



ABS PORT STATE CONTROL QUARTERLY REPORT

Q4 2021



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 4th Quarter of 2021. 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 4th Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For the period October 1, 2021 to December 31, 2021, the top categories for grounds for PSC detentions on ABS vessels in the Paris MoU, Tokyo MoU and USCG database are listed in the table below. For the Paris MoU, Tokyo MoU and USCG, there were 243 vessels detained. Of those detained vessels, 20 vessels were classed by ABS. ABS assisted the owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.

5-Digit Detention Code	Grounds for Detentions on ABS Vessels
15150	ISM
04114	Emergency source of power – emergency generator
11101	Lifeboats
04121	Crew familiarization with emergency systems
07105	Fire doors/openings in fire resisting divisions
01220	Seafarers' employment agreement (SEA)
07108	Ready availability of fire-fighting equipment
14104	Oil filtering equipment
07115	Fire dampers
14402	Sewage treatment plant
11104	Rescue boats

Note: List contains deficiencies that were identified on two (2) vessels or more.

1.2 Photographs

Photographs show isolated cases of deficiencies found.



Fireman's outfit radio replaced



Sewage treatment system after repairs to air flow



Air pipe float found defective



Engine room fire damper found defective



Fire pump running after repairs



Emergency power auto start not functioning



Oily water 3-way valve not functioning



Fuel oil purifier flange isolated with band



Manual fire call point out of order



Lifeboat limit switch malfunction



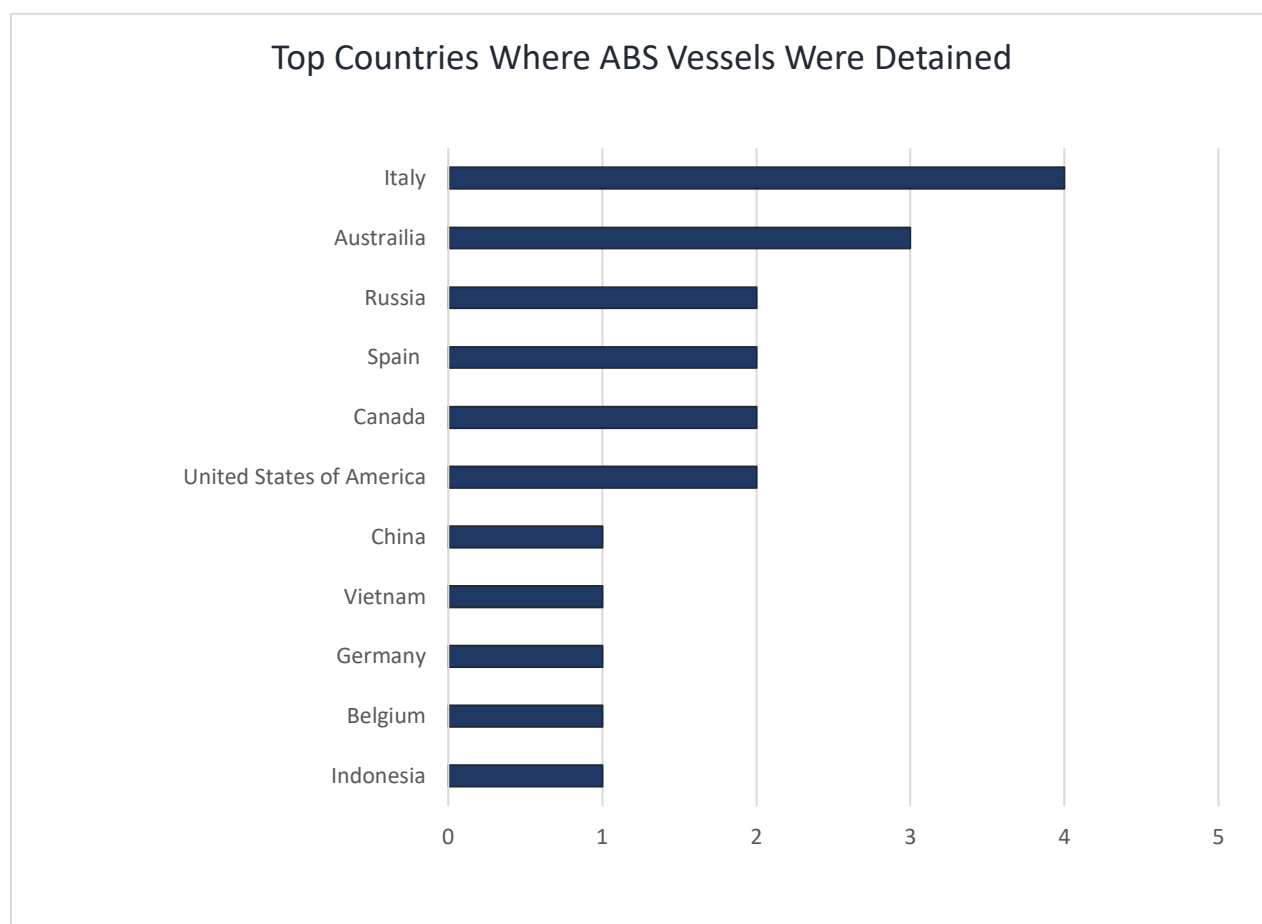
Lifeboat door not closing properly – after repair



