



Technical Circular

No.: 027/2015

Date: 16th September 2015

To Whomsoever it may concern

Subject: USCG warns owners over safety performance as detentions rise

1. Please find attached USCG annual report for 2014. While publishing the report the News letter stated that the Top US Coast Guard official says there will be no let-up in the battle to end ship-sourced waste-oil pollution and ISM Code deficiencies, with even tougher inspection procedures on the way. The safety performance of ships calling at US ports appears to be deteriorating, according to the latest figures, but the US Coast Guard (USCG) says it is because its inspectors and inspections are getting better.
2. The USCG says it has improved inspection procedures and they are set to be tightened even further in the near future.
3. According to the USCG annual report for 2014, the detention rate is on its way up, contrary to the trend at the other main port-state-control (PSC) regions of Paris and Tokyo where detentions are down. Detentions reached an all-time low in the US in 2013 at 1.11% of ships inspected but increased last year to 1.13%. That rise was also based on a lower number of inspections over recent years from 10,129 in 2011 to 9,232 last year.
4. Rear Admiral Paul F Thomas, assistant commandant for prevention policy at the USCG, writing in the annual report, said: “What is concerning is that while conducting the lowest number of safety exams, the number of detentions for environmental protection and safety-related deficiencies has slowly increased in the last four years.” “Our detentions went from 97 in 2011 to 143 in 2014. Also concerning is that despite a 5% decrease in ship visits from 2013, the percentage of detentions has risen by about 15% over that same time period.” However, Thomas adds, the development is partly due to improvements the USCG is making in its inspection regime. He says PSC inspectors have had to adjust to the changing nature of the shipping industry and further upgrades are planned. “I attribute these increases to our renewed efforts in marine-inspector training programmes and more emphasis on recognizing when deficiencies indicate a substandard condition that merits a detention,” he said. “In today’s global economy, this trend supports the need for continued PSC initiatives. As we move forward, we will continue to study these



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trends, analyze our data and modify our training initiatives and PSC programme accordingly.”

5. A key concern for owners has been the USCG’s strict policy on oily water separator (OWS) deficiencies, which have led to multimillion-dollar fines. Some owners have claimed that US inspectors are being overzealous in their bid to uncover environmental non-compliance.
6. However, Thomas says that despite the heavy fines and widespread publicity, inspectors are still coming across cases of non-compliance with the International Maritime Organisation (IMO)’s MARPOL Annex I, under which oily water waste is covered. He says crews are still either bypassing OWS systems, not conducting proper maintenance or, in some cases, do not know how to operate the equipment. He says there will be no let-up in the USCG’s focus on MARPOL Annex I deficiencies. Thomas said: “We also found several vessels that failed to properly operate or conduct proper maintenance on the OWS. As we move forward, I will continue to look for owners, operators, crews, flags and class societies to make it a goal to eradicate such unsafe practices. I appreciate those vessel owners and operators who remain committed to fostering a culture of safety and security on their vessels, and I look forward to continued improvement in the future.”

ISM deficiencies top list

MARPOL Annex I non-compliance was the second-most common reason for detaining vessels last year. The most common was International Safety Management (ISM) Code deficiencies. Thomas says there are still instances of crews not knowing their own onboard safety procedure.

“In most cases with ISM, it is clear that the master and crew were either not familiar with ISM requirements or failed altogether to properly conduct required maintenance of the ship’s equipment in accordance with the procedures in their system,” Thomas said.

Enclