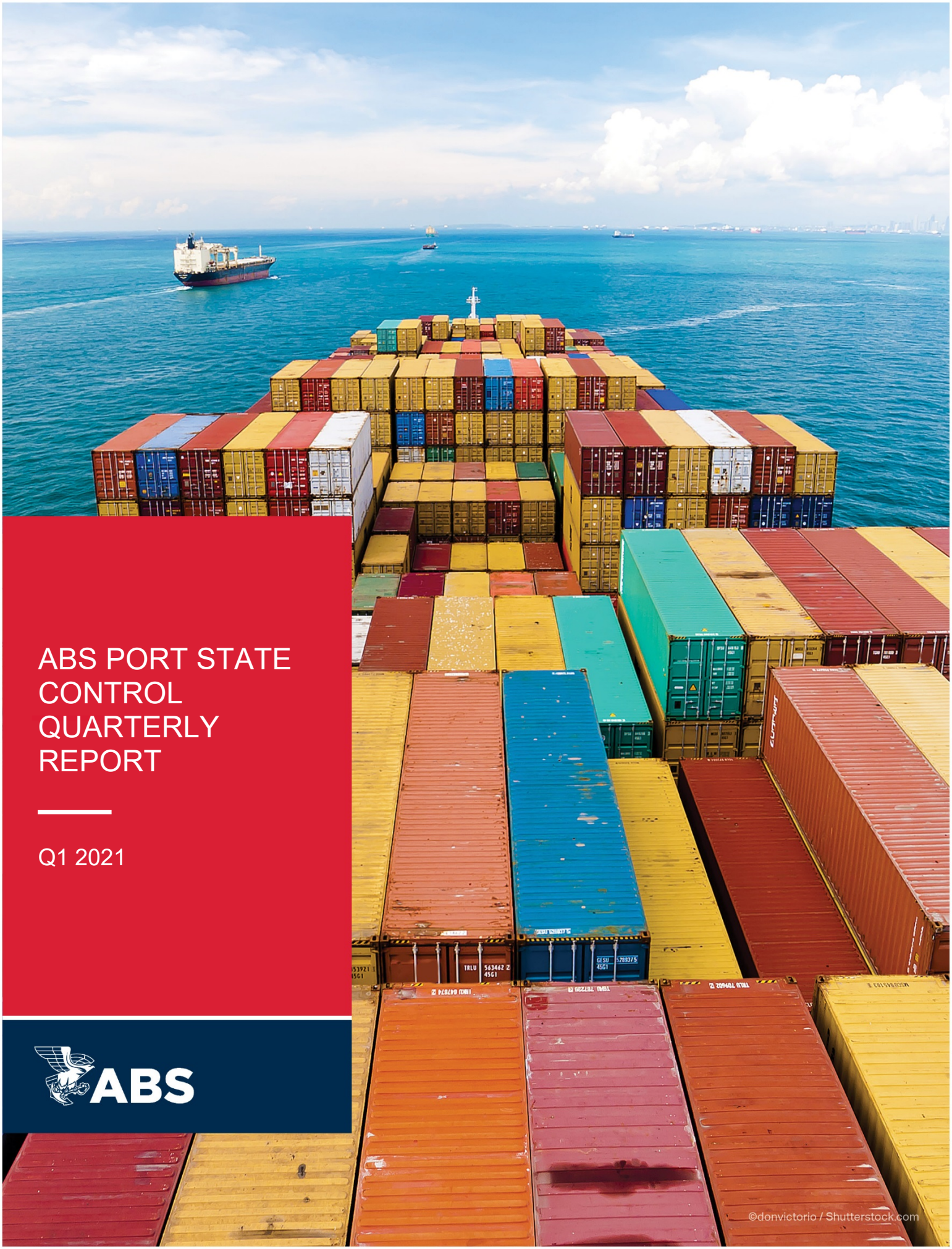
# ABS PORT STATE CONTROL QUARTERLY REPORT

Q1 2021

ABS



## ABS Commitment

American Bureau of Shipping (hereinafter “ABS”) is the premier Marine 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 nearly 4,000 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 1st 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.

Port State Control 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 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.

# Table of Contents

# 1. ABS Fleet 1st Quarter Detention Facts

### 1.1 Top Categories for Grounds for Detention

For the period January 1, 2021 to March 31, 2021, the top categories for grounds for PSC detentions on ABS vessels in the Paris MoU and Tokyo MoU are listed in the table below. For the Paris MoU, Tokyo MoU and USCG, there were 290 vessels detained. Of those detained vessels, only 24 vessels were classed by ABS. Note two of the vessels show in both Paris MoU and Tokyo MoU. ABS assisted the owner/operator to address the deficencies so that the PSC detention could be lifted and the vessel could sail.

