



DEPARTMENT OF HOMELAND SECURITY  
UNITED STATES COAST GUARD



# PORT STATE CONTROL IN THE UNITED STATES



2018 ANNUAL REPORT

# Rear Admiral John P. Nadeau

ASSISTANT COMMANDANT FOR PREVENTION POLICY  
UNITED STATES COAST GUARD

I am pleased to present to you the 2018 USCG Port State Control (PSC) Annual Report summarizing our enforcement of SOLAS, MARPOL, ISPS Code and other international conventions on foreign vessels trading in U.S. ports.

In 2018, we conducted 9,025 SOLAS safety exams with a total of 105 detentions and 8 ISPS control actions. The annual detention rate of 1.16% is a slight increase over last year. The three-year rolling average detention ratio dropped slightly for the second year in a row from 1.39% to 1.06%. Our data this year shows the number of detentions related to firefighting systems and safety management systems remained similar to the past few years while MARPOL Annex I deficiencies decreased to their lowest levels. In addition, the number of recognized organizations that were associated with detentions increased from three in 2017 to twelve in 2018.

The Coast Guard remains focused on ensuring compliance with the U.S. Ballast Water Management (BWM) regulatory scheme. It is important that operators review and update their BWM plans and incorporate any changes into each ship's Safety Management System (SMS). With the ballast water exchange option being phased out, operators should invest in Coast Guard type approved ballast water treatment systems to meet U.S. regulatory requirements. We recognize BWM equipment malfunctions may occur and affect a ship's ability to be in compliance. I strongly encourage operators to follow the U.S. ballast water reporting requirements before arriving at a U.S. port to avoid unnecessary delays or restrictions. During examinations, PSC Officers use various methods to assess BWM compliance, such as verifying crew knowledge of the BWM system, condition of the equipment, and documentation including the type approval certificate. Non-compliance may result in deficiencies, delays, or other enforcement actions.

In 2017, we introduced the QUALSHIP 21 E-Zero program that recognizes those exemplary vessels that have demonstrated an exceptional commitment to environmental stewardship. Though there are over 2,000 ships currently enrolled in the QUALSHIP 21 program, only 60 of those ships have met the stringent criteria to earn the E-Zero designation. Congratulations to those ships and operators that have successfully distinguished themselves with this prestigious recognition.

Finally, I once again thank my Headquarters staffs, Captains of the Port and especially the PSCOs for their efforts to achieve the global objective of eliminating substandard shipping while protecting mariners and our ports. I look forward to continuing our strong relationships with flag states, classification societies, owners, and vessel operators as we work together to promote safe and secure shipping around the world.



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2018 ANNUAL REPORT

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CHAPTER

1

# Highlights in 2018

## Vessel Arrivals Increased with Exams Yielding Slight Detention Increase

In 2018, a total of 10,418 individual vessels, from 84 different flag administrations, made 84,141 port calls to the U.S. The Coast Guard conducted 9,025 SOLAS safety exams and 8,819 ISPS exams on these vessels. These exam numbers are close to the 2017 totals of 9,105 SOLAS and 8,793 ISPS. The total number of ships detained in 2018 for environmental protection and safety related deficiencies increased from 90 to 105 though there are still 11 merit appeals undergoing the review process. The total number of ships detained in 2018 for security related deficiencies increased from six to eight.

## Flag Administration Safety and Security Performance

Flag administration safety performance for 2018 decreased slightly with the overall annual detention rate increasing from 0.98% to 1.16%. However, the three-year rolling detention ratio decreased from 1.39% to 1.06%. The flag administration of Thailand was the only administration removed from our Targeted Flag List for 2018. Flag administration security performance for 2018 decreased slightly resulting in the annual Control Action Ratio (CAR) increasing from 0.06% to 0.09%. The three-year rolling average CAR has dropped from 0.10% to 0.08%. Additionally, for the third straight year, there were no flag administrations listed on our ISPS/MTSA targeted matrix.

## Detention and Association Appeals

In 2018, the Coast Guard received a total of 36 appeals. 21 appeals were submitted challenging the overall merits of the detention. For those merit appeals that have been finalized,

three were granted and seven were denied. There are currently 11 merit appeals still under consideration.

In addition to receiving appeals contesting the overall merits of a detention, we also receive appeals requesting the removal of a party's association to a detention. For those parties appealing their association with a detention, 15 total were received. Of those fifteen, three were denied and nine were granted. Three are still under consideration. For more information on the Coast Guard's appeal process, please see our process guidance on page 7 of this report.

## QUALSHIP 21 and E-Zero Programs

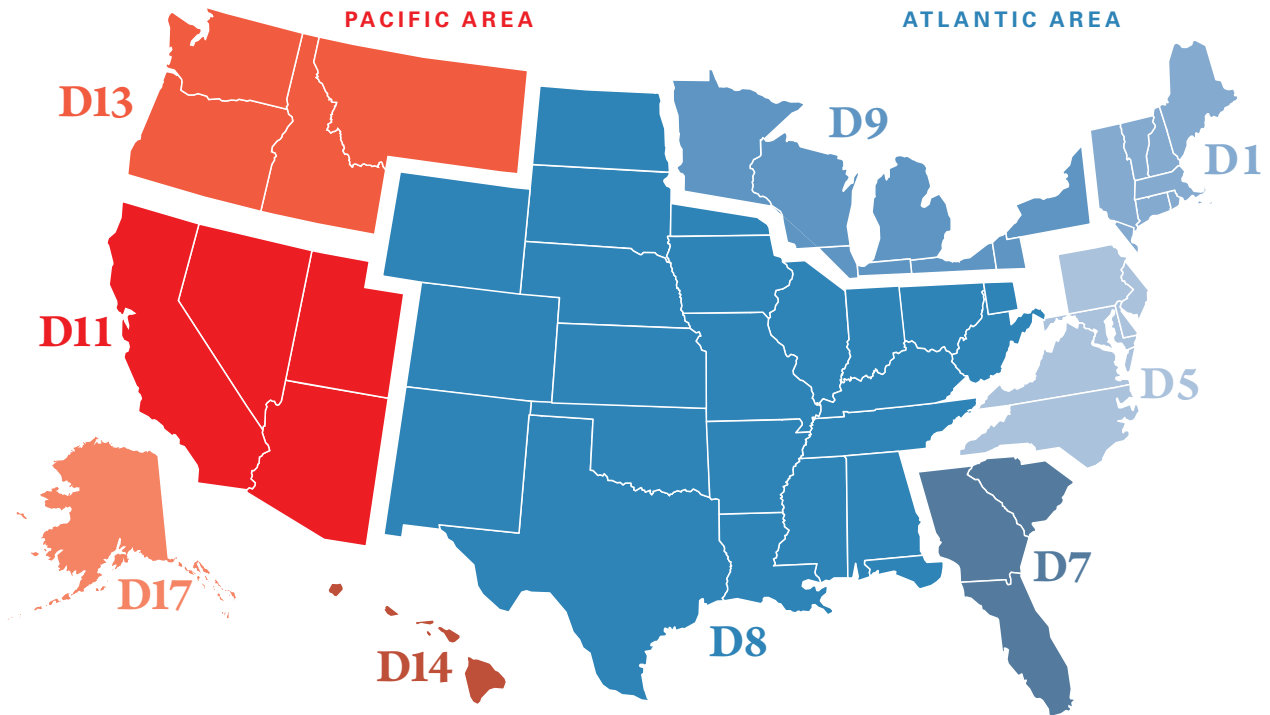
The QUALSHIP 21 (QS21) program ended calendar year 2018 with an impressive 2,213 vessels enrolled. In 2017, we had 4 flag administrations lose their QS21 eligibility. For 2018, despite the increase in detentions, only one flag administration lost their eligibility while 9 additional flags became eligible. We welcome the flag administrations of China, Croatia, Curacao, Italy, Jamaica, Liberia, Norway, Taiwan, and Thailand to QS21. The full list of QS21 flag administrations is located in Chapter 2 of this report.

## Revisions to Last Year's Report

The Coast Guard makes every effort to report its PSC exam data accurately and in a timely manner. However, occasionally there may be detention appeals that were not fully adjudicated prior to the publication of the report. Following the publication of the 2017 Annual Report, there was one merit detention appeal granted to the Marshall Islands flag administration and one association appeal granted to the American Bureau of Shipping. Respective data records have been revised accordingly.



# 2018 Port State Control Statistics By Region



District	Ship Visits	Safety Examinations Conducted	Safety Detentions	Security Examinations Conducted	Security Major Control Actions
1st	7,284	909	7	843	0
5th	7,716	969	14	1,022	0
7th	24,006	1,487	35	1,377	5
8th	26,037	3,427	30	3,350	1
9th	3,378	164	0	116	0
11th	8,366	901	7	963	0
13th	4,470	791	9	845	2
14th	1,525	250	3	201	0
17th	1,359	127	0	102	0
<b>Total</b>	<b>84,141</b>	<b>9,025</b>	<b>105</b>	<b>8,819</b>	<b>8</b>

Note: On the following pages, please find tables and graphs depicting PSC statistics by region and port, and Flag Administration safety and security performance.

# 2018 Port State Control Statistics by Port

Coast Guard Officer in Charge of Marine Inspection/Port	Coast Guard District	Safety Examinations	Detentions	Security Examinations	Major Control Actions
<b>Sector Anchorage</b>	17	86	0	78	0
<b>Sector Boston</b>	1	88	0	66	0
<b>Sector Buffalo</b>	9	43	0	44	0
<b>Sector Charleston</b>	7	102	2	1,08	0
<b>Sector Columbia River</b>	13	457	7	494	2
<b>Sector Corpus Christi</b>	8	288	1	290	0
<b>Sector Delaware Bay</b>	5	381	4	400	0
<b>Sector Detroit</b>	9	66	0	35	0
<b>Marine Safety Unit Duluth</b>	9	20	0	8	0
<b>Sector Guam</b>	14	68	1	52	0
<b>Sector Hampton Roads</b>	5	262	2	275	0
<b>Sector Honolulu</b>	14	182	2	149	0
<b>Sector Houston/Galveston</b>	8	1,082	14	1,113	0
<b>Sector Jacksonville</b>	7	196	3	190	0
<b>Sector Juneau</b>	17	41	0	24	0
<b>Sector Key West</b>	7	10	1	4	0
<b>Sector Lake Michigan</b>	9	26	0	28	0
<b>Sector Long Island Sound</b>	1	53	0	52	0
<b>Sector Los Angeles/Long Beach</b>	11	547	5	613	0
<b>Sector Maryland-NCR</b>	5	237	4	258	0
<b>Sector Miami</b>	7	404	12	347	3
<b>Sector Mobile</b>	8	426	2	343	0
<b>Marine Safety Unit Morgan City</b>	8	30	0	18	0
<b>Sector New Orleans</b>	8	1,231	11	1,217	1
<b>Sector New York</b>	1	634	5	620	0
<b>Sector North Carolina</b>	5	89	4	89	0
<b>Sector Northern New England</b>	1	54	2	48	0
<b>Marine Safety Unit Port Arthur</b>	8	370	2	369	0
<b>Sector Puget Sound</b>	13	334	2	351	0
<b>Sector San Diego</b>	11	100	0	89	0
<b>Sector San Francisco</b>	11	254	2	261	0
<b>Sector San Juan</b>	7	385	10	308	1
<b>Sector Sault Ste Marie</b>	9	9	0	1	0
<b>Marine Safety Unit Savannah</b>	7	234	3	267	1
<b>Sector Southeastern New England</b>	1	80	0	57	0
<b>Sector St. Petersburg</b>	7	156	4	153	0

Note: Due to the organization of Coast Guard field units into Sectors and Marine Safety Units, ports listed above reflect Coast Guard Captain of the Port (COTP) and Officer in Charge of Marine Inspection (OCMI) zones.

# Flag Administration Safety & Security Performance

The following definitions apply to the table below:

**Safety-Related Detention:** U.S. intervention on a foreign vessel when its operational condition or crew do not substantially meet applicable international conventions to ensure the vessel will not proceed to sea without presenting a danger to the vessel, its crew, the port, or cause harm to the marine environment.

**Annual Detention Ratio:** The yearly sum of safety-related detentions divided by the yearly sum of PSC examinations multiplied by one hundred.

**Three-Year Average Detention Ratio:** The cumulative sum of safety-related detentions from January 2016 through December 2018 divided by the cumulative sum of PSC examinations

during those three years multiplied by one hundred.

**ISPS Major Control Action:** A control measure (e.g., detention, denial of entry, or expulsion) imposed by the U.S. on a foreign vessel when clear grounds exist indicating that a ship is not in compliance with the requirements of SOLAS Chapter XI or part A of the ISPS Code.

**Annual ISPS Control Action Ratio (CAR):** The yearly sum of ISPS major control actions divided by the yearly sum of ISPS compliance examinations, multiplied by one hundred.

**Average ISPS Control Action Ratio (CAR):** The average of the Annual ISPS Control Action Ratio data from January 2016 to December 2018.

\*\*\* This table contains revised data based on appeal decisions that were made after the publication of last year's report and may not reflect the data that was previously published in past reports.

Calendar Year	Number of Safety Exams	Safety Related Detentions	Annual Detention Ratio	3-Year Average Detention Ratio	Major ISPS Control Actions	Annual ISPS Control Action Ratio	Rolling Average ISPS Control Action Ratio <sup>1</sup>
2009	9,657	161	1.88%	1.92%	18	0.21%	0.34%
2010	9,907	156	1.67%	1.86%	17	0.18%	0.23%
2011	10,129	97	1.04%	1.53%	15	0.16%	0.18%
2012	9,469	105	1.17%	1.30%	8	0.09%	0.14%
2013	9,394	121	1.29%	1.11%	8	0.09%	0.12%
2014	9,232	143	1.55%	1.31%	10	0.12%	0.10%
2015	9,265	201	2.17%	1.67%	11	0.13%	0.11%
2016	9,390	98	1.04%	1.58%	8	0.09%	0.11%
2017	9,105	90	0.98%	1.39%	6	0.06%	0.10%
2018	9,025	105	1.16%	1.06%	8	0.09%	0.08%

<sup>1</sup> Targeting thresholds for vessel security was fixed at 1.5% in 2005 and has remained fixed since then.



# Port State Control Appeal Process

Any directly affected party wishing to dispute the validity of or their association with a detention should follow the appeal procedures outlined in Title 46 Code of Federal Regulations Subpart 1.03—Rights of Appeal. The appeal process allows for three separate levels of review starting with the Sector/MSU, District, and finally Headquarters. At each level, the appellant has an opportunity to present new information, facts or additional information as to why the appeal should be granted. Coast Guard officials responsible for the review and determination of an appeal remain objective as both positions are reviewed and weighed carefully. We value the role of the appeal process in the overall fairness of our Port State Control program, and emphasize that there will be no repercussions to the appellant for seeking reconsideration or requesting to appeal a decision or detention.

## For Recognized Organization (RO) Related Detentions

Appeals from ROs must be submitted within 30 days of detention notification. All appeals shall be in writing and can be submitted electronically to: [PortStateControl@uscg.mil](mailto:PortStateControl@uscg.mil)

Appeals may also be submitted to the following postal address:

## Commandant (CG-CVC-2)

Attn: Office of Commercial Vessel Compliance  
U.S. Coast Guard STOP 7501  
2703 Martin Luther King Jr Ave S.E.  
Washington, D.C. 20593-7501

## For All Merit Detentions

Any person affected by a decision or action (e.g., PSC detention), may request reconsideration without delay by communicating directly with the cognizant Officer in Charge, Marine Inspection (OCMI) / Captain of the Port (COTP), especially if a delay caused by submitting in writing would have an adverse impact. Any person who receives an unfavorable decision, may then submit a formal appeal in writing to the District Commander via the OCMI/COTP. The same process follows for submitting a formal appeal in writing to the Headquarters Office of Commercial Vessel Compliance (CG-CVC) via the District Commander. CG-CVC serves as the final agency action for appeals involving vessel inspection issues and will consider any additional information that was not included in the former appeals.

