



ABS PORT STATE CONTROL QUARTERLY REPORT

Q1 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 first 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 First Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For period January 1, 2024 to March 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.*

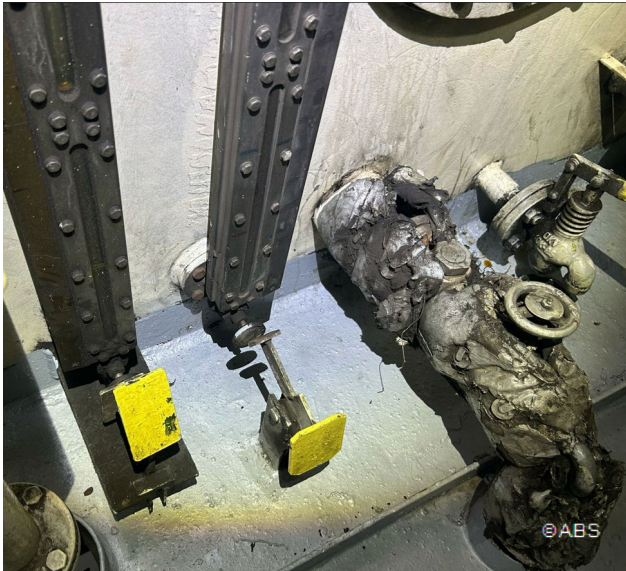
There were four hundred eighty eight (488) total detained vessels in the first quarter per Paris MoU, Tokyo MoU and United States Coast Guard (USCG). Of those detained, only thirty-one (31) vessels were ABS classed vessels.

Detention Code	Detention Description
15150	ISM
04114	Emergency source of power - Emergency generator
07109	Fixed fire extinguishing installation
11101	Lifeboats
07113	Fire pumps and its pipes
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)
11104	Rescue boats
15109	Maintenance of the ship and equipment
11113	Launching arrangements for rescue boats
13101	Propulsion main engine
13102	Auxiliary engine
13104	Bilge pumping arrangements
14108	15 PPM Alarm arrangements

* 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.

1.2 Isolated Deficiencies Photographs

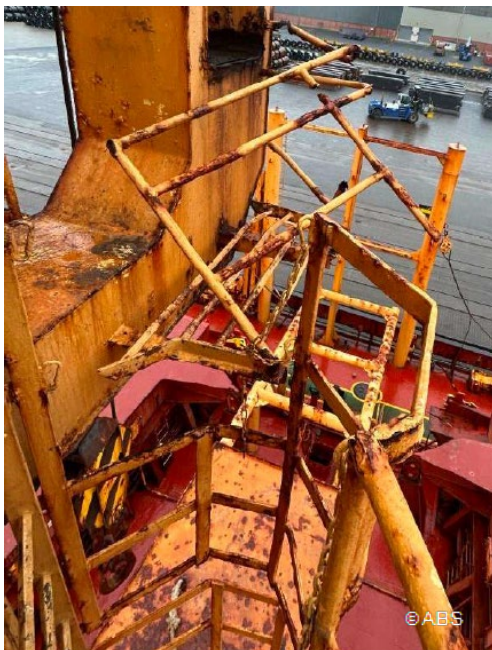
Photographs show isolated cases of deficiencies found.



Self-closing valves for Main Engine Lubricating Oil System and Marine Gas Oil System are blocked permanently in open position. Steam line insulation not maintained.



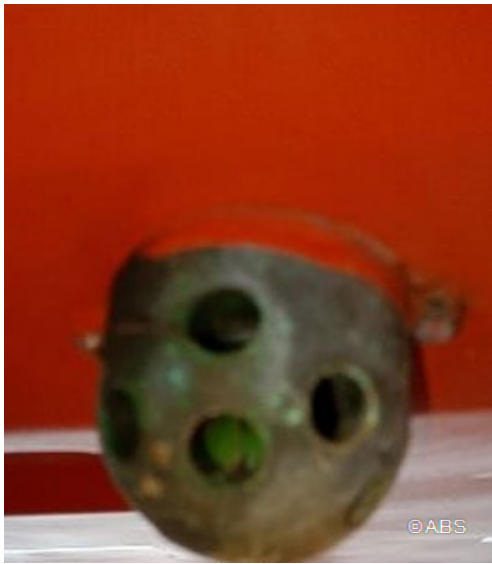
Emergency Generator Room telephone connection to hand set damaged