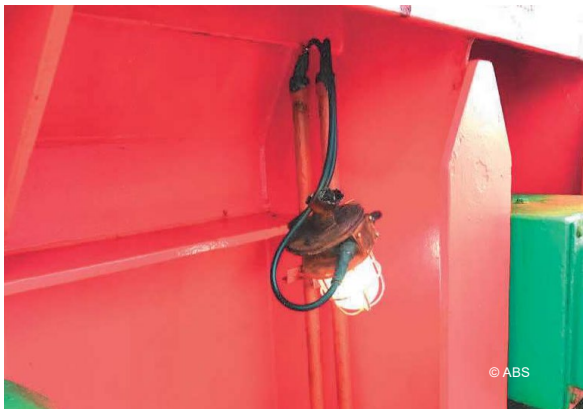
| 5-Digit Detention Code | Grounds for Detentions on ABS Vessels |
|---|---|
| 15199 | ISM |
| 11104 | Rescue boats |
| 14108 | 15 PPM alarm arrangements |
| 01201 | Certificates for master and officers |
| 07115 | Fire dampers |
| 14104 | Oil filtering equipment |
| 07109 | Fixed fire extinguishing installation |
| 04113 | Water level indicator |
| 15106 | Shipboard operations |
| 13104 | Bilge pumping arrangements |
| 10111 | Charts |
| 13101 | Propulsion main engine |
| 07113 | Fire pumps and its pipes |
| 11113 | Launching arrangements for rescue boats |
| 04121 | Crew familiarization with emergency systems |
| 14110 | Abandon ship drills |
| 14402 | Sewage treatment plant |
| 04102 | Voyage or passage plan |
| 03112 | Scuppers, inlets and discharges |
| 01139 | Maritime Labor Certificate |
| 10116 | Nautical publications |
| 10112 | Electronic charts (ECDIS) |

