



ABS PORT STATE CONTROL QUARTERLY REPORT

Q4 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 4th 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 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, 2020 to December 31, 2020, 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 237 vessels detained. Of those detained vessels, only 19 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
11124	Embarkation arrangement survival craft
07115	Fire-dampers
07106	Fire detection
13106	Insulation wetted through (oil)
01220	Seafarers' employment agreement (SEA)
14501	Garbage
07120	Means of escape
14199	Other (MARPOL Annex I)
14116	Pollution report - MARPOL Annex I - (SOPEP)
18412	Personal equipment
14104	Oil filtering equipment
04113	Water level indicator
18299	Other (conditions of employment)
07125	Evaluation of crew performance (fire drill)
13102	Auxiliary engine
07117	Jacketed high pressure lines
18049	Dangerous areas
07108	Ready availability of firefighting equipment
02105	Steering gear
04114	Emergency source of power - emergency generator
18420	Cleanliness of engine room
04103	Emergency lighting, batteries and switches
10117	Echo Sounder
10111	Charts
11101	Lifeboats
10127	Voyage or passage plan

1.2 Photographs



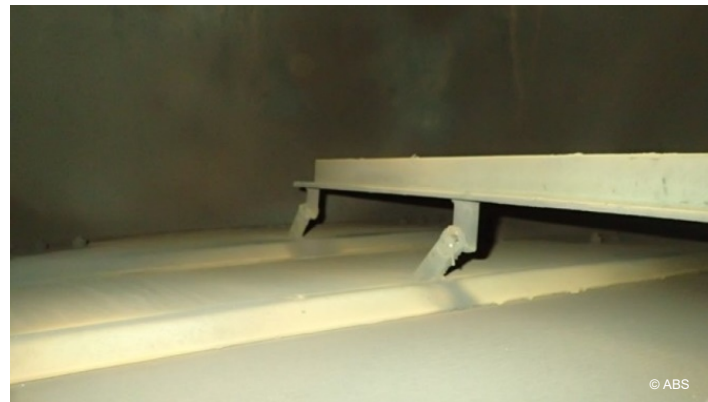
Embarkation arrangement survival craft - not ready for use



Embarkation ladder side rope rotten and broken



Fire damper broken linkage – before repair



Fire damper broken linkage – after repair



Fire damper linkage defective



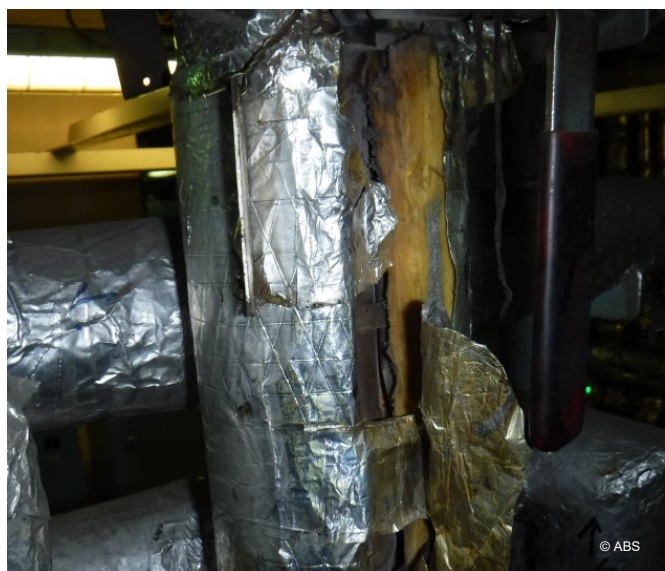
Dangerous area – mooring station access (Code 18049)



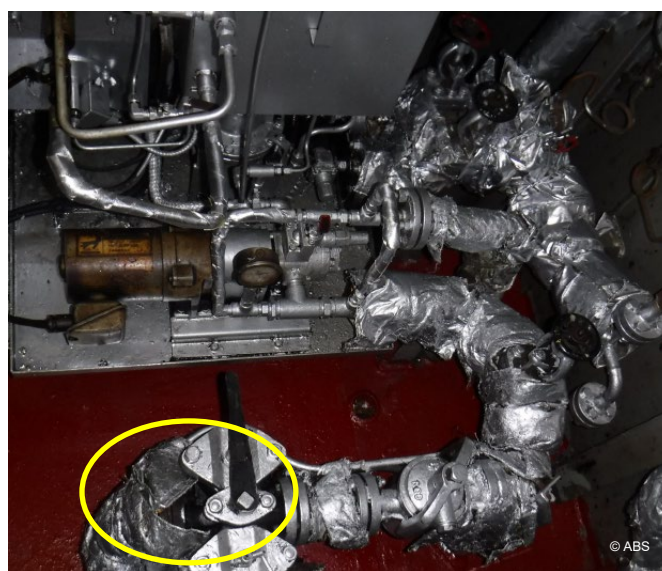
Echo sounder – not operational – before



Echo sounder operational – after



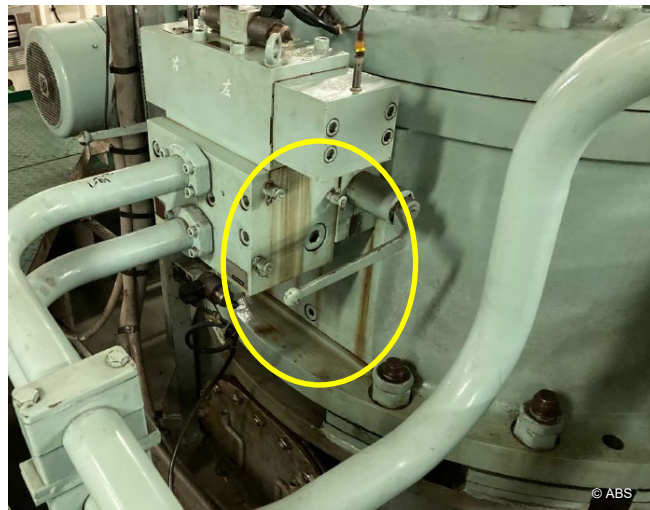
Damage to insulation on purifier piping



Fuel oil piping insulation found wetted



Fuel oil piping and steam piping lacking required insulation



Steering gear hydraulic leaks



Cleanliness of engine room – before



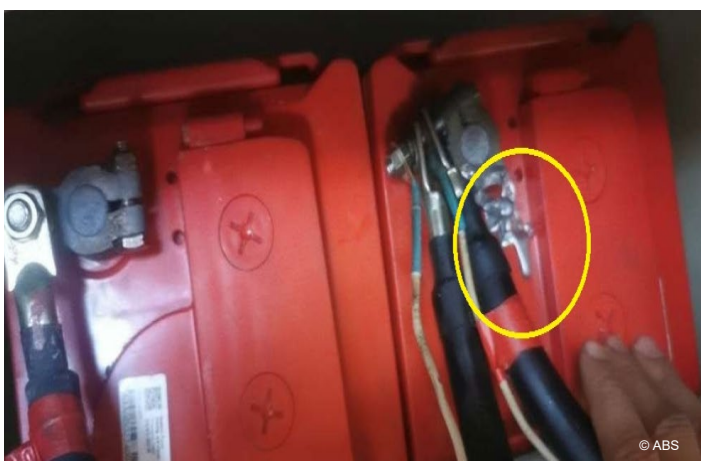
Cleanliness of engine room – after



Cleanliness of engine room – fire hazard



Cleanliness of engine room – fire hazard

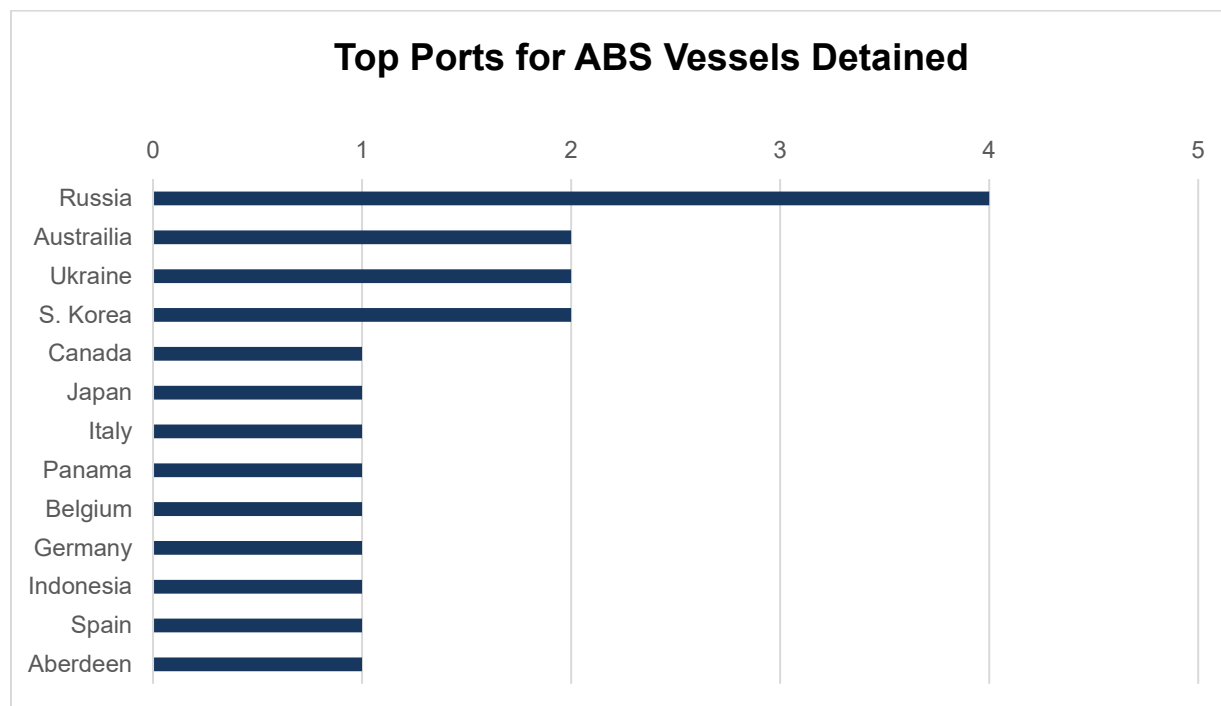


Lifeboat starter battery terminal connector broken



New lifeboat starter battery set

1.3 Top Ports for ABS Vessels Detained

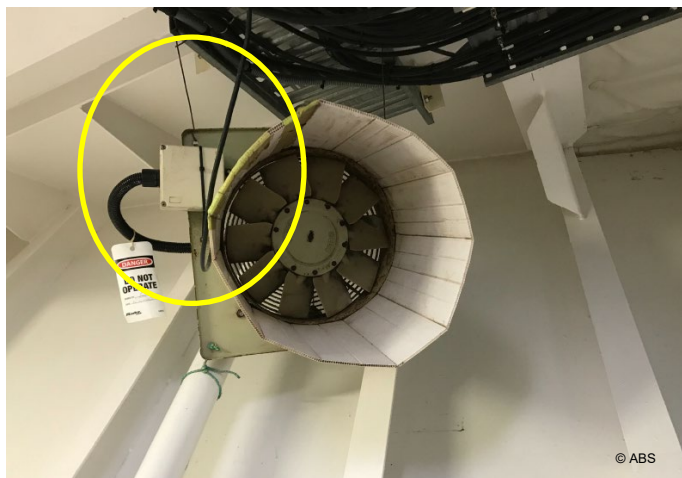


2. 4th Quarter Intervention Top Deficiencies on ABS Vessels

2.1 Top Categories for Deficiency

5-Digit Deficiency Code	Top Categories for Deficiency
13101	Propulsion main engine
02105	Steering gear
13199	Other (machinery)
13102	Auxiliary engine
13108	Operation of machinery
05111	Satellite EPIRB 406MHz / 1.6 GHz
07109	Fixed fire extinguishing installation
11101	Lifeboats
07106	Fire detection
18418	Winches and capstans
07105	Fire doors/openings in fire-resisting divisions
11104	Rescue boats
18425	Access / structural features (ship)
02106	Hull damage impairing seaworthiness

2.2 Photographs



Temporary fan installed in laundry found unsafe. It was disconnected and tagged out.



