



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 third 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 July 1, 2020 to September 30, 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 United States Coast Guard (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 so that the PSC detention could be lifted and the vessel could sail.

5 Digit Detention Code	Top Grounds for Detention
15000	ISM
07000	Fire doors/openings in fire-resisting divisions; Evaluation of crew performance fire drills
14000	Sewage treatment plant
14800	Ballast water
18420	Cleanliness of engine room
18324	Cold room, cold room cleanliness, cold room temperature
04102	Emergency fire pump and the pipes
14500	Garbage
01113	Minimum safe manning document
01220	Seafarers' employment agreement (SEA)
02105	Steering gear

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

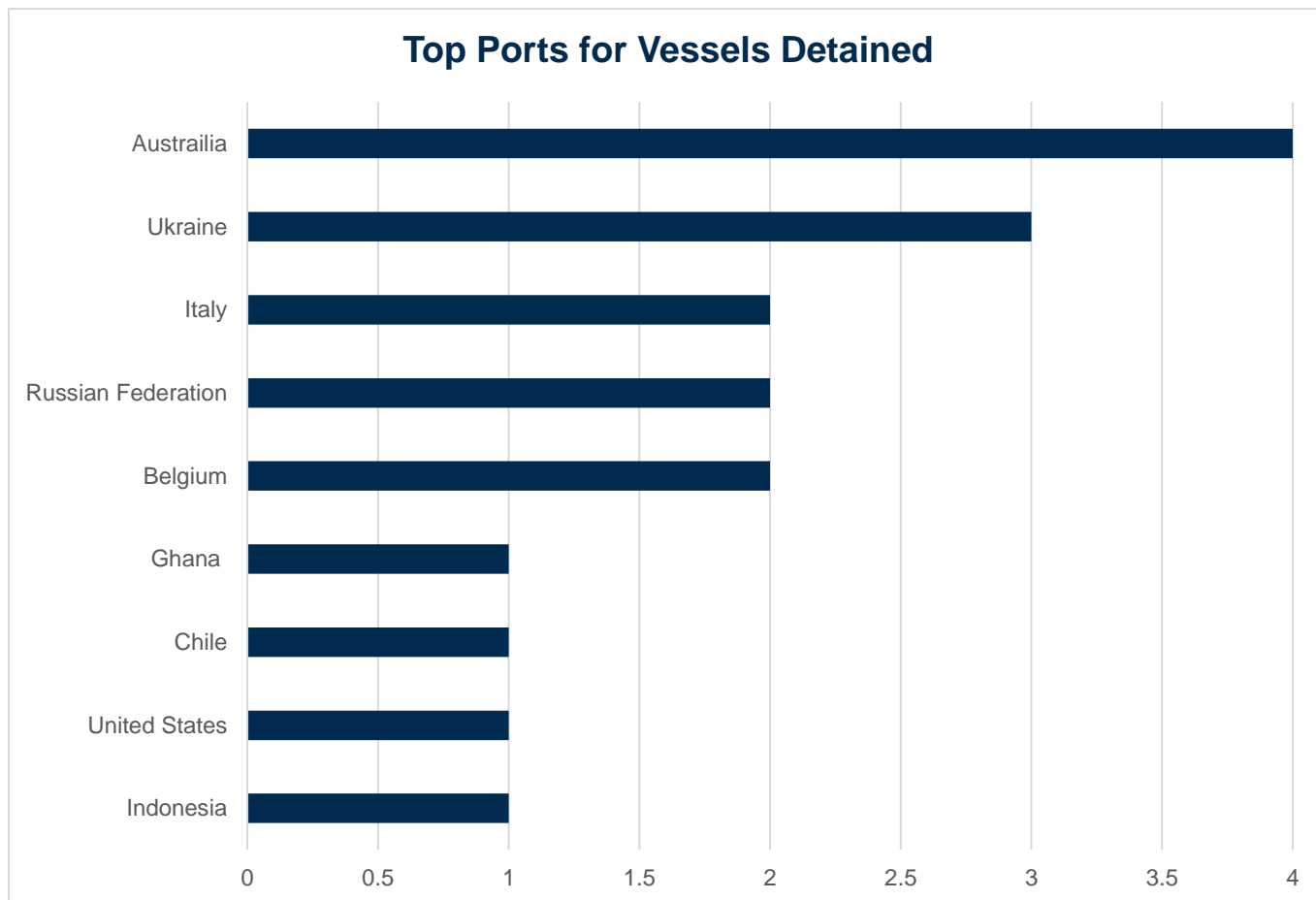


Oily bilges create fire hazards



Missing insulation on heaters creates fire hazards

1.3 Top Ports for Vessels Detained for ABS Vessels

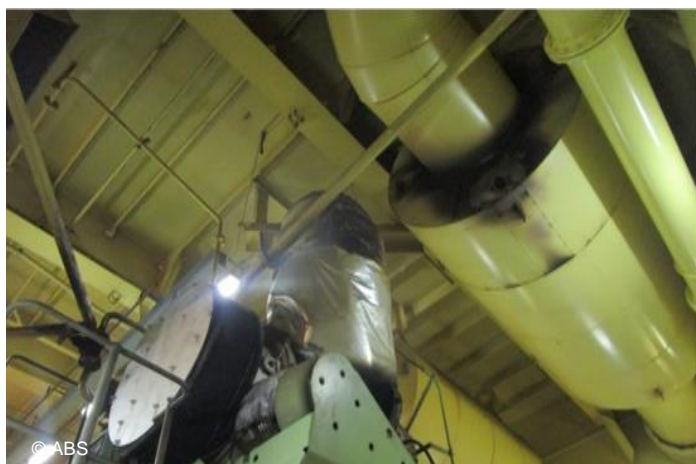


2. 3rd Quarter Intervention Top Deficiencies on ABS Vessels

2.1 Top Categories for Grounds for Deficiency

