RO). The quarterly report identifies detention concentrations, key deficiency themes, vessel types most represented and practical observations to support readiness ahead of the upcoming 2026 Cargo Securing Concentrated Inspection Campaign (CIC).

Period	Coverage	Focus	Purpose
1 April to 30 June 2026	Paris MoU, Tokyo MoU, USCG	ABS as RO; PSC readiness insights	Reduce deficiencies and improve CIC readiness

Q2 2026 at a Glance:

- 69 detention cases
- 68 unique vessels
- 58 detentions within the Tokyo MoU
- 45 detentions in China
- Top theme: Fire safety deficiencies
- Most represented vessel type: Bulk carriers

Note: One vessel was detained in Canada and was counted by both Paris and Tokyo MoU.

2 EXECUTIVE SUMMARY

Detention activity in Q2 2026 was concentrated overwhelmingly in the Tokyo MoU and, geographically, in China, underscoring continued PSC exposure in the Asia-Pacific region. Across the Paris MoU, Tokyo MoU and USCG regimes reviewed in this report, 69 detention cases were recorded involving vessels for which ABS served as the RO, representing 68 unique vessels.

The detention profile points to recurring operational weaknesses rather than isolated issues. Fire safety deficiencies remained the leading theme, with International Safety Management (ISM) Code and maintenance-related findings and machinery deficiencies prominently

featured. Additional findings in pollution prevention, lifesaving appliances, emergency systems, navigation and documentation reinforce the importance of consistent onboard maintenance, equipment readiness and procedural implementation.

By vessel type, bulk carriers were the most represented segment, followed by containerships and oil and chemical tankers, with many cases involving vessels in the 11- to 20-year age range. With the upcoming CIC on cargo securing, the quarter's results highlight the value of reviewing vessel-specific documentation, equipment condition, crew familiarity and supporting records ahead of inspection.

3 SECOND QUARTER DETENTION OVERVIEW

Tokyo MoU remained the clear focus of detention activity, while case severity ranged from isolated findings to multiple detainable deficiencies.

The following charts summarize the Q2 2026 detention profile for vessels for which ABS served as the RO, showing detention distribution by regime, month and number of detainable deficiencies. Together, they highlight where detention exposure was concentrated and how case complexity varied across the quarter.

The second quarter was heavily centered on the Tokyo MoU, with relatively steady month-to-month detention levels and a mix of isolated findings on multiple detainable deficiencies. This combination suggests that detention exposure during the quarter was shaped by persistent regional concentration and a blend of isolated deficiencies and broader control weaknesses. The following section examines the geographic distribution of cases and the readiness implications behind it.

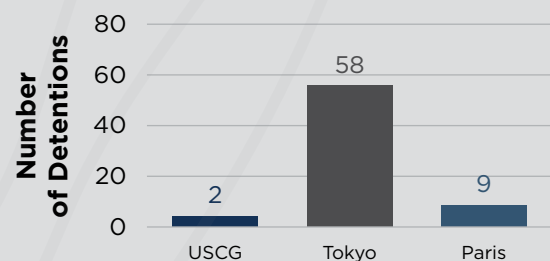


Figure 1: Detention Cases by PSC Regime

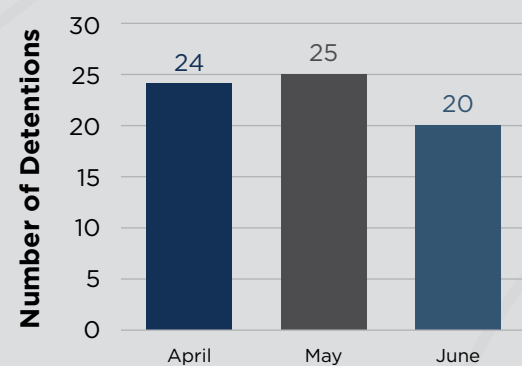


Figure 2: Monthly Detention Cases

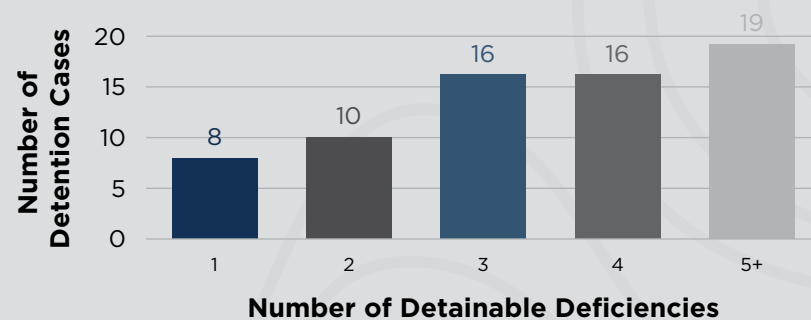


Figure 3: Detention Cases by Number of Detainable Deficiencies



3.1 Geographic Concentration of Detentions

Detention exposure in Q2 was concentrated in a limited number of countries and ports, with China, specifically Shanghai, emerging as the clear center of activity.

At a Glance:

- 45 detentions took place in China
- Out of 45 detentions in China, 13 took place in Shanghai
- 7 cases in Australia
- Top 5 ports were all in China

Detention activity in the second quarter was concentrated in a limited number of jurisdictions rather than broadly distributed across the reviewed PSC regimes. China accounted for 45 of the 69 detention cases recorded during the quarter, far exceeding any other country in the dataset.

At the port level, Shanghai was the most represented location, followed by Zhoushan, Qingdao, Ningbo and Guangzhou. Outside China, Vancouver and select Australian ports also recorded multiple detention cases, reinforcing the quarter’s strong Asia-Pacific focus.

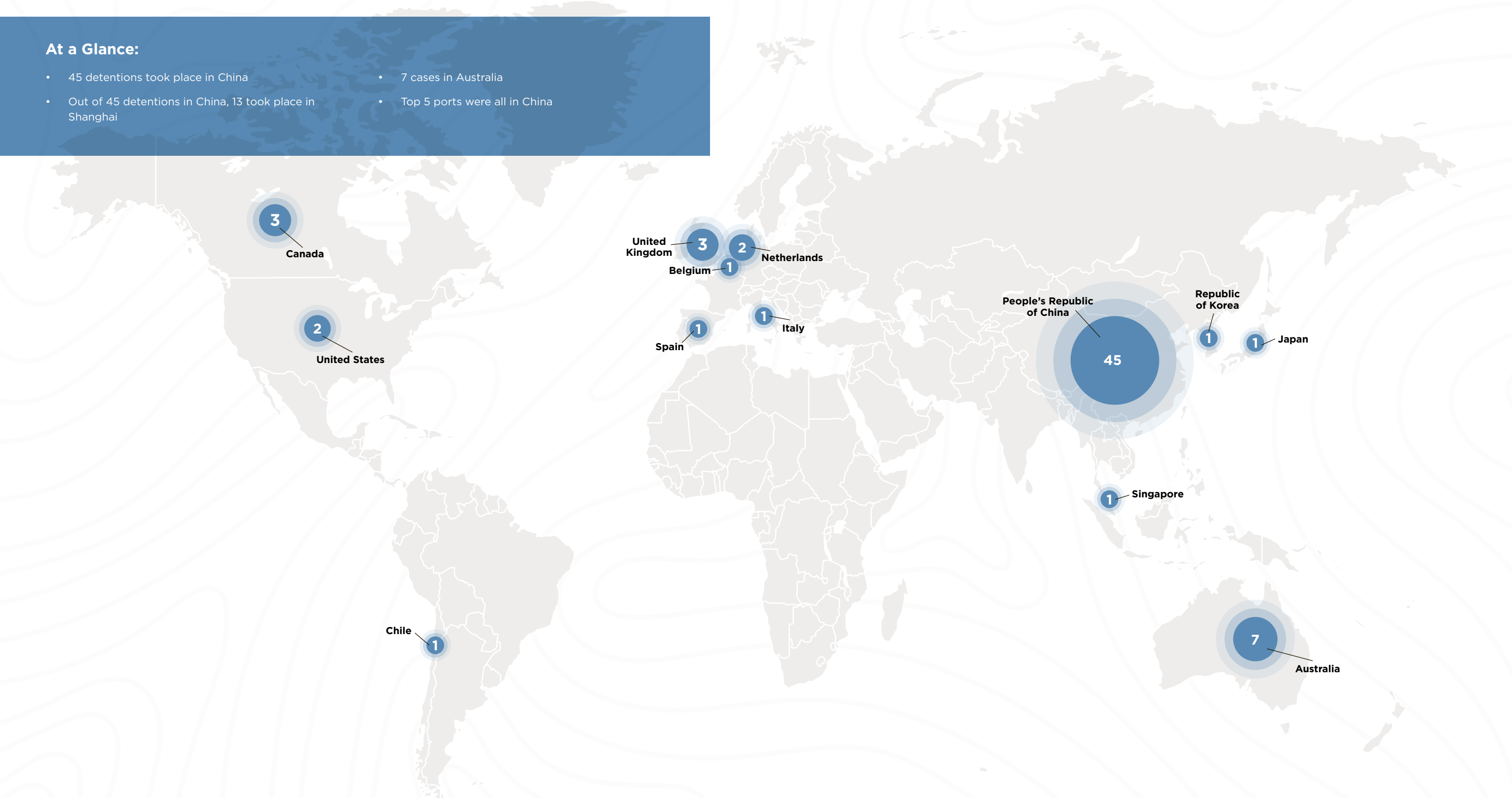


Figure 4: Detention Cases by Country

Figure Takeaway:

The country and port distributions show that the second quarter detention exposure was shaped by repeat inspection pressure in a relatively small number of locations.

For owners and operators, the practical implication is clear: vessels trading regularly in these jurisdictions may benefit from heightened pre-arrival readiness, particularly in areas linked to recurring detention themes.



Figure 5: Top 10 Ports by Number of Detention Cases

3.2 Main Deficiency Themes Driving Detentions

Recurring weaknesses in fire safety, maintenance control, machinery condition and operational readiness were the main drivers of Q2 detentions.

Key Themes:

- **Fire Safety:** The most persistent detention theme
- **ISM and Maintenance Control:** Recurring gaps in preventative maintenance and procedural execution
- **Machinery and Engineering:** Reliability and monitoring weaknesses across critical systems
- **Pollution Prevention:** Continued exposure linked to MARPOL and ballast water compliance
- **Lifesaving and Emergency Systems:** Readiness concerns in critical emergency equipment
- **Navigation, Documentation and Crew Readiness:** Weaker onboard control and operational familiarity

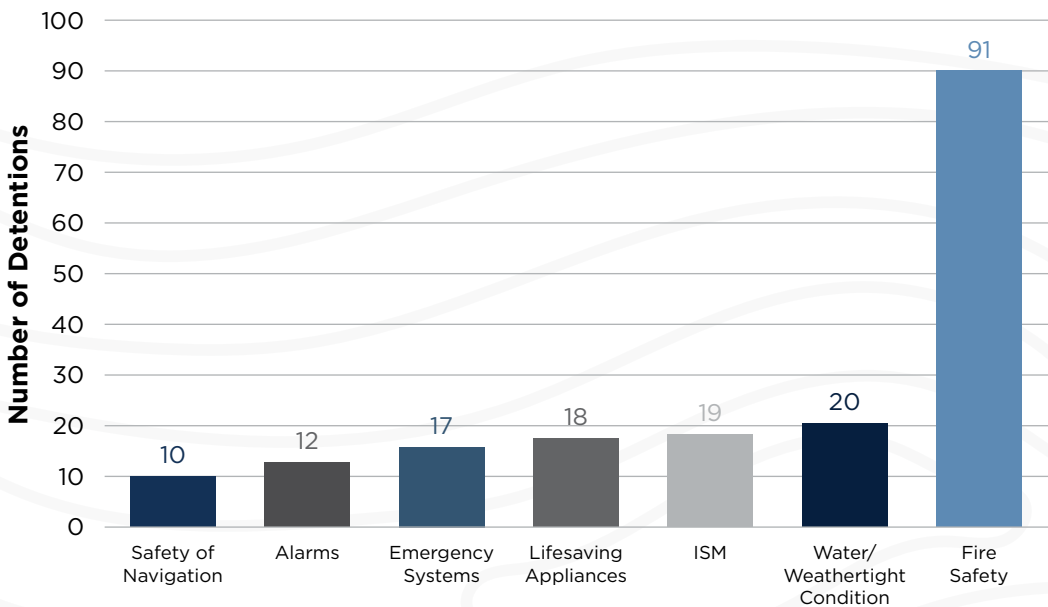


Figure 6: Main Deficiency Themes Associated with Detention Cases

The Q2 detention profile shows that many cases were shaped by broader control weaknesses rather than isolated defects. Fire safety remained the leading concern, while maintenance-related deficiencies, machinery findings and environmental compliance issues also featured prominently.

For owners and operators, the takeaway is practical: detention exposure is most often driven by the combined condition of equipment, procedures, records and crew readiness. Addressing individual findings matters, but reducing repeat detention risk depends on strengthening day-to-day controls through the safety management system to support safe and consistent compliance.