Please refer to Title 46 CFR Subpart 1.03 - Rights of Appeal for more details on the appeal process and the Coast Guard Homeport website to obtain OCMI/COTP and District Commander contact information at <https://homeport.uscg.mil/>



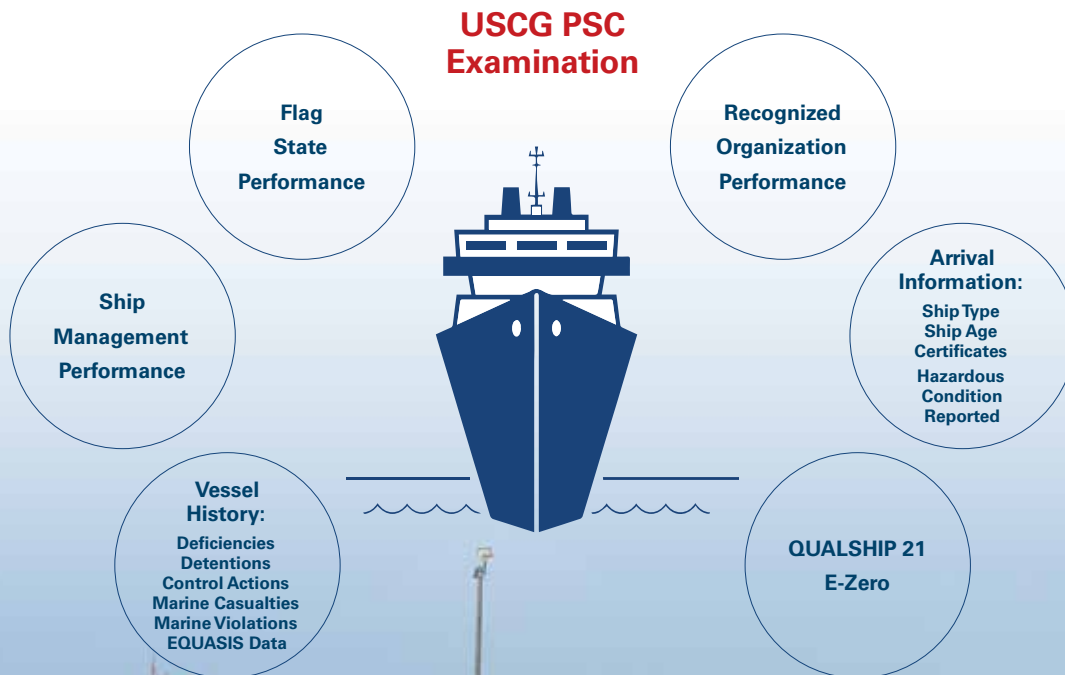


CHAPTER

# 2

# Port State Control Safety, Security, and Environmental Examination Factors

The U.S. Coast Guard (USCG) administers a comprehensive Port State Control (PSC) examination program in order to ensure safe, secure, and environmentally responsible shipping that supports the global objective of eliminating substandard ships. The USCG screens vessels prior to arriving in U.S. ports and assesses a multitude of regulatory and risk-based factors in order to determine foreign vessel examination requirements. For more information on the USCG PSC examination program, please refer to Marine Safety Manual Volume II: Material Inspection, COMDTINST M16000.7B (series) which is available online at: <https://www.uscg.mil/Resources/Library/>



# Flag Administration Safety Compliance Performance

The Coast Guard targets Flag Administrations for additional PSC examinations if their detention ratio scores higher than the three-year rolling average detention ratio and if an Administration is associated with more than one detention in the past three years. Flags receive two points if their detention ratio is between the overall average and up to two times the overall average and seven points if their detention ratio is two or more times the overall average for all flag administrations. We calculate detention ratios using the most current three years of PSC data. Flags with only one detention in the past three years are removed from the targeted flag list. The overall Flag Administration performance has increased again this year with the three-year running detention ratio decreasing slightly from 1.40% to 1.06%.

## Flag Administrations Receiving 7 points

	Number of Safety Exams
Barbados	7.59%
Cook Islands*	5.71%
India	3.85%
Mexico*	2.56%
Philippines	2.16%
Saint Kits and Nevis	10.53%
Saint Vincent and the Grenadines	2.66%
Tanzania	16.22%
Togo	8.54%
Turkey	2.63%
Vanuatu	5.73%

## Flag Administrations Receiving 2 points

	2016-2018 Detention Ratio
Antigua and Barbuda	1.54%
Cyprus	1.32%
Greece	1.17%
Malta	1.60%
Panama	1.33%
Portugal*	1.54%

## Flag Administrations Removed From Last Year's Targeted List

	2016-2018 Detention Ratio	2016-2018 Detention Ratio
Thailand	0	0.00%

\* Administration not targeted last year.

# 2018 Flag Administration Safety Compliance Performance Statistics

Flag (1)	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2016-2018 Detention Ratio
Algeria	0	0	1	0	0.00%
Anguilla	3	2	1	1	14.29%
Antigua and Barbuda	237	93	222	5	1.54%
Bahamas*	541	130	563	1	0.47%
Bahrain	0	0	0	0	0.00%
Barbados*	46	14	23	5	7.59%
Belgium	24	7	26	0	0.00%
Belize	5	3	4	0	0.00%
Bermuda	83	26	80	0	0.35%
Bolivia	2	2	2	0	0.00%
Brazil	3	0	2	0	0.00%
British Virgin Islands	13	7	12	0	0.00%
Bulgaria	0	0	0	0	0.00%
Canada	122	19	158	0	0.27%
Cayman Islands	162	20	292	0	0.37%
Chile	1	0	4	0	8.33%
China	24	8	41	1	0.89%
Colombia	0	0	1	0	0.00%
Cook Islands	11	4	11	1	5.71%
Croatia	12	4	11	0	0.00%
Curacao	10	2	6	0	0.00%
Cyprus	224	71	236	4	1.32%
Denmark	100	29	115	0	0.37%
Dominican Republic	0	0	0	0	50.00%
Dominica	4	1	1	0	0.00%
Ecuador	0	0	0	0	0.00%
Egypt	0	0	0	0	0.00%
Faroe Islands	1	1	1	0	0.00%
Finland	7	4	3	1	3.85%
France	16	4	25	0	0.00%
Germany	51	12	61	0	0.63%
Gibraltar	14	1	24	0	0.00%
Greece	203	43	241	4	1.17%
Honduras	0	0	0	0	0.00%

<sup>1</sup> If an Administration has only one distinct arrival with no exams and a 0.00% detention ratio, that Administration may not be listed.

\* One or more detention appeals are under adjudication. The listed 3-year detention ratio may need to be revised as a result.

# 2018 Flag Administration Safety Compliance Performance Statistics

Flag (1)	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2016-2018 Detention Ratio
Hong Kong	545	121	787	4	0.51%
India	22	10	18	0	3.85%
Indonesia	1	1	1	0	0.00%
Ireland	0	0	2	0	0.00%
Isle Of Man	137	30	162	1	0.49%
Israel	4	1	4	1	7.14%
Italy	67	21	77	0	0.92%
Jamaica	13	4	28	0	0.00%
Japan	82	11	111	0	0.00%
Kiribati	0	0	1	0	0.00%
Kuwait	0	0	0	0	0.00%
Latvia	0	0	0	0	0.00%
Lebanon	0	0	0	0	0.00%
Liberia*	1,151	285	1,253	14	1.02%
Libya	6	2	6	0	0.00%
Lithuania	0	0	0	0	0.00%
Luxembourg	5	2	6	0	0.00%
Malaysia	11	2	13	0	0.00%
Mali	0	0	0	0	0.00%
Malta	582	156	655	12	1.60%
Marshall Islands*	1,284	317	1,634	10	0.56%
Mexico	21	10	26	1	2.56%
Moldova	7	5	3	0	0.00%
Montenegro	2	1	2	1	33.33%
Netherlands	188	58	173	0	0.38%
New Zealand	0	0	1	0	0.00%
Nigeria	0	0	0	0	0.00%
Norway	212	52	217	2	0.82%
Pakistan	3	1	2	0	0.00%
Palau	12	3	10	0	0.00%
Panama*	1,544	411	1,707	14	1.33%
Peru	0	0	0	0	0.00%
Philippines	45	16	48	1	2.16%
Portugal	126	39	146	3	1.54%

<sup>1</sup> If an Administration has only one distinct arrival with no exams and a 0.00% detention ratio, that Administration may not be listed.

\* One or more detention appeals are under adjudication. The listed 3-year detention ratio may need to be revised as a result.

# 2018 Flag Administration Safety Compliance Performance Statistics

Flag (1)	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2016-2018 Detention Ratio
<b>Qatar</b>	4	0	5	0	0.00%
<b>Republic Of Korea</b>	14	1	26	0	1.32%
<b>Russian Federation</b>	4	2	4	0	0.00%
<b>Saint Kitts and Nevis</b>	5	1	3	1	10.53%
<b>Saint Vincent and the Grenadines</b>	56	23	34	1	2.66%
<b>Samoa</b>	6	2	3	0	5.56%
<b>Saudi Arabia</b>	23	0	36	0	1.67%
<b>Seychelles</b>	1	0	1	0	0.00%
<b>Sierra Leone</b>	1	1	1	0	0.00%
<b>Singapore*</b>	618	135	729	6	0.72%
<b>Spain</b>	8	1	12	0	0.00%
<b>Sri Lanka</b>	2	2	2	0	0.00%
<b>Sweden</b>	15	3	12	0	0.00%
<b>Switzerland</b>	14	5	15	0	0.00%
<b>Taiwan</b>	24	4	25	0	0.00%
<b>Tanzania</b>	23	15	10	6	16.22%
<b>Thailand</b>	12	3	14	0	0.00%
<b>Togo</b>	24	14	9	1	8.54%
<b>Trinidad And Tobago</b>	1	0	1	0	0.00%
<b>Turkey</b>	21	5	21	1	2.63%
<b>Tuvalu</b>	4	4	4	0	0.00%
<b>United Arab Emirates</b>	0	0	0	0	0.00%
<b>United Kingdom</b>	88	21	133	0	0.35%
<b>Uruguay</b>	0	0	0	0	0.00%
<b>Vanuatu</b>	67	28	52	2	5.73%
<b>Venezuela</b>	0	0	0	0	0.00%
<b>Vietnam</b>	1	1	1	0	0.00%

<sup>1</sup> If an Administration has only one distinct arrival with no exams and a 0.00% detention ratio, that Administration may not be listed.

