



ABS PORT STATE CONTROL QUARTERLY REPORT

Q1 2022



ABS Commitment

American Bureau of Shipping (hereinafter “ABS”) is the premier classification society in the world. The focus of ABS is to provide classification services to promote the common safety, environmental and regulatory interests of its members and clients, including builders, owners, and operators of ships. Since its inception in 1862, ABS has been a global leader in marine safety. With more than 2,000 technical professionals positioned around the world, the ABS team has the experience, knowledge, and professional judgment to assist vessel owners and operators.

ABS has established a strict standard of excellence and has earned a reputation for quality service and client support. We are committed to providing superior technical and survey services that assist our clients in conforming to these standards, thereby encouraging safe and efficient operations.

Our Mission

The mission of ABS is to serve the public interest as well as the needs of our members and clients by promoting the security of life and property and preserving the natural environment.

Health, Safety, Quality and Environmental Policy

We will respond to the needs of our members and clients and the public by delivering quality service in support of our Mission that provides for the safety of life and property and the preservation of the marine environment.

We are committed to continually improving the effectiveness of our health, safety, quality and environmental (HSQE) performance and management system with the goal of preventing injury, ill health, and pollution.

We will comply with all applicable legal requirements as well as any additional requirements ABS subscribes to which relate to HSQE aspects, objectives, and targets.

Foreword

This ABS Quarterly Report on Port State Control (PSC) provides information to owners on deficiencies identified on ABS vessels during inspections carried out by the various PSC regimes globally during the 1st Quarter of 2022. 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, accommodation or operational safety and the protection of the environment is substantially below the standards required by the relevant conventions or if the crew is not in conformity with the safe manning document. Evidence that the ship, its equipment, or its crew do not comply substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution may be clear grounds for the PSC inspector to conduct a more detailed inspection.

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1. ABS Fleet 1st Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

For the period 01 January 2022 to 31 March 2022, the top categories for PSC detentions on ABS vessels in the Paris MoU, Tokyo MoU and USCG database are listed in the table below. For the Paris MoU, Tokyo MoU and USCG, there were 210 vessels detained. Of those detained vessels, 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 | Grounds for Detentions on ABS Vessels |
|------------------------|---|
| 15150 | ISM |
| 04109 | Fire Drills |
| 07113 | Fire pumps & its pipes |
| 07114 | Remote Means of control (opening, pumps, ventilations etc.) Machinery Space |
| 07115 | Fire Dampers |

Note: List contains deficiencies that were identified on two (2) vessels or more.

1.2 Photographs

Photographs show isolated cases of deficiencies found.



Handwheel missing, lagging damage



Watertight indication sensor not operational



Cargo Hold Smoke extraction system faulty



HT Water expansion tank sight glass leaking



Tank vent disk wasted



Main Fresh Water cooler inlet pipe leaking



Missing Dog for watertight hatch cover



Loose/broken lighting inside vertical trunk



Electrical connection box not secured



Load Line rail broken



Sounding pipe for cargo hold bilges (several) thread wasted



ER ventilation fan damper unable to operate



Food supply stored inside lifeboat badly preserved, presence of water and humidity



