ABS PORT STATE CONTROL QUARTERLY REPORT

October 31, 2020
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 3rd Quarter of 2020. 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 correspond 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 3rd Quarter Detention Facts

1.1 Top categories for grounds for detention

For the period 1 July 2020 to 30 September 2020, the top categories for grounds for PSC detentions on ABS vessels are listed in the table below. For the Paris Mou, Tokyo Mou and USCG, there were 230 vessels detained. Of those detained vessels, only 15 vessels were classed by ABS. ABS assisted the owner/operator to address the deficiencies in order that the PSC detention could be lifted and the vessel could sail.

<table>
<thead>
<tr>
<th>5 Digit Detention Code</th>
<th>Top Grounds for Detention</th>
</tr>
</thead>
<tbody>
<tr>
<td>15000</td>
<td>ISM</td>
</tr>
<tr>
<td>07000</td>
<td>Fire doors/openings in fire-resisting divisions, Evaluation of crew performance fire drills)</td>
</tr>
<tr>
<td>14000</td>
<td>Sewage Treatment Plant</td>
</tr>
<tr>
<td>14800</td>
<td>Ballast water</td>
</tr>
<tr>
<td>18420</td>
<td>Cleanliness of Engine room</td>
</tr>
<tr>
<td>18324</td>
<td>Cold room, cold room cleanliness, cold room temperature</td>
</tr>
<tr>
<td>04102</td>
<td>Emergency fire pump and the pipes</td>
</tr>
<tr>
<td>14500</td>
<td>Garbage</td>
</tr>
<tr>
<td>01113</td>
<td>Minimum safe manning document</td>
</tr>
<tr>
<td>01220</td>
<td>Seafarers' employment agreement (SEA)</td>
</tr>
<tr>
<td>02105</td>
<td>Steering gear</td>
</tr>
</tbody>
</table>
1.2 Photographs

Engine room cleanliness

Fire doors/openings in fire-resisting divisions

Fire doors/openings in fire-resisting divisions
Cold room temperature not adequate.  

Cold room temperature adequate.

Missing A-60 insulation  

A-60 insulation reinstated

Oily Bilges create fire hazards  

Missing insulation on heaters create fire hazards
1.3 Top ports for vessels detained for ABS vessels

Top Ports for Vessels Detained

- Australia
- Ukraine
- Italy
- Russian Federation
- Belgium
- Ghana
- Chile
- United States
- Indonesia

The chart shows the top ports for vessels detained, with Australia having the highest number of detentions, followed by Ukraine, Italy, and other countries.
2. 3rd Quarter Intervention Top deficiencies on ABS vessels

2.1 Top categories for grounds for deficiency

<table>
<thead>
<tr>
<th>5-Digit Deficiency Code</th>
<th>Top Grounds for Deficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>13102</td>
<td>Auxiliary engine</td>
</tr>
<tr>
<td>07199</td>
<td>Other (fire safety)</td>
</tr>
<tr>
<td>13199</td>
<td>Other (machinery)</td>
</tr>
<tr>
<td>07110</td>
<td>Firefighting equipment and appliances</td>
</tr>
<tr>
<td>07105</td>
<td>Fire doors/openings in fire-resisting divisions</td>
</tr>
<tr>
<td>13101</td>
<td>Propulsion main engine</td>
</tr>
<tr>
<td>04114</td>
<td>Emergency source of power - Emergency generator</td>
</tr>
<tr>
<td>15150</td>
<td>ISM</td>
</tr>
<tr>
<td>14402</td>
<td>Sewage treatment plan</td>
</tr>
<tr>
<td>07113</td>
<td>Fire pumps and its pipes</td>
</tr>
<tr>
<td>13108</td>
<td>Operation of machinery</td>
</tr>
<tr>
<td>01220</td>
<td>Seafarers' employment agreement (SEA)</td>
</tr>
<tr>
<td>03108</td>
<td>Ventilators, air pipes, casings</td>
</tr>
<tr>
<td>18299</td>
<td>Other (conditions of employment)</td>
</tr>
<tr>
<td>07106</td>
<td>Fire detection</td>
</tr>
<tr>
<td>02117</td>
<td>Decks - corrosion</td>
</tr>
</tbody>
</table>

2.2 Photographs

A/E Exhaust Gas Insulation Incomplete

Resting pads on hatch covers worn/resting on coaming
Engine Room Funnel Flaps not fully closing

Bow Ladder & Walkway Damaged

HFO Quick Closing Valve Not Operable
2.3 Top ports for interventions on ABS vessels

Top Ports for Intervention

- Viet Nam
- United Kingdom
- Ukraine
- Russian Federation
- Panama
- Mexico
- Germany
- Argentina
- Bangladesh
- Australia
- United States
3. COVID-19 Impact on PSC

3.1 Paris MoU Inspections

The Paris MoU reported in October 2020, the port calls and number of inspections decreased substantially in the period from March to June as a consequence of restrictive measures resulting from COVID-19. However, port state control efforts have increased since June.

September PSC activity was the same level as September 2019. The Paris MoU had 107 detentions for the period 1 July 2020 to 30 September 2020. Only 4 of those detentions were on ABS classed vessels.

The Paris MoU recognized there is a need for flexibility and clarity under these special circumstances during COVID-19 and have assembled port state control guidance. The information may be accessed through the following link:


3.2 Tokyo MoU

Tokyo MoU PSC activity in September 2020 continued to be well below 2019 levels China had an extremely low level of activity.

The Tokyo MoU had 111 detentions for the period 1 July 2020 to 30 September 2020. Only 10 of those detentions were on ABS classed vessels.

The Tokyo MoU recognized there is a need for flexibility and clarity under these special circumstances during COVID-19 and have assembled port state control guidance. The information may be accessed by visiting tokyo-mou.org.
Taking into account that serious interruptions to the shipping industry become long-lasting as the consequence of the COVID-19 situation changed from epidemic into the world pandemic, Tokyo MoU reviewed and revised the relevant guidance in order to cope with the uncertain circumstances.

Noting that no end sign of the situation can be expected at the moment, the guidance is revised to allow port State Authorities to apply the pragmatic relaxation for an appropriate grace period for delaying periods for surveys, inspections and audits specific to COVID-19 given to ship by the flag State Administration and/or RO. The revised guidance will be effective from 15 April 2020.

3.3 Indian Ocean MoU

In 2020, there was a reduction in activity (total no. of inspections during the months of March - May due to the impact of COVID-19. The number of inspections carried out per month has since picked up and stabilized, though generally still fewer than previous years.

The number of PSC detentions in 2020 have also followed a similar trend.
In the Black Sea MOU, there seems to be minimal impact of COVID-19 on the total number of vessel inspections, as can be seen in the year 2020 line which started fairly constant in the first few months of 2020 and has gradually increased since May. In both 2018 and 2019, there was a decrease in the number of inspections towards the end months of the year, which we can also expect for this year 2020.

The number of PSC detentions in 2020 followed a rather constant trend, in the range between 13 to 25 detentions per month with some months experiencing more detentions than others, but overall nothing out of the ordinary to indicate any prevailing trend.

3.4 Black Sea MoU
3.5 USCG Detentions 2020 3rd Quarter

In response to COVID-19, the USCG issued MSIB Number: 09-20 dated 26 March 2020.

The USCG had 12 detentions for the period 1 July 2020 to 30 September 2020. Only 1 of those detentions was on an ABS classed vessel.

The USCG recognized there is a need for flexibility and clarity under these special circumstances during COVID-19 and have assembled port state control guidance. 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 Port State Control Exam. The Coast Guard will not issue deficiencies or detain vessels for expired certificates, documents, or mariner credentials until October 1, 2020.
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 Coast Guard attendance onboard 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 Coast Guard 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 3rd Quarter 2020.

<table>
<thead>
<tr>
<th>Deficiency Code</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>15110</td>
<td>Documentation-ISM</td>
</tr>
<tr>
<td>07126</td>
<td>Oil accumulation in engine room</td>
</tr>
<tr>
<td>14104</td>
<td>Oil filtering equipment</td>
</tr>
<tr>
<td>07109</td>
<td>Fixed fire extinguishing installation</td>
</tr>
<tr>
<td>07106</td>
<td>Fire detection and alarm system</td>
</tr>
<tr>
<td>07115</td>
<td>Fire dampers</td>
</tr>
<tr>
<td>07199</td>
<td>Other (fire safety)</td>
</tr>
<tr>
<td>09232</td>
<td>Cleanliness of engine room</td>
</tr>
<tr>
<td>11108</td>
<td>Inflatable life rafts</td>
</tr>
<tr>
<td>15109</td>
<td>Maintenance of the ship and equipment</td>
</tr>
<tr>
<td>04102</td>
<td>Emergency fire pump and its pipes</td>
</tr>
<tr>
<td>07101</td>
<td>Fire prevention structural integrity</td>
</tr>
<tr>
<td>07102</td>
<td>Inert gas system</td>
</tr>
<tr>
<td>08199</td>
<td>Other (alarms)</td>
</tr>
<tr>
<td>15108</td>
<td>Reports of non-conf., accidents &amp; hazardous occur.</td>
</tr>
<tr>
<td>07114</td>
<td>Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces</td>
</tr>
<tr>
<td>15102</td>
<td>Company responsibility and authority</td>
</tr>
</tbody>
</table>
4. 2020 Paris and Tokyo MoU Concentrated Inspection Campaign (CIC)

The COVID-19 crisis has had a considerable effect on the maritime industry, with limited resources to do necessary surveys and inspection, postponement of the renewal of certificates and difficulties for crewmembers to board ships or take leave.

Every year the Paris and the Tokyo MoUs jointly conduct a CIC on a specific aspect on the safety of shipping. In 2020 the CIC would have focused on Stability (in general). A CIC is held from 1 September to 30 November.

In response to the situation with regard to COVID-19, the members States of the Paris MoU, in co-operation with the Tokyo MoU, decided to postpone the CIC for 2020.

5. 2021 Paris and Tokyo MoU Concentrated Inspection Campaign (CIC)

CIC on Stability (in general). More information will be provided in subsequent reports

6. 2020 Coastal Focused Inspection Campaign (FIC)

Australia Container vessels 05/2020 - Focused inspection campaign. Proper stowage and securing of cargo containers. This notice will be cancelled on 31 October 2020.

7. New regulations coming up in October 2020

a. **MEPC.317(74) - MARPOL VI/13 Amendments to NOx Technical Code - (Electronic Record Books and Certification requirements for SCR systems)**

   Amendments to the NOx Technical Code permit, in lieu of hard copies, the use of approved electronic record books to record information required by the NOx Code. Additionally, amendments were made to the requirements for pre-certification testing of combined engine/NOx-reducing devices built after 1 October 2020.

b. **MEPC.316(74) - MARPOL VI Electronic Record Books - (Electronic Record Books and EEDI regulations for ice-strengthened ships)**

   MARPOL Annex VI has been amended to permit the use of Electronic Record Books, in lieu of hard copies, for the purpose of recording discharges, transfers or other operations as required by Annex VI. MARPOL Annex VI has been amended to clarify that in stating that EEDI Regulations 20 and 21 will not apply to "cargo ships having ice-breaking capability", this will instead refer to "category A ships as defined in the Polar Code".
c. **MEPC.314(74) - MARPOL I Regulations for the Prevention of Pollution by Oil, MARPOL II Regulations for the Control of Pollution of Noxious Liquid Substances in Bulk, MARPOL V Regulations for the Prevention of Pollution by Garbage from Ships (Electronic Record Books)**

MARPOL Annexes I, II and V have been amended to permit the use of approved Electronic Record Books, in lieu of hard copies, for the purpose of recording discharges, transfers or other operations as required by each respective Annex. In relation to this, Guidelines for the use of electronic record books under MARPOL have been adopted by resolution MEPC.312(74).

d. **MEPC.312(74) - MARPOL Guidelines for the Use of Electronic Record Books under MARPOL**

The resolution provides guidelines on the use and approval of Electronic Record Books under the various annexes of MARPOL. A list of specific shipboard documents required under MARPOL which may be kept in an electronic record book format to meet MARPOL recording requirements is provided. The guidelines also address system specifications, security and accountability, as well as requiring the issuance of a Declaration of MARPOL Electronic Record Book to document the Administration's approval of the record keeping system.

e. **MEPC.300(72) - BWMS Code**

This new Code for Approval of Ballast Water Management Systems (BWMS Code) incorporates, and is technically consistent with, the 2016 G8 Guidelines which will be revoked upon entry into force of the BWMS Code. Ballast water management systems installed before 28 October 2020 may be approved taking into account the earlier G8 Guidelines developed by the IMO. (Refer to resolutions MEPC.125(53), MEPC.174(58), or MEPC.279(70), as appropriate)

f. **MEPC.296(72) - Amendments to the International Convention of the Control and Management of Ship’s Ballast Water and Sediments, 2004 BWM A-1 and D-3 BWMS Code**

Ballast water management systems are to be approved in accordance with the new Code for Approval of Ballast Water Management Systems (BWMS Code), which incorporates and is technically consistent with the 2016 G8 Guidelines. Upon entry into force of the BWMS Code, the 2016 G8 Guidelines will be revoked. Ballast water management systems installed before 28 October 2020 may be approved taking into account the earlier G8 Guidelines developed by the IMO. (Refer to resolutions MEPC.125(53), MEPC.174(58), or MEPC.279(70), as appropriate)
8. New regulations coming up in 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-base 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; 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 1 January 2020.

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

Amendments to the BCH Code require hydrogen sulfide detection equipment onboard 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 onboard 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 onboard 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 1 January 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 to ships, personnel and the environment under the ISM. Approved safety management system should take into account cyber risk management and addressed in safety management systems.

9. Industry Links for Port State Control

<table>
<thead>
<tr>
<th>Country</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paris MoU</td>
<td><a href="http://www.parismou.org">www.parismou.org</a></td>
</tr>
<tr>
<td>Tokyo MoU</td>
<td><a href="http://www.tokyo-mou.org">www.tokyo-mou.org</a></td>
</tr>
<tr>
<td>United States Coast Guard</td>
<td>hwww.dco.uscg.mil</td>
</tr>
<tr>
<td>Black Sea MoU</td>
<td><a href="http://www.bsmou.org">www.bsmou.org</a></td>
</tr>
<tr>
<td>Indian Ocean MoU</td>
<td><a href="http://www.iomou.org">www.iomou.org</a></td>
</tr>
<tr>
<td>Caribbean MoU</td>
<td>caribbeanmou.org</td>
</tr>
<tr>
<td>Abuja MoU</td>
<td><a href="http://www.abujamou.org">www.abujamou.org</a></td>
</tr>
<tr>
<td>Riyadh MoU</td>
<td><a href="http://www.riyadhmou.org">www.riyadhmou.org</a></td>
</tr>
</tbody>
</table>
10. Additional Resources

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

a. Guidance for Reducing Port State Detention

![Guidance for Reducing Port State Detention](image1)

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

![Pre-port Arrival Quick Reference and Downloadable Check List](image2)
c. Port State Control Applications on the New 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](http://www.eagle.org/absapp) or you can download the app from the [Google Play store](https://play.google.com) or [Apple App Store](https://apps.apple.com).

New 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
11. 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: EHsurveydept@eagle.org