\* One or more detention appeals are under adjudication. The listed 3-year detention ratio may need to be revised as a result.

# 2018 Recognized Organization Safety Compliance Performance

The following guidelines explain point assignment as they relate to targeting and detention ratios:

A DETENTION RATIO LESS THAN 0.5%	0 POINTS
A DETENTION RATIO EQUAL TO 0.5% OR LESS THAN 1%	3 POINTS
A DETENTION RATIO EQUAL TO 1% OR LESS THAN 2%	5 POINTS
A DETENTION RATIO EQUAL TO OR GREATER THAN 2%	PRIORITY 1

Recognized Organization (RO)*		Vessel Examinations				RO-Related Detentions				
		2016	2017	2018	Total	2016	2017	2018	Total	Ratio
American Bureau of Shipping	ABS	1,836	1,685	1,936	5,457	-	-	-	-	0.00%
Bureau Veritas	BV	1,113	1,166	1,191	3,470	-	-	2	2	0.05%
China Classification Society	CCS	231	194	240	665	-	-	-	-	0.00%
CR Classification Society	CR	1	13	22	36	-	-	-	-	0.00%
Croatian Register of Shipping	CRS	17	14	20	51	-	-	-	-	0.00%
DNV-GL	DNV GL	2,122	3,271	3,658	9,051	-	-	3	3	0.03%
Dromon Bureau of Shipping	DBS	-	2	2	4	-	-	-	-	0.00%
Hellenic Register of Shipping	HRS	-	1	6	7	-	-	-	-	0.00%
Horizon International Naval Survey & Inspection Bureau	HNS	2	4	6	12	-	-	-	-	0.00%
Indian Register of Shipping	IRS	13	13	22	48	-	-	-	-	0.00%
International Naval Surveys Bureau	INSB	6	3	8	17	-	-	-	-	0.00%
Isthmus Bureau of Shipping	IBS	12	20	23	55	-	-	-	-	0.00%
Korean Register of Shipping	KRS	242	314	269	825	-	-	-	-	0.00%
Lloyd's Register	LR	2,403	2,405	2,684	7,056	-	1	-	1	0.01%
Nippon Kaiji Kyokai	NKK	2,296	2,282	2,478	6,941	-	-	2	2	0.02%
Panama Bureau of Shipping	PBS	4	2	1	7	-	-	-	-	0.00%
Panama Maritime Surveyors Bureau	PMS	3	11	9	23	-	-	-	-	0.00%
Polski Rejestr Statkow	PRS	17	22	32	71	-	-	-	-	0.00%
Registro Italiano Navale	RINA	284	320	431	1,035	-	-	-	-	0.00%
Rinava Portuguesa	RP	14	17	19	50	-	-	-	-	0.00%
Intermaritime Certification Services	IMC	12	16	8	36	-	-	-	-	0.00%
Universal Shipping Bureau	USB	1	8	3	12	-	-	-	-	0.00%
VG Register of Shipping	VGRS	1	1	1	3	-	-	-	-	0.00%
International Register of Shipping	IROS	4	8	15	27	-	-	-	-	0.00%
Russian Maritime Register of Shipping	RS	34	29	32	95	-	-	1	1	1.05%
National Shipping Adjusters Inc	NASHA	11	21	24	56	1	-	-	1	1.78%
Bulgarian Register of Shipping	BKR	6	17	27	50	-	1	-	1	2.00%
Conarina Group	CNRIN	12	65	50	127	-	-	4	4	3.14%
Panama Maritime Documentation Service	PMDS	31	42	37	110	3	1	-	4	3.63%
Macosnar Corporation	MC	1	1	8	10	1	-	-	1	10.00%
Panama Register Corporation	PRC	3	-	-	3	1	-	-	1	33.33%

\* Organizations with five total exams and no detentions may not be listed.



# Detainable Deficiencies Overview

In 2018, there was a slight increase in the number of detentions from the previous year. Below, in no particular order, is an overview of some detainable deficiencies found during PSC examinations in 2018.

**Fire Protection Systems and Equipment:** During one exam, the PSCO discovered the fire detection system throughout the entire ship was not connected to a fire control panel, this prevented the crew from being alerted of potential fire. Additionally, the PSCO discovered the ship's secondary fire control panel, located in the engine control room, was disconnected from the electrical power source rendering the entire system inoperable. On another ship, there were severely wasted ventilation ducts found throughout the main machinery space which compromised the fire division of its engine room. Furthermore, PSCOs are still finding smoke detectors covered with plastic bags, and standard battery operated household smoke detectors were found as the only source for fire detection in the accommodation spaces.

**Safety Management Systems (SMS):** Instances where the ship or company failed to implement the SMS as evidenced by multiple uncorrected material and/or operational deficiencies were the most common. In one case, the ship had correctly reported a serious issue with its fuel system and requested parts for permanent repairs, however the company delayed processing,



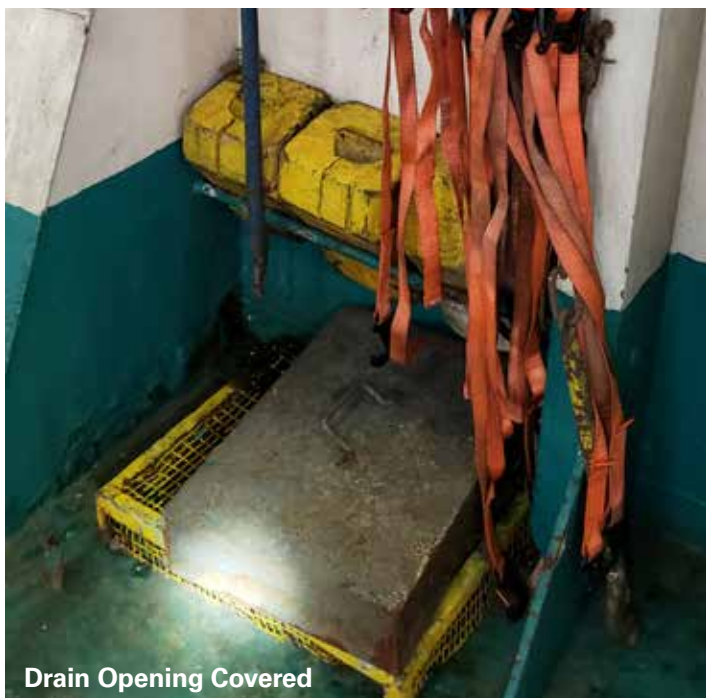
CO2 Bottle Corrosion

taking several months to provide parts to the ship. Once the parts were finally received, the crew took no action towards making permanent repairs. We also had several SMS-related detentions resulting from the failure of the master and/or crew to properly report non-conformities and take corrective actions in accordance with their SMS. In most of these cases, the ship was not only detained, but an external audit of the SMS was recommended.

**Lifesaving Equipment:** Several detentions were issued for improper installation of lifesaving appliances. In those cases, either the hydrostatic releases or the painter lines were installed in such a way as to prevent the appliance from floating free. PSCOs found primary life rafts tied down with ratcheting straps. Additionally, there were several instances of failures in the rescue boat or lifeboat launching mechanisms and instances where engines could not be started.