Emergency exit from crane found wasted and damaged



Faulty closing mechanism and dogs of bobby hatch cover restrict the wheel to positively close



Lifeboat drain valve unable to close automatically due to stuck float balls with garbage



Accommodation door deformed



Twist lock foundation at container housing cracked



Fuel Oil Settling tank manhole cover leaking



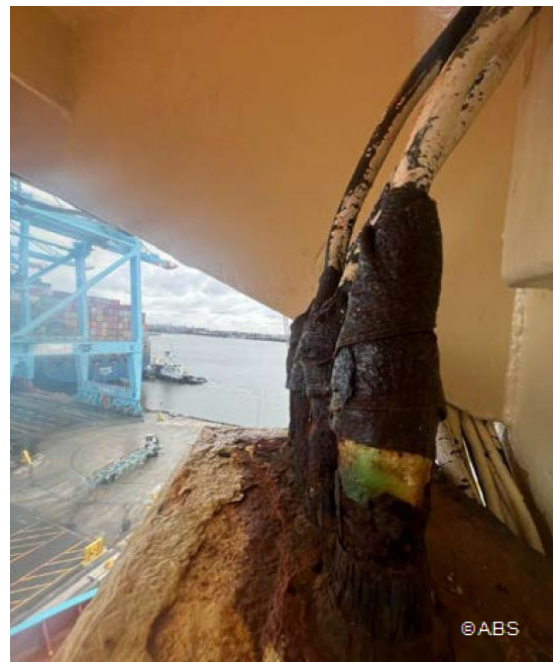
Excessive oil soaked around main engine service piping



Steam heating valve for fuel oil tank, insulation deteriorated and not maintained



Main engine fuel pipe metallic sheathing damaged with missing part and not maintained



Cable penetration at Boatswain store with corrosion and damage



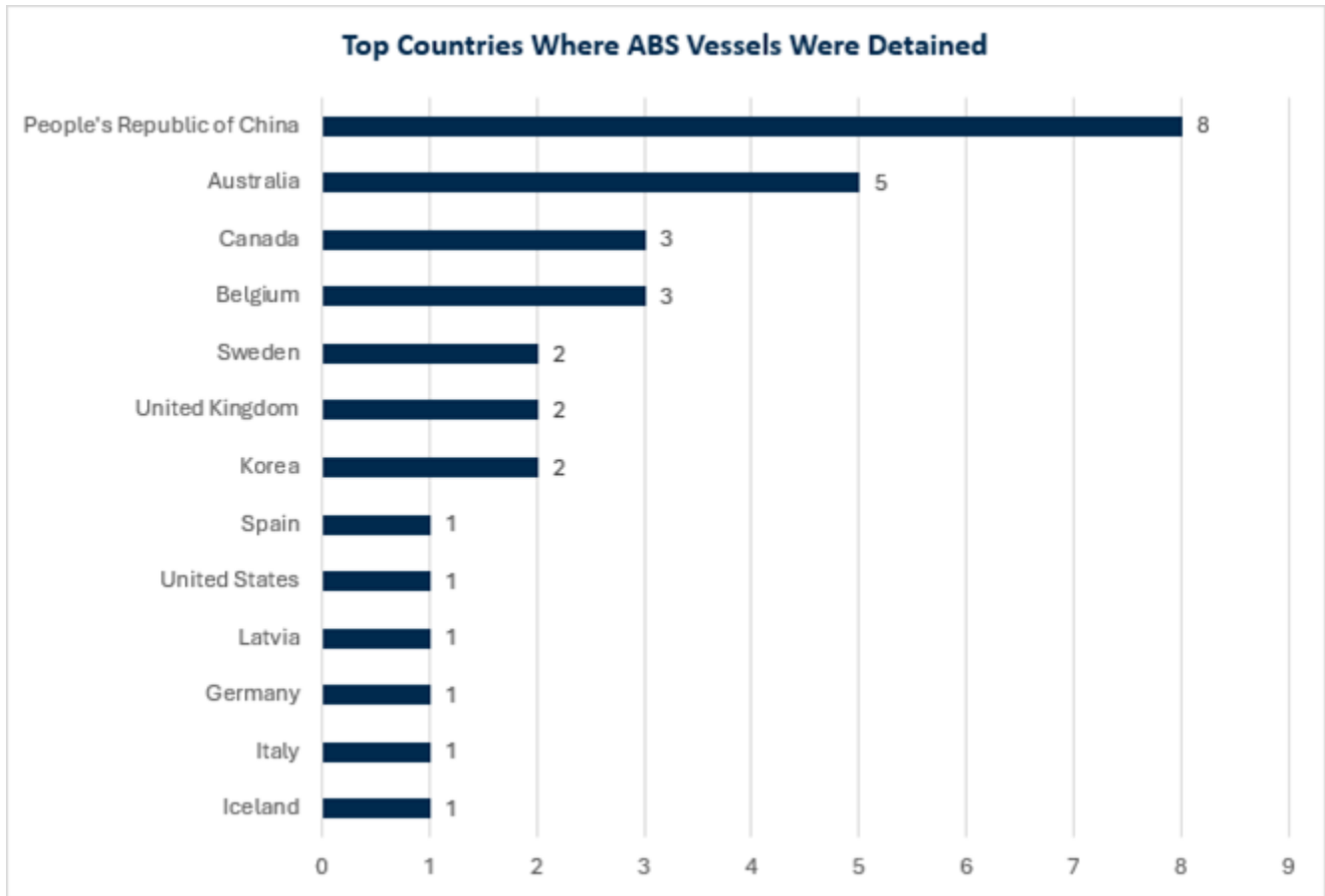
Fixed gas detection system failed to test hydrocarbon gas



Broken guard rail

1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the breakdown of the countries where thirty one (31) 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. First Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

For the period January 1, 2024, to March 31, 2024, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below. *

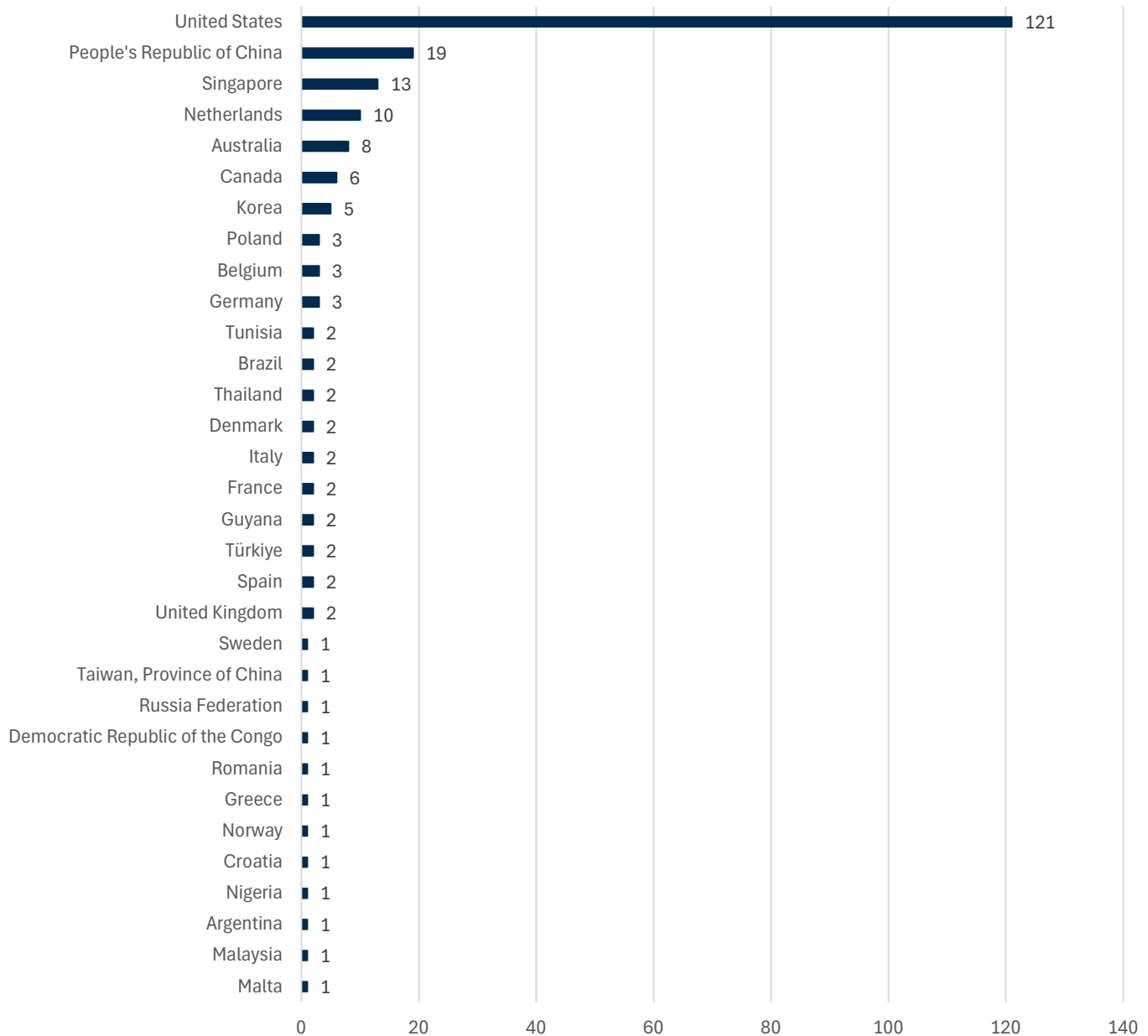
Deficiency Code	Deficiency Description
13101	Propulsion main engine
07199	Other (fire safety)
13199	Other (machinery)
02108	Electric equipment in general
13102	Auxiliary engine
07105	Fire doors/openings in fire-resisting divisions
11101	Lifeboats
15150	ISM
07113	Fire pumps and its pipes
07110	Fire fighting equipment and appliances
09209	Electrical
