



# ABS PORT STATE CONTROL QUARTERLY REPORT

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Q2 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 second 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 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 Second Quarter Detention Facts

## 1.1 Top Categories for Grounds for Detention

For period April 1, 2024 to June 30, 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 was a total of four hundred eighty-seven (487) detained vessels in the second quarter per Paris MoU, Tokyo MoU and United States Coast Guard (USCG). Of those detained, only twenty-five (25) vessels were ABS classed vessels.

Detention Code	Detention Description
15150	ISM
07125	Evaluation of crew performance (fire drills)
15109	Maintenance of the ship and equipment
07101	Fire prevention structural integrity
07109	Fixed fire extinguishing installation
03105	Covers (hatchway-, portable-, tarpaulins, etc.)
07108	Ready availability of fire fighting equipment
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
07115	Fire-dampers
10114	Voyage data recorder (VDR)/Simplified Voyage data recorder(S-VDR)
13104	Bilge pumping arrangements
14104	Oil filtering equipment
15105	Resources and personnel
18302	Sanitary Facilities
18313	Cleanliness

\* This list contains deficiencies that were identified on at least two (2) or more vessels. Detentions listed in order of highest to lowest number of instances per detention code.

## 1.2 Isolated Deficiencies Photographs

Photographs show isolated cases of deficiencies found.



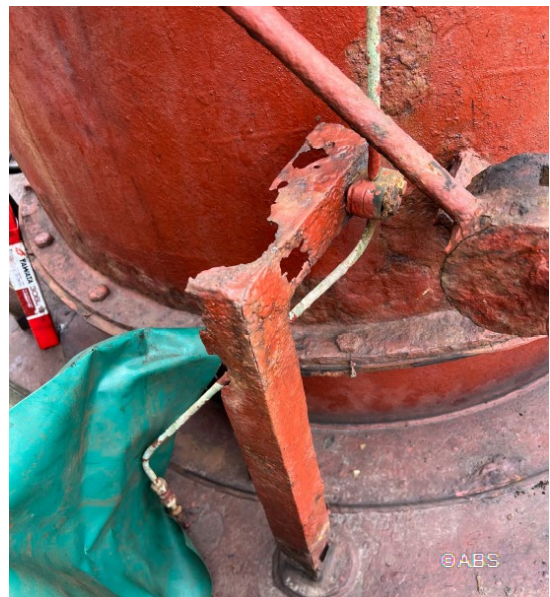
Generator engine  
fuel oil leakage points



