



DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD



PORT STATE CONTROL IN THE UNITED STATES



2023 ANNUAL REPORT

Rear Admiral Wayne R. Arguin

ASSISTANT COMMANDANT FOR PREVENTION POLICY

UNITED STATES COAST GUARD

I am pleased to present the 2023 U. S. Coast Guard Port State Control (PSC) Annual Report summarizing the enforcement of international conventions on foreign vessels trading in U.S. ports. In 2023, we conducted 8,278 SOLAS safety exams with a total of 101 detentions. The annual detention ratio of 1.22% is a significant increase over last year's ratio of 0.89%, and the three-year rolling average detention ratio increased from 0.80% to 0.94%. The increased detention ratio reflects a global trend that has been noted by other Port State Control regimes and is a possible indicator of the long-term impacts of the COVID-19 pandemic. The decrease in examinations in 2020 and early 2021, combined with travel difficulties, and delays or deferment of maintenance are but a few possible reasons for the increased detention ratio. I am pleased to note the dedicated efforts by many flag states to reverse this trend through implementation of programs to manage risk, increase oversight, and ensure compliance with international conventions.



The QUALSHIP 21 program saw continued growth in 2023 with a total enrollment of 5,066 vessels and is indicative of the number of high performing ships visiting our waters. However, the increased detention ratio for 2023 has resulted in several large flag states falling out of eligibility for the program as of July 1, 2024. While previously issued vessel certificates will continue to be valid until their expiration date, we do anticipate decreased enrollment numbers for the year ahead. Over the past year, I have had numerous meaningful discussions with flag state administrations and classification societies. I appreciate their tremendous initiatives to enhance the safety of their respective fleets. I value the leadership of both fellow flag states and classification societies in addressing the ever-increasing challenge of operating in a dynamic and challenging marine environment. I am confident that they are up to the challenge of reversing this past year's upward trend in detentions.

I have observed significant work this past year to ensure compliance with environmental regulations and protect our pristine waters. From implementation of alternative fuels to use of engine power limiters, companies and vessels are engaging in monumental efforts to reduce emissions, stay ahead of new international requirements, and operate vessels in an environmentally responsible way. These efforts require time, money, and commitment from leadership across the international maritime sector, a commitment that has continued to bear fruit. As the keystone of the global economy, the marine transportation system (MTS) remains the most economical and environmentally friendly method for worldwide transportation of vital goods and commodities; and maintains a robust position that will be bolstered by growing commitments to carbon reduction, alternative fuels, and efficient vessel routing.

Finally, I want to stress the importance we place on ensuring the cybersecurity of our MTS. While new and evolving cyber threats to the MTS are a constant challenge, crucial principles such as good cyber hygiene, strong passwords, and basic training for mariners on cyber awareness are crucial to ensure the safety and security of the MTS. Proactive approaches to ensure security of maritime systems and networks are the most effective and cost-efficient ways to strengthen the cyber resiliency of vessels and their operations. I encourage all our partners to continue fostering robust cyber security practices and investing in the cyber resiliency of the MTS.

Thank you to my headquarters staff, Captains of the Port, and port state control officers for their expertise and professionalism ensuring safety and security of our ever-complex marine transportation system. I greatly appreciate the constant collaboration with flag administrations and classification societies, and I look forward to continuing to work together to advance the maritime industry, reduce substandard shipping, and ensure the maritime sector is a safe and welcoming environment for all.



Semper Paratus

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2023 ANNUAL REPORT

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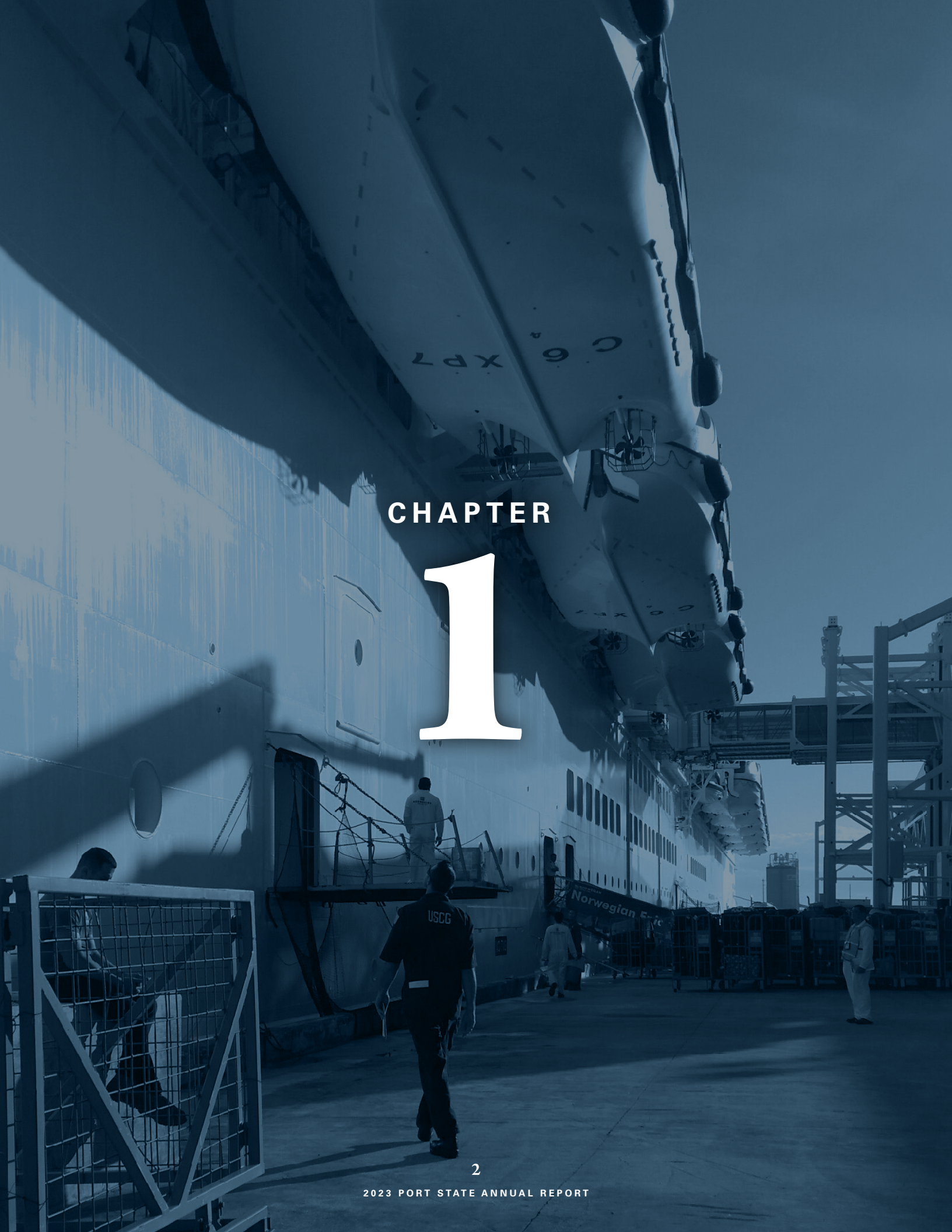
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CHAPTER

1

Highlights in 2023

Vessel Arrivals, Exams, and Detentions

In 2023, a total of 10,959 individual vessels, from 80 different flag administrations, made 81,854 port calls to the U.S. 8,278 Port State Control (PSC) exams were conducted. These exam numbers decreased over the 2022 total of 8,706. The total number of ships detained in 2023 for environmental protection, safety, and security related deficiencies increased from 78 to 101.