Ballast Water Treatment System found inoperable

1.3 Top Countries Where ABS Vessels Were Detained

Of the 20 detained vessels Classed with ABS, the location of the countries where the detention occurred is in the table below. As previously noted above, ABS assisted the owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.



2. 4th Quarter Intervention Top Deficiencies on ABS Vessels

2.1 Top Categories for Deficiencies

For the period October 1, 2021 to December 31, 2021, the top categories for deficiencies on ABS vessels that had PSC interventions are listed in the table below.

5-Digit Deficiency Code	Top Categories for Deficiencies
13101	Propulsion main engine
13199	Other (machinery)
09209	Electrical
18408	Electrical
11101	Lifeboats
11104	Rescue boats
02106	Hull damage impairing seaworthiness
15150	ISM
04114	Emergency source of power - Emergency generator
07105	Fire doors / openings in fire resistant divisions
10109	Lights, shapes, sound signals
13102	Auxiliary engine
18425	Access / structural features (ship)
04102	Emergency fire pump and its pipes
07110	Fire-fighting equipment and appliances
03103	Railings, gangway, walkway and means of safe passage
07101	Fire prevention structural integrity
04103	Emergency lighting, batteries and switches

Note: List contains deficiencies that were identified on five (5) vessels or more.

2.2 Photographs

Photographs show isolated cases of deficiencies found.



Wasted container socket - before



New raised container socket – after



Lifeboat grab line floats damaged – before



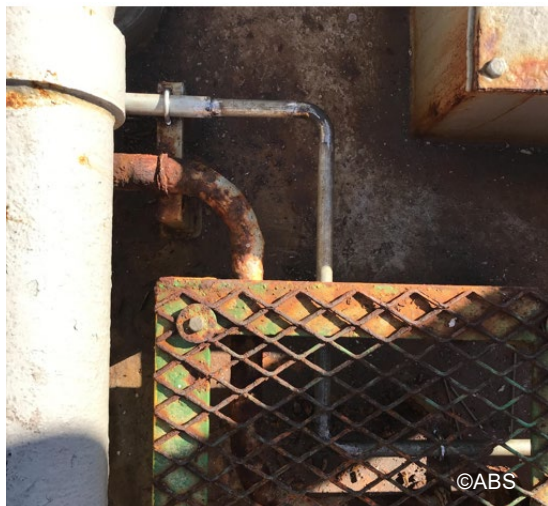
Lifeboat grab line floats damaged – after