Sign of oil leakage in pipe trunk



Steering gear room escape  
unable to close properly and not maintained



Engine room, remote closure air supply trunk support  
structure wasted





Flood light stand,  
not maintained



Freefall lifeboat  
recovery arrangement defective



Lifebuoy self-igniting light  
malfunctioning



Electrical junction box,  
not maintained



Ballast stripping pipe with soft patch strapped, leaking and not maintained



Heavy Fuel Oil Purifier connection with unapproved tape



Accommodation sink, not maintained



Anchor mooring winch holding down bolt completely wasted and not maintained





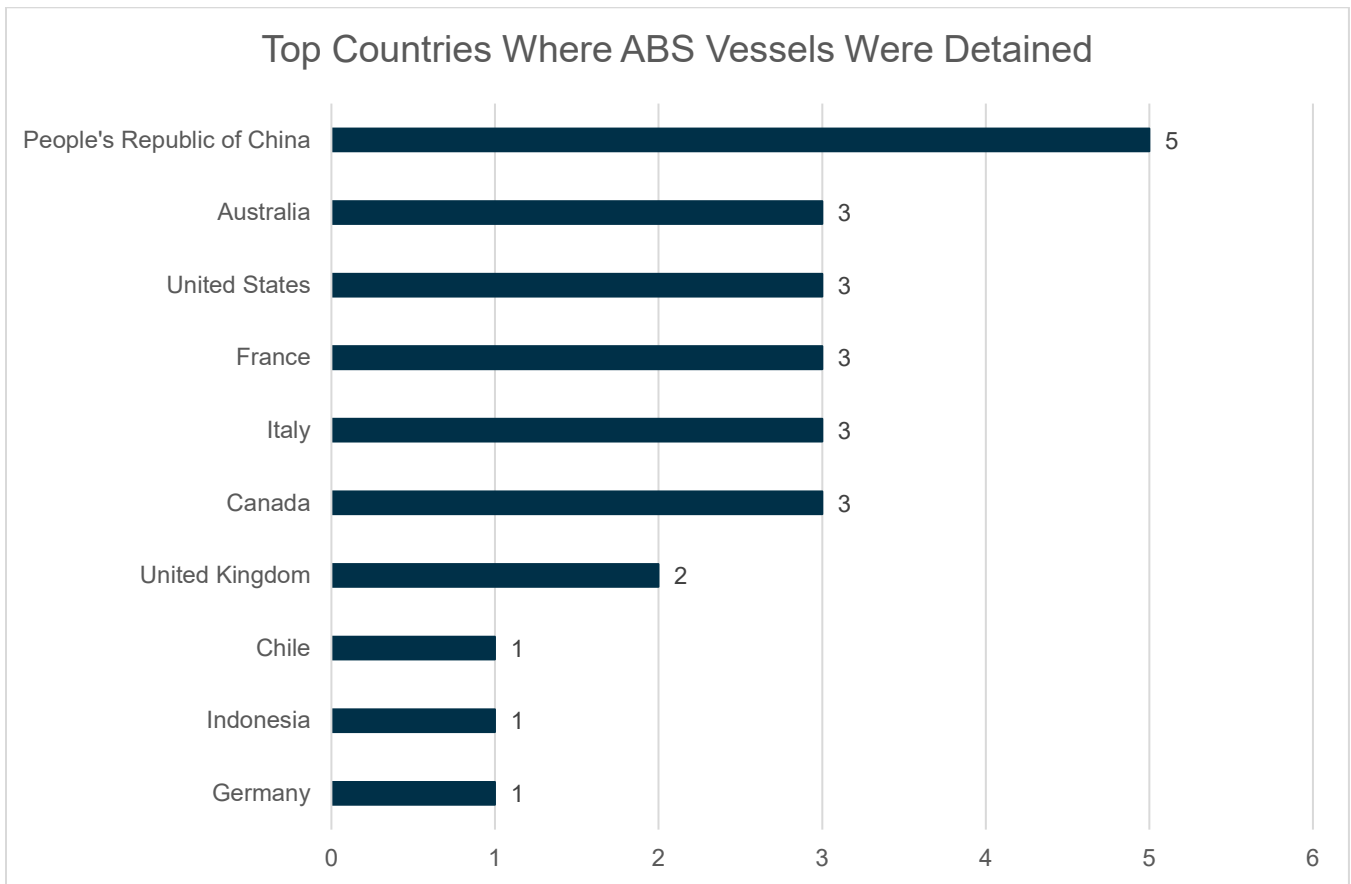
On deck, piping not maintained and wasted



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

### 1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the breakdown of the countries where twenty-five (25) ABS vessels were detained. ABS assisted each owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.



## 2. Second Quarter Top Deficiencies for Interventions on ABS Vessels

### 2.1 Top Categories for Deficiencies for Interventions

For the period April 1 2024 to June 30 2024, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below. \*