15109	Maintenance of the ship and equipment
04114	Emergency source of power - Emergency generator
07106	Fire detection
10109	Lights, shapes, sound signals
01315	Oil record book
07115	Fire-dampers
08199	Other (alarms)
03108	Ventilators, air pipes, casings
07120	Means of escape

* List contains deficiencies that were identified on at least ten (10) 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

For the period January 1, 2024, to March 31, 2024, the top countries where ABS Classed vessels had PSC interventions identified are highlighted in the bar chart below.

Top Countries for Interventions on ABS Vessels



3. PSC Activity

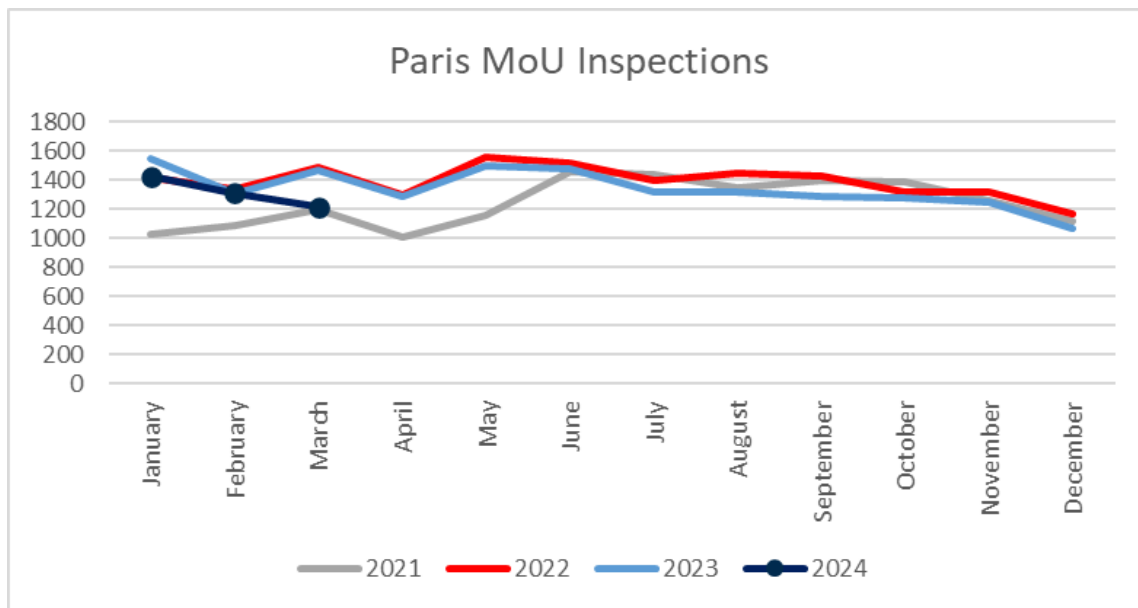
3.1 Paris MoU Inspections for First Quarter 2024