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

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

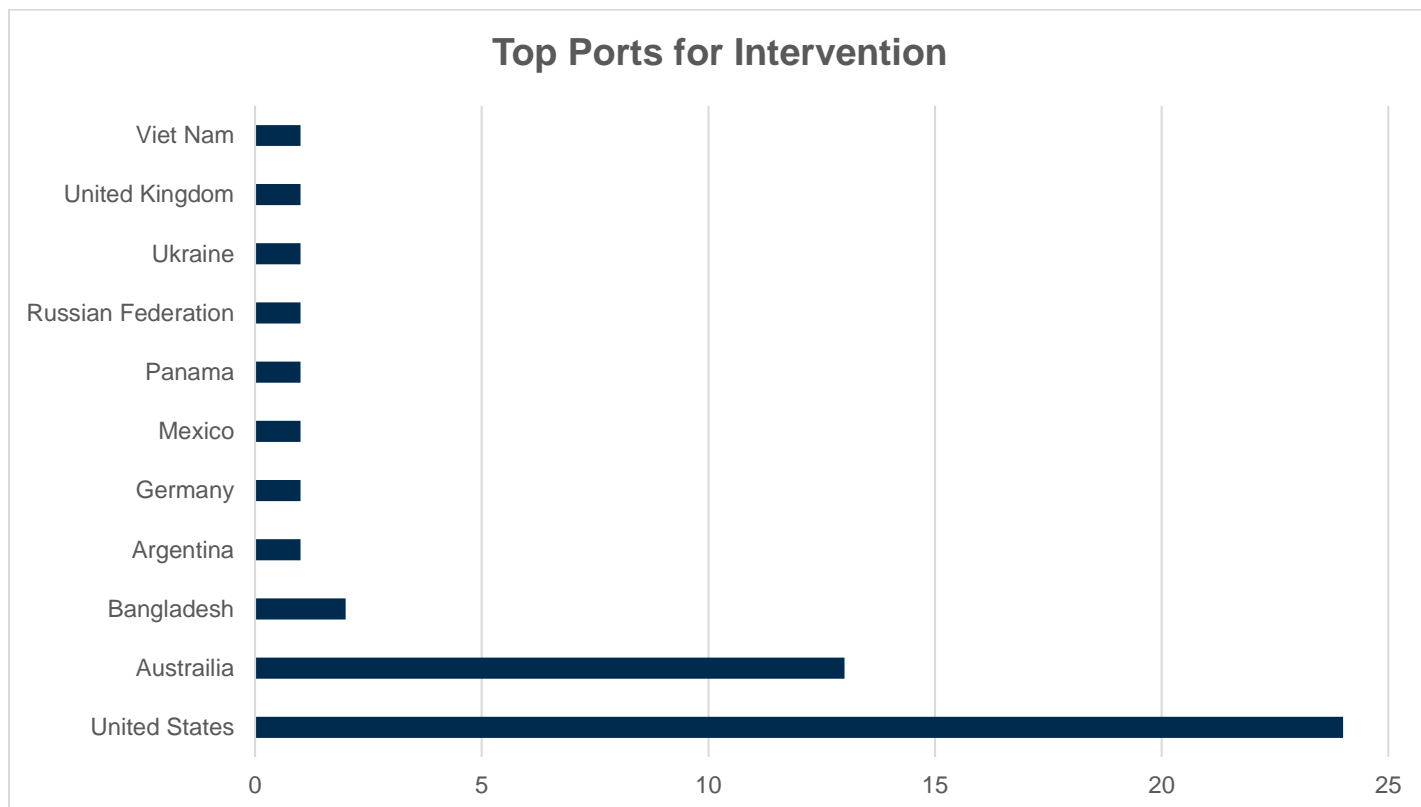


Bow ladder and walkway damaged



HFO quick closing valve not operable

2.3 Top Ports for Interventions on ABS Vessels



3. COVID-19 Impact on PSC

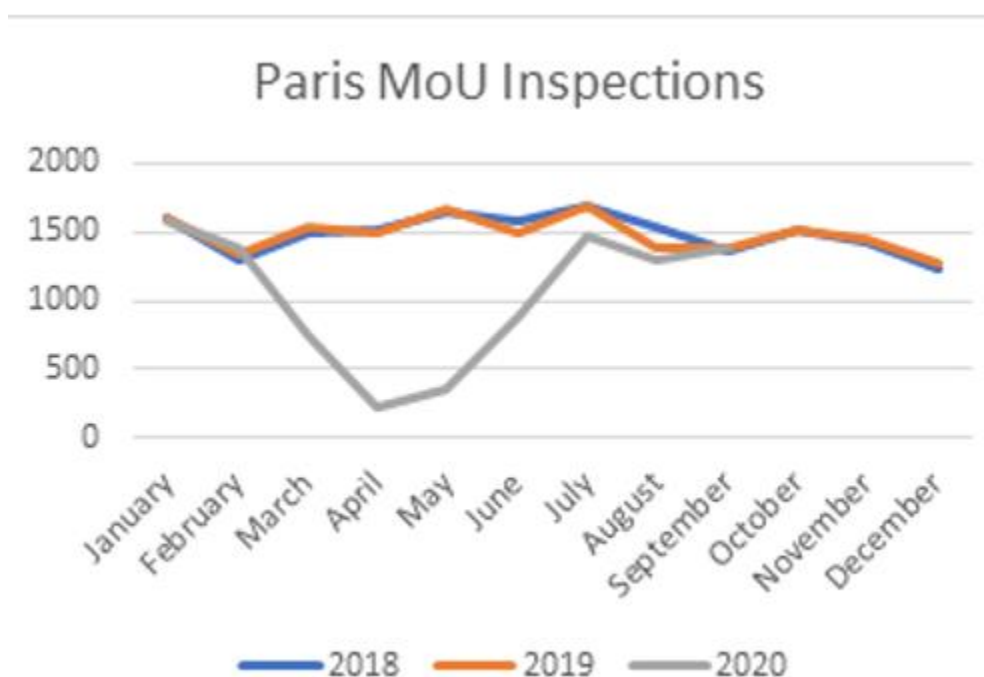
3.1 Paris MoU Inspections

The Paris MoU reported in October 2020, the port calls and the 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 July 1, 2020 to September 30, 2020. Only four 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:

<https://www.parismou.org/paris-mou-guidance-regarding-impact-covid-19>



3.2 Tokyo MoU

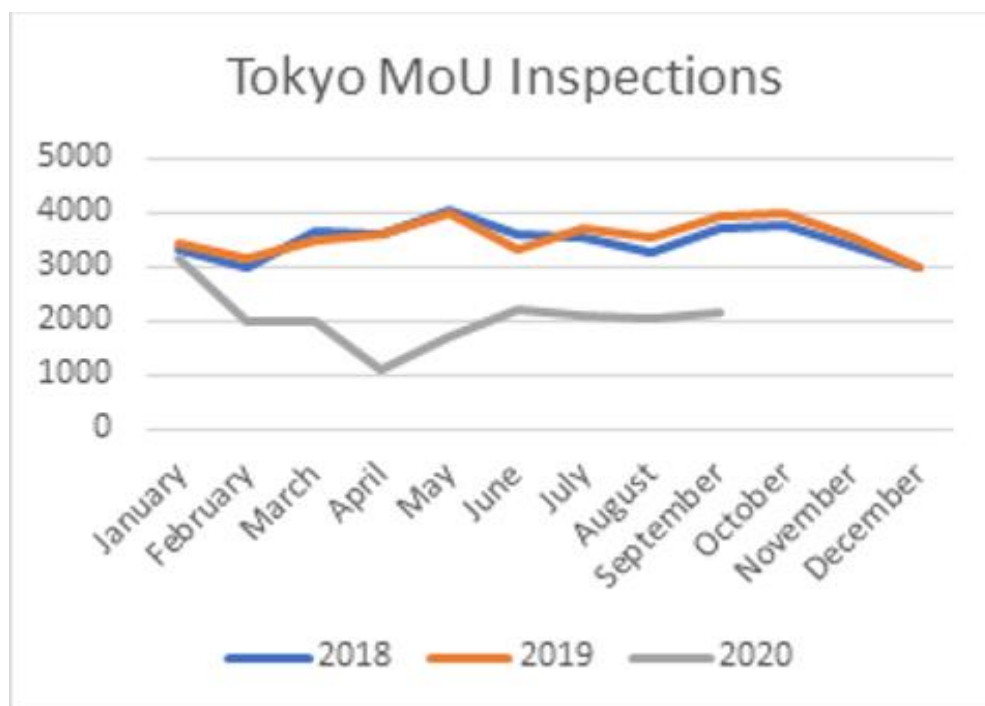
Tokyo MoU PSC activity in September 2020 continued to be well below 2019 levels. China had an extremely low level of activity.

The Tokyo MoU had 111 detentions for the period July 1, 2020 to September 30, 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](https://www.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.

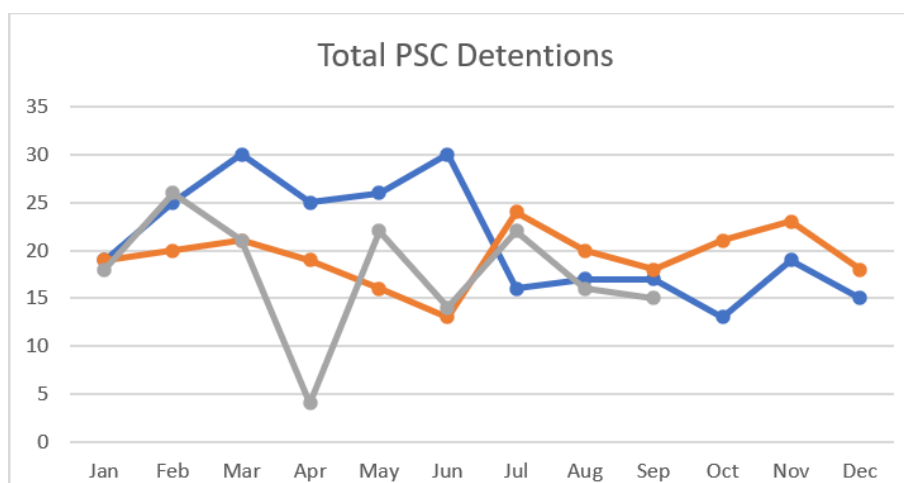
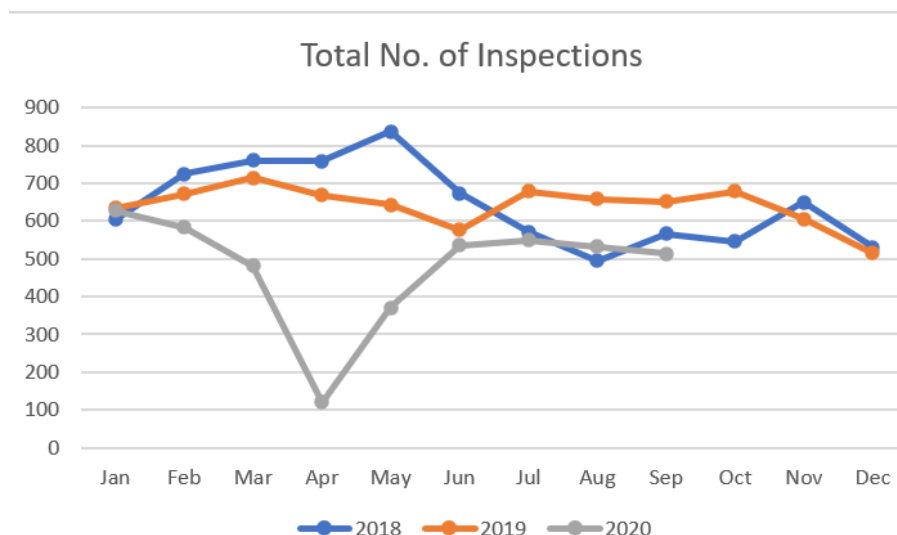
Noting that no end sign of the situation can be expected at the moment, the guidance is revised to allow port state authorities to apply the pragmatic relaxation for an appropriate grace period for delaying periods for surveys, inspections, and audits specific to COVID-19 given to ships by the flag state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