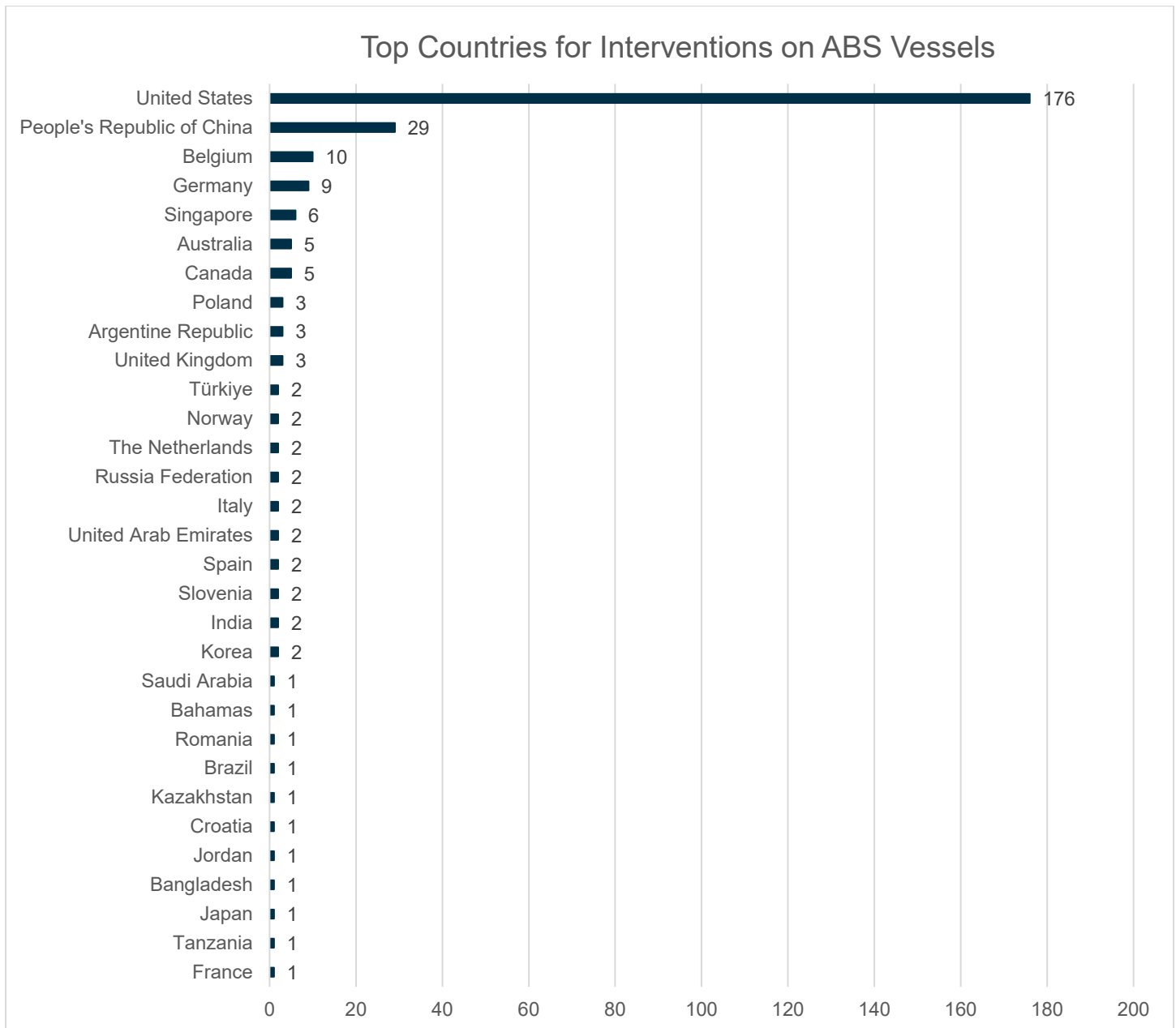
Deficiency Code	Deficiency Description
13101	Propulsion main engine
13199	Other (machinery)
13102	Auxiliary engine
07105	Fire doors/openings in fire-resisting divisions
11101	Lifeboats
07199	Other (fire safety)
07109	Fixed fire extinguishing installation
13108	Operation of machinery
07110	Fire fighting equipment and appliances
15150	ISM
04103	Emergency lighting, batteries and switches
07106	Fire detection
09209	Electrical
11104	Rescue boats
01136	Ballast water management certificate
15109	Maintenance of the ship and equipment
02108	Electric equipment in general
10101	Pilot ladders and hoist / pilot transfer arrangements
11113	Launching arrangements for rescue boats

\* List contains deficiencies that were identified on at least ten (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 2024 to June 30 2024, the top countries where ABS Classed vessels had PSC interventions identified are highlighted in the bar chart below.