Flag Administration Performance

Flag Administration performance for 2023 dropped with the overall annual detention rate increasing from 0.89% to 1.22%. The three-year rolling detention ratio also increased from 0.80% to 0.94%. Canada, Isle of Man, and Turkey were removed from the Targeted Flag List this year.

Detention and Association Appeals

In 2023, the Coast Guard received a total of twenty-nine appeals. Fourteen appeals challenged the overall merits of the detention. For those merit appeals, three were granted, seven were denied, and four are under review at this time.

In addition to receiving appeals contesting the overall merits of a detention, we also receive appeals requesting the removal of a party's association with a detention. For those parties appealing their association with a detention, fifteen were received. Of those, five were granted, and ten were denied. The Coast Guard welcomes any appeal based on a control action or association of a detention, as well as any deficiency issued by the Coast Guard. For more information on the Coast Guard's appeal process, please see our process guidance on page seven of this report.

QUALSHIP 21 and E-Zero Programs

The QS21 program ended calendar year 2023 with an impressive 5,066 vessels enrolled. For 2023, six flag administrations lost their eligibility while four new flags became eligible. We would like to welcome the flag administrations of Canada, France, Isle of Man, and Spain and congratulate them for becoming QS21 eligible this year. The full list of QS21 flag administrations is located in Chapter 2 of this report.

The E-Zero program focuses on environmental stewardship and worldwide compliance with international environmental conventions. At the close of 2023, 365 ships were awarded the E-Zero designation.

Enhanced Exam Program

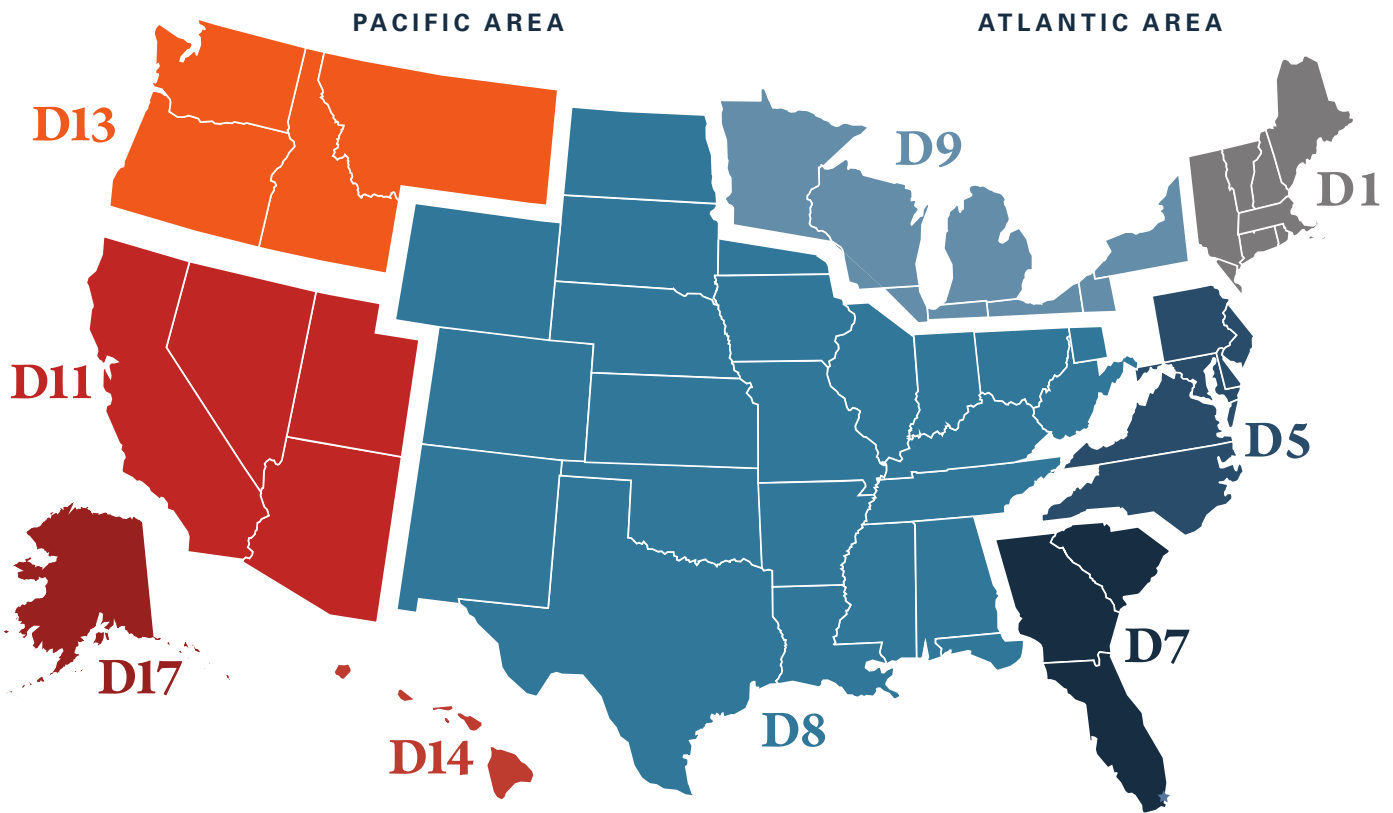
Beginning in 2021, the Coast Guard initiated the Enhanced Exam Program (EEP). This program, similar to the Concentrated Inspection Campaigns (CICs) carried out by port state control MoUs, is intended to increase focus on specific aspects of ship safety on a quarterly basis. This increased focus may vary due to the implementation of new regulations, deficiency trends, or other PSC program interests.

The goal of the EEP is to generate meaningful data on exam points of interest, while limiting the additional workload of the PSCOs. The information collected is used for evaluating current policy effectiveness and determine if adjustments need to be made in the future. In 2022, PSCOs carried out enhanced exams as part of routine port state control exams on pilot and embarkation ladders, immersion suits, fuel oil shutoff valves, and ballast water. The number of deficiencies issued for the campaigns based on pilot/embarkation ladders, immersion suits, and fuel shutoff valves doubled due to the EEP, when compared to the same time period of the previous year. Based on findings from the 2022 campaigns, adjustments to the routine PSC exam scope were made. As an example, verifying the condition of pilot/embarkation ladder(s) was added to the PSC exam scope on a long-term basis.

In 2023, EEP campaign topics included cybersecurity, voyage data recorders (VDRs), fire dampers, and additional liferaft arrangements. "Additional liferaft arrangements" are meant to represent those liferaft arrangements required on cargo ships which are located greater than 100 meters from the vessel's closest survival craft. For the second straight year, three (3) separate campaigns resulted in a twofold increase in the number of deficiencies issued. This trend was seen during the cybersecurity, fire damper, and additional liferaft arrangement campaigns respectively.

As new technology continues to be integrated into the foreign-flagged fleet, the Coast Guard will continue to leverage data in this manner to better evaluate evolving risk on vessels subject to PSC authority.

2023 Port State Control Statistics By Region



District	Ship Visits	PSC Examinations Conducted	Detentions
1st	7,450	964	14
5th	8,028	929	13
7th	23,790	1,522	44
8th	25,832	3,141	21
9th	3,113	111	0
11th	7,157	797	2
13th	3,406	536	3
14th	1,206	185	4
17th	1,872	93	0
Total	81,854	8,278	101

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

2023 Port State Control Statistics by Port

Coast Guard Officer in Charge of Marine Inspection/Port	Coast Guard District	Safety Examinations	Detentions
Sector Anchorage	17	85	0
Sector Boston	1	83	0
Sector Buffalo	9	31	0
Sector Charleston	7	162	3
Sector Columbia River	13	306	2
Sector Corpus Christi	8	438	4
Sector Delaware Bay	5	309	4
Sector Detroit	9	27	0
MSU Duluth	9	30	0
Sector Guam	14	58	1
Sector Honolulu	14	127	3
Sector Houston/Galveston	8	1,144	4
Sector Jacksonville	7	214	3
Sector Juneau	17	8	0
Sector Key West	7	9	0
Sector Lake Michigan	9	23	0
Sector Long Island Sound	1	47	0
Sector Los Angeles/Long Beach	11	487	1
Sector Maryland-NCR	5	274	6
Sector Miami	7	429	22
Sector Mobile	8	326	8
MSU Morgan City	8	7	0
Sector New Orleans	8	803	3
Sector New York	1	708	13
Sector North Carolina	5	89	0
Sector Northern New England	1	44	0
MSU Port Arthur	8	423	2
Sector Puget Sound	13	230	1
Sector San Diego	11	82	1
Sector San Francisco	11	228	0
Sector San Juan	7	353	9
Sector Sault Ste Marie	9	0	0
MSU Savannah	7	233	4
Sector Se New England	1	82	1
Sector St Petersburg	7	122	3
Sector Virginia	5	257	3

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 Historical 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 2021 through December 2023 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 the previous three years.

*** This table contains revised data based on appeal decisions 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 ¹
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	91	0.99%	1.40%	6	0.06%	0.10%
2018	9,025	103	1.16%	1.06%	8	0.09%	0.08%
2019	8,622	95	1.10%	1.07%	7	0.08%	0.08%

¹ Targeting thresholds for vessel security was fixed at 1.5% in 2005.

In 2020, the Coast Guard combined safety and security compliance for all performance measures.

Calendar Year	Number of PSC Exams	Number of Detentions	Annual Detention Ratio	3-Year Average Detention Ratio
2020	7,383	57	0.77%	1.02%
2021	8,663	63	0.73%	0.87%
2022	8,706	78	0.89%	0.80%
2023	8,278	101	1.22%	0.94%

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 (CFR), Subpart 1.03. The appeal process allows for three separate levels of review starting with the cognizant Officer in Charge, Marine Inspection (OCMI) / Captain of the Port (COTP), District, and finally Headquarters. At each level, the appellant has an opportunity to present new 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

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 OCMI/COTP especially if a delay caused by submitting an appeal 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/>



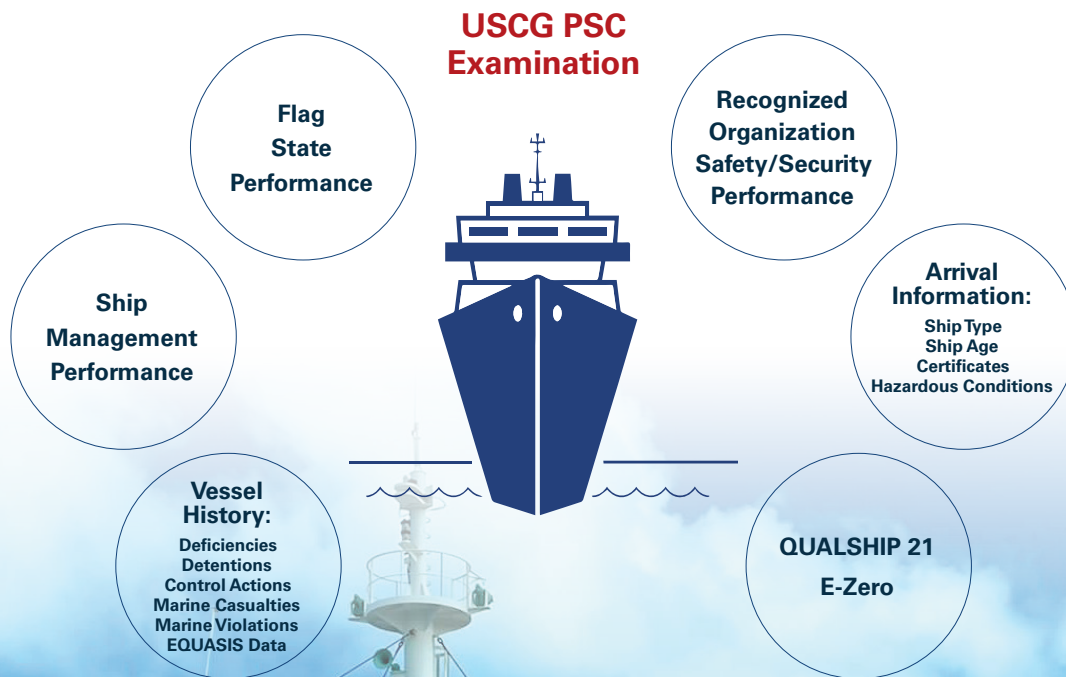


CHAPTER

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 arrival 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: Port State Control, COMDTINST M16000.73 which is available online at: <https://www.uscg.mil/Resources/Library/>



2023 Flag Administration Compliance Performance

The Coast Guard will target Flag Administrations for additional PSC examinations if their three-year detention ratio scores higher than 1.0% and if an Administration is associated with more than one detention in the past three years. Flags are categorized as medium risk if their overall three-year detention ratio is between 1.0% and 2.0%. A Flag administration is categorized as high risk if their overall three-year detention ratio is greater than 2.0%. 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.

High Risk Flag Administrations

Flag	2021-2023 Detention Ratio
Belize	25.00%
Bolivia	30.77%
Comoros	40.00%
Curacao	5.56%
Italy	2.78%
Latvia	44.44%
Republic of Korea	2.21%
Saint Vincent and the Grenadines	2.40%
Tanzania	12.50%
Togo	10.91%

Medium Risk Flag Administrations

Flag	2020-2022 Detention Ratio
Antigua and Barbuda	1.15%
Bahamas	1.02%
China	1.64%
Cyprus	1.65%
Panama	1.25%
Portugal	1.27%
Vanuatu	1.85%

Flag Administrations Removed from Last Year's Targeted List

Canada	Turkey	Isle of Man
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2023 Flag Administration Compliance Performance Statistics

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2021-2023 Detention Ratio
Antigua and Barbuda	188	51	182	2	1.15%
Bahamas	504	178	592	3	1.02%
Bahrain	1	0	1	0	0.00%
Bangladesh	2	0	5	0	0.00%
Barbados	24	4	35	0	0.00%
Belgium	26	7	38	0	0.00%
Belize	4	1	4	1	25.00%
Bermuda	61	11	58	0	0.53%
Bolivia	3	2	2	1	30.77%
Brazil	9	4	8	0	0.00%
British Virgin Islands	6	3	11	0	0.00%
Cameroon	1	1	1	0	0.00%
Canada	96	24	138	0	0.75%
Cayman Islands	149	11	314	1	0.45%
China	65	17	76	2	1.64%
Comoros	1	0	1	0	40.00%
Cook Islands	4	2	7	1	2.50%
Croatia	7	1	7	0	0.00%
Curacao	4	3	2	0	5.56%
Cyprus	172	38	198	3	1.65%
Denmark	144	26	167	0	0.64%
Dominica	1	0	1	0	0.00%
Dominican Republic	1	0	3	0	0.00%
Egypt	4	1	4	0	0.00%
Faroe Islands	6	2	2	0	0.00%
Finland	7	4	4	0	0.00%
France	40	10	45	0	0.97%
Germany	18	2	31	0	1.47%
Gibraltar	7	0	10	0	0.00%
Greece	144	20	186	2	0.83%
Honduras	5	0	4	0	0.00%
Hong Kong	455	76	697	4	0.83%
India	11	3	14	0	0.00%

¹ 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 three-year detention ratio may need to be revised as a result.