SART located in Bridge with shell cracked, and damaged and not watertight



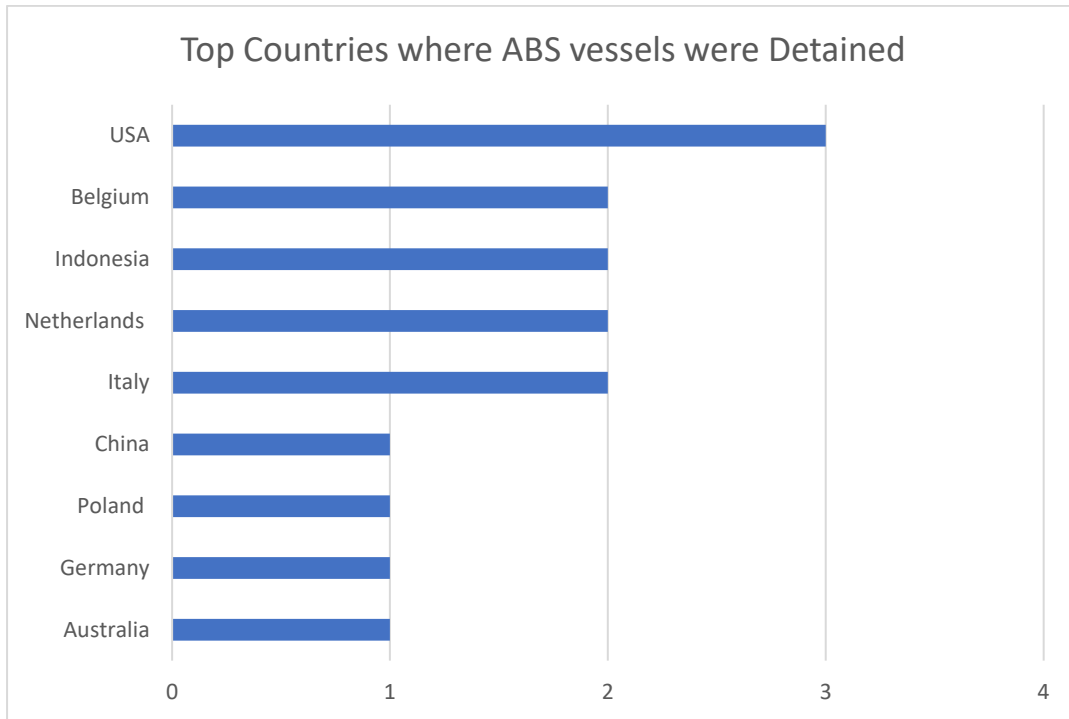
General condition of ER, with oil in transfer pump filter



Suspect hoses for unauthorized transfer of oil

1.3 Top Countries where ABS Vessels were Detained

Out of the 15 detained vessels Classed with ABS, the location of the countries where the detention occurred is in the table below. ABS assisted the owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.



2. 1st Quarter Intervention Top Deficiencies on ABS Vessels

2.1 Top Categories for Deficiencies

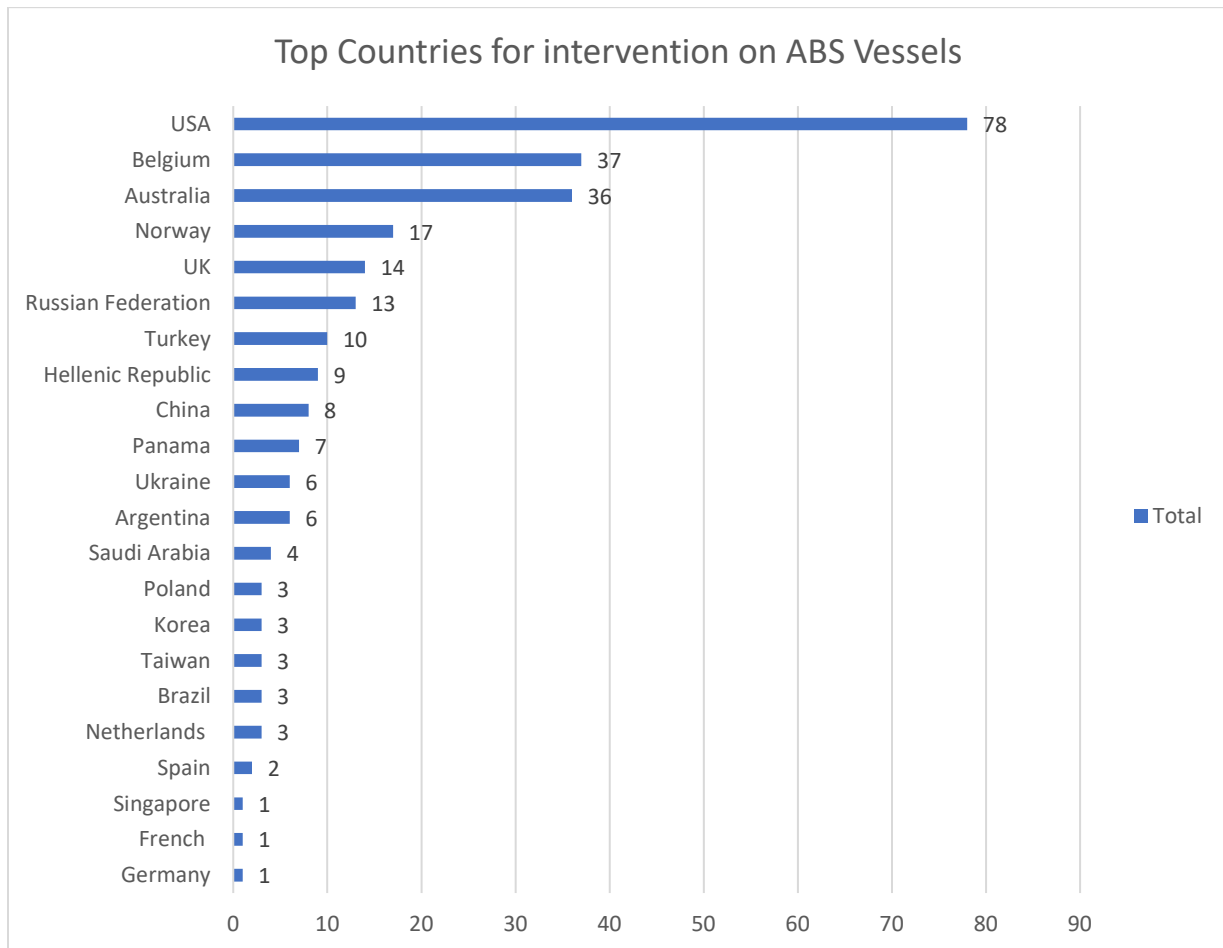
For the period 01 January 2022 to 31 March 2022 the top categories for deficiencies on ABS vessels that had Port State Control interventions are listed in the table below.

| 5-Digit Deficiency Code | Top Categories for Deficiencies |
|-------------------------|--|
| 13102 | Auxiliary engine |
| 13101 | Propulsion main engine |
| 07199 | Other (Fire Safety) |
| 13199 | Other (machinery) |
| 10109 | Lights, shapes, sound signals |
| 03105 | Covers (hatchway, portable, tarpaulins etc.) |
| 02199 | Other (bulk carriers) |
| 02108 | Electrical equipment in general |
| 13108 | Operation of machinery |
| 17197 | Other Safety in general |
| 15150 | ISM |

Note: List contains deficiencies that were identified on four (4) vessels or more.

2.2 Top Countries for Interventions on ABS Vessels

For the period 01 January 2022 to 31 March 2022 the top countries where ABS vessels had Port State Control interventions are listed in the table below.