## 1.2 Photographs


Emergency bilge suction overboard pipe – stuck valve


Emergency bilge suction overboard pipe – after maintenance


Navigation lights on mast found detached

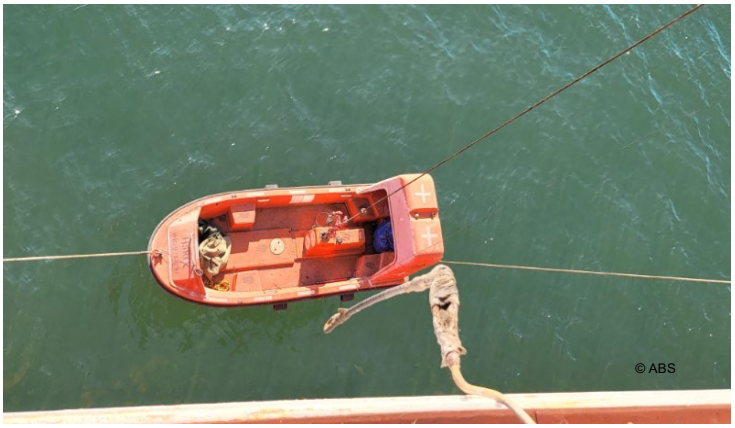



Accommodation lights found with naked wires and detached

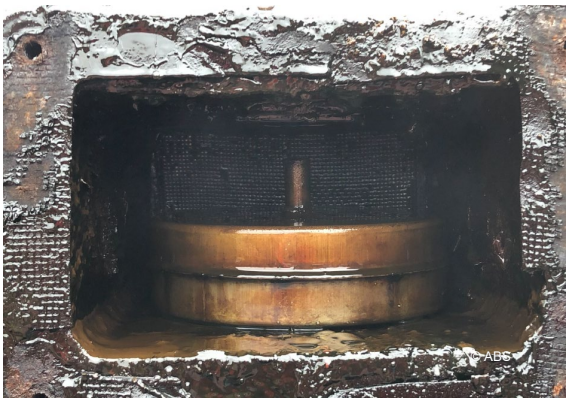

Magnetic compass with air bulb and light not working


Barrel blocking ventilator closure


Sewage treatment plant not operational

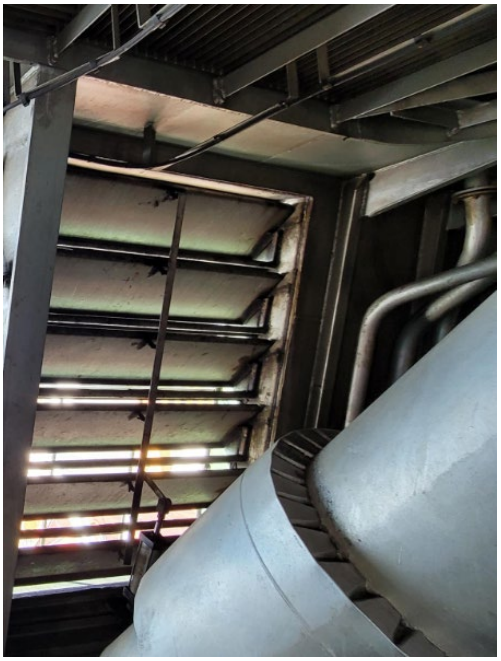



Rescue boat launching after repairs to davit control box




Fuel oil tank air pipe before cleaning due to overflow

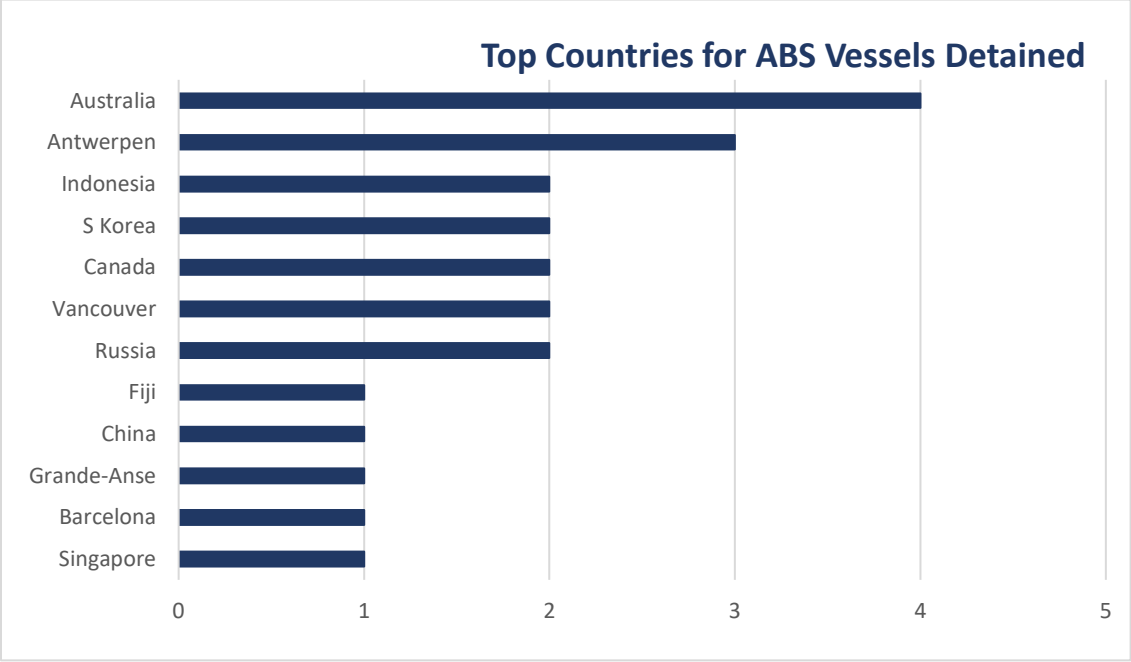

Fuel oil tank air pipe after cleaning



Fire damper not fully closing – before


Fire damper not fully closing - after

## 1.3 Top Countries for ABS Vessels Detained

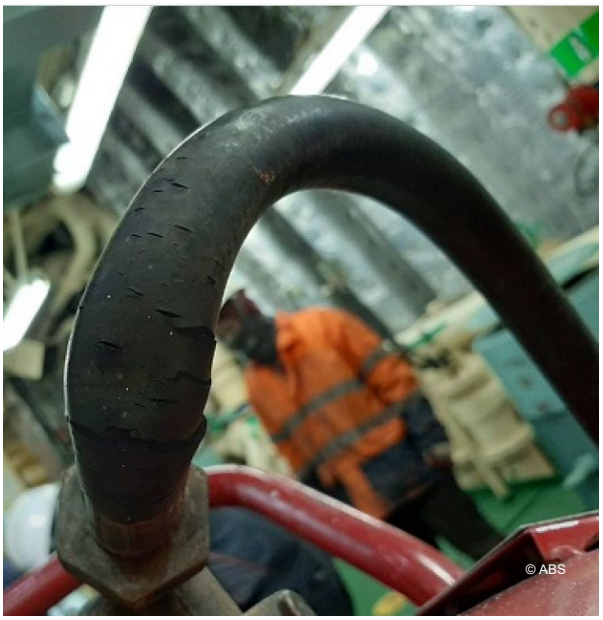


# 2. 1st Quarter Intervention Top Deficiencies on ABS Vessels

## 2.1 Top Categories for Deficiency

| 5-Digit Deficiency Code | Top Categories for Deficiency |
|---|---|
| **13102** | Auxiliary engine |
| **13101** | Propulsion main engine |
| **13199** | Other (machinery) |
| **13108** | Operation of machinery |
| **02105** | Steering gear |
| **10127** | Voyage or passage plan |
| **07199** | Other (fire safety) |
| **15150** | ISM |
| **07110** | Fire fighting equipment and appliances |
| **07105** | Fire doors/openings in fire-resisting divisions |
| **02106** | Hull damage impairing seaworthiness |
| **14503** | Garbage management plan |
| **11101** | Lifeboats |
| **04114** | Emergency source of power - emergency generator |
| **10109** | Lights, shapes, sound signals |
| **10103** | Radar |

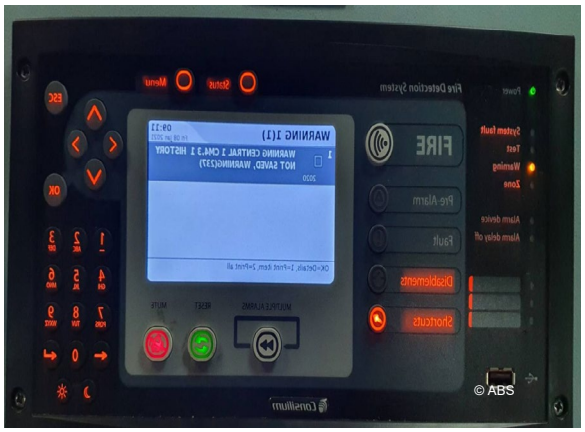
## 2.2 Photographs




Portable extinguisher flexible hose cracked - before.