Lifeboat Free Fall seat partly broken



Life jacket battery light replaced



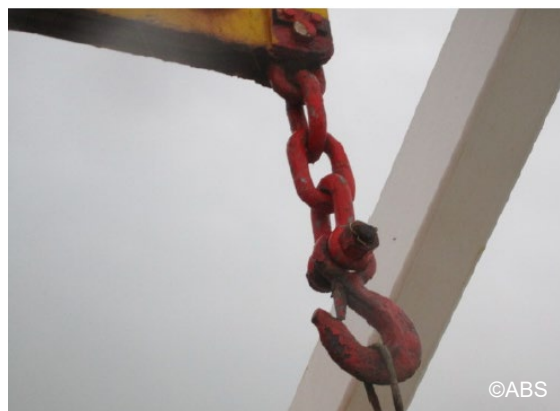
CO₂ piping to Cargo Hold – after repair



Auxiliary engine exhaust insulation renewed



Ventilation funnel from EDG indicator of position not covered



Free Fall Lifeboat Lifting hook safety latch not as required



Electrical control boxes found broken



Faulty Starting Valve replaced by spare



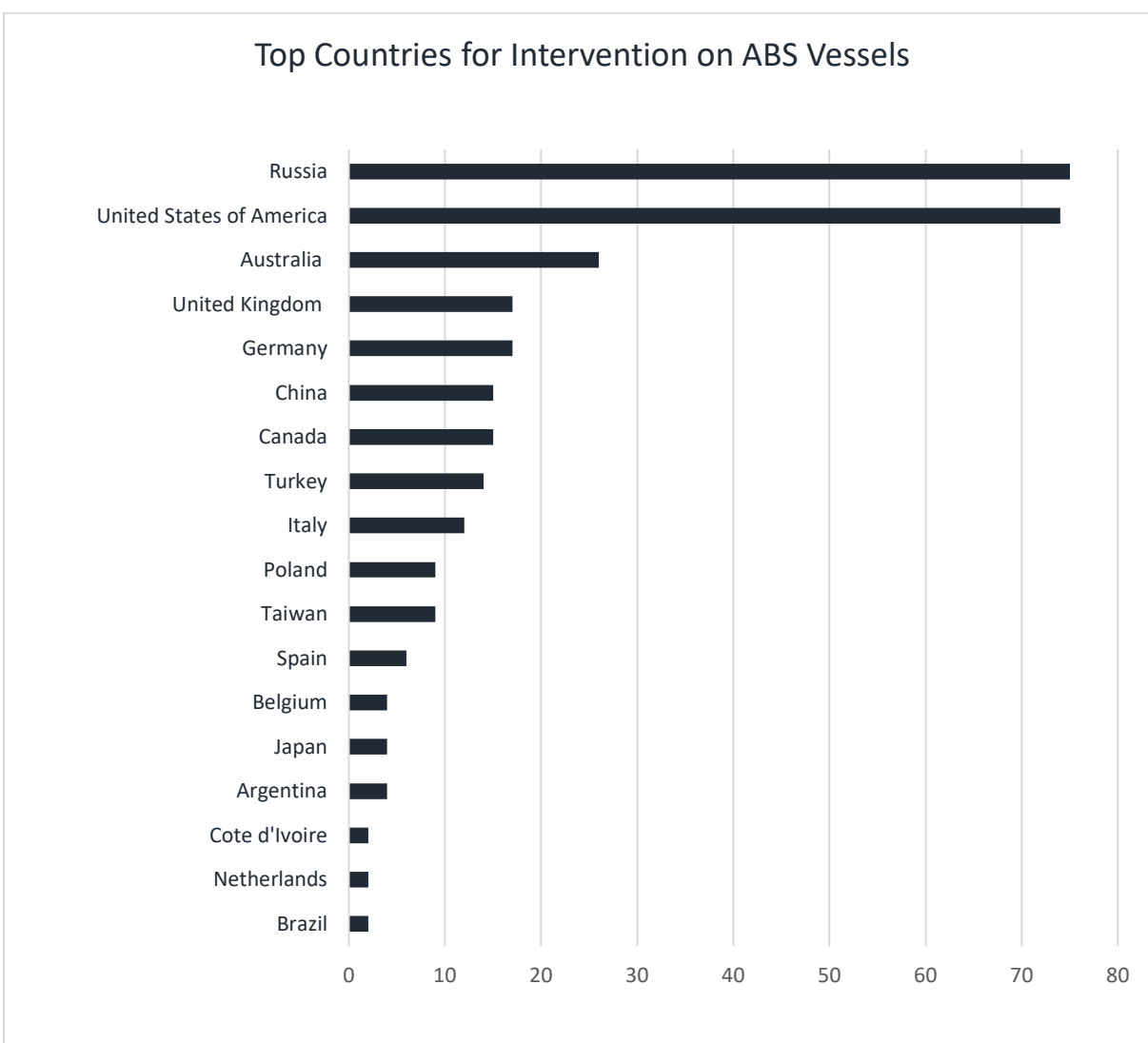
Rescue boat hull minor crack (stern)



Main engine broken spring for fuel valve found

2.3 Top Countries for Interventions on ABS Vessels

For the period October 1, 2021 to December 31, 2021, the top countries where ABS vessels had PSC interventions are listed in the table below.