3. COVID-19 Impact on PSC

3.1 Paris MoU Inspections for 1st Quarter 2022

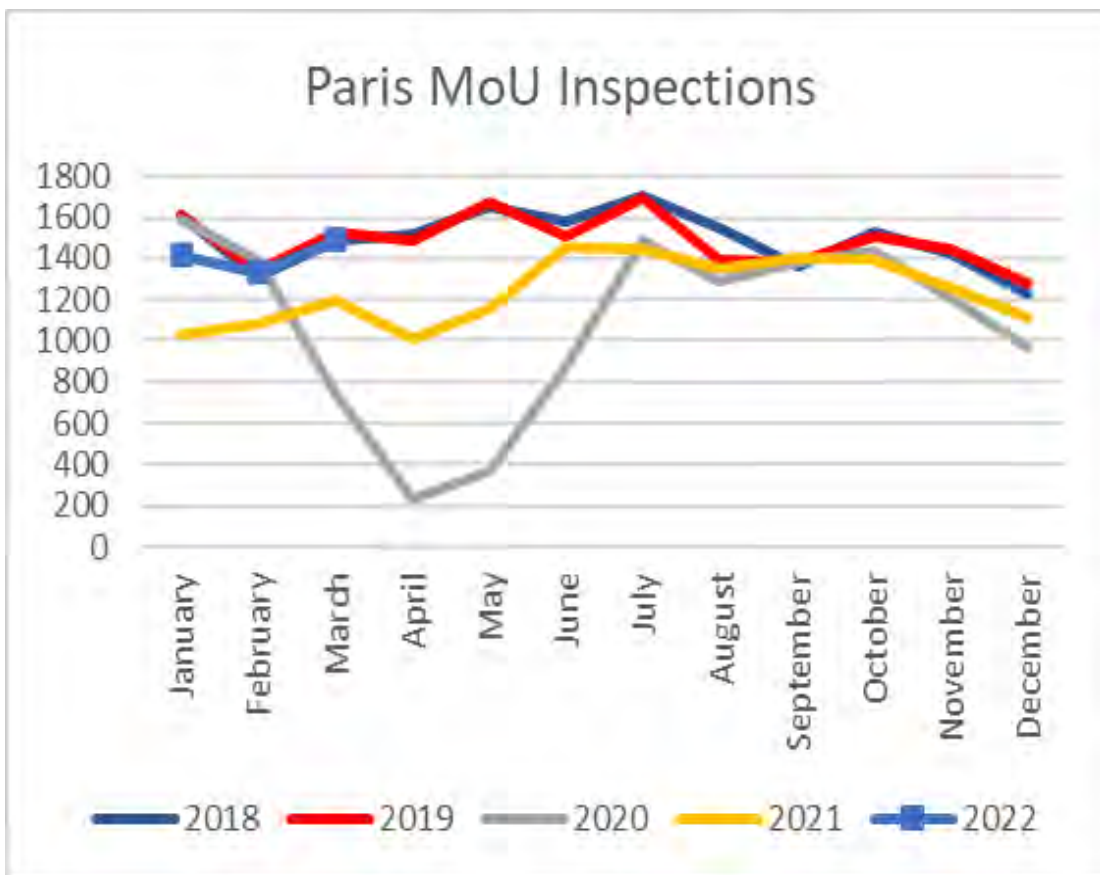
The number of inspections in the Paris MoU during the period of 01 January 2022 to 31 March 2022 has increased compared to first quarter in 2021 and 2020, however, the number of inspections is approximately the same as 2019, 2018.

The Paris MoU had 165 detentions for this period. Only nine (9) of those detentions were on ABS classed vessels.

The Paris MoU provided Guidance Related to COVID-19 for Port State Control Authorities on 3 July 2020.