2023 Flag Administration Compliance Performance Statistics

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2021-2023 Detention Ratio
Indonesia	3	1	8	0	0.00%
Ireland	1	0	1	0	0.00%
Isle of Man	84	14	112	0	0.76%
Israel	8	2	4	1	4.17%
Italy	59	20	55	0	2.78%
Jamaica	17	4	48	0	0.00%
Japan	65	8	126	1	0.44%
Latvia	2	0	2	0	44.44%
Liberia*	1,317	277	1,721	23	0.85%
Libya	2	1	3	0	0.00%
Lithuania	2	0	1	0	0.00%
Luxembourg	5	2	7	0	0.00%
Malaysia	4	0	5	0	0.00%
Malta	496	84	619	2	0.51%
Marshall Islands	1,282	212	1,961	7	0.52%
Mexico	18	8	27	1	1.49%
Montenegro	4	1	4	0	0.00%
Netherlands	110	36	184	1	0.84%
Norway	207	47	255	2	0.34%
Pakistan	2	0	1	0	0.00%
Panama	1,302	288	1,531	25	1.25%
Philippines	26	5	36	0	1.02%
Portugal	179	42	221	2	1.27%
Republic of Korea	56	8	84	2	2.21%
Saint Kitts and Nevis	2	0	1	0	5.88%
Saint Vincent and the Grenadines	55	20	29	3	2.40%
Samoa	2	2	6	0	0.00%
Saudi Arabia	25	2	6	0	0.00%
Seychelles	1	0	1	0	25.00%
Singapore	602	82	790	1	0.32%
Spain	11	1	15	0	0.00%
Sweden	9	0	11	0	0.00%
Switzerland	7	4	7	0	0.00%
Taiwan	7	1	29	0	0.00%

¹ 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 three-year detention ratio may need to be revised as a result.

2023 Flag Administration Compliance Performance Statistics

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2021-2023 Detention Ratio
Tanzania	3	3	2	2	12.50%
Thailand	8	0	21	0	0.00%
Togo	38	25	12	7	10.91%
Turkey	20	4	17	0	1.47%
Tuvalu	1	0	2	0	0.00%
United Kingdom	29	5	69	0	0.00%
Vanuatu	37	12	35	1	1.85%

¹ 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 three-year detention ratio may need to be revised as a result.



2023 Recognized Organization Safety Compliance Performance

Recognized Organizations with a detention ratio greater than 2.00% will be considered as Priority I for the approval requirements outlined in 46 CFR 2.45-15(a)(2).

Recognized Organization (RO)*	Abbreviations	Vessel Examinations				RO-Related Detentions				
		2021	2022	2023	Total	2021	2022	2023	Total	Ratio
American Bureau of Shipping	ABS	2,366	1,747	1,737	5,850	-	-	-	-	0.00%
Bulgarian Register of Shipping	BKR	12	9	8	29	-	-	-	-	0.00%
Bureau Veritas	BV	1,643	1,309	1,250	4,202	5	1	-	6	0.14%
China Classification Society	CCS	227	272	238	737	-	-	-	-	0.14%
CR Classification Society	CR	11	18	12	41	-	-	-	-	0.00%
Croatian Register of Shipping	CRS	17	15	16	48	-	-	-	-	0.00%
DNV GL	DNV	4,064	3,376	3,392	10,832	-	1	1	2	0.01%
Hellenic Register of Shipping	HRS	12	4	4	20	-	-	-	-	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	10	2	4	16	-	-	-	-	0.00%
Indian Register of Shipping	IRS	10	15	12	37	-	-	-	-	0.00%
International Register of Shipping	IROS	11	2	2	15	-	-	-	-	0.00%
Korean Register	KR	428	387	381	1,196	-	-	-	-	0.00%
Lloyd's Register	LR	2,774	2,542	2,282	7,598	1	1	5	7	0.09%
Macosnar Corporation	MC	-	-	1	1	-	-	-	-	0.00%
National Shipping Adjusters Inc	NASHA	25	21	18	64	-	-	-	-	0.00%
Nippon Kaiji Kyokai	NKK	2,660	2,286	2,097	7,043	1	-	3	4	0.05%
Overseas Certification Services, Inc	OCS	4	6	5	15	-	-	-	-	0.00%
Panama Bureau of Shipping	PBS	2	-	1	3	-	-	-	-	0.00%
Panama Maritime Documentation Service	PMDS	83	30	28	141	1	1	-	2	1.41%
Panama Maritime Surveyors Bureau	PMS	26	16	7	49	-	-	-	-	0.00%
Phoenix Register of Shipping	PHRS	-	1	-	1	-	-	-	-	0.00%
Polski Rejestr Statkow	PRS	28	25	19	72	-	-	-	-	0.00%
Qualitas Register of Shipping	QRS	-	2	-	2	-	-	-	-	0.00%
RINA Services S.p.A.	RINA	537	500	529	1,566	1	1	-	2	0.12%
Rinava Portuguesa	RP	53	10	8	71	-	-	-	-	0.00%
Russian Maritime Register of Shipping	RS	61	32	19	112	-	-	-	-	0.00%
Universal Shipping Bureau	USB	8	3	2	13	-	-	-	-	0.00%
Conarina Group	CNRIN	56	49	44	149	1	1	1	3	2.01%
Intermaritime Certification Services	IMC	19	15	9	43	-	-	1	1	2.32%
Isthmus Bureau of Shipping	IBS	25	29	21	75	-	-	2	2	2.66%
International Naval Surveys Bureau	INSB	16	10	9	35	1	-	2	3	8.57%
Vega Register	VGRS	-	5	-	5	-	1	-	1	20.00%
Dromon Bureau of Shipping	DBS	-	3	1	4	-	2	-	2	50.00%

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



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 in the Port State Control section of our website:

www.dco.uscg.mil/cvc

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

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 2023 with an enrollment of 5,066 vessels. Six previously qualified flag administrations lost their QUALSHIP 21 eligibility over this past year. Vessels from those flag administrations that are currently enrolled in the program will remain enrolled until their QUALSHIP 21 certificates expire.

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 2023, 365 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, 2024, through June 30, 2025, there are 21 eligible Flag Administrations for the QUALSHIP 21 Program:

Qualified Flag Administrations

Barbados	France	Liberia	Singapore
Belgium	Greece	Malta	Spain
Bermuda	Hong Kong	Marshall Islands	United Kingdom
Canada	Isle of Man	Netherlands	
Cayman Islands	Jamaica	Norway	
Denmark	Japan	Saudi Arabia	

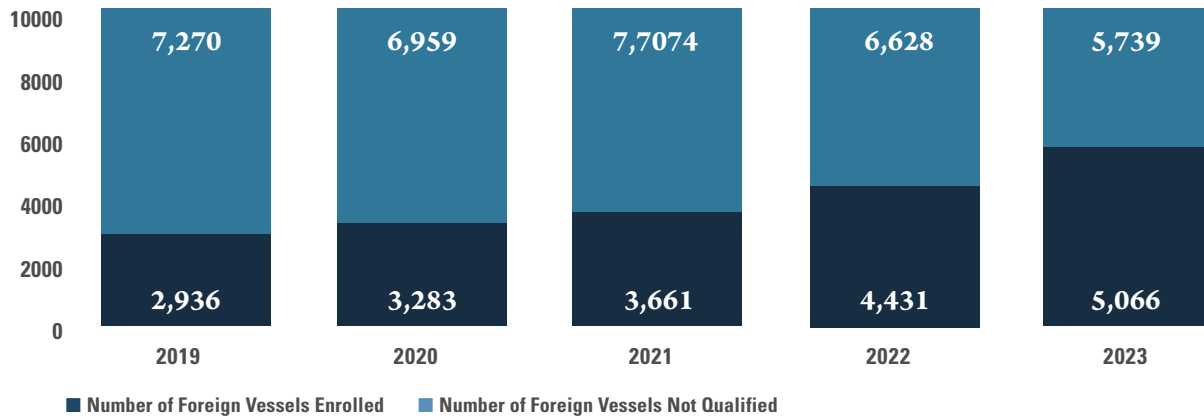
In 2011, the Coast Guard created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards, but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations 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:

British Virgin Islands	Gibraltar	Malaysia	Taiwan
Croatia	Honduras	Luxembourg	Thailand
Faroe Islands	India	Sweden	
Finland	Indonesia	Switzerland	

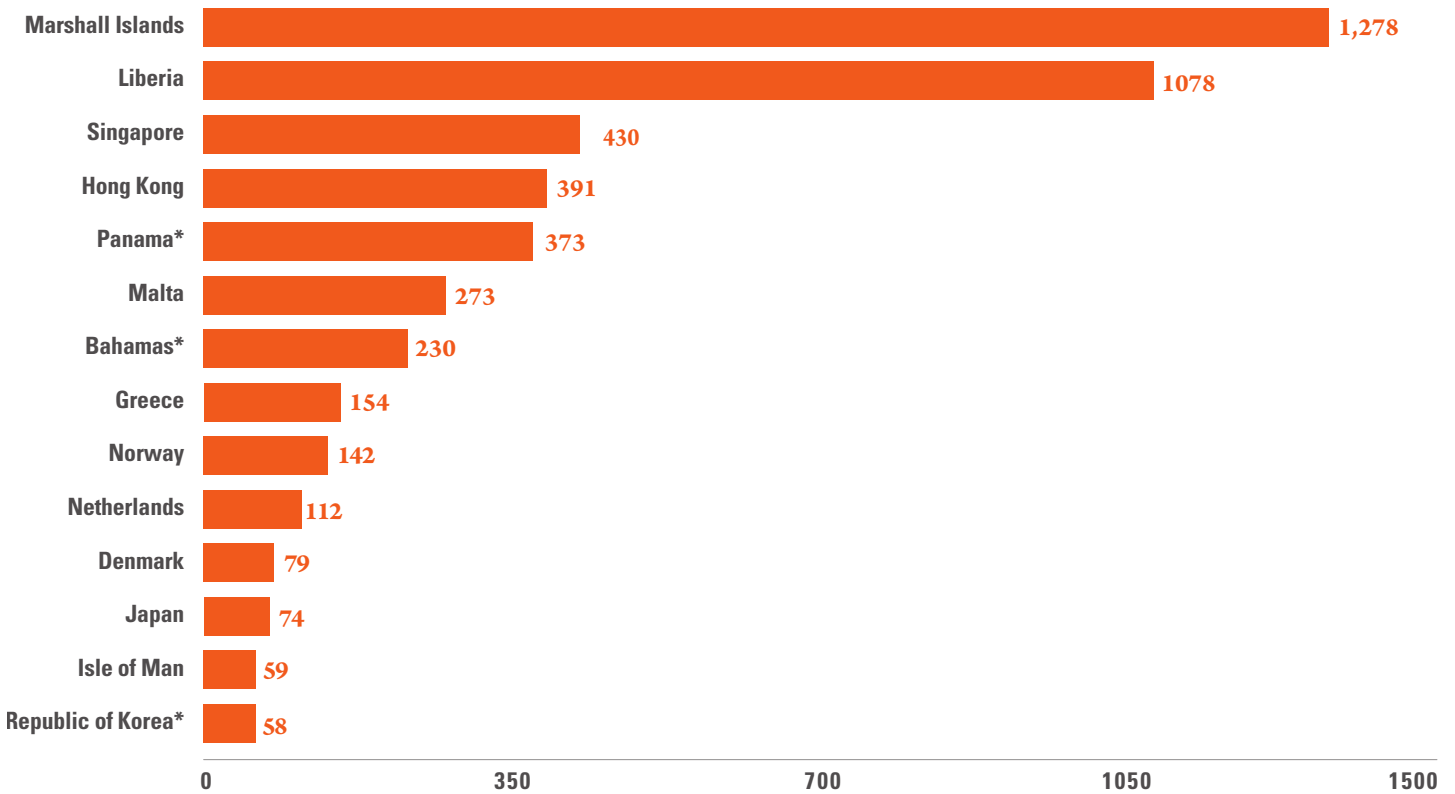
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2023.

Quality Shipping for the 21st Century

Yearly QUALSHIP 21 Enrollment (2019-2023)