3. COVID-19 Impact on PSC

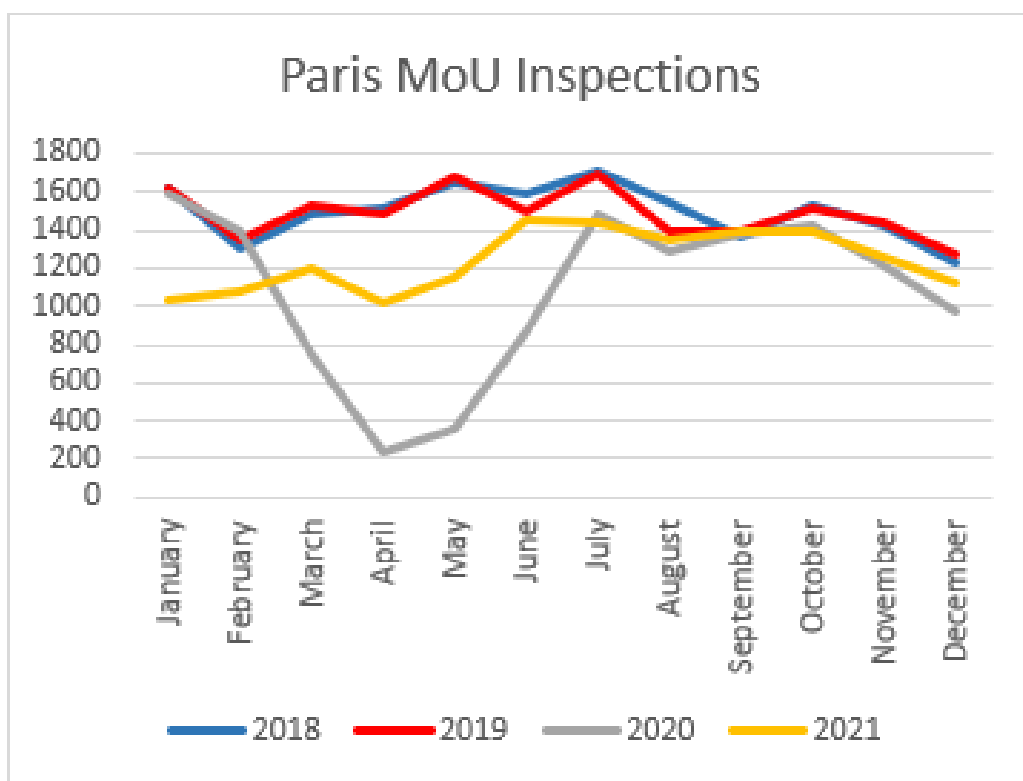
3.1 Paris MoU Inspections for 4th Quarter 2021

The number of inspections in the Paris MoU during the period of October 1, 2021 to December 31, 2021 was approximately the same as previous years 2018, 2019 and 2020.

The Paris MoU had 116 detentions for this period. Only ten (10) of those detentions were on ABS classed vessels. Note that one (1) of the vessels was also duplicated in the Tokyo MoU.

The Paris MoU provided Temporary Guidance Related to COVID-19 for PSC Authorities (Rev.5) on December 17, 2020.

The Paris MoU information may be accessed by clicking the following link: [PS Circular 98](#)



3.2 Tokyo MoU Inspections for 4th Quarter 2021

The Tokyo MoU PSC activity during the period October 1, 2021 to December 31, 2021 continued to be well below the 2018 and 2019 levels, but similar to 2020. China continued to have an extremely low level of activity. The decline may be attributed to COVID-19 mitigating measures established by local governments.