Auxiliary engine damage after fire



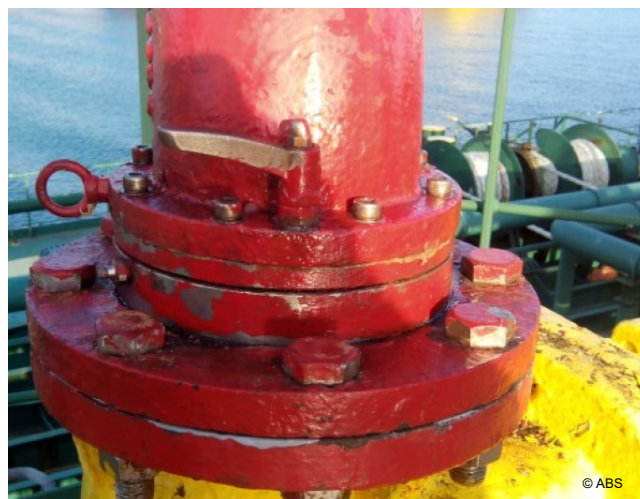
EPIRB top cover cracked



EPIRB antenna found deformed



Rescue boat – hull cracks



Foam monitor gasket repaired

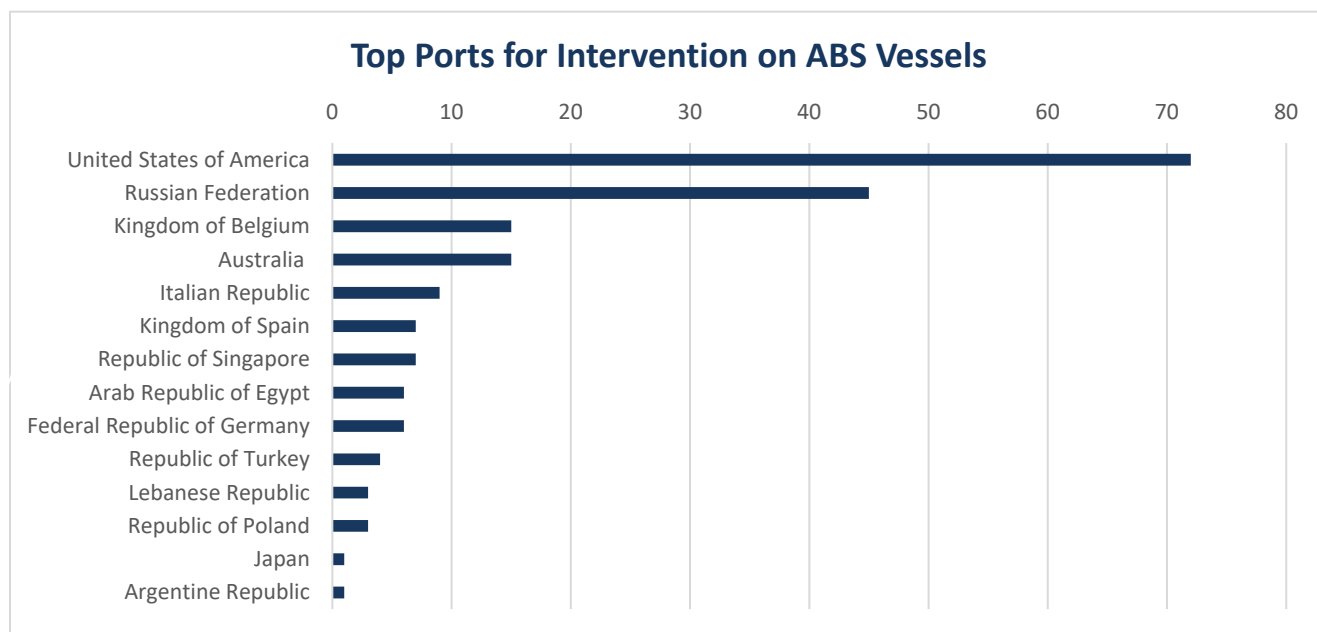


Engine room door gasket worn



Mooring bitt not marked with SWL in contrasting color – before

2.3 Top Ports for Interventions on ABS Vessels



3. COVID-19 Impact on PSC

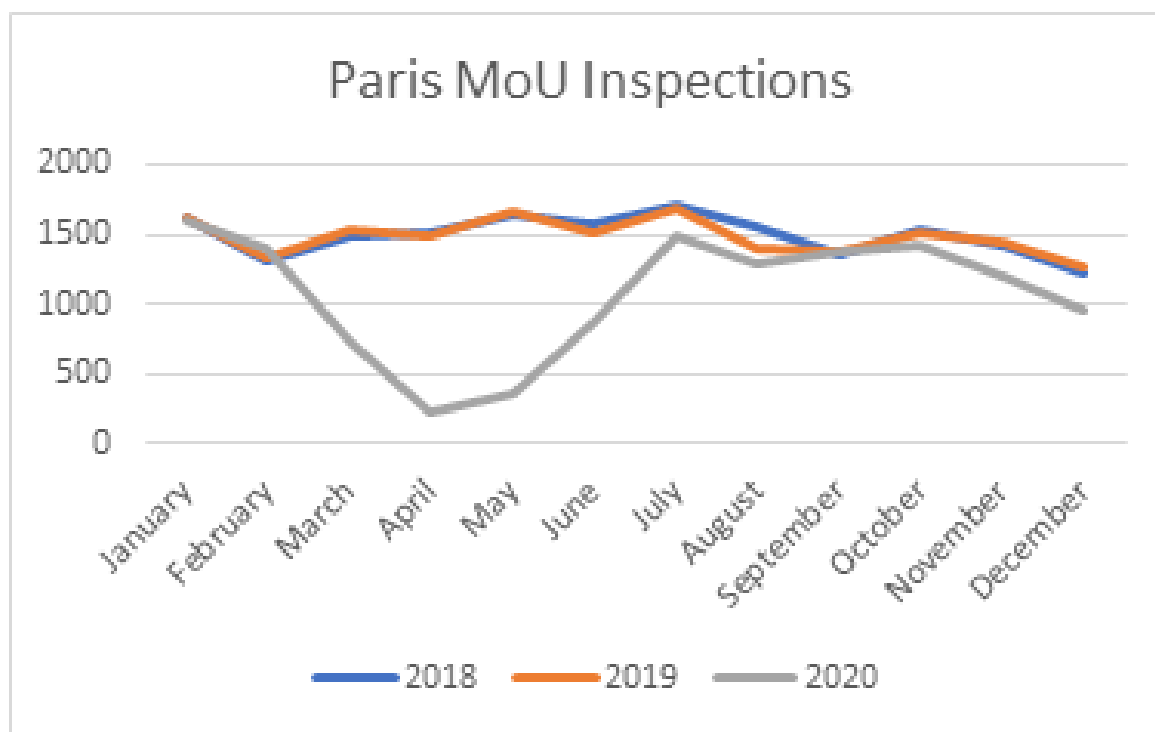
3.1 Paris MoU Inspections

The Paris MoU number of inspections declined during the period of October 1, 2020 to December 31, 2020 compared to the previous years 2018 and 2019. The decline may be contributed to COVID-19 restrictions being re-instated.

The Paris MoU had 91 detentions for the period October 1, 2020 to December 31, 2020. Only four (4) of those detentions were on ABS-classed vessels.

The Paris MoU has provided Temporary Guidance Related to COVID-19 for Port State Control Authorities (Rev.5) on December 17, 2020. The information may be accessed through the following link:

[PSCircular 97](#)