Portable extinguisher flexible hose cracked - after


Fire alarm fault




Fire alarm fault


Water ingress fault alarm


Funnel fire damper - rubber sealing for flap partly missing

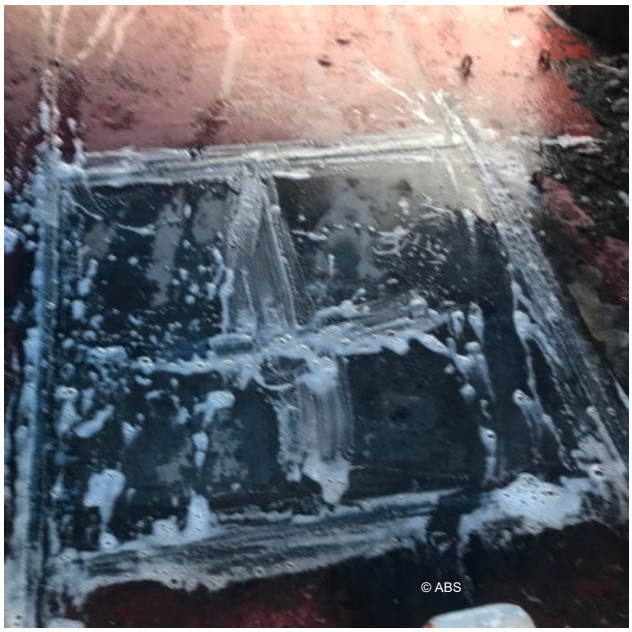

Immersion suits - glued parts detached


Immersion suits replaced with new ones


Main engine remote propulsion control (servo motor) malfunctioned


ME Cylinder injector found with broken hex bolt


Damage to the main deck under a fairlead roller in way of anchor windlass




Main deck after temporary insert repair

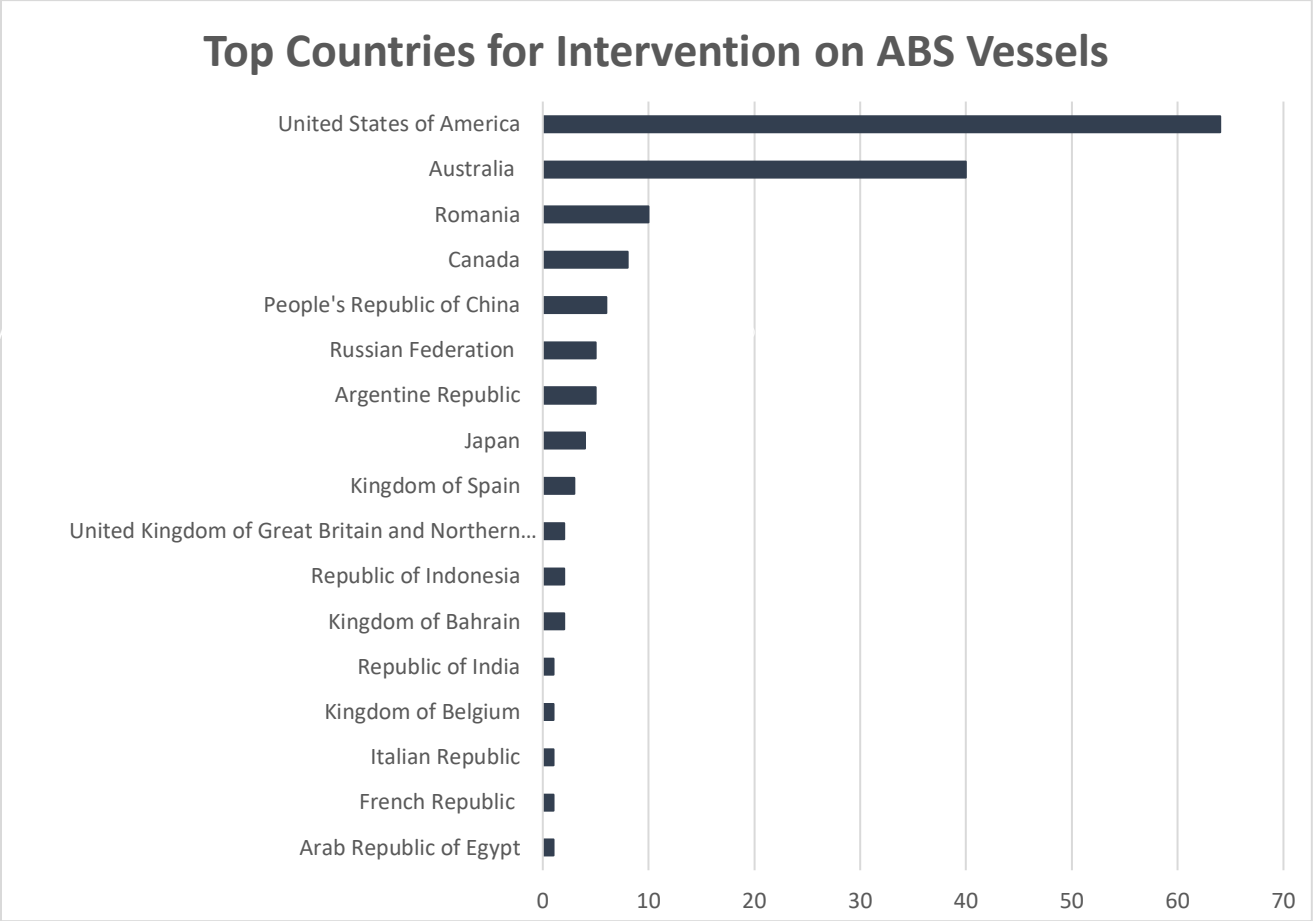

Leaking fuel oil pump


Emergency generator coupling worn

Overheating due to high temperature of main lubrication oil caused by strainers/filters in sea water cooling line blocked with ice - before