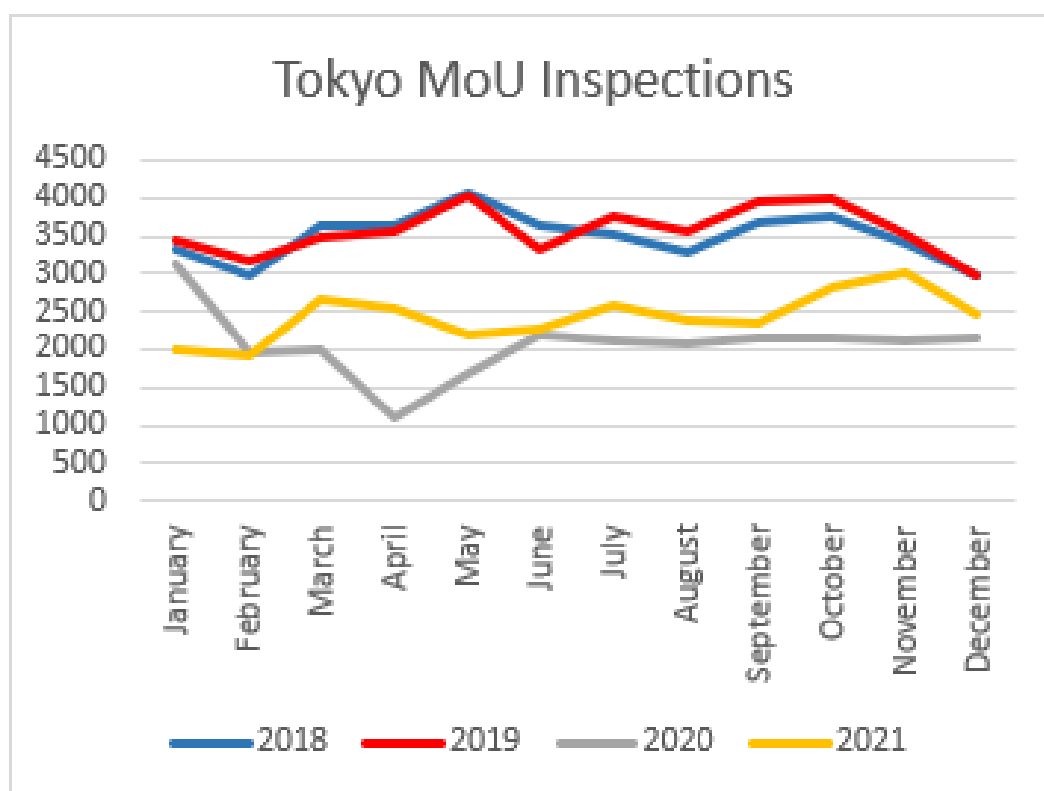
The Tokyo MoU had 114 detentions for this period. Only nine (9) of those detentions were on ABS classed vessels. Note that one (1) of the vessels was also duplicated in the Paris MoU.

The Tokyo MoU adopted interim guidance relating to COVID-19 circumstances for facilitating port State Authorities to apply pragmatic flexibility in a harmonized manner under this difficult situation on March 1, 2021 and launched guidance on remote PSC inspection on March 9, 2021.

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

[GUIDANCE ON REMOTE PSC INSPECTION](#)

[INTERIM GUIDANCE RELATING TO COVID-19 CIRCUMSTANCES](#)



3.3 USCG Detentions for 4th Quarter 2021

The USCG had 13 detentions for the period October 1, 2021 to December 31, 2021. Only two (2) detentions were on ABS Classed vessels during this period.

In response to COVID-19, the USCG issued MSIB Number: 09-20 dated March 26, 2020. No further updates have been issued.

The USCG recognizes there is a need for flexibility and clarity during the COVID-19 pandemic and have issued a Marine Safety Information Bulletin providing additional PSC guidance under these special circumstances. The information may be accessed by visiting www.dco.uscg.mil.

Port State Control (PSC) Exams:

1. The Coast Guard will continue to use a risk-based program to determine which vessels will be required to undergo a PSC Exam.
2. Certain Certificate of Compliance (COC) exams are based on statutory and regulatory requirements. Based on the Office in Charge, Marine Inspection (OCMI) evaluation of the history of the vessel, the OCMI may:
 - Require Coast Guard attendance on board the vessel to conduct a full or abbreviated exam; or,
 - Accept objective evidence such as vessel status within USCG Qualship 21, previous Port State or flag State exams, recent classification surveys, pictures, video, vessel logs, machinery alarm reports, etc. in lieu of Coast Guard attendance on board the vessel to credit a required inspection or exam; or,
 - Defer a required inspection or exam for up to 90 days.

Top Deficiency Categories for Grounds for USCG Detentions on Worldwide Vessel Fleet During 4th Quarter 2021.

Deficiency Code	Category
15109	Maintenance of the ship and equipment
07126	Oil accumulation in engine room
15106	Shipboard operations
15105	Resources and personnel
15108	Reports of non-conformities, accidents & hazardous occurrences.
01214	Endorsement by flag state

Note: List contains deficiencies that were identified on two (2) vessels or more.