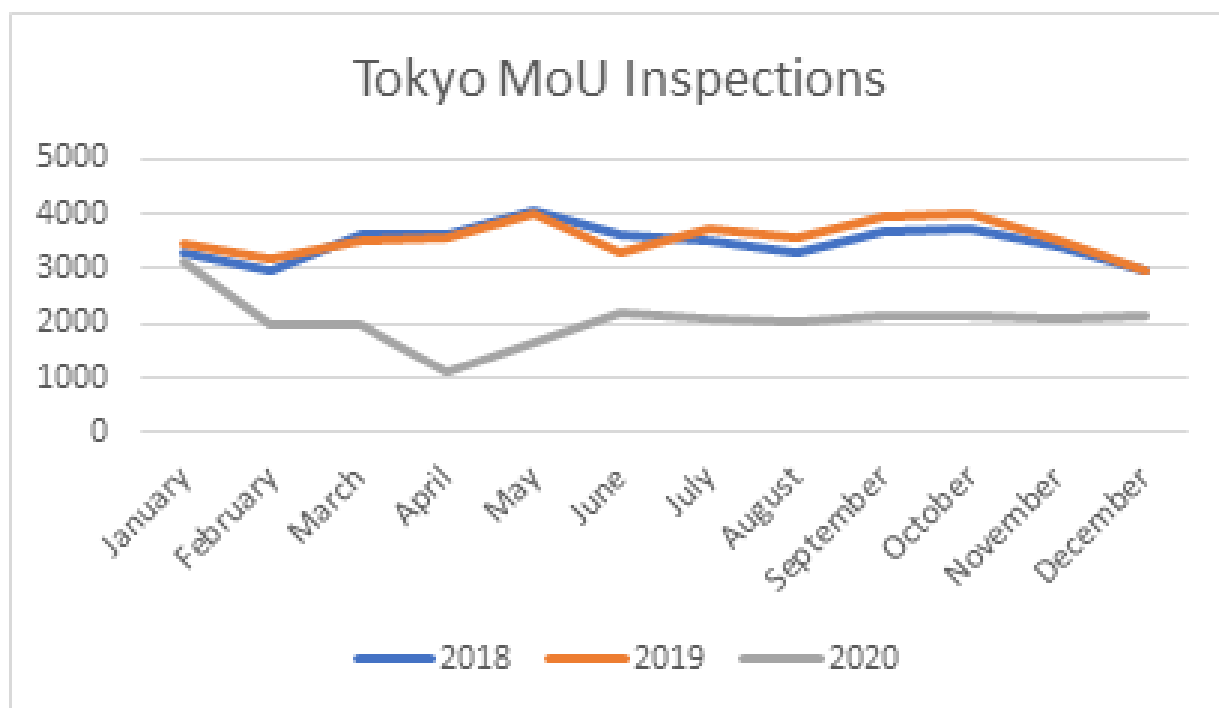


3.2 Tokyo MoU

The Tokyo MoU PSC activity during the period October 1, 2020 to December 31, 2020 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 135 detentions for the period October 1, 2020 to December 31, 2020. Only nine (9) 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](https://tokyo-mou.org).



3.3 USCG Detentions in 4th Quarter 2020

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 11 detentions for the period October 1, 2020 to December 31, 2020. 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](http://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.
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, or 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 4th Quarter 2020

Deficiency Code	Category
07113	Fire pumps and its pipes
07199	Other (fire safety)
15101	Safety and environment policy
07126	Oil accumulation in engine room
07126	Operation of fire protection system
15106	Shipboard operations
13108	Operation of machinery
15108	Reports of non-conformance, accidents and hazardous occurrences
15109	Maintenance of the ship and equipment
07106	Fire detection and alarm system
11119	Immersion suits
12199	Other (tankers)
07108	Ready availability of firefighting equipment
11129	Operational readiness of lifesaving appliances
15108	Reports of non-conformance, accidents and hazardous occurrences
07114	Remote means of control (opening, pumps, ventilation, etc.); machinery spaces
01214	Endorsement by flag state
01128	High Speed Craft Safety and Permit to Operate
10110	Signaling lamp
07124	Maintenance of fire protection systems
11132	Maintenance and inspections

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

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

5. New Regulations Coming Up in 1st Quarter 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 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 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 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

Affirms that an approved safety management system should take into account cyber risk management and establish appropriate safeguards in accordance with the objective and functional requirements of the ISM Code. Recognized organization auditors will be verifying implementation at the first annual DOC verification after January 1, 2021.

j. MEPC.326(75) - 2020 Guidelines for Monitoring the Worldwide Average Sulphur Content of Fuel Oils Supplied for Use Onboard Ships

The primary objective of the Guidelines is to establish an agreed method to monitor the average sulphur contents of fuel oils supplied for use on board ships taking into account the sulphur limit as required by regulation 14 of MARPOL Annex VI.

k. MEPC.327(75) – Encouragement of Member States to Develop and Submit Voluntary National Action Plans to Address GHG Emissions from Ships

Suggests the National Action Plans could include but are not limited to:

1. improving domestic institutional and legislative arrangements for the effective implementation of existing IMO instruments;
2. developing activities to further enhance the energy efficiency of ships;
3. initiating research and advancing the uptake of alternative low-carbon and zero-carbon fuels;
4. accelerating port emission reduction activities, consistent with resolution MEPC.323(74);
5. fostering capacity-building, awareness-raising and regional cooperation; and
6. facilitating the development of infrastructure for green shipping.