3.3 Vessel Risk Profile

Most Represented Vessel Type	Other Leading Vessel Types	Most Represented Age Range	Key Takeaway
Bulk Carriers	Containerships; Oil and Chemical Tankers	11-20 years	Age alone does not define detention risk

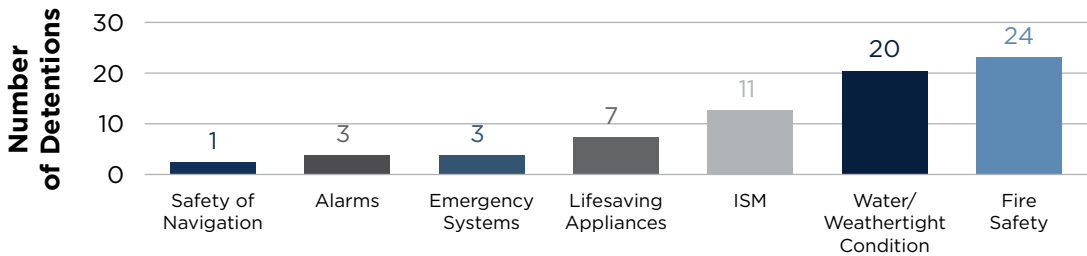


Figure 7: Detention Cases by Vessel Type

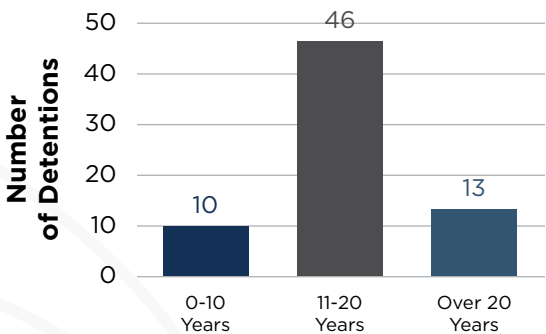


Figure 8: Detention Cases by Vessel Age Group

The Q2 vessel profile shows that detention cases were concentrated in a limited number of vessels rather than evenly distributed across vessel types. Bulk carriers accounted for the largest share of cases, followed by containerships and oil and chemical tankers, with additional representation from gas carriers and general cargo or multipurpose vessels.

The age profile reinforces a related point: detention exposure was not limited to older vessels. A significant share of cases involved vessels in the 11- to 20-year range, while newer vessels and vessels over 20 years of age also appeared in the detention record. Across all segments, PSC outcomes continue to be shaped more directly by maintenance effectiveness, equipment readiness and crew familiarity with onboard procedures than by vessel age alone.

For owners and operators, sustained readiness depends less on vessel category or age alone than on the consistent management of safety-critical systems, maintenance standards and operational discipline throughout the vessel's operating life.



4 READINESS PRIORITIES

The upcoming Cargo Securing CIC gives owners and operators a clear opportunity to review key controls before inspection.