4. 2021 Paris and Tokyo MoU Concentrated Inspection Campaign (CIC)

Paris MoU and Tokyo MoU conducted a Concentrated Inspection Campaign (CIC) on Stability (in general) from September 1, 2021 to November 30, 2021. Results of the CIC have not yet been published.

The purpose of the campaign on ship's stability in general is:

- to confirm that the ship's crew are familiar with assessing the actual stability condition on completion of cargo operations before departure of the ship and during all stages of the voyage;
- to create awareness among the ship's crew and owners about the importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship;
- to verify that the ship complies with intact stability requirements (and damage stability requirements, if applicable) under the relevant IMO instruments.

A ship will be subject to only one inspection under this CIC during the period of the campaign. Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess that information and equipment provided onboard complies with the relevant conventions, that the master and officers are familiar with operations relating to stability (in general) and that equipment is properly maintained and functioning.

If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

5. 2021 United States Coast Guard Concentrated Inspection Campaign (CIC)

The USCG conducted a Concentrated Inspection Campaign (CIC) on U.S. flagged vessels subject to the ISM Code to ensure implementation of emergency procedures for all identified risks, including cyber risks. The CIC is also applicable to vessels that are complying with ISM Code voluntarily including Subchapter M vessels utilizing ISM Code as their Tugboat Safety Management System (TSMS). Results of the CIC have not yet been published.

6a. New Regulations - June 2021

- a. **MEPC.284(70), MEPC.227(64), MEPC.159(55) - MARPOL IV Prevention of Sewage Pollution**
Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021) for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes (28° 10' E) within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023. Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.
- b. **MEPC.275(69) - MARPOL IV Prevention of Sewage Pollution**
Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021) for existing passenger ships with one exception existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes (28° 10' E) within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023.
- c. **MEPC.274(69) - MARPOL IV Prevention of Sewage Pollution**
The resolution amends Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) to revise the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).

6b. Additional New Regulations

a. MEPC.324(75) – MARPOL VI Amendments to EEDI Regulations (April 1, 2022)

MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.

b. MEPC.324(75) - MARPOL VI Procedure for Fuel Oil Sampling (April 1, 2022)

MARPOL Annex VI has been amended to introduce definitions distinguishing between "in-use" and "on board" fuel oil samples taken from a vessel. The entirety of Appendix VI of MARPOL Annex VI has also been revised to simplify the verification procedure for the "MARPOL delivered fuel oil sample and to add verification procedures for the "in-use sample" and the "on board sample".

c. MEPC.325(75) – BWME-1 Commissioning Test of BWMS (June 1, 2022)

The BWM Convention has been amended to require that upon installation of a BWMS, a commissioning test is carried out (as part of either an Initial Survey or Additional Survey) in order to validate the installation of any ballast water management system by demonstrating that its mechanical, physical, chemical and biological processes are working properly. The commissioning test is to take into account BWM.2/Circ.70/Rev.1 "2020 Guidance for the Commissioning Testing of Ballast Water Management Systems".

d. MSC.477(102) – SOLAS VII IMDG Code (June 1, 2022)

Provides a consolidated text of The International Maritime Dangerous Goods (IMDG) Code. In addition to the periodic review of carriage requirements for new and existing substances, the amendments also introduce a new handling code for medical waste and other updated guidance.

e. MSC.471(101) – SOLAS IV Performance Standards for Float-Free EPIRBs Operating on 406 MHz (July1, 2022)

A new standard governs the performance of Float-Free Emergency Position-Indicating Radio Beacons (EPIRBs) operating on 406 MHz, which form part of the Global Maritime Distress and Safety System (GMDSS). The standard is intended to standardize the physical attributes of these devices and the ambient conditions in which they are expected to perform, as well as the technical characteristics of the transmitted signal.

f. MEPC.335(76) – 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of Power Reserve

MARPOL Annex VI was amended June 2021 by adoption of resolution MEPC.328(76) containing amendments to concerning mandatory goal-based technical and operational measures to reduce carbon intensity of international shipping. These amendments will enter into force on 1 November 2022. On or before 1 January 2023, ships of 5,000 gross tonnage and above will need to revise their Ship Energy Efficiency Management Plan (SEEMP) and submit for review.