The number of inspections in the Paris MoU during the period of January 1, 2024 to March 31, 2024, has remained lower compared to the first quarter in 2023 and 2022. The number of inspections is higher compared to 2021 for the same period.

The Paris MoU had one hundred sixty-eight (168) detentions for this period. Only fifteen (15) of those detentions were recorded 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>



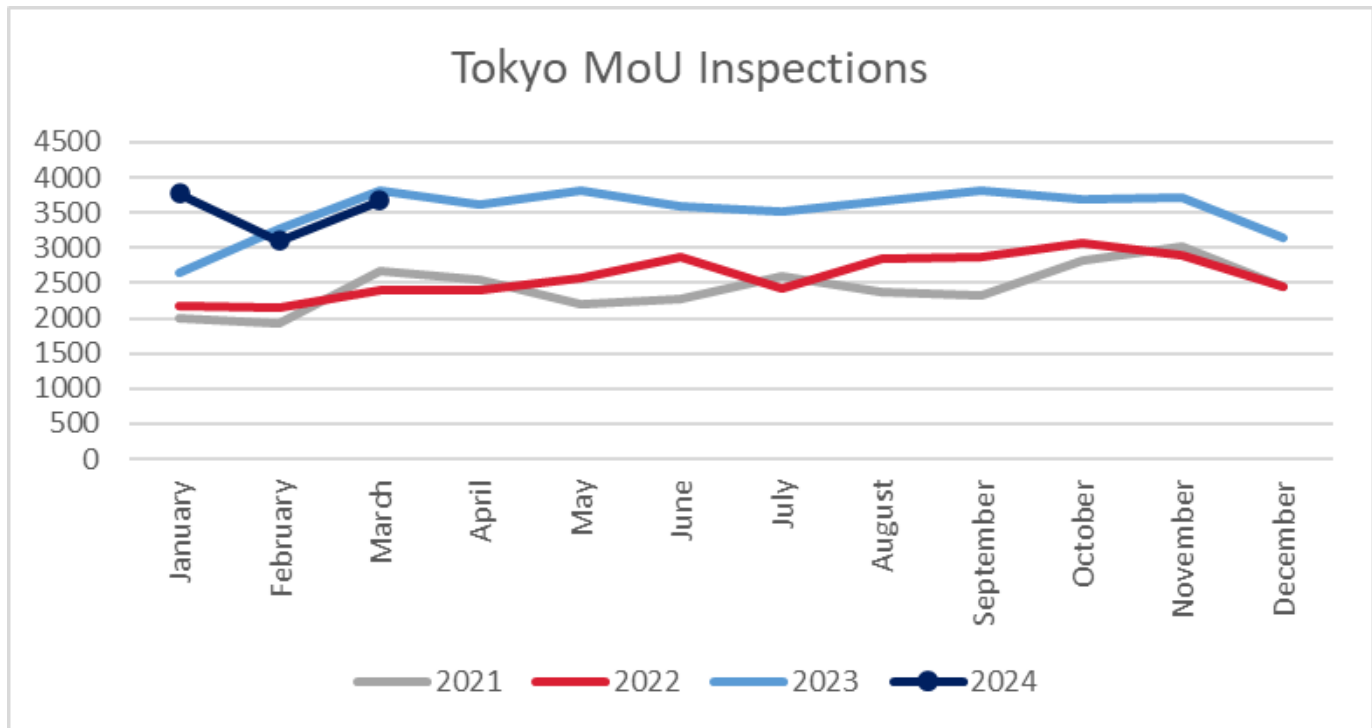
3.2 Tokyo MoU Inspections for First Quarter 2024

The Tokyo MoU inspections during the period January 1, 2024, to March 31, 2024, overall has increased compared to first quarter of 2023, 2022 and 2021.