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

<https://www.parismou.org/paris-mou-covid-19-publications>



3.2 Tokyo MoU Inspections for 1st Quarter 2022

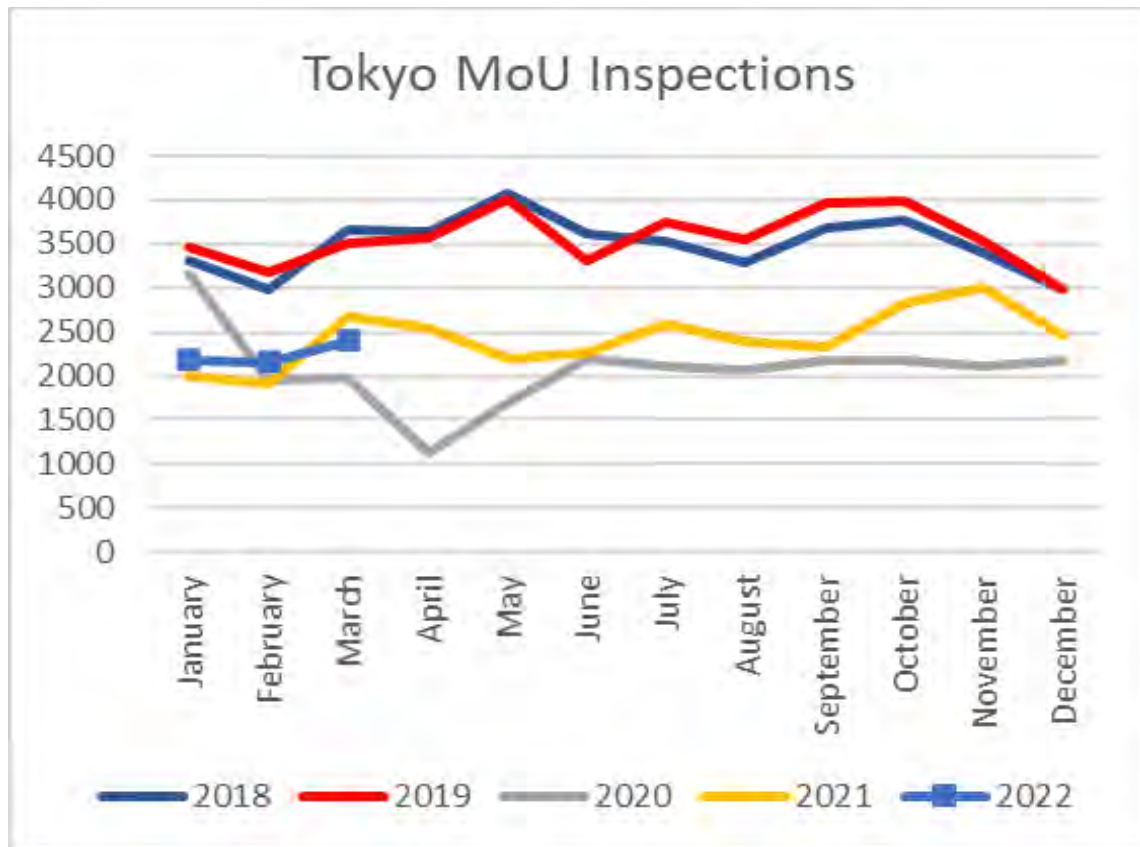
The Tokyo MoU inspections during the period 01 January 2022 to 31 March 2022 continued to be well below the 2018 and 2019 levels, however, the number of inspections is approximately the same as years 2020 and 2021. China continued to have an extremely low level of activity. The decline is attributed to COVID-19 mitigating measures established by local governments.

The Tokyo MoU had 132 detentions for this period. Only four (4) of those detentions were on ABS classed vessels.

Tokyo MoU provided interim guidance to Ukrainian Seafarer Repatriation due to the regional conflict. This is in addition to interim measures relating to COVID-19 circumstances (Circular letter 2021-1, 1 March 2021).

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

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



3.3 USCG Detentions for 1st Quarter 2022

The USCG had 16 detentions for the period 01 January 2022 to 31 March 2022. Only three (3) detentions were on ABS Classed vessels during this period.

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

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

QUALSHIP 21 & E-Zero Program

On 01 January 2001, USCG implemented an initiative to identify high-quality ships, and provide incentives to encourage quality operations. This initiative is called QUALSHIP 21, quality shipping for the 21st century.

Beginning 01 July 2017, vessels enrolled in the QUALSHIP 21 program may also seek the E-Zero designation if they meet the requirements set forth. The E-Zero program is a new addition to the existing QUALSHIP 21 program, and the intent of this program is to recognize those exemplary vessels that have consistently adhered to environmental compliance, while also demonstrating an immense commitment to environmental stewardship. These vessels will receive the E-Zero designation on their QUALSHIP 21 certificate.

Companies that believe their vessel(s) qualify for the USCG's QUALSHIP 21 Program with E-Zero should apply. For vessels with existing QUALSHIP 21 certificate desiring to add the E-Zero Designation, requires application to USCG. To receive the E-Zero designation, a vessel must be currently in QUALSHIP 21 and remain in the program for a minimum of the last three years to qualify. All applications should be e-mailed to portstatecontrol@uscg.mil.