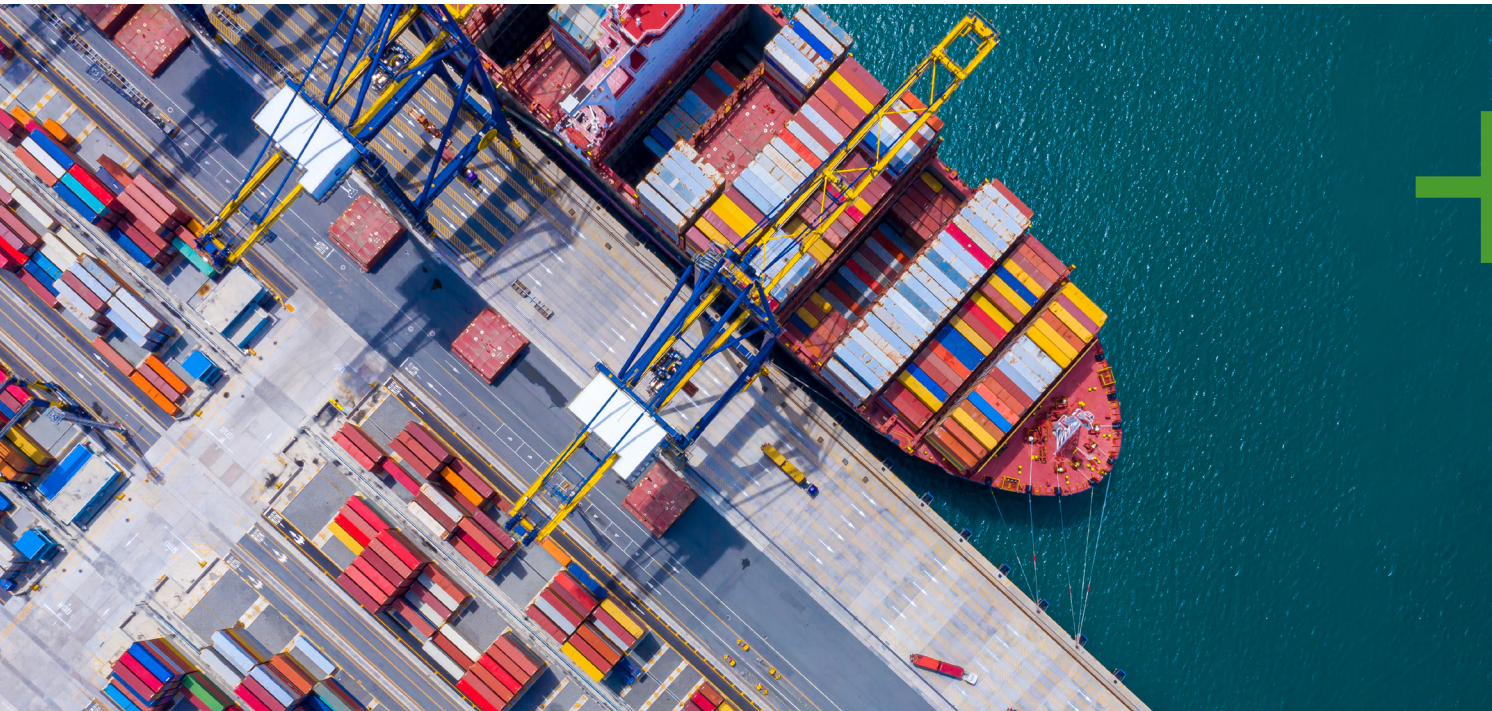
Most Represented Vessel Type	Other Leading Vessel Types	Most Represented Age Range	Key Takeaway
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From 1 September to 30 November 2026, the Paris MoU and Tokyo MoU will conduct a joint CIC on cargo securing. In advance of the campaign, vessel readiness may be strengthened by reviewing whether cargo securing arrangements, onboard practices, and supporting records remain aligned with applicable requirements and vessel-specific procedures.

- **Cargo Securing Manual:** Confirm that the approved manual is available on board and reflects the vessel's current cargo securing arrangements.
- **Securing Equipment Condition:** Verify that lashing and securing equipment is in suitable condition for service and that damaged or unserviceable items are addressed promptly.

- **Onboard Practice:** Review whether cargo securing arrangements and procedures in use on board remain consistent with approved documentation.
- **Crew Familiarity:** Confirm that personnel involved in cargo operations are familiar with vessel-specific cargo securing procedures and equipment.
- **Records and Documentation:** Check that relevant inspection, maintenance, and training records are complete and available for review.

Together, these checks can help reduce avoidable deficiencies and support more consistent inspection outcomes during the CIC period.



5 KEY TAKEAWAYS AND RECOMMENDED ACTIONS

Recurring weaknesses in fire safety, maintenance control, machinery condition and operational readiness were the main drivers of Q2 detentions.

Key Takeaways:

- Detention activity remained concentrated in the Tokyo MoU, with China the most represented country.
- Fire safety, ISM and maintenance control, and machinery reliability were the most consistent drivers of detention outcomes.
- Detention risk was shaped less by isolated defects than by broader weaknesses in equipment readiness, procedural discipline and crew familiarity.
- The upcoming Cargo Securing CIC provides a timely opportunity to strengthen readiness before inspection.

Recommended Actions:

- Prioritize safety-critical systems, with particular attention to fire extinguishing systems, detection and alarm arrangements, fire pumps, remote means of control and fire boundaries.
- Review and strengthen the safety management system's preventative maintenance discipline, including timely follow-up of known defects before they develop into broader inspection findings.
- Align safety management procedures with onboard training and drills; confirm that onboard routines, maintenance execution and operational controls match documented requirements.
- Prepare early for higher-exposure jurisdictions, especially when recurring detention patterns indicate sustained inspection pressure.
- Prepare for the upcoming CIC by conducting a readiness check; review cargo securing documentation, equipment condition, crew familiarity, supporting records and the Tokyo MoU check sheet in advance.

The practical message is straightforward: the most effective way to reduce detention exposure is to strengthen the day-to-day controls that support sustained compliance through the safety management system, including: equipment readiness, procedural consistency, accurate records and operational follow-through.



6 ADDITIONAL RESOURCES

Additional PSC-related information and industry resources are available through the following organizations:

- 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: alvm.prefectura naval.gob.ar
- Abuja MoU: www.abujamou.org
- Riyadh MoU: www.riyadh mou.org

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.

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