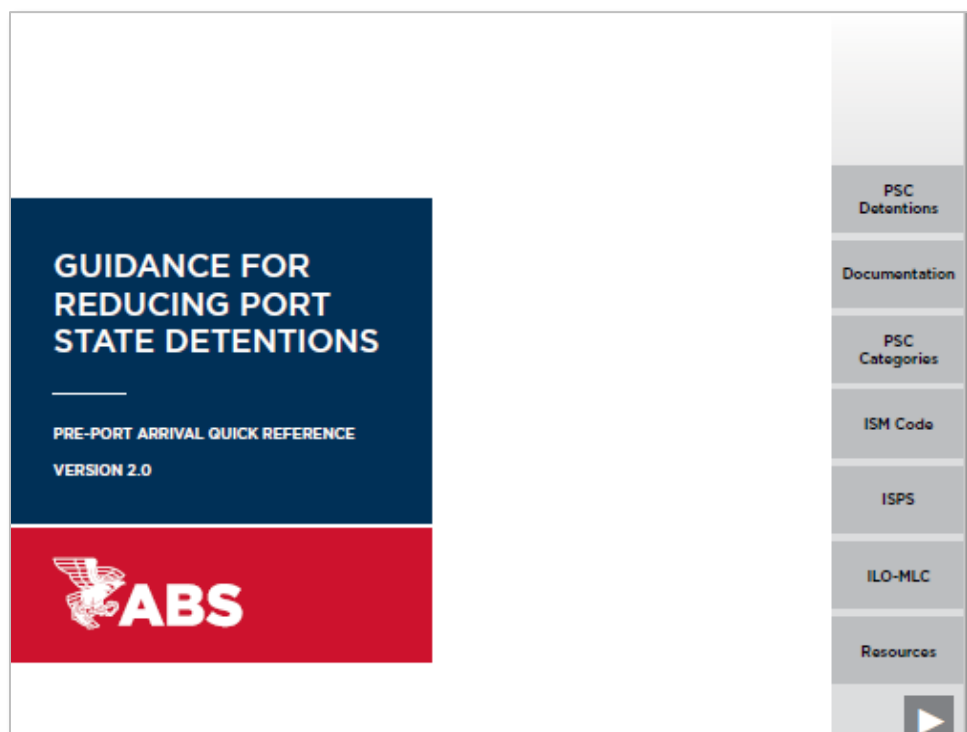
6. Industry Links for Port State Control

Paris MoU	www.parismou.org
Tokyo MoU	www.tokyo-mou.org
United States Coast Guard	hwww.dco.uscg.mil
Mediterranean MoU	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

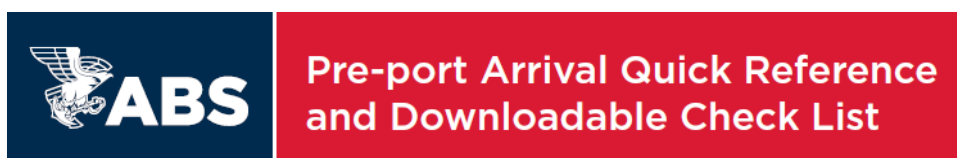
7. Additional Resources

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

a. Guidance for Reducing Port State Detentions



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



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 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.

NOW IT ALL CLICKS.

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Available on Google Play | Download on the App Store

Visit www.eagle.org to get started today.

New Port State Control Applications on the ABS App

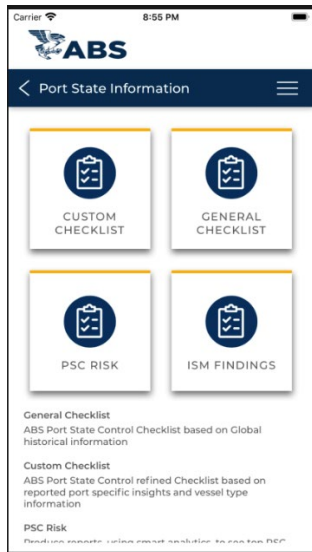
General Checklist: ABS Port State Control Checklist based on global historical information