The Tokyo MoU had three hundred one (301) detentions for this period. Only fifteen (15) of those detentions were recorded on ABS classed vessels.

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

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



3.3 Total Worldwide USCG Detentions for First Quarter 2024

The USCG had nineteen (19) detentions for the period January 1, 2024 to March 31, 2024. Only one (1) detention recorded on an ABS classed vessel during this period.

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

Top Deficiency Categories for Grounds for USCG Detentions Worldwide Vessel Fleet First Quarter 2024*

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
07126	Oil accumulation in engine room
07199	Other (fire safety)
01108	Load Lines (including Exemption)
01315	Oil record book
07109	Fixed fire extinguishing installation
13199	Other (machinery)
15102	Company responsibility and authority
15108	Reports of non-conf., accidents & hazardous occur.

* 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.

4. United States Coast Guard (USCG) Policy Letter

The United States Coast Guard (USCG) published a Policy Letter 01 -24 on April 10, 2024 for “Guidance regarding devices that alter maneuvering characteristics of ships to ensure safe operation in waters of the United States”. This provides USCG interpretation and requirements for the use of EPLs and ShaPoLi that are two primary examples of devices and programs installed on ships to comply with the Energy Efficiency Existing Ship Index (EEXI).

As USCG stated, this use of energy saving devices can pose potential to create safety and navigation risks when operating in restricted waters, including harbors and rivers. Ships that employ an EPL/SHaPoLi as part of the EEXI compliance program must inform pilots of the engine response characteristics prior to entry into US territorial waters. The accurate representation of maneuvering characteristics and limitations of ships on pilot card and wheelhouse posters is vital to safe navigation in restricted waters which need to be updated.

Details of the Policy Letter can be accessed through the link provided below.

[Announcement: CG-ENG Policy Letter 01-24: Guidance Regarding Devices that Alter Maneuvering Characteristics of Ships > United States Coast Guard News > Maritime Commons \(uscg.mil\)](#)

5. New Regulations

a. Temporary storage of Gray Water (GW) or Treated Sewage (TS) in Ballast Tanks

IMO Circular BMW.2/ Circ.82 (02nd April 2024) adopted guidance to provide a procedure for the temporary storage of treated sewage water (TS) and /or grey water (GW) in ballast water tanks. The purpose of the guidance is to provide a temporary procedure. The guidance is provided for exceptional circumstances to comply with coastal state requirements or inadequate reception facilities at ports, dry-docks and terminals which may need to store TS and/ or GW in ballast tanks.

Ballast Water management plan is to document the procedure. Ballast Water record book should have an applicable entry.

b. MARPOL Annex VI has adopted the following through MEPC. 385(81), entry into force (EIF) 01 August 2025 as follows:

Regulation 2 revises the definition of fuel oil and adds a definition for gas fuel oil.

Regulation 13, under major conversion, for the purpose of replacement of a steam system with a marine diesel engine will now be categorized as installing a replacement engine. For replacement engine only, if it is not feasible to install a NOx Tier III certified replacement engine, the flag administration may approve the installation of a Tier II certified replacement engine instead. Guidelines have been revised, and a template has been introduced for flag administrations to report to the IMO when accepting Tier II replacement engines for installation.

Regulation 14 exempts the fuel oil service system used for a low-flashpoint fuel or gas fuel from in-use/onboard sampling points requirements.

Regulation 18, mandates BDN (bunker delivery notes) requirements for gas/low-flashpoint fuels, including minimum content and fuel quality declaration.

Regulation 27 introduces confidentiality measures enabling the IMO to selectively share data from the data collection system (DCS) with analytical consultancies and research entities on an ad-hoc basis, subject to strict confidentiality rules. Additionally, a company can grant public access to their non-anonymized fuel oil consumption reports.

Appendix IX requires additional data to be collected as part of DCS (Data Collection System). This includes.