Main lubrication oil cooler with strainer free from ice - after

## 2.3 Top Countries for Interventions on ABS Vessels



# 3. COVID-19 Impact on PSC

### 3.1 Paris MoU Inspections

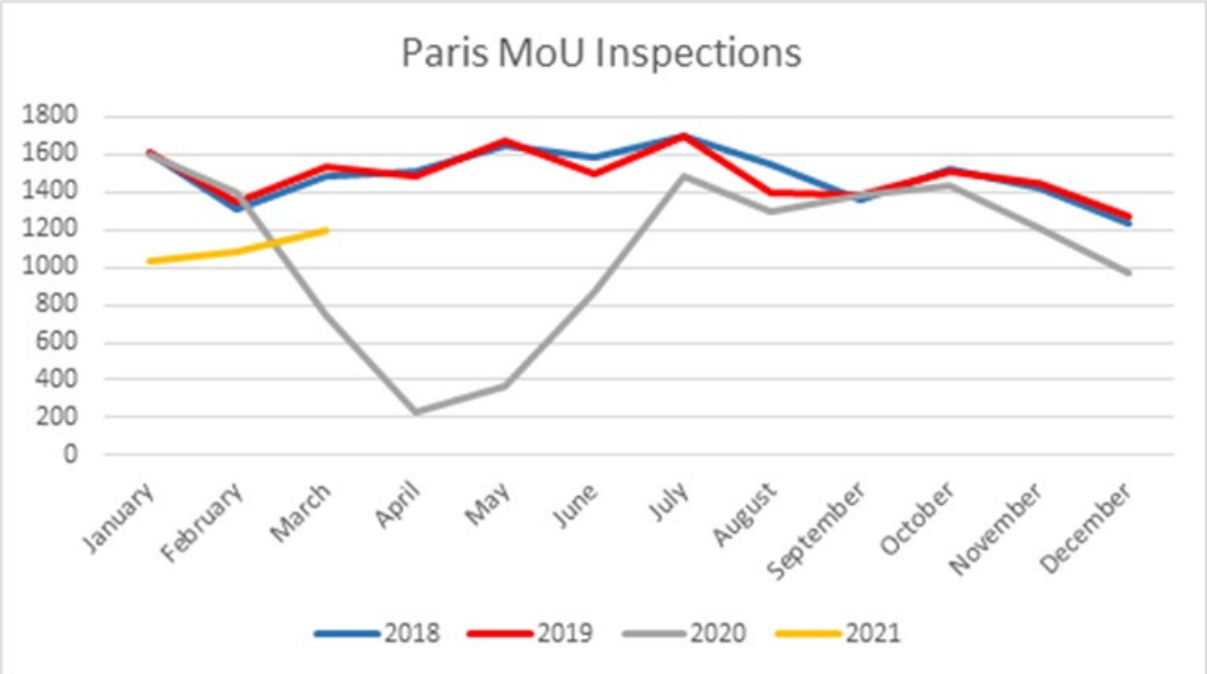
The Paris MoU number of inspections declined during the period of January 1, 2021 to March 31, 2021 compared to the previous years 2018 and 2019. The decline may be contributed to COVID-19 restrictions being re-instated.

The Paris MoU had 124 detentions for the period January 1, 2021 to March 31, 2021. Only nine of those detentions were on ABS-classed vessels. Note: two of the vessels were also duplicated in the Tokyo MoU.

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

The Paris MoU information may be accessed by clicking the following link:

**PSCircular 98**



### 3.2 Tokyo MoU

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

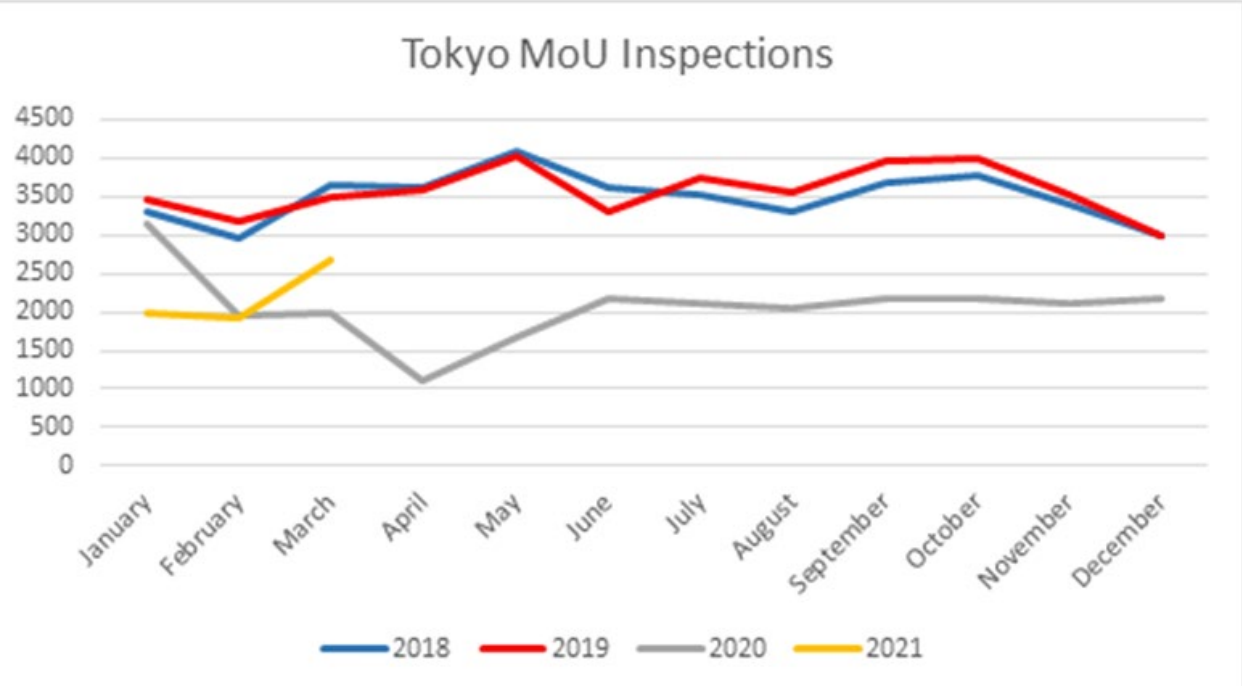
The Tokyo MoU had 152 detentions for the period January 1, 2021 to March 31, 2021. Only 15 of those detentions were on ABS classed vessels. Note two of the vessels were also duplicated in the Paris MoU.