### 3. PSC Activity

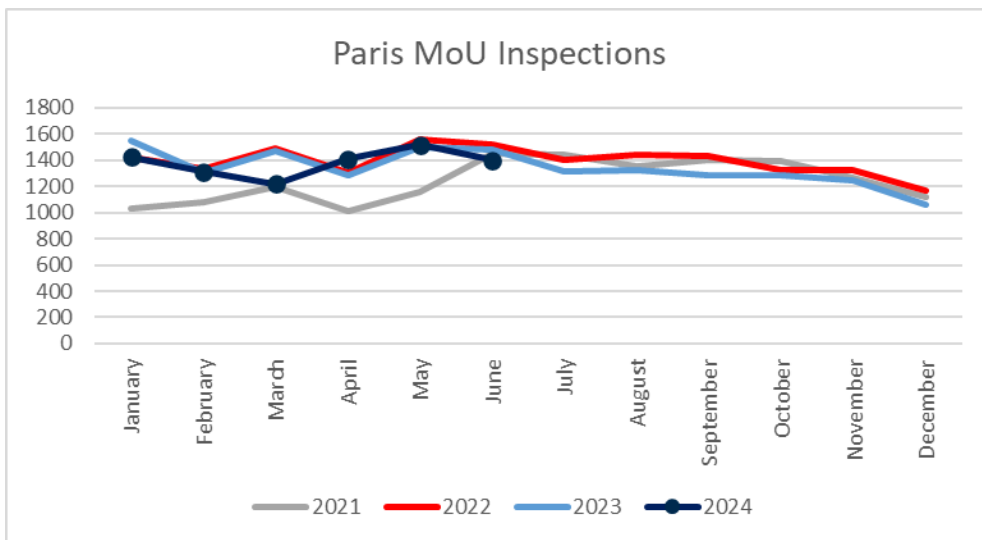
#### 3.1 Paris MoU Inspections for Second Quarter 2024

The number of inspections in the Paris MoU during the period of April 1, 2024 to June 30, 2024, has remained same compared to the second quarter in 2023 and 2022. The number of inspections is higher compared to 2021 for the same period.

The Paris MoU had one hundred fifty-nine (159) detentions for this period. Only eleven (11) 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>



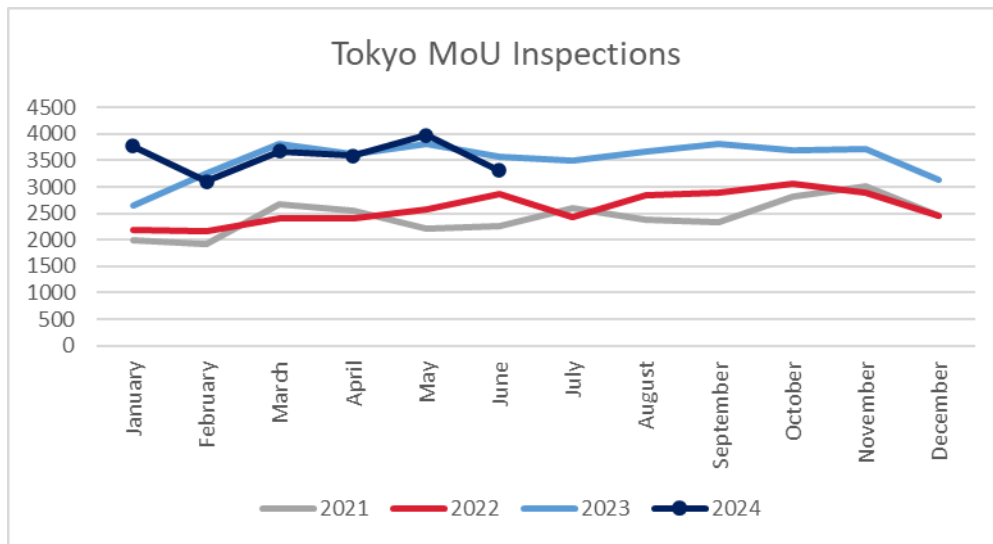
### 3.2 Tokyo MoU Inspections for Second Quarter 2024

The Tokyo MoU inspections during the period April 1, 2024, to June 30, 2024, overall has decreased compared to second quarter 2023 and increased compared to second quarter of 2022 and 2021.

The Tokyo MoU had three hundred three (303) detentions for this period. Only eleven (11) of those detentions were on ABS classed vessels.

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

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





### 3.3 Total Worldwide USCG Detentions for Second Quarter 2024

The USCG had twenty-five (25) detentions for the period April 1, 2024 to June 30, 2024. Only three (3) detentions were on an ABS classed vessels during this period.