The list of fully qualified flag Administrations will be updated annually on June 30th. This date marks the start date for any newly qualified flag Administration's vessels to enroll in the program and closes enrollment for vessels registered to flags that are no longer qualified. If a flag Administration is no longer qualified for the program, any of their vessels currently enrolled in QUALSHIP 21 may remain in the program until their QUALSHIP 21 certificate expires.

Flag Administrations who have met the qualifications are listed in the USCG [site](#).

The Coast Guard will continue to use a risk-based program to determine which vessels will be required to undergo a PSC Examination.

Top Deficiency Categories for Grounds for USCG Detentions on Worldwide Vessel Fleet During 1st Quarter 2022.

| Deficiency Code | Category |
|-----------------|---|
| 15109 | Maintenance of the ship and equipment |
| 07199 | Other (fire safety) |
| 04114 | Emergency source of power- emergency generator |
| 15106 | Shipboard operations |
| 07109 | Fixed fire extinguishing installation |
| 11104 | Rescue boats |
| 15102 | Company responsibility and authority |
| 15108 | Reports of non-conformance, accident & hazardous occurrence |

Note: List contains deficiencies that were identified on two (2) vessels or more.

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

Paris and Tokyo MoU conducted a Concentrated Inspection Campaign (CIC) on Ship's Stability from 01 September 2021 to 30 November 2021.

Paris MOU has not published the CIC results yet.

Tokyo MOU has published the preliminary results for CIC inspection as follows:

- 6260 PSC inspections carried out, of which 4984 (79.62) included in CIC inspection;
- CIC inspection resulted in 8 subject related (ship's stability) detentions out of 4984 (0.16%);
- All inspections resulted in 121 detentions for all causes from 6260 inspections (1,93%);
- Highest number of CIC related deficiencies were related to Loading/ ballast condition 155 (43.54%); followed by cargo operation 67 (18.82%) and bridge operation 45 (12.64%);
- Bulk carriers were subject to the highest number CIC inspections 2126 (42.66%), followed by general cargo 911 (18.28%) and container vessels 893 (17.92%);
- Most CIC inspections carried out relating under flags were Panama 1390 (27.89%), followed by Hongkong-China 587 (11.78%), Liberia 564 (11.32%).

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

The USCG conducted 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 the ISM Code voluntarily including Subchapter M vessels utilizing the ISM Code as their Tugboat Safety Management System (TSMS). Results of the CIC have not yet been published.

6. New Regulations

a. MEPC.275(69) - MARPOL IV Prevention of Sewage Pollution

Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021) for existing passenger ships with one exception existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes (28° 10' E) within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023.

b. MEPC.324(75) - MARPOL VI Procedure for Fuel Oil Sampling (01 April 2022)

MARPOL Annex VI has been amended to introduce definitions distinguishing between "in-use" and "on board" fuel oil samples taken from a vessel. The entirety of Appendix VI of MARPOL Annex VI has also been revised to simplify the verification procedure for the "MARPOL delivered fuel oil sample" and to add verification procedures for the "in-use sample" and the "on board sample".

c. MEPC. 328(76) -MARPOL VI, Regs. 23 & 25 EEXI Regulations

MARPOL Annex VI has been amended to require the calculation of attained and required values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Verification of the ship's attained EEXI shall take place at the first annual, intermediate or renewal survey (or initial survey) on or after 1 January 2023.

d. MEPC. 328(76) -MARPOL VI, Regs. 26 & 28 CII Regulations

MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 01 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance.

These values will be used each year to assign a CII rating of A (highest) through E (lowest). A ship rated as D for three consecutive years or rated as E must develop a plan of corrective actions to achieve the required annual operational CII.