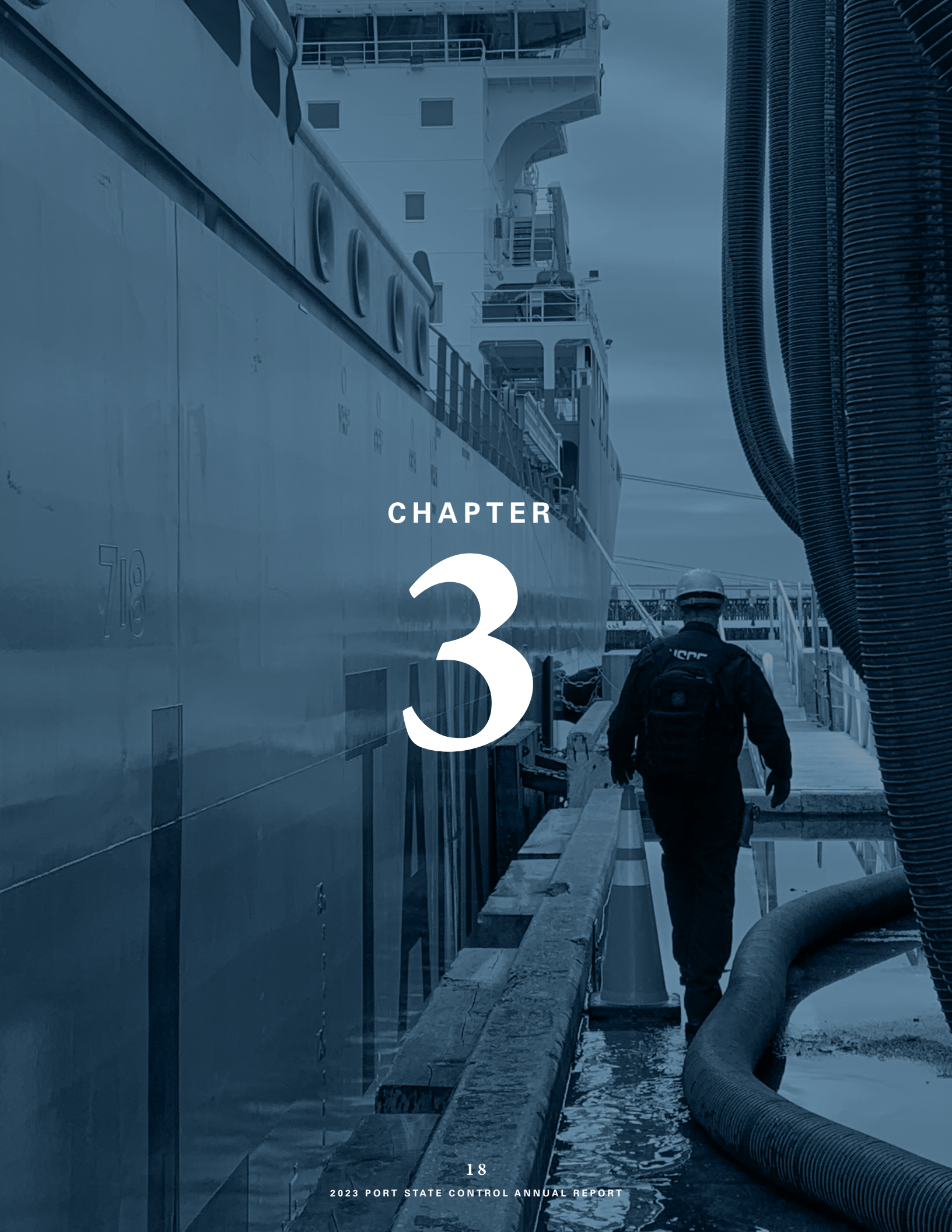


QUALSHIP 21 Vessels by Flag Administration¹



¹ Flag Administrations with 20 or less ships enrolled are not listed.

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



CHAPTER

3

Detainable Deficiencies Overview

Fire Safety: The prevention of fires on board ships is always an area of particular concern for our PSC program. For the third straight year fire safety deficiencies lead all deficiency categories. Oil accumulation in the engine room once again stood out. In addition to the usual oil-soaked lagging, fuel leaks, and excessive oil in the bilge, PSCOs discovered a flexible hose fabricated to collect leaking fuel from the main engine which was then routed back to the fuel tank. On one ship the PSCO discovered several plastic buckets modified to fit under machinery to collect dripping oil while having metal deflection plates installed to deflect spraying oil into the same buckets. Several deficiencies were identified related to the fire detection and alarm systems. Most of these were related to inoperable heat and smoke detectors or where the crew was unable to provide appropriate testing equipment approved by the manufacturer for the heat and/or flame detectors.

Safety Management Systems (SMS): There was a significant jump in the number of SMS deficiencies for 2023. Deficiencies related to maintenance of the ship and equipment led all SMS deficiency categories. In most cases under this category, the issuance of multiple operational and/or technical deficiencies during an exam provided evidence that the ship was not in compliance with its SMS. Instances where the crew failed to implement the SMS as it relates to the maintenance of the ship and equipment lead all stand alone SMS related deficiencies. Areas related to shipboard operations were identified where the PSCO collected objective evidence showing the crew failed to inspect, maintain, and report non-conformities relating to excessive oil leaks and accumulation of oil throughout the ship's engine room.

Lifesaving Appliances: Detainable deficiencies related to lifesaving systems remained consistent to our 2022 totals. Deficiencies related to rescue boats and lifeboats made up

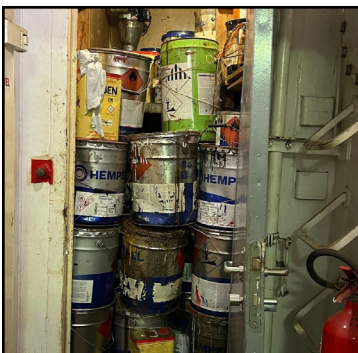


nearly half of all the deficiencies. Most deficiencies related to rescue boats were issued because they could not be started and, in some cases, there were problems related to the davits and falls. In two cases the ship did not have a rescue boat at all. Several detentions were issued for improper installation 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.

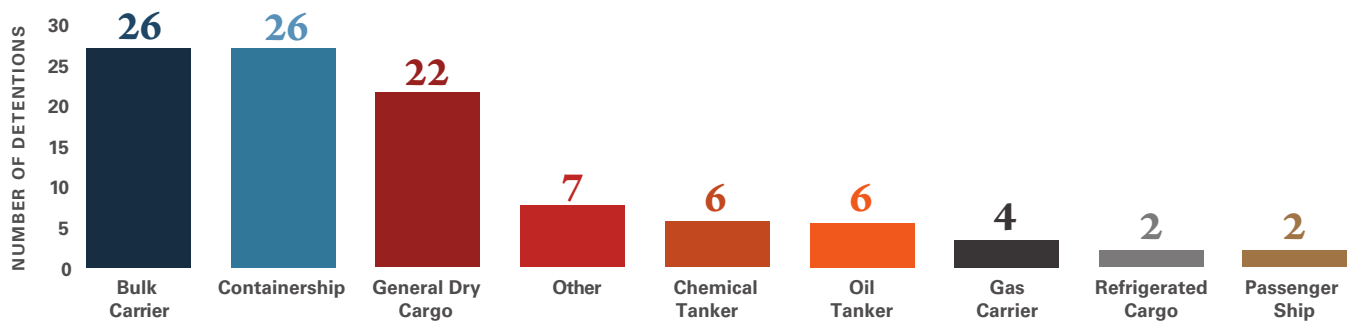
International Ship & Port Facility Security (ISPS): With less than 15 total deficiencies related to ISPS, nearly all were related to access control to the ship. Several deficiencies were noted when the PSCO found restricted areas unlocked and/or unmonitored. Additionally, there were cases where the PSC exam team was able to board the ship unannounced. Prior to the start of one exam, the exam team gained unrestricted access to the ship, including access to the bridge and engine room, for over 20 minutes before they were detected by the crew.

MARPOL Annex I: Deficiencies issued under this category decreased by nearly 50% over the last year. Oil filtering equipment and pumping and piping arrangements accounted for almost half the deficiencies. PSCOs witnessed an oily water separator (OWS) that couldn't run for over two minutes without losing suction from the bilge tank. Another ship had no OWS at all. On one ship, the PSCO identified modifications to the OWS piping system not reflected in the approved piping diagram for the system. On another ship, unapproved modifications to the piping were made by installing ball valves to trap clean water within the oil content meter.

**This highlights only a portion of the detainable deficiencies discovered in 2023. 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 their advance notice of arrival.*