The Tokyo MoU adopted interim guidance relating to COVD-19 circumstances for facilitating port State Authorities to apply pragmatic flexibility in a harmonized manner under the 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 2021 1st Quarter

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

The USCG had 14 detentions for the period January 1, 2021 to March 31, 2021. ABS-classed vessels had zero detentions during this period.

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

**Port State Control (PSC) Exams**

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

**Deficiency Categories for Grounds for USCG Detentions on Worldwide Vessel Fleet During 1st Quarter 2021**

| Deficiency Code | Category |
|---|---|
| **15109** | Maintenance of the ship and equipment |
| **15101** | Safety and environment policy |
| **06199** | Other (cargo) |
| **07120** | Means of escape |
| **13199** | Other (machinery) |
| **03108** | Ventilators, air pipes, casings |
| **02118** | Decks - cracking |
| **03110** | Manholes/flush scuttles |
| **11120** | Operational readiness of lifesaving appliances |
| **04114** | Emergency source of power - emergency generator |
| **14109** | Oil/water interface detector |
| **04117** | Functionality of safety systems |
| **03104** | Cargo and other hatchways |
| **02105** | Steering gear |
| **11119** | Immersion suits |
| **07101** | Fire prevention structural integrity |
| **13101** | Propulsion main engine |
| **07108** | Ready availability of fire fighting equipment |
| **14104** | Oil filtering equipment |
| **07109** | Fixed fire extinguishing installation |
| **14119** | Oil and oily mixtures from machinery spaces |
| **07110** | Firefighting equipment and appliances |
| **15108** | Reports of non-conformances, accidents and hazardous occurrences |
| **02101** | Closing devices/watertight doors |
| **10103** | Radar |
| **07110** | Voyage or passage plan |

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

Paris MoU and Tokyo MoU plan to schedule a Concentrated Inspection Campaign (CIC) on Stability (in general) in 2021. More information will be provided in subsequent reports.

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

The USCG is conducting 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).

## 6. 2021 Australian Maritime Safety Authority Focused Inspection Campaign (FIC)

The Australian Maritime Safety Authority (AMSA) is conducting a Focused Inspection Campaign (FIC) on livestock ships from March 1, 2021 to August 31, 2021.

The purpose of the FIC is to:

- Determine the level of compliance with the maintenance and repair requirements of international conventions, and;
- Ensure masters and officers are complying with specific requirements of Marine Order 43 https://www.legislation.gov.au/Series/F2018L00875 [1] for ships that hold an Australian Certificate for the Carriage of Livestock, including voyage planning, determining the ship's stability, and that accurate values are used for the livestock cargo carried.

# 7. New Regulations January 2021

**a. MSC.460(101) - SOLAS VII IBC Code**

A comprehensive set of revisions for the carriage requirements of products in Chapter 17 of the IBC Code was adopted, primarily as a consequence of the revised Chapter 21 on the criteria for assigning carriage requirements for products subject to the IBC Code. Additionally, specific products are now required to undergo prewash procedures under MARPOL Annex II. Chapter 15 was revised to require hydrogen sulfide detection equipment shall be provided on board ships carrying bulk liquids prone to formation. Similar amendments were approved for the BCH Code.

**b. MSC.461(101) - SOLAS XI-1/2 ESP Code**

Extensive amendments to the 2011 ESP Code provide a complete revision of the text. Numerous editorial amendments were made, and the following substantive amendments: 1) clarify the responsibilities and working arrangements where the 2011 ESP Code requires at least two exclusive surveyors to attend on board at the same time to perform the required survey; 2) provide consistency with IMO goal-based standards, GBS, regime (e.g., number and location of thickness measurements to be taken, acceptance criteria for corrosion and renewal of structure and longitudinal strength evaluation); 3) clarify specific elements that are subject to close-up survey in tanks on one side of the ship; and 4) specify conditions for using hydraulic arm vehicles or aerial lifts for the close-up survey.

**c. MSC.462(101) - SOLAS VI/1 IMSBC Code**

Amendments to the IMSBC Code are provided in a consolidated version of the Code. The revisions are editorial in nature. Administrations may authorize early application of the amendments on a voluntary basis from January 1, 2020.

**d. MSC.463(101) – SOLAS VII BCH Code**

Amendments to the BCH Code require hydrogen sulfide detection equipment on board when carrying certain cargoes, and also require specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)).

**e. MEPC.315(74) - MARPOL II/13 Cargo residues and tank washings of persistent floating products**

The discharge of tank washings from tanks carrying products defined as ‘persistent floaters’ is regulated by amendments to MARPOL II. The amendments apply to specific geographic areas and will require a prewash procedure which discharges the tank washings to a reception facility at the port of unloading. Related amendments have been made to the IBC Code and BCH Code.

**f. MEPC.319(74) - MARPOL II BCH Code H2S Detection, Prewash Requirements**

Amendments to the BCH Code require hydrogen sulfide detection equipment on board when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)).

**g. MEPC.318(74) - MARPOL II IBC Code H2S Detection, Prewash Requirements**

Amendments to the IBC Code require hydrogen sulfide detection equipment on board when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)). Various other amendments were made pertaining to definitions provided in the IBC Code, as well as specific cargo carriage requirements given by a complete revision of Chapters 17, 18 and 19.

**h. MSC.434(98) - SOLAS IV GMDSS Performance Standards**

Ship earth station which forms part of the GMDSS, if designed to operate in a mobile satellite service recognized on or after January 1, 2021, complies with the relevant requirements of A.1001(25) and conforms to performance standards MSC.434(98).

**i. MSC.428(98) - SOLAS IX Cyber Security**

Recommendations on the implementation of cyber risk management take into account that safe operational practices in ship operation should identify risks and establish appropriate safeguards for ships, personnel and the environment under the ISM. Approved safety management system should take into account cyber risk management and be addressed in safety management systems.

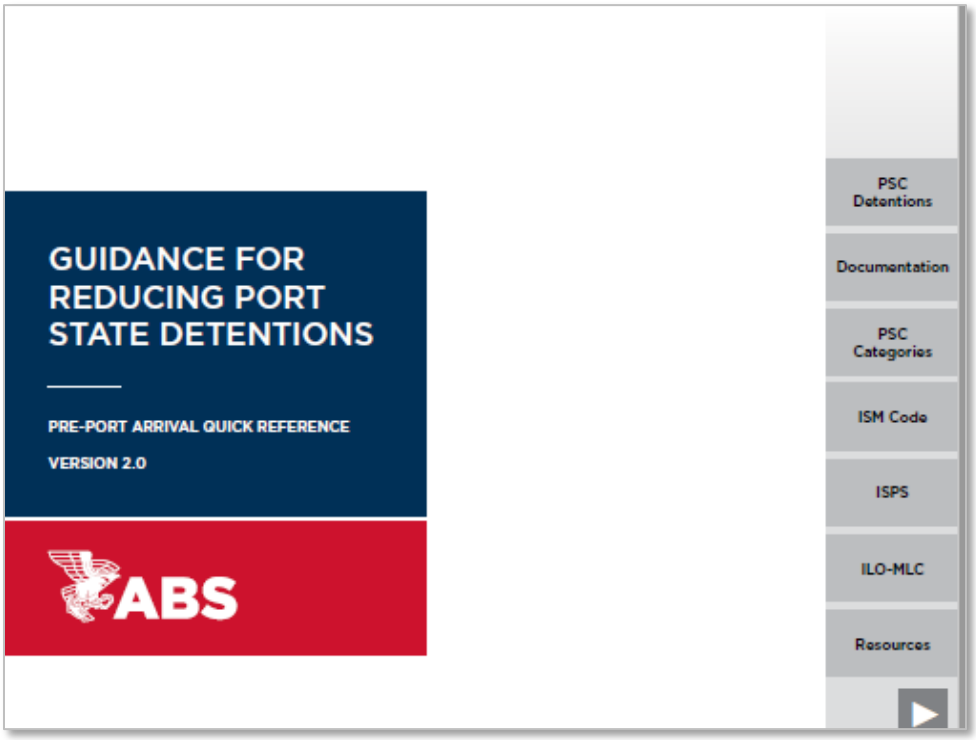
## 8. Industry Links for Port State Control

| | |
|---|---|
| **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 |

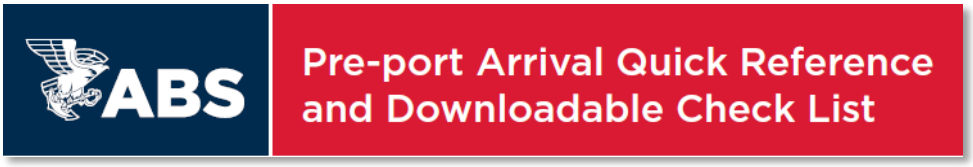
# 9. Additional Resources

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

**a.** Guidance for Reducing Port State Detention

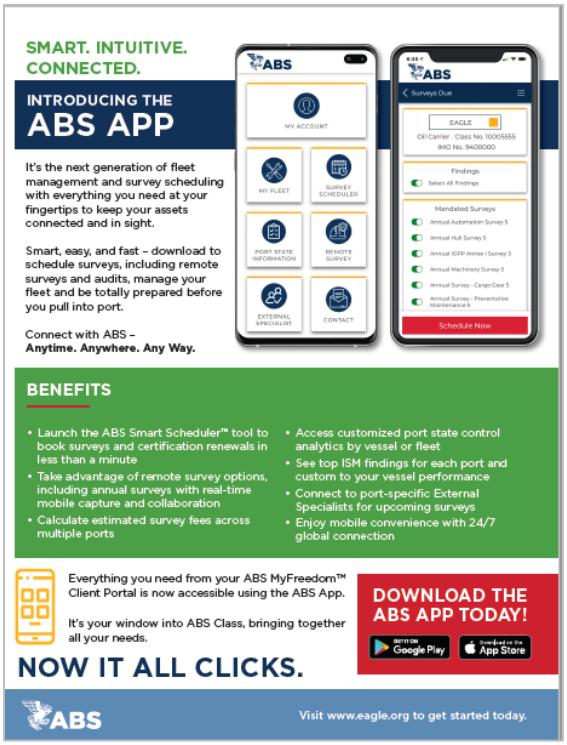



**b.** Pre-port Arrival Quick Reference and Downloadable Check List



**c.** Port State Control Applications on the ABS 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, External Specialists and Contact information. To download the ABS App, visit www.eagle.org/absapp or you can download the app from the Google Play store or Apple App Store.




**Port State Control Applications on the ABS App**

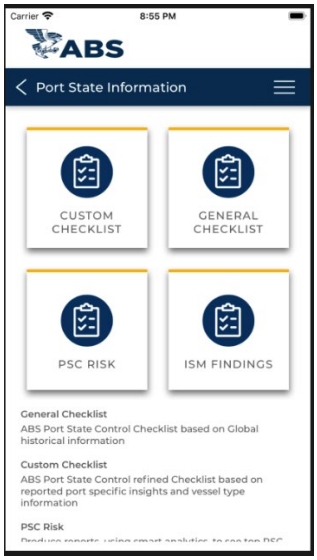
**General Checklist:** ABS Port State Control checklist based on global historical information.

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

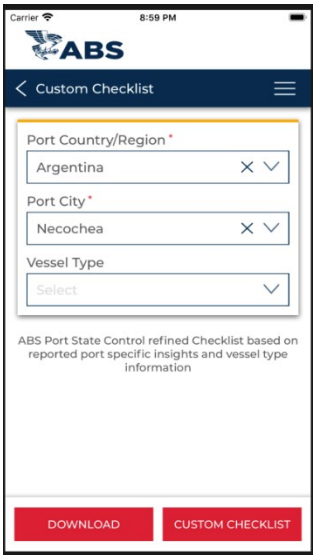
**PSC Risk:** Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel Class records.

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

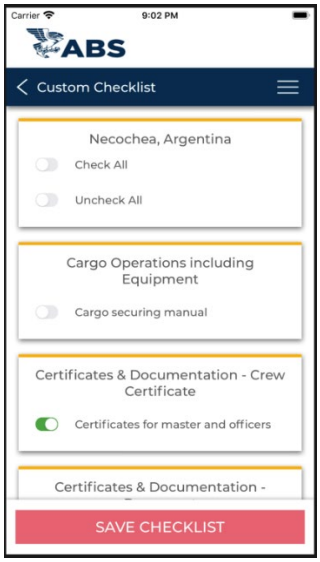
Port State Information main screen



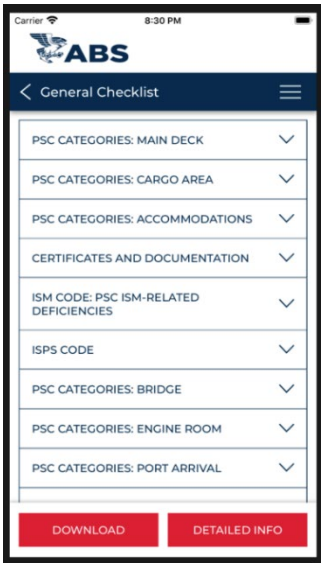

PSC Custom (Port-specific) Checklist and filter



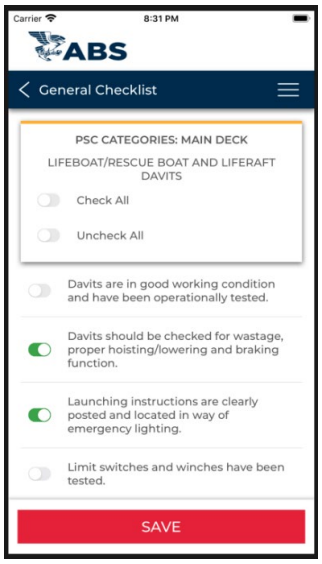

PSC Custom checklist filtered by port and vessel type



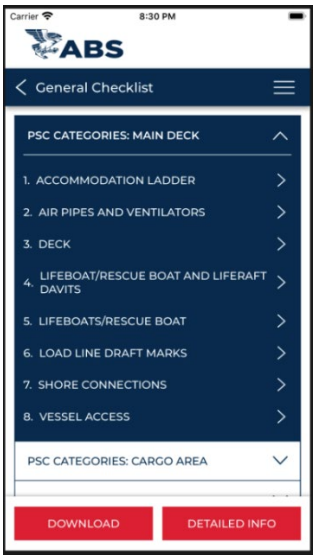

PSC General checklist, all categories




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

## 10. 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.

Western Hemisphere
Houston, TX USA
Tel: 1-281-877-6000 ext. 6021 or 6027
Marine Email: WHSurveyMarine@eagle.org
Offshore Email: WHSurveyOffshore@eagle.org

Eastern Hemisphere
Shanghai, China
Tel: 86-21-2327-0888
Email: DL-EHSurveydept@eagle.org