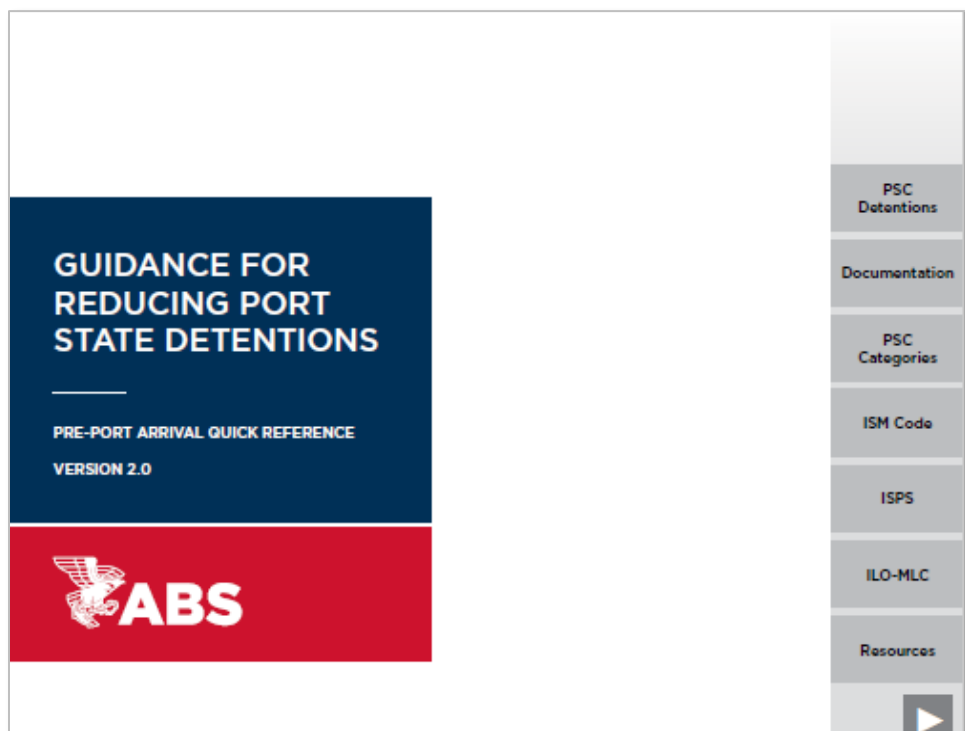
7. Industry Links for Port State Control

Paris MoU	www.parismou.org
Tokyo MoU	www.tokyo-mou.org
United States Coast Guard	hwww.dco.uscg.mil
Mediterranean MoU	http://197.230.62.214/MedMoU
Black Sea MoU	www.bsmou.org
Indian Ocean MoU	www.iomou.org
Caribbean MoU	caribbeanmou.org
Acuerdo de Viña del Mar	http://197.230.62.214/VMoU.aspx
Abuja MoU	www.abujamou.org
Riyadh MoU	www.riyadhmou.org

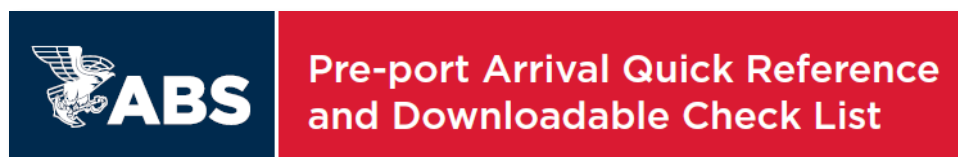
8. Additional Resources

Additional Resources may be found on the [ABS website at eagle.org](http://ABS.website.at.eagle.org).

a. Guidance for Reducing Port State Detention



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



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 or you can download the app from the [Google Play store](https://play.google.com/store/apps/details?id=com.eagleabs) or [Apple App Store](https://apps.apple.com/us/app/abs-app/id1444444444).



SMART. INTUITIVE. CONNECTED.

INTRODUCING THE ABS APP

It's the next generation of fleet management and survey scheduling with everything you need at your fingertips to keep your assets connected and in sight.

Smart, easy, and fast – download to schedule surveys, including remote surveys and audits, manage your fleet and be totally prepared before you pull into port.

Connect with ABS – Anytime. Anywhere. Any Way.

BENEFITS

- Launch the ABS Smart Scheduler™ tool to book surveys and certification renewals in less than a minute
- Take advantage of remote survey options, including annual surveys with real-time mobile capture and collaboration
- Calculate estimated survey fees across multiple ports
- Access customized port state control analytics by vessel or fleet
- See top ISM findings for each port and custom to your vessel performance
- Connect to port-specific External Specialists for upcoming surveys
- Enjoy mobile convenience with 24/7 global connection

Everything you need from your ABS MyFreedom™ Client Portal is now accessible using the ABS App. It's your window into ABS Class, bringing together all your needs.