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

#### Top Deficiency Categories for Grounds for USCG Detentions Worldwide Vessel Fleet Second Quarter 2024\*

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
07108	Ready availability of fire fighting equipment
07126	Oil accumulation in engine room
02105	Steering gear
04114	Emergency source of power - Emergency generator
06199	Other (cargo)
07199	Other (fire safety)

\* This list contains deficiencies that were identified on at least three (3) or more vessels. Detentions listed in order of highest to lowest number of instances per detention code.

## 4. Concentrated Inspection Campaign (CIC)

The Paris and Tokyo MoUs will conduct a CIC on crew wages and Seafarer Employment Agreements (SEAs) under the Maritime Labour Convention (MLC) from September 01<sup>st</sup> 2024 to November 30<sup>th</sup>, 2024. This campaign focuses on specific areas of concern identified by Port State Control (PSC) regimes.

In addition, this year's CIC is expected to cover the financial security requirements introduced in the 2014 amendments to the MLC. Several PSC MoUs such as ABUJA MoU have confirmed their participation in this initiative.

In preparation of the CIC, certain flag State- inspectors (i.e., Panama) will focus on the CIC questionnaire during their annual safety inspections.

Examples of frequent MLC deficiencies related to the crew wages, SEAs and financial security documents are:

- Wage payments are not being made at monthly intervals
- Inconsistency between wages specified in the SEAs or Collective Bargaining Agreement (CBA) and actual wages paid
- Failure to issue monthly pay statements/accounts
- Deductions on monthly statements not allowable under the MLC convention
- Expired SEAs
- Extended/amended SEAs without proper authorization and consent of the seafarer
- Seafarer working onboard in a capacity different from that identified in the SEA
- Invalid/expired financial security documents onboard.

## 5. New Regulations

### a. Protection of Accommodation, Service Spaces and Control Station

SOLAS Chapter II-2, Part C deals with fire suppression. Amendments to SOLAS Chapter II-2 Part C introduce changes by resolution MSC.550(108).

These amendments affect regulation 7, paragraphs 5.2 and 5.5:

- Paragraph 5.2 now includes the word "fire" before the alarm system for spaces with little to no fire risk for passenger ships carrying more than 36 passengers.
- Paragraph 5.5 requires detection and alarm systems for "control stations and cargo control rooms" on cargo ships in accordance with methods IC, IIC, and IIC.

The amendments will enter into force on or after January 1, 2026. Ships constructed before this date shall comply with the previously applicable requirements.

### b. Amendments to SOLAS and MARPOL on Mandatory Reporting of Lost or Observed Freight Containers:

Due to the repeated occurrence of container losses and the danger they pose to shipping, the IMO Maritime Safety Committee adopted amendments to SOLAS Chapter V which require reporting of freight containers lost at sea or observed adrift at sea. These amendments have been developed to address the navigation hazard represented by freight containers lost at sea and to enhance the position tracking and recovery of such containers.

Revisions to Regulation 31 of SOLAS Chapter V require the master of every ship involved in the loss of freight containers to communicate details of the incident to other ships in the vicinity, to the nearest coastal State and the flag State. In the event that the ship is abandoned or otherwise unable to complete this reporting, the ISM management company of the vessel must assume responsibility for this reporting to the fullest extent possible. For vessels not involved in a loss incident but observing a freight container drifting at sea, the master of the ship is obligated to report such observations to other ships in the vicinity and to the nearest coastal State.

Associated revisions to Regulation 32 of the same chapter provide a list of information to be collected when reporting the loss of freight containers from a ship or the observation of freight containers drifting at sea. This amendment inserts a cross-reference to the revised Regulations 31 and 32 of SOLAS Chapter V and establishes the reporting of lost freight containers as an obligation under the MARPOL Convention as well.

These amendments shall enter into force on January 01, 2026 and will apply to any ship carrying one or more containers or observing lost container (s) at sea.