- Total fuel consumption by fuel type in metric tons and methods used for collecting fuel oil consumption data,
- Total fuel oil consumption per consumption type (main engines, auxiliary engines (s)/generators (s) and oil-fired boiler (s), others),
- Fuel oil consumption while the ship is not under way (main engines, auxiliary engines (s)/generators (s) and oil-fired boiler (s), others),
- Total distance travelled (nm) etc.

c. MEPC.390(81), Amendments to the 2021 Guidelines on the Shaft/ Engine Power Limitation System to comply with the EEXI Requirements and use of power reserve (resolution MEPC.335(76)), as amended by resolution MEPC.375(80)

Following amendments have been introduced:

- Additional technical requirements for the SHaPoLi/EPL systems to enable its consistent use through the utilization of an alarm system.
- A new provision has been added that in case of short-term unintentional exceedance of the power limit, the system may inhibit the initiation of the exceedance alarm for up to a maximum of five minutes.
- The use of the power reserve is distinguished from the precautionary unlimiting of a shaft or engine power limitation system, where an EPL/ShaPoLi override is activated pre-emptively when hazards may be anticipated.
- Amendments to clarify the condition in which the use of a power reserve would be allowed under regulation 3.1 of MARPOL Annex VI which may endanger safe navigation of ship. Immediate use may be achieved by procedural arrangements for pre-emptive un-limiting the SHaPoLi/EPL system.
- A new paragraph has been added that there is a need to update the maneuvering characteristics of the ship using SHaPoLi/EPL of having all shaft and engine power “available” and “limited”, namely the Pilot card, the wheelhouse poster, and the maneuvering booklet.

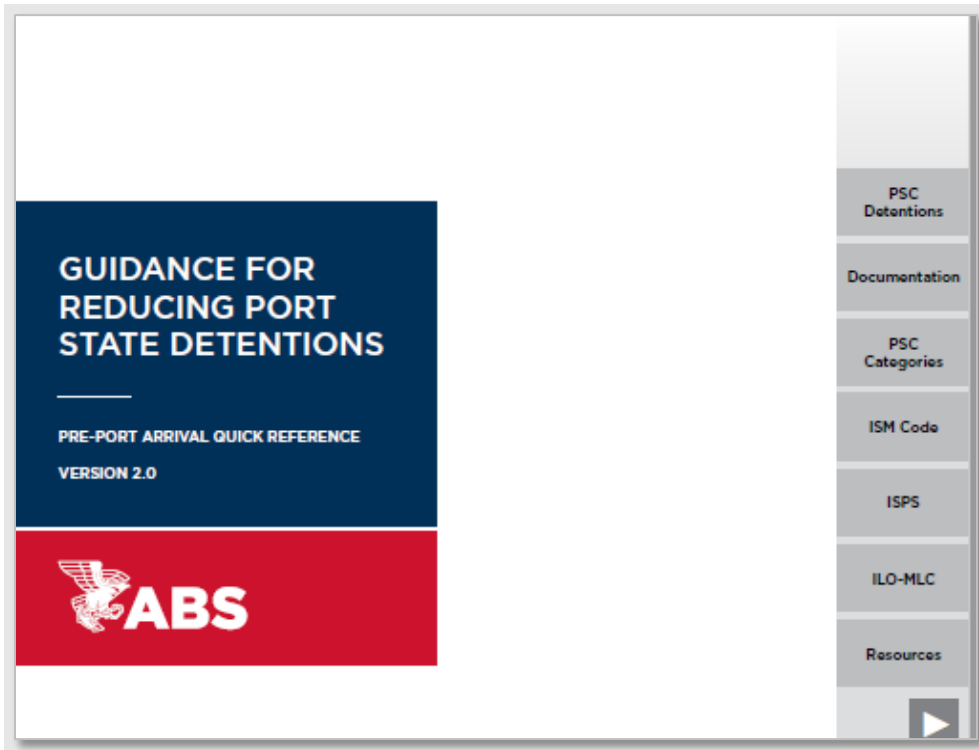
6. Industry Links for Port State Control