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

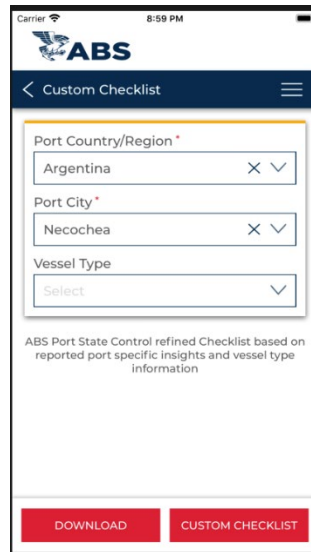
PSC Risk: Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel Class records

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

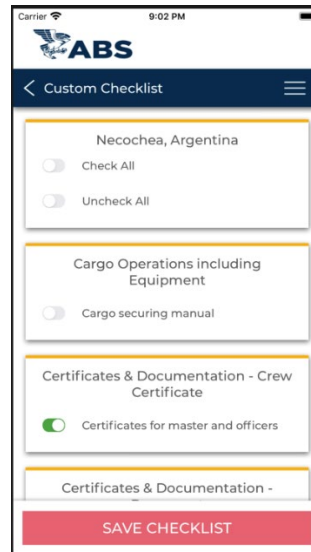
Port State Information, Main Screen



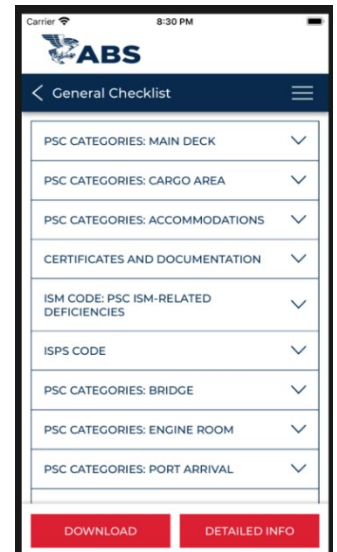
PSC Custom (Port-specific) Checklist and Filter



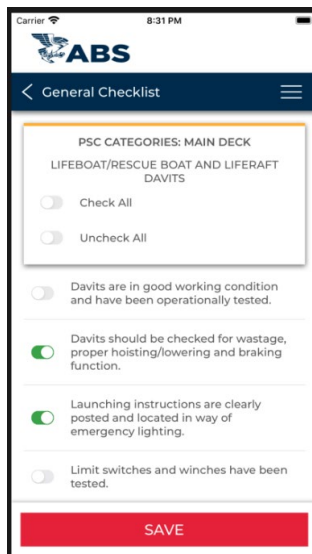
PSC Custom Checklist Filtered by Port and Vessel Type



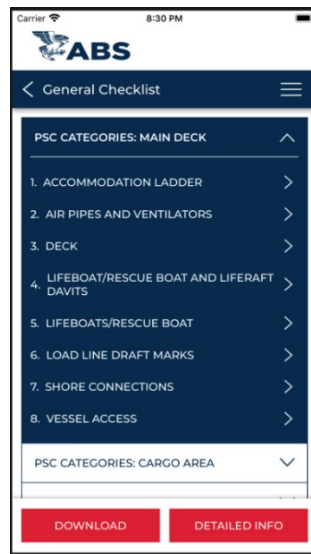
PSC General Checklist, All Categories



Checklist Items Under a Selected Sub-category



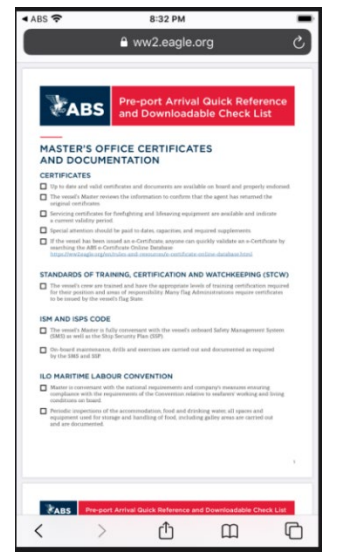
Sub-categories Under a Selected Category



PDF of PSC General Report Downloads from the App



Users Can View/Save/Print the PDF PSC Checklist



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.

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