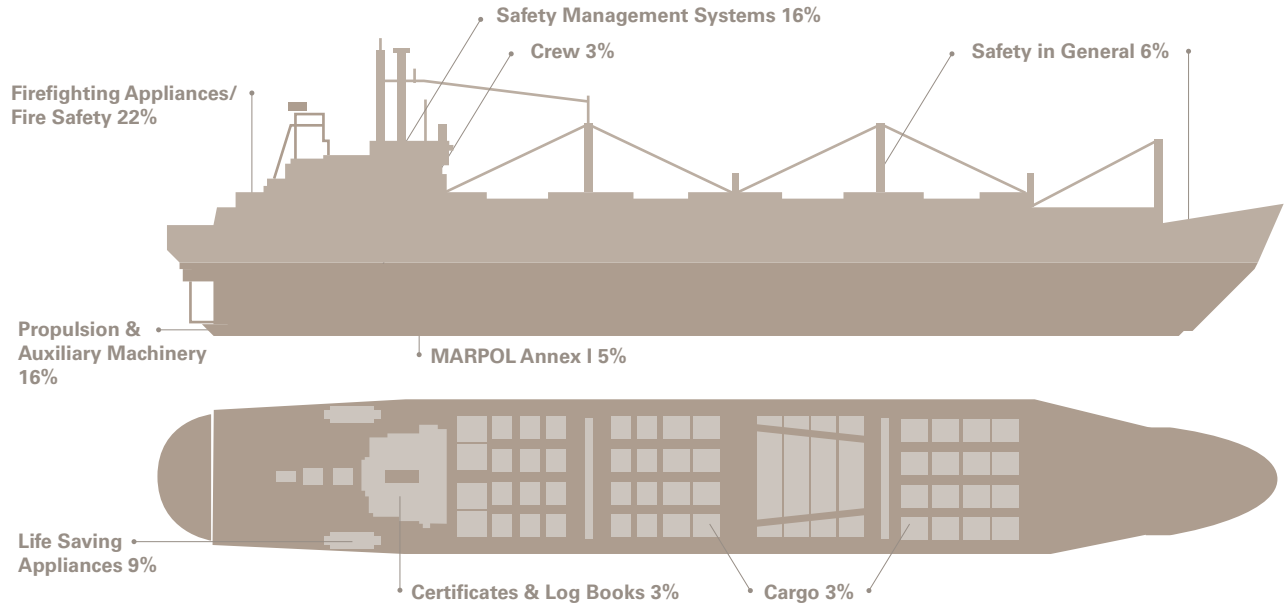
**Safety in General:** In one case, the PSCO observed several interconnected extensions cords supplying power to several state rooms from the emergency power on the bridge. Holes were also drilled through the exterior superstructure to facilitate the extension cords passage from the bridge.

*This highlights only a small fraction of the detainable deficiencies discovered in 2018. The Coast Guard stresses that if any ship's system required by international conventions is not in working condition, the master and crew should take necessary actions to remedy the situation in accordance with their SMS before the ship enters port and report any unresolved issues on the advance notice of arrival in accordance with 33 CFR § 160.216 - Notice of Hazardous Conditions.*

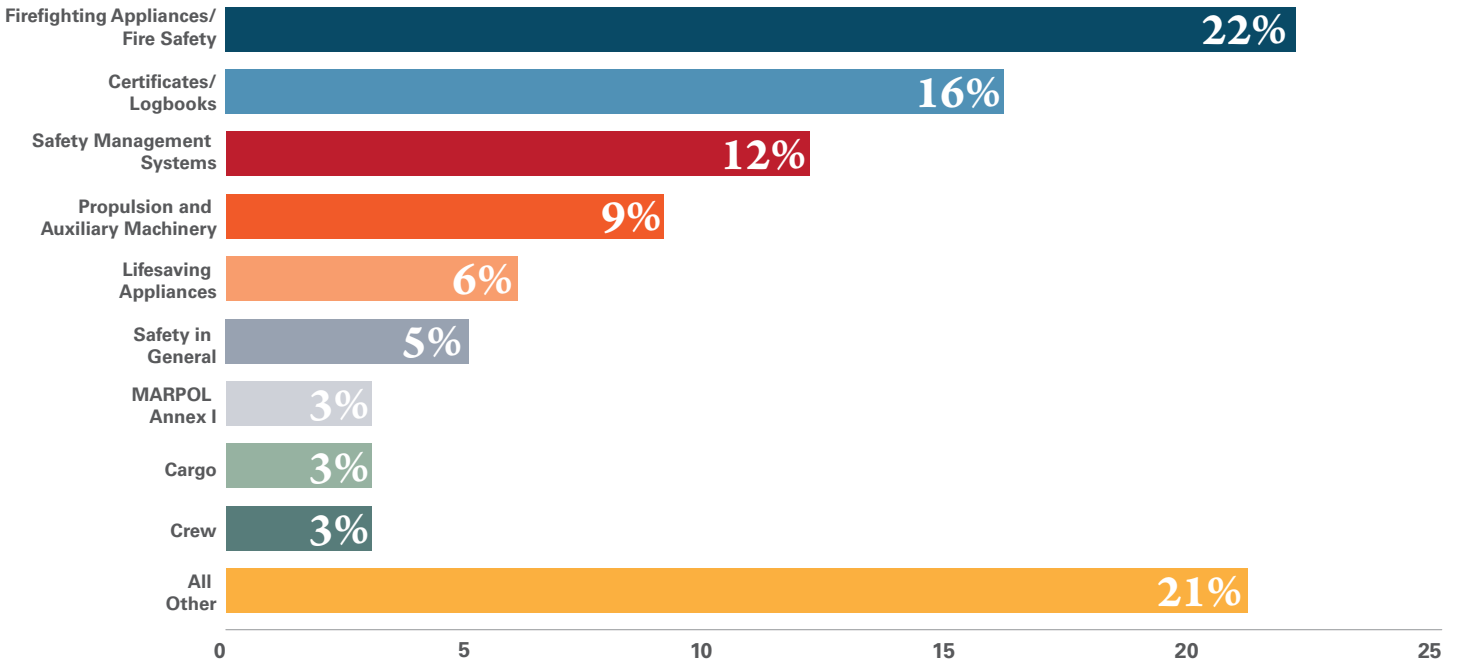


Drain Opening Covered

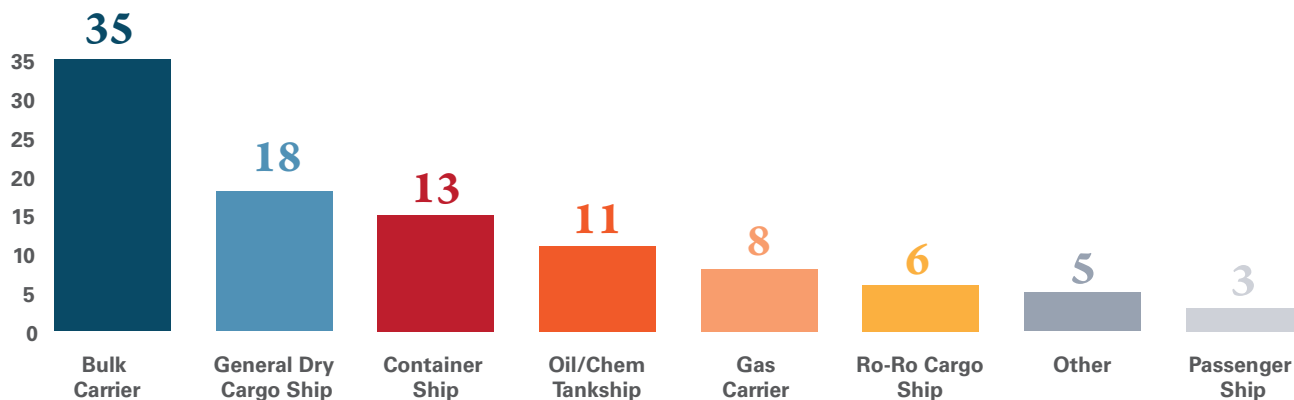
# Statistics Derived from USCG Port State Control Examinations