## 6. Industry Links for Port State Control

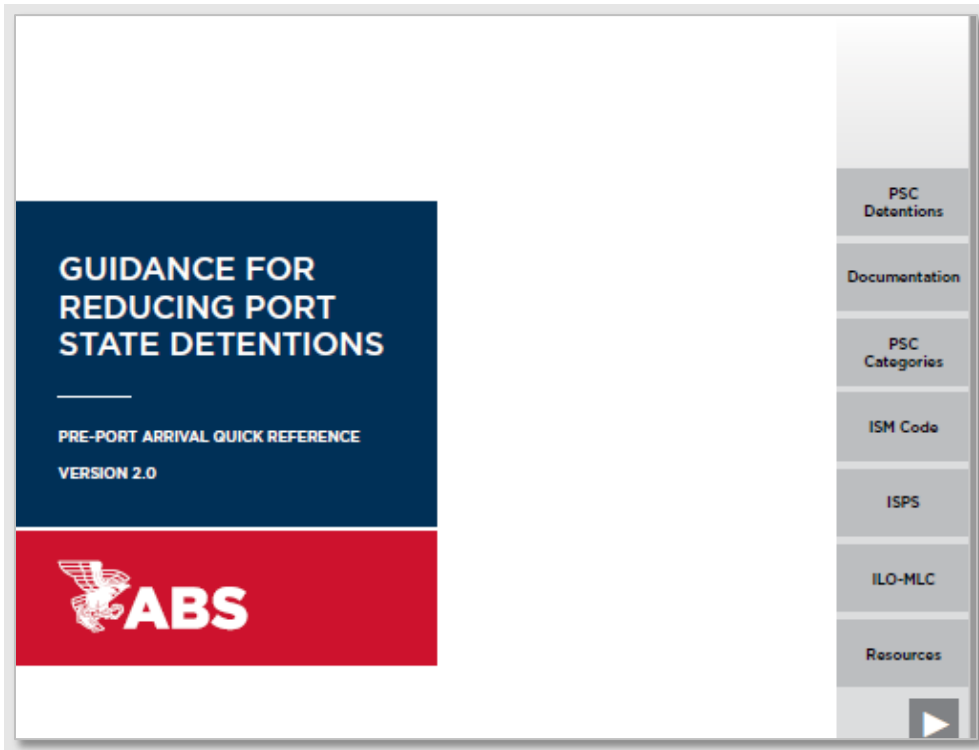
<b>Paris MoU</b>	<a href="http://www.parismou.org">www.parismou.org</a>
<b>Tokyo MoU</b>	<a href="http://www.tokyo-mou.org">www.tokyo-mou.org</a>
<b>United States Coast Guard</b>	<a href="http://hwww.dco.uscg.mil">hwww.dco.uscg.mil</a>
<b>Mediterranean MoU</b>	<a href="http://www.medmou.org/home.aspx">www.medmou.org/home.aspx</a>
<b>Black Sea MoU</b>	<a href="http://www.bsmou.org">www.bsmou.org</a>
<b>Indian Ocean MoU</b>	<a href="http://www.iomou.org">www.iomou.org</a>
<b>Caribbean MoU</b>	<a href="http://caribbeanmou.org">caribbeanmou.org</a>
<b>Acuerdo de Viña del Mar</b>	<a href="https://alvm.prefecturanaval.gob.ar">https://alvm.prefecturanaval.gob.ar</a>
<b>Abuja MoU</b>	<a href="http://www.abujamou.org">www.abujamou.org</a>
<b>Riyadh MoU</b>	<a href="http://www.riyadhrou.org">www.riyadhrou.org</a>