3.3 Indian Ocean MoU

In 2020, there was a reduction in activity in the total number of inspections during the months of March to 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.

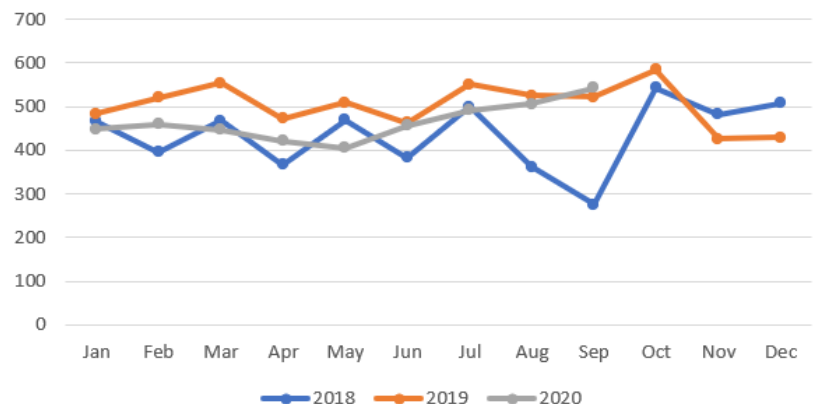


3.4 Black Sea MoU

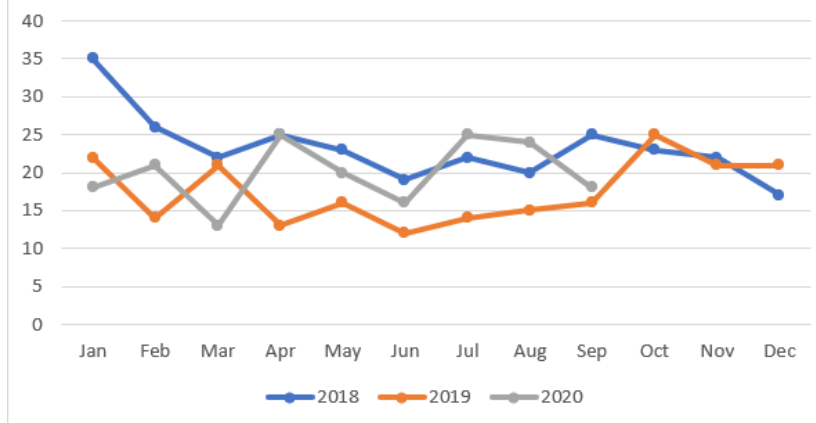
In the Black Sea MoU, there seems to be minimal impact of COVID-19 on the total number of vessel inspections, as can be seen in the year 2020 line which started fairly constant in the first few months of 2020 and has gradually increased since May. In both 2018 and 2019, there was a decrease in the number 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.