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Port State Control Applications on the ABS App

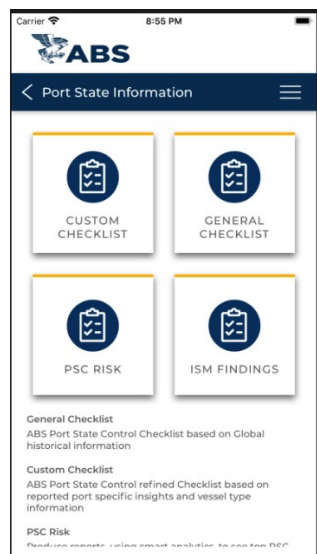
General Checklist: ABS Port State Control Checklist based on global historical information

Custom Checklist: ABS Port State Control refined Checklist based on reported port-specific insights and vessel type information

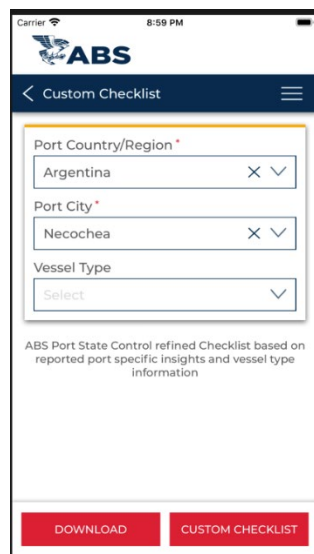
PSC Risk: Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel Class records

ISM Findings: Produce reports, using smart analytics, to see top PSC ISM reported concerns for your destination port matched to vessel ABS ISM records

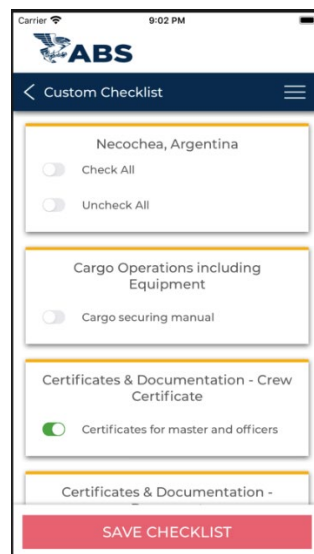
Port State Information
main screen



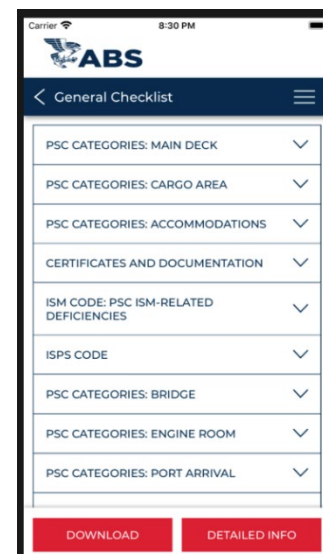
PSC Custom (Port-specific)
Checklist and filter



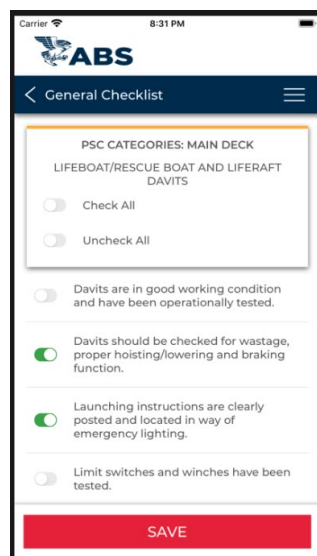
PSC Custom Checklist
filtered by port and
vessel type



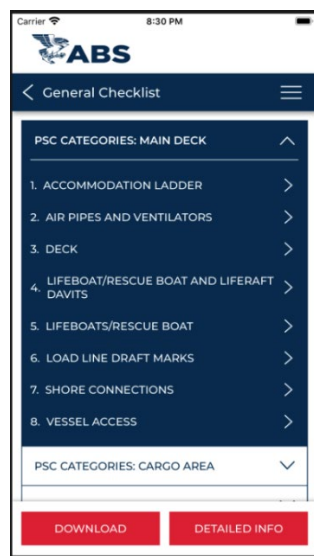
PSC General Checklist,
all categories



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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