## Detentions by Deficiency Type



# Statistics Derived from USCG Port State Control Examinations



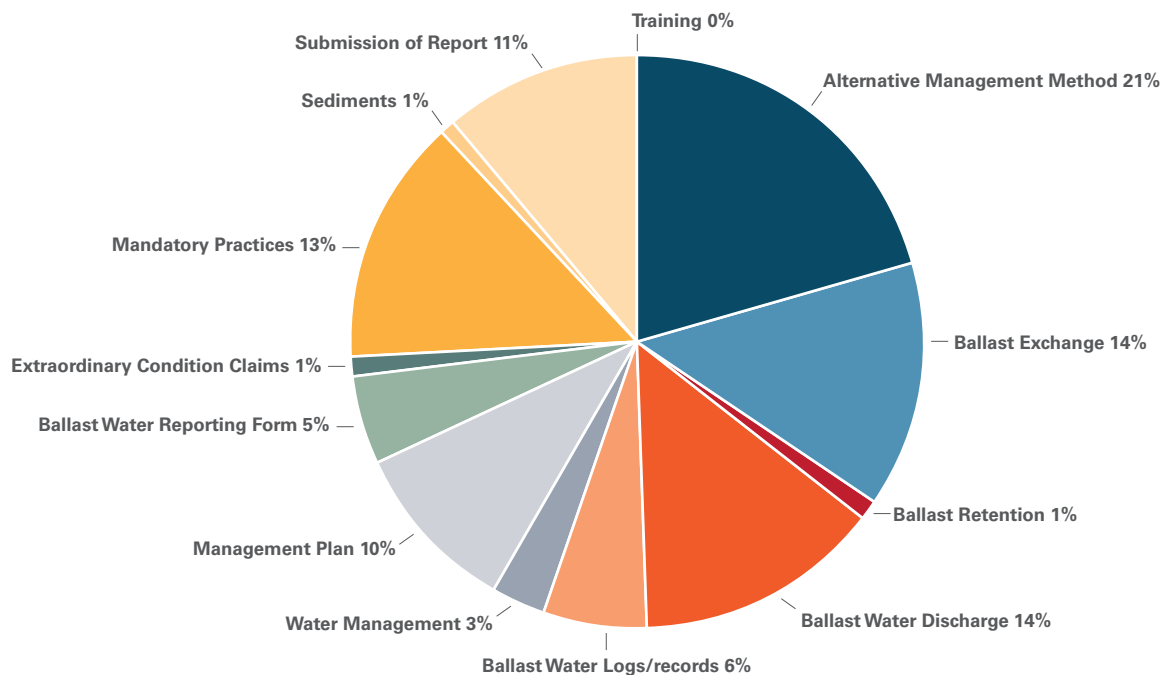
## Detention Percentage by IMO Ship Type

Ship Type	Number of Exams	Number of Detentions	Detention %
Bulk Carrier	3,063	35	1.14%
Container Ship	1,125	18	1.60%
General Dry Cargo	1,169	27	2.30%
Passenger Ship	392	3	0.76%
Refrigerated Cargo	122	2	1.64%
Gas Carrier	441	8	1.81%
Chemical Tanker	1,188	5	0.42%
Oil Tanker	1,173	6	0.51%
Other	352	1	0.28%

\* IMO ship types differ from those recognized and used by the Coast Guard in the above graph.



# Ballast Water Management (BWM) Compliance in the United States



In 2018, the Coast Guard published Navigation and Vessel Inspection Circular (NVIC) 01-18 to provide additional guidance to the maritime industry and Coast Guard personnel on the 2012 U.S. Coast Guard ballast water regulatory amendments codified in Title 33, Code of Federal Regulations Part 151 Subparts C and D. Additionally, the Office of Commercial Vessel Compliance released CG-CVC Policy 18-02, which clarified actions to be taken in the event that a ship's ballast water management system (BWMS) becomes inoperable. Both documents are important for understanding the U.S. Coast Guard ballast water management (BWM) regulations. The United States is not signatory to the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention)

**BWM Compliance Statistics:** The Coast Guard conducted 8,140 ballast water exams, which is relatively close to the number conducted in 2017 (8,229). In 2018, the Coast Guard identified 119 BWM deficiencies. The majority of the deficiencies were related to inoperable systems (mandatory practices or alternative management method in chart), ballast water exchange, and the discharge of untreated ballast water into waters of the U.S. Consequently, the Coast Guard imposed operational control restrictions on 17 vessels due to the severity of deficiencies/noncompliance. These vessels received Letters of Warning (2 total), Notices of Violation (8 total), and Administrative Civil Penalties (Class I) (11 total) for failure to implement BWM requirements.

**Common Trend:** The majority of operational controls issued to vessels were for inoperable systems or failure to employ one of the approved BWM methods as per 33 CFR 151.2025. These cases were handled on a case-by-case basis subject to the discretion of the COTP. In most cases, vessels were required to modify their cargo loading plan to facilitate safe and compliant ballast water discharges to be conducted offshore. Many of the Coast Guard interventions associated with ballast water managements systems are attributed to vessel crews not actively using the system when trading outside U.S. waters. Vessel operators are encouraged to include ballast water management systems into their vessel's Safety Management System (SMS) and continue to use the system to maintain crewmembers' proficiency in using this equipment.



# QUALSHIP 21 & E-ZERO

**REWARDING YOUR COMMITMENT TO QUALITY, SAFETY AND THE ENVIRONMENT**

Information on the eligibility criteria for the QUALSHIP 21 and E-Zero programs, including a listing of qualifying ships, can be found on our website:

<https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Commercial-Vessel-Compliance/Foreign-Offshore-Compliance-Division/Port-State-Control/QS21/>

## QUALSHIP 21

In our continued efforts to ensure safe, secure, and environmentally sound maritime commerce, we offer this program to reward those companies, operators, and vessels that demonstrate the highest commitment to quality and safety through the highest level of compliance with International standards and United States law and regulation.

## E-ZERO (ZERO ENVIRONMENTAL DEFICIENCIES OR VIOLATIONS)

The E-Zero program recognizes those exemplary vessels that have consistently adhered to environmental compliance, while also demonstrating an immense commitment to environmental stewardship.



# Quality Shipping for the 21st Century (QUALSHIP21) and E-Zero Programs

The Quality Shipping for the 21st Century program, or QUALSHIP 21, recognizes and rewards vessels, as well as their owners and Flag Administrations, for their commitment to safety and quality. To encourage maritime entities to participate, incentives such as certificates, name recognition, and a reduction in PSC examination frequency are offered to participants. The criteria for inclusion are very strict and only a small percentage of all foreign-flagged ships that operate in the U.S. have earned the QUALSHIP 21 designation. The QUALSHIP 21 program ended calendar year 2018 with an enrollment of 2,213 vessels. One previously qualified flag administration lost its QUALSHIP 21 eligibility over this past year. Vessels from that flag administration that are currently enrolled in the program will remain enrolled until their QUALSHIP 21 certificates expire.

In 2017, the Coast Guard introduced a new designation within the existing QUALSHIP 21 program called E-Zero. The E-Zero program focuses on environmental stewardship and worldwide compliance with international environmental conventions. Qualifying ships receive a special E-Zero designation on their QUALSHIP 21 certificate. The E-Zero designation is intended to provide a higher level of recognition within the existing QUALSHIP 21 program. By the end of 2018, 54 ships received the E-Zero designation.

Information on the eligibility criteria for the QUALSHIP 21 and E-Zero programs, including a complete listing of qualifying ships, can be found on our website at: <https://www.dco.uscg.mil/cvc>

For the period of July 1, 2019 through June 30, 2020, there are 27 eligible Flag Administrations for the QUALSHIP 21 Program:

## Qualified Flag Administrations

Bahamas	Croatia	Isle of Man	Norway
Belgium	Curacao	Italy	Singapore
Bermuda	Denmark	Jamaica	Switzerland
British Virgin Islands	France	Japan	Taiwan
Canada	Germany	Liberia	Thailand
Cayman Islands	Gibraltar	Marshall Islands	United Kingdom
China	Hong Kong	Netherlands	

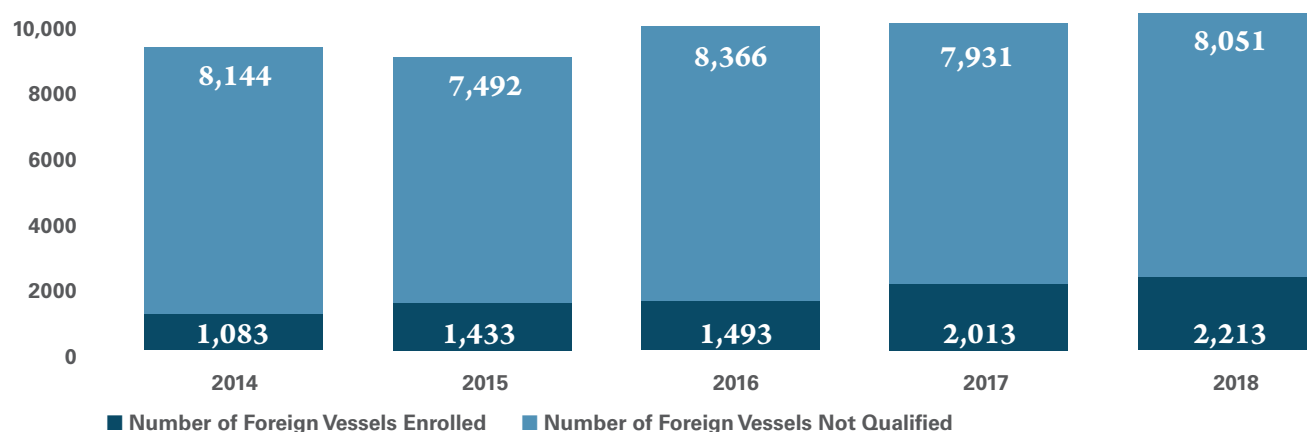
In 2011, the Coast Guard created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards, but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations per calendar year for the previous three years. The list below contains Flag Administrations that have had at least three PSC safety examinations in each of the previous three years and have not been subject to any PSC detention in that same time period:

Libya	Malaysia	Qatar	Russia
Luxembourg	Moldova	Sweden	

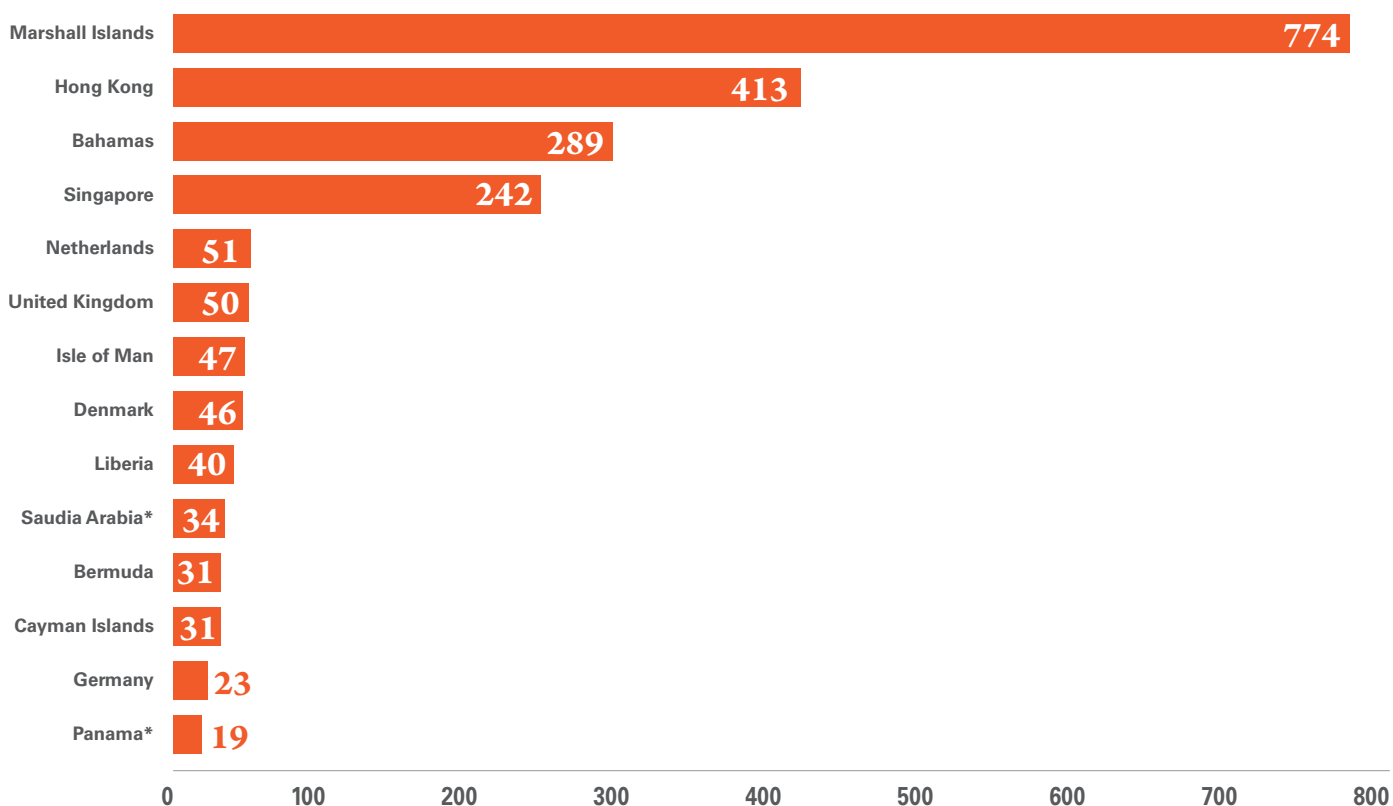
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2018.

# Quality Shipping for the 21st Century

## Yearly QUALSHIP 21 Enrollment (2014-2018)

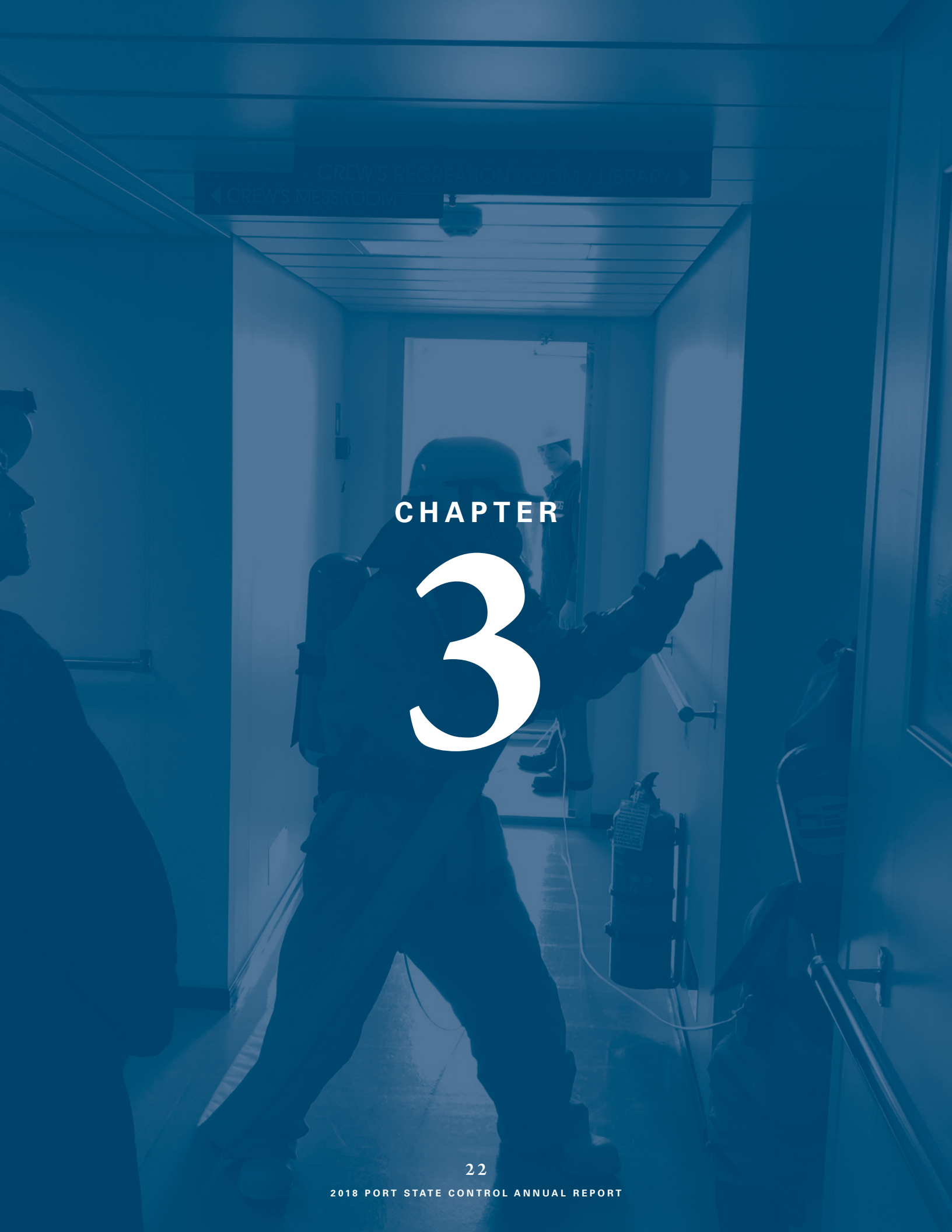


## QUALSHIP 21 Vessels by Flag Administration<sup>1</sup>



<sup>1</sup> Flag Administrations with 15 or less ships enrolled are not listed.

\* Flag Administrations no longer eligible but still have ships with valid QS21 certification.