Black Sea MOU - Total No. of Inspections



Black Sea MOU - Total PSC Detentions



3.5 USCG Detentions 2020 3rd Quarter

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

The USCG had 12 detentions for the period July 1, 2020 to September 30, 2020. Only one 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](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. 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

Deficiency Code	Category
15110	Documentation-ISM
07126	Oil accumulation in engine room
14104	Oil filtering equipment
07109	Fixed fire extinguishing installation
07106	Fire detection and alarm system
07115	Fire dampers
07199	Other (fire safety)
09232	Cleanliness of engine room
11108	Inflatable life rafts
15109	Maintenance of the ship and equipment
04102	Emergency fire pump and its pipes
07101	Fire prevention structural integrity
07102	Inert gas system
08199	Other (alarms)
15108	Reports of non-conformance, accidents and hazardous occurrences
07114	Remote means of control (opening, pumps, ventilation, etc.); Machinery spaces
15102	Company responsibility and authority

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 of the safety of shipping. In 2020, the CIC would have focused on stability (in general). A CIC is held from September 1 to November 30.

In response to the COVID-19 pandemic, the member states of the Paris MoU, in cooperation 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 October 31, 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 October 1, 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 provided the electronic recording system is approved by the Administration on or before the first International Air Pollution Prevention (IAPP) certificate renewal survey carried out on or after October 1, 2020, but not later than October 1, 2025, taking into account guidelines adopted by resolution MEPC.312(74).

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 October 28, 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 October 28, 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-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 a 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 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 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 to ships, personnel, and the environment under the ISM. Approved safety management systems should take into account cyber risk management and be addressed in safety management systems.

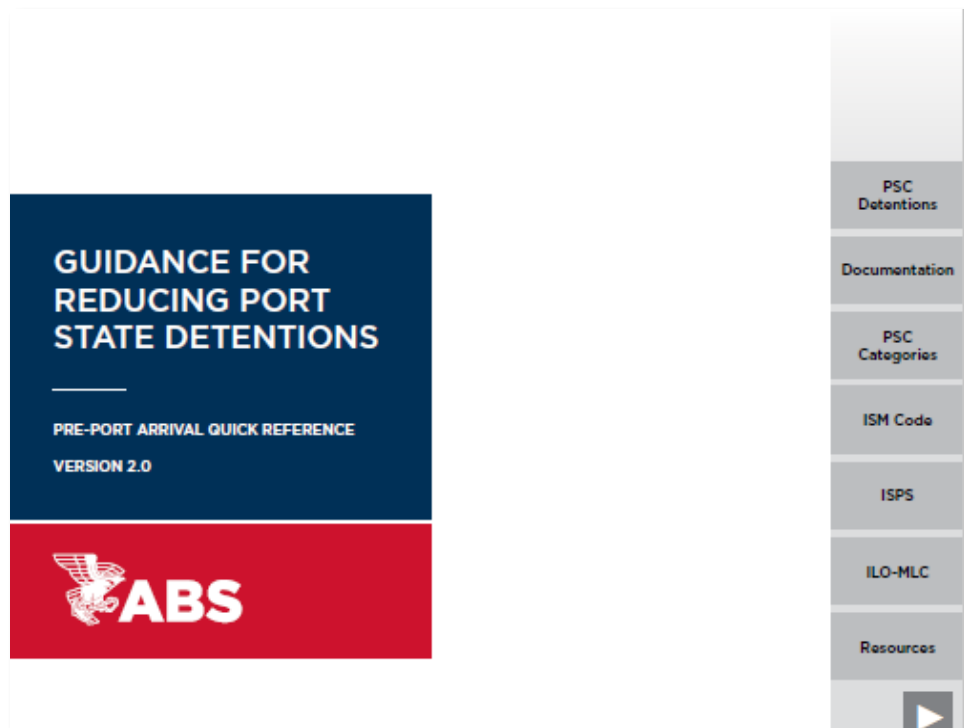
9. Industry Links for Port State Control

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

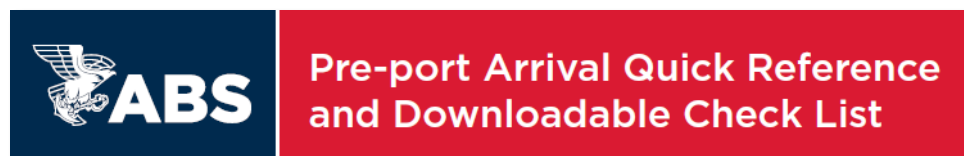
10. Additional Resources

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

DOWNLOAD THE ABS APP TODAY!

Available on Google Play and the App Store.

Visit www.eagle.org to get started today.

New Port State Control Applications on the ABS App

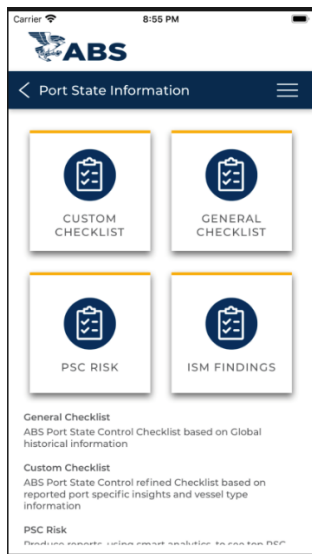
General Checklist: ABS Port State Control Checklist based on global historical information.

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

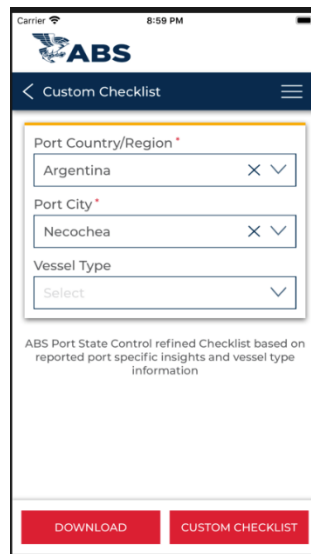
PSC Risk: Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel Class records.

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

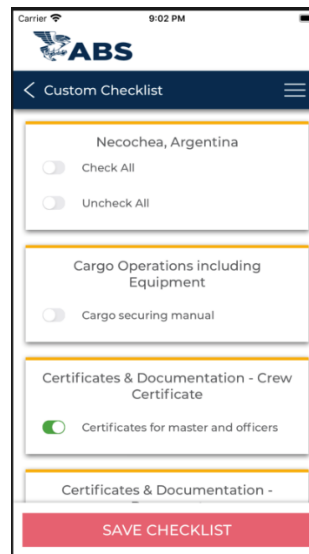
Port State Information
main screen



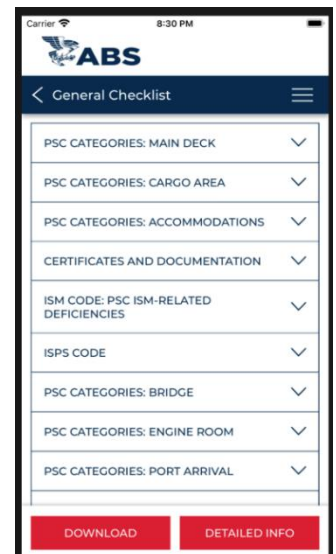
PSC Custom (Port-specific)
Checklist and filter



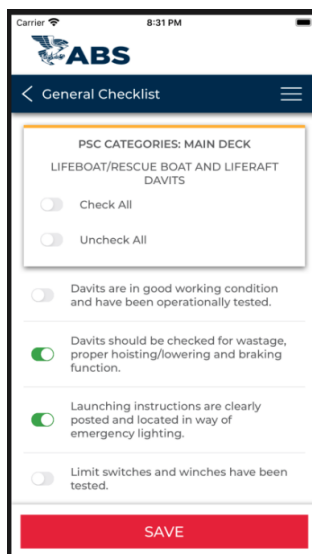
PSC Custom Checklist
filtered by port and vessel
type



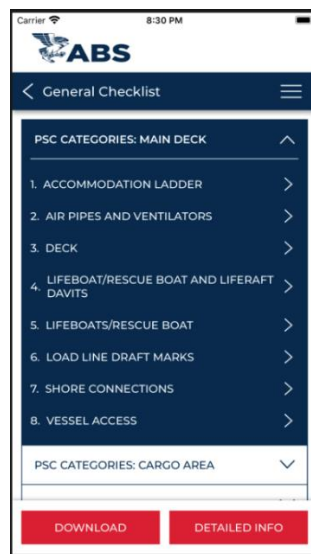
PSC General Checklist,
all categories



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



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

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