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

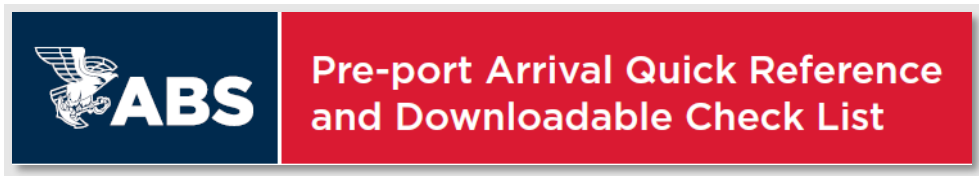
7. Additional Resources

Additional Resources may be found on the ABS website at eagle.org.

a. Guidance for Reducing Port State Detention



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

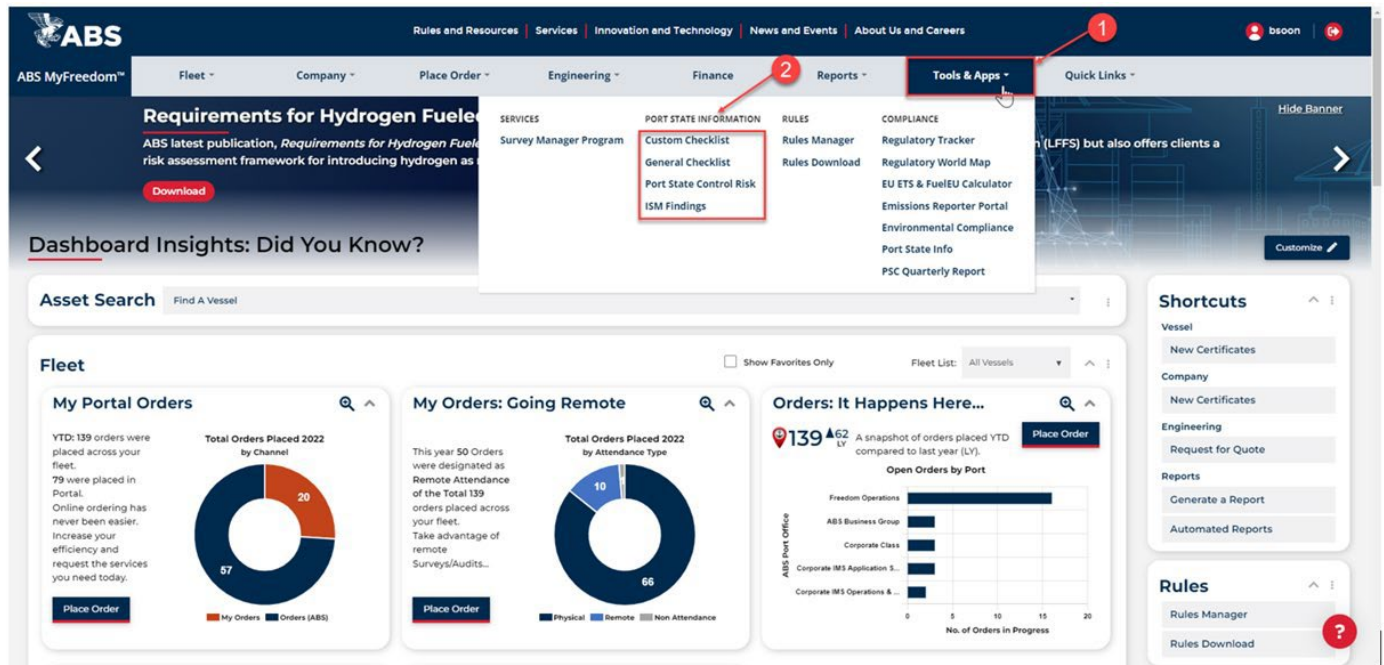


c. Port State Control Applications on the ABS My Freedom™ Client Portal

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.

Greater China Region
Shanghai, China
Tel: 86-21-2327-0888
Email: GCSurvey@eagle.onmicrosoft.com

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

Western Operations
Houston, TX USA
Tel: +1 (281) 877-6000
Marine Email: WHSurveyMarine@eagle.org
Offshore Email: WHSurveyOffshore@eagle.org

Local Port Office Contact
[Contact Us \(eagle.org\)](#)