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CHAPTER

3



# Flag Administration Security Compliance Performance

The Coast Guard targets flag administrations for additional security examinations based on their three-year Control Action Ratio (CAR) score. Flag administrations receive two points on the Coast Guard's vessel security targeting matrix if their three-year CAR scores above 1.50% but less than 3.00%. Additionally, flag administrations receive seven points if their CAR is greater than 3.00%.

## Flag Administrations Receiving 7 points

	2016-2018 Control Action Ratio
None	N/A

## Flag Administrations Receiving 2 points

	2016-2018 Control Action Ratio
None	N/A

## Flag Administrations Removed From Last Year's Targeted List

	Number of ISPS Detentions (2016-2018)	2016-2018 Control Action Ratio
None	N/A	N/A



# 2018 Flag Administration Security Compliance Performance Statistics

Flag (1)	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Three-Year Control Action Ratio
Algeria	0	0	1	0	0.00%
Anguilla	0	0	1	0	0.00%
Antigua and Barbuda	216	6	222	0	0.14%
Bahamas	561	6	563	0	0.00%
Bahrain	0	0	0	0	0.00%
Bangladesh	0	0	0	0	0.00%
Barbados	36	0	23	0	0.00%
Belgium	25	1	26	0	0.00%
Belize	3	1	4	0	0.00%
Bermuda	75	0	80	0	0.41%
Bolivia	1	0	2	0	0.00%
Brazil	2	0	2	0	0.00%
British Virgin Islands	3	1	12	0	0.00%
Canada	26	0	158	0	0.00%
Cayman Islands	97	0	292	0	0.00%
Chile	1	0	4	0	0.00%
China	25	0	41	0	0.00%
Colombia	0	0	1	0	0.00%
Cook Islands	8	0	11	0	0.00%
Croatia	12	0	11	0	0.00%
Curacao	8	1	6	0	0.00%
Cyprus	206	1	236	0	0.00%
Denmark	100	0	115	0	0.00%
Dominican Republic	0	0	0	0	0.00%
Dominica	3	0	1	0	0.00%
Ecuador	0	0	0	0	0.00%
Egypt	0	0	0	0	0.00%
Faroe Islands	1	0	1	0	0.00%
Finland	5	0	3	0	0.00%
France	16	0	25	0	0.00%
Germany	53	1	61	0	0.00%
Gibraltar	13	1	24	0	0.00%
Greece	193	1	61	0	0.00%
Honduras	0	0	0	0	0.00%

<sup>1</sup> If an Administration has only one distinct arrival with no exams and a 0.00% CAR ratio, that Administration may not be listed.

# 2018 Flag Administration Security Compliance Performance Statistics

Flag (1)	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Three-Year Control Action Ratio
Hong Kong	642	7	787	0	0.05%
India	20	1	18	0	0.00%
Indonesia	1	0	1	0	0.00%
Ireland	0	0	2	0	0.00%
Isle Of Man	136	0	162	0	0.00%
Israel	3	0	4	0	0.00%
Italy	67	1	77	0	0.00%
Jamaica	5	0	28	0	0.00%
Japan	82	0	111	0	0.00%
Kiribati	0	0	1	0	0.00%
Kuwait	0	0	0	0	0.00%
Latvia	0	0	0	0	0.00%
Lebanon	0	0	0	0	0.00%
Liberia	1,148	10	1,253	1	0.06%
Libya	5	0	6	0	0.00%
Lithuania	0	0	0	0	0.00%
Luxembourg	5	0	6	0	0.00%
Malaysia	11	0	13	0	0.00%
Mali	0	0	0	0	0.00%
Malta	561	4	655	0	0.00%
Marshall Islands	1,378	15	1,634	2	0.08%
Mexico	16	1	26	0	0.00%
Moldova	5	0	3	0	0.00%
Montenegro	2	0	2	0	0.00%
Netherlands	182	7	173	0	0.00%
New Zealand	0	0	1	0	0.00%
Nigeria	0	0	0	0	0.00%
Norway	208	2	217	1	0.16%
Pakistan	2	0	2	0	0.00%
Palau	6	3	10	0	0.00%
Panama	1,458	24	1,707	2	0.15%
Peru	0	0	0	0	0.00%
Philippines	42	3	48	0	0.78%
Portugal	132	3	146	0	0.00%

<sup>1</sup> If an Administration has only one distinct arrival with no exams and a 0.00% CAR ratio, that Administration may not be listed.

# 2018 Flag Administration Security Compliance Performance Statistics

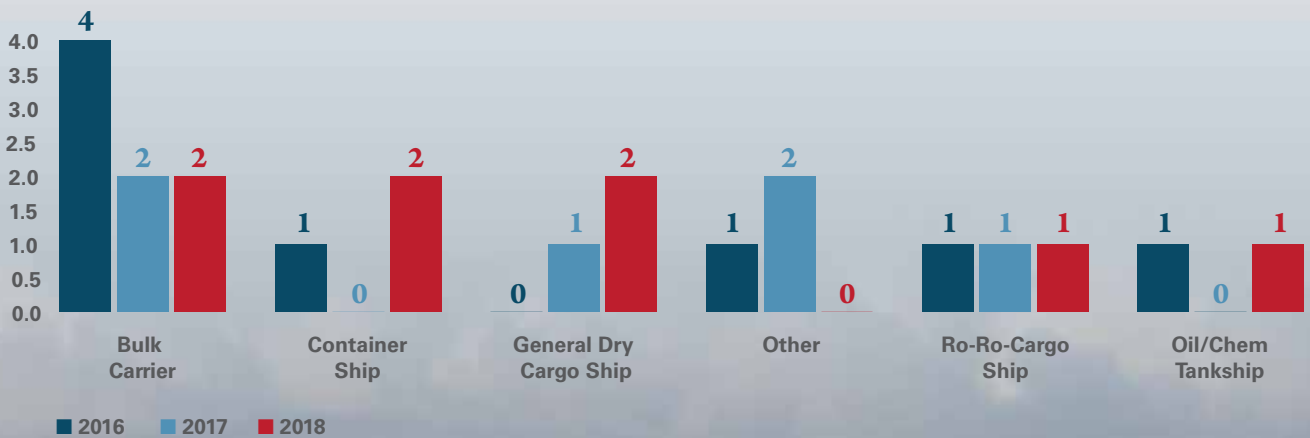
Flag (1)	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Three-Year Control Action Ratio
<b>Qatar</b>	5	0	5	0	0.00%
<b>Republic of Korea</b>	12	1	26	0	0.00%
<b>Russian Federation</b>	3	1	4	0	0.00%
<b>Saint Kitts and Nevis</b>	5	0	3	0	0.00%
<b>Saint Vincent and the Grenadines</b>	43	3	34	0	0.72%
<b>Samoa</b>	4	0	3	0	0.00%
<b>Saudi Arabia</b>	25	0	36	0	0.00%
<b>Seychelles</b>	1	0	1	0	0.00%
<b>Sierra Leone</b>	1	1	1	0	0.00%
<b>Singapore</b>	627	9	729	1	0.05%
<b>Spain</b>	7	0	12	0	0.00%
<b>Sri Lanka</b>	3	0	2	0	0.00%
<b>Sweden</b>	12	1	12	0	0.00%
<b>Switzerland</b>	12	0	15	0	0.00%
<b>Taiwan</b>	12	0	25	0	0.00%
<b>Tanzania</b>	18	4	10	1	1.75%
<b>Thailand</b>	12	0	14	0	0.00%
<b>Togo</b>	15	2	9	0	0.00%
<b>Trinidad and Tobago</b>	0	0	1	0	0.00%
<b>Turkey</b>	21	0	21	0	1.41%
<b>Tuvalu</b>	4	0	4	0	0.00%
<b>United Arab Emirates</b>	0	0	0	0	0.00%
<b>United Kingdom</b>	106	0	133	0	0.00%
<b>Uruguay</b>	0	0	0	0	0.00%
<b>Vanuatu</b>	55	1	52	0	0.00%
<b>Venezuela</b>	0	0	0	0	0.00%
<b>Vietnam</b>	1	1	1	0	0.00%

<sup>1</sup> If an Administration has only one distinct arrival with no exams and a 0.00% CAR ratio, that Administration may not be listed.

# Security Deficiencies by Category



# Major Control Actions by Vessel



## UNITED STATES PORT STATE CONTROL CONTACT INFORMATION

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*Chief, Port State Control Division (CG-CVC-2)*

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**LIEUTENANT COMMANDER SAMUEL DANUS**  
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**LIEUTENANT COMMANDER PATRICK MOON**  
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**LIEUTENANT COMMANDER JAMIE KOPPI**  
*PSC Oversight*

**MR. CHRISTOPHER GAGNON**  
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**MR. JOE MARFLAK**  
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