Ships must annually report their Attained Annual Operational CII to the IMO and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions

MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339 (76) for guidance on CII calculation and rating.

e. MEPC.335(76) – MARPOL VI, Regs. 23 & 25, 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of Power Reserve

MARPOL Annex VI was amended in June 2021 by adoption of resolution MEPC.328(76) containing amendments to concerning mandatory goal-based technical and operational measures to reduce carbon intensity of international shipping. These amendments will enter into force on 1 November 2022. On or before 1 January 2023, ships of 5,000 gross tonnage and above will need to revise their SEEMP and submit for review.

f. MEPC.331(76) – AFS Convention Ban on Cybutrye (01 January 2023)

For vessels with an anti-fouling system containing cybutryne in the external coating layer on or after 01 January 2023, the anti-fouling system must be removed, or a sealant that prevents leaching must be applied. In either case, this must occur at the next scheduled renewal of the anti-fouling system after 01 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.

g. MSC. 483 (103) SOLAS XI-1/2 ESP Code

The 2011 ESP Code is revised to change the scope of required thickness measurements in suspect areas only during Renewal Survey No.1 for double-hull oil tankers. This is reflected in the table “Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers” in Annex B / Part A / Annex 2 of the Code.

h. MSC.477(102) – SOLAS VII IMDG Code (01 June 2022)

Provides a consolidated text of The International Maritime Dangerous Goods (IMDG) Code. In addition to the periodic review of carriage requirements for new and existing substances, the amendments also introduce a new handling code for medical waste and other updated guidance.

i. MSC.486 (103) – STCW Convention (01 January 2023)

STCW Convention is revised to define “High-voltage” as alternating current (AC) or direct current (DC) voltage more than 1000volts.

j. MSC. 487 (103) – STCW Code (01 January 2023)

STCW code is revised to include the capacity of “Electro -technical officer” as a recognized role under the definition of “operational level” in section A-I/1

7. Industry Links for Port State Control

| | |
|----------------------------------|---|
| Paris MoU | www.parismou.org |
| Tokyo MoU | www.tokyo-mou.org |
| United States Coast Guard | www.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 |

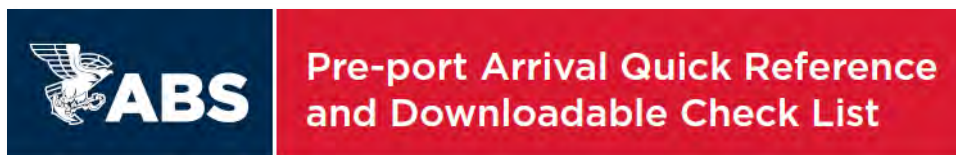
8. Additional Resources

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, Service Suppliers 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](#).



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.

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

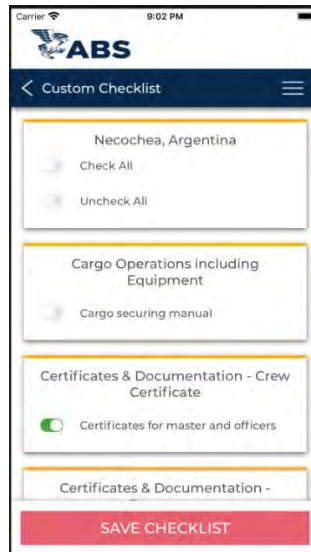
Port State Information main screen



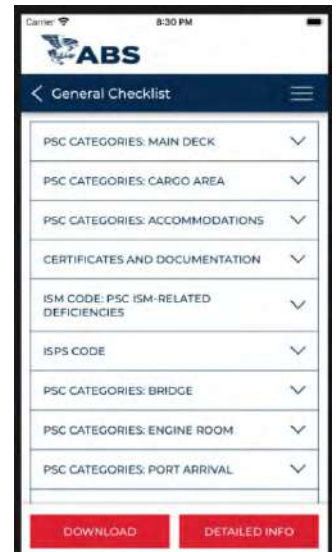
PSC Custom (Port-specific) Checklist and filter



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



9. 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.

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