## 7. 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

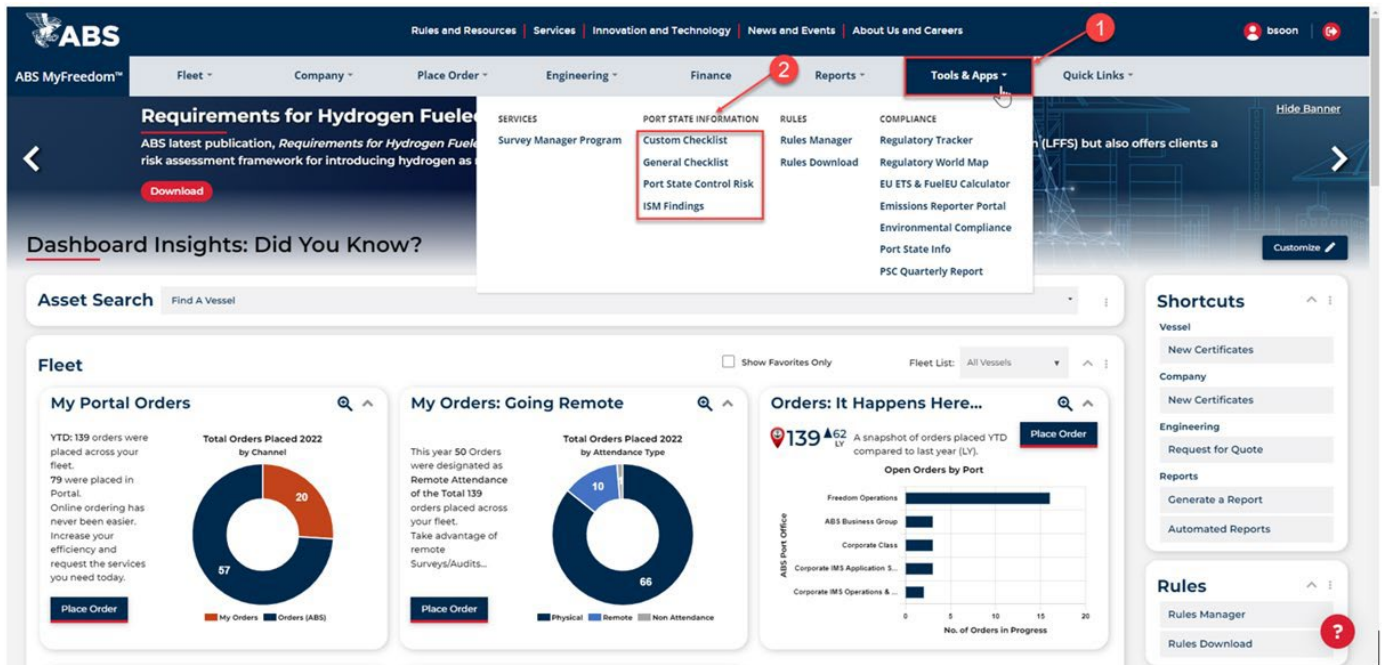


### c. Port State Control Applications on the ABS My Freedom™ Client Portal

This service is available to ABS clients who already have an account in the ABS MyFreedom™ client portal. Please follow the below listed steps to access the Port State Information via the MyFreedom™ Client Portal.

1. Login to MyFreedom™ Portal account.
2. Hover mouse on Tools & App from the navigation menu.
3. Under Port State Information you will see the below:

- **Custom Checklist:** ABS Port State Control checklist based on global historical information.
- **General Checklist:** ABS Port State Control refined checklist based on reported port-specific insights and vessel type information.
- **Port State Control Risk:** Produce reports, using smart analytics, to see top Port State Control issues for your destination port matched to vessel class records.
- **ISM Findings:** Produce reports, using smart analytics, to see top Port State Control ISM reported concerns for your destination port matched to vessel ABS ISM records.



## 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 Region

Piraeus, Greece

Tel: +30 210-9441-000 or

Tel: +30 210-9441-220

Marine and Offshore Email: [EuropeSurvey@eagle.org](mailto:EuropeSurvey@eagle.org)

### Greater China Region

Shanghai, China

Tel: 86-21-2327-0888

Email: [GCSurvey@eagle.onmicrosoft.com](mailto:GCSurvey@eagle.onmicrosoft.com)

### PACMEA Operations

Singapore

Tel: +65 6276 8700

Marine Email: [PACMEA-SurveyMarine@eagle.org](mailto:PACMEA-SurveyMarine@eagle.org)

Offshore Email: [PACMEA-SurveyOffshore@eagle.org](mailto:PACMEA-SurveyOffshore@eagle.org)

### Americas Region

Houston, TX USA

Tel: +1 (281) 877-6000

Marine & Offshore Email: [AmericasSurvey@eagle.org](mailto:AmericasSurvey@eagle.org)

### Local Port Office Contact

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