Statistics Derived from USCG Port State Control Examinations



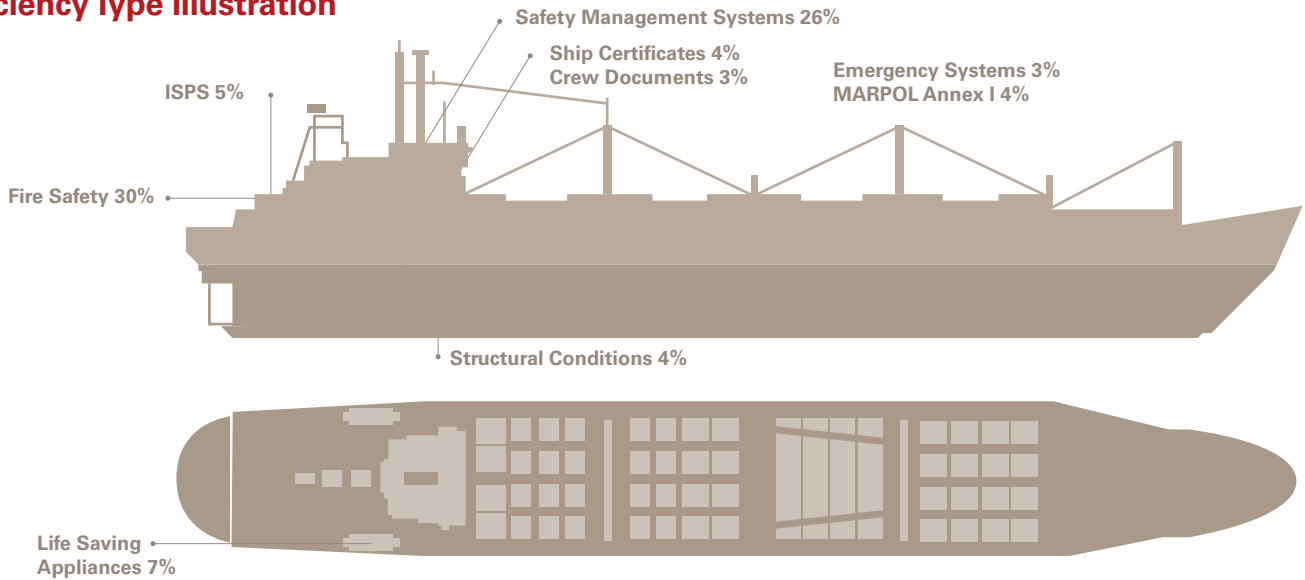
Deficiency and Detention Percentage by Ship Type

Ship Type	Number of Exams	Exams with Deficiencies	Number of Deficiencies	Percent of Exams with Deficiencies	Number of Detentions	Detention %
Bulk Carrier	2,187	462	1,139	21.12%	26	1.18%
Container Ship	1,338	297	705	22.19%	26	1.94%
General Dry Cargo	914	200	458	21.88%	22	2.40%
Passenger Ship	361	195	672	54.01%	2	0.55%
Refrigerated Cargo	87	37	102	42.52%	2	2.29%
Gas Carrier	674	68	137	10.08%	4	0.59%
Chemical Tanker	1,201	163	321	13.57%	6	0.49%
Oil Tanker	988	182	366	18.42%	6	0.60%
Other	528	119	269	22.53%	7	1.32%

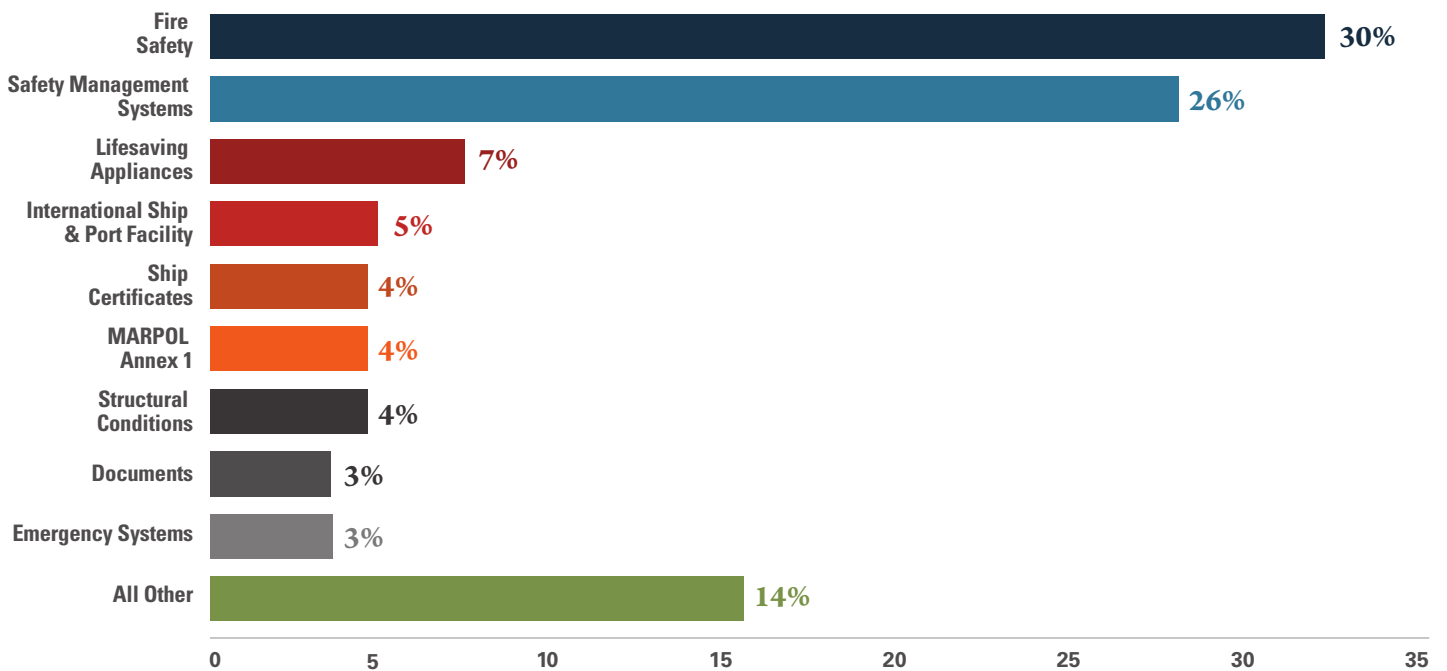


Statistics Derived from USCG Port State Control Examinations

Deficiency Type Illustration



Detentions by Deficiency Type

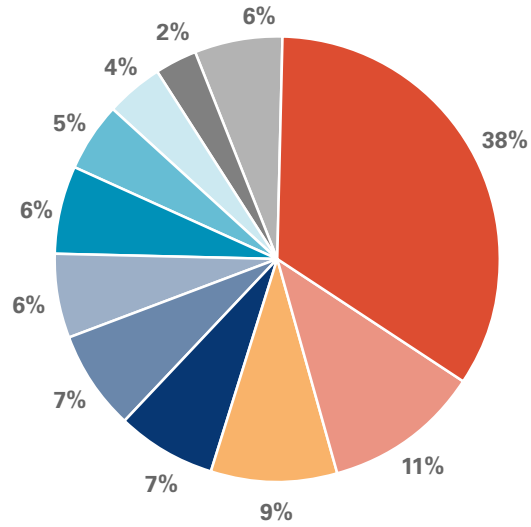


Detention Deficiency Breakdown

Fire Safety

(85 Deficiencies)

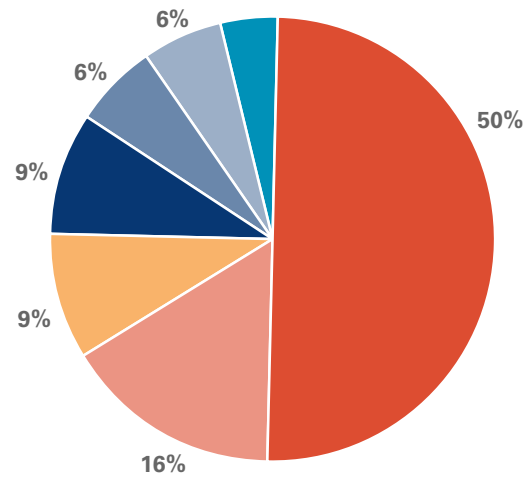
- Oil accumulation in engine room
- Fire Detection and Alarm Systems
- Operation of Fire protection systems
- Fire fighting equipment and appliances
- Remote Means of control
- Fire Doors / Openings
- Fire Prevention Structural Integrity
- Fixed Fire Extinguishing Installation
- Maintenance of Fire Protection Systems
- Ready Availability of Fire Fighting Equipment
- All Other



Safety Management Systems

(80 Deficiencies)

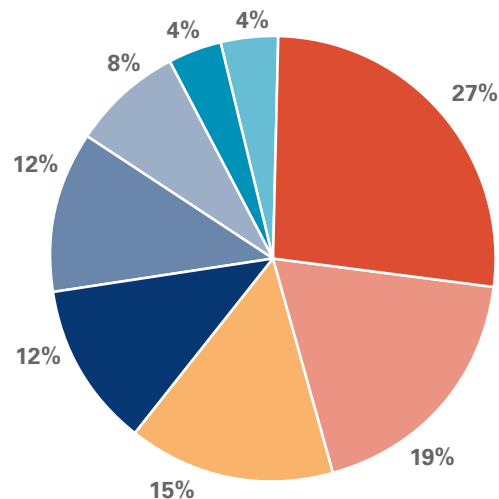
- Maintenance of Ship & Equipment
- Shipboard Operations
- Resources and Personnel
- Other (ISM)
- Reports of Non-Conformities
- Company Responsibility and Authority
- Safety & Environmental Policy



Life Saving Systems

(26 Deficiencies)

- Rescue Boats
- Lifeboats
- Stowage and Provision of Liferafts
- Operational readiness of lifesaving appliances
- Stowage and provision of lifeboats
- All Other
- Launching arrangements for rescue boats
- Operation of Life Saving Appliances



Deficiencies by Categories

PSC Exam Data Per Category of Deficiencies

Category of deficiency		Number of deficiencies	Percent of total deficiencies
Ship's certificates and documents		173	1.75%
SOLAS	Stability, structure and related equipment	360	8.63%
	Propulsion and auxiliary machinery	323	7.74%
	Alarm signals	70	1.67%
	Fire safety measures	1,388	33.29%
	Life-saving appliances	489	11.72%
	Radiocommunications	45	1.07%
	Safety of navigation	132	3.16%
	Operational deficiencies	44	1.05%
	ISM-related deficiencies	232	5.56%
	ISPS	67	1.60%
	Other	239	5.73%
	MARPOL	Annex I	104
Annex II		4	0.09%
Annex III		0	0.00%
Annex V		32	0.76%
Annex VI		34	0.81%
Operational deficiencies		5	0.11%
STCW	Certification and watchkeeping for seafarers	29	0.69%
Load Lines		48	1.15%
AFS Convention		8	0.19%
ILO		285	6.83%
Other		58	1.39%

Ballast Water Management (BWM)

BWM Compliance Statistics: Compliance with ballast water management regulations continues to be one of the most challenging issues faced by the maritime industry. When a ship reaches its mandatory compliance date, it must comply with the provisions in Title 33 Part 151 in order to trade in the United States. While the United States is not signatory to the Ballast Water Convention, the Coast Guard ensures foreign vessels are in compliance with U.S. ballast water laws and regulations in order to further protect our nation’s waterways from the threat of invasive species.

In 2023, the Coast Guard issued 29% fewer deficiencies for non-compliance with the regulations over the previous year’s numbers. The majority of the deficiencies were issued to vessels with inoperable systems, and to vessels failing to report an

inoperable BWMS to the COTP.

There was a significant increase in structural deficiencies, which indicates that vessel operators will need to evaluate the ships maintenance and surveys to identify the structural concerns. Enhanced Examination Program (EEP) exams were not conducted this year for ballast water, but given current trends, the Coast Guard will continue to schedule these enhanced exams to mitigate instances of non-compliance in the coming year. The decline in BWMS deficiencies show the value of the EEP that was conducted in 2022. Additionally, the EEP contributed to identification of more discharges of non-compliant ballast water into the waters of the United States as well as showing an increase of non-reported inoperable ballast water systems.

BWMS: Deficiencies include both inoperable Coast Guard Type Approved systems and accepted Alternative Management Systems.

COTP Reporting: Deficiencies are issued when a vessel fails to report an inoperable system to the USCG.

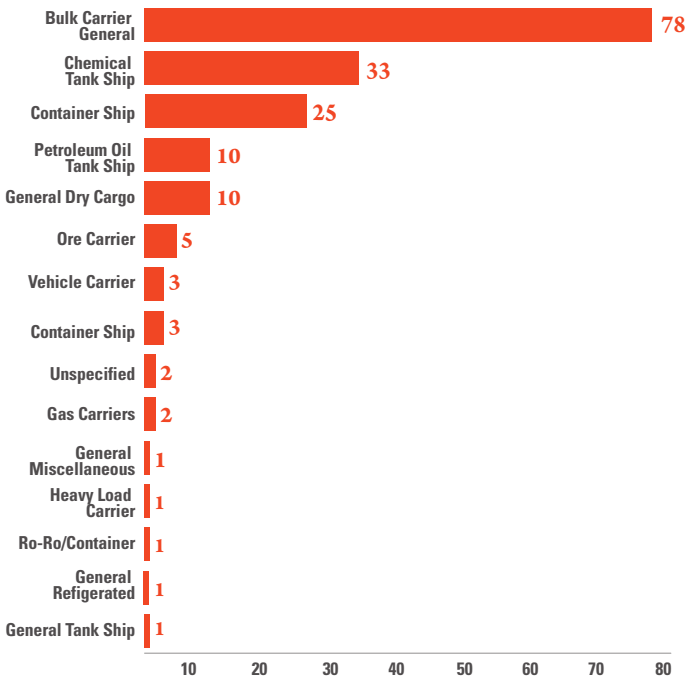
Discharge: Deficiencies are issued when a vessel discharges non-compliant ballast water.

Implementation Schedule: Deficiencies involve vessels that are past their compliance date and using an unapproved BWM method.

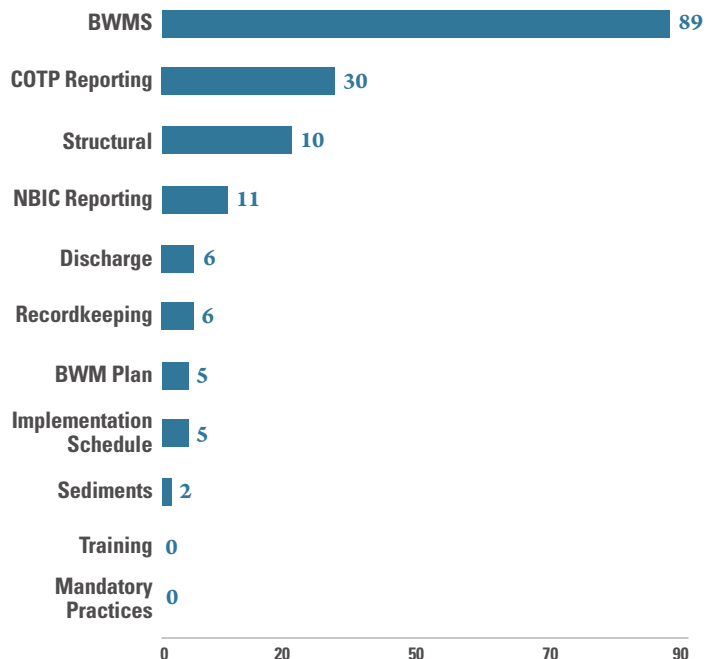
Mandatory Practices: Deficiencies include failures to remove hull fouling organisms and marine growth as well as improper uptake of ballast water.

Structural: Deficiencies record failures in ballast water tanks and associated piping.

2023 Ballast Water Deficiencies



Annual Trend in Ballast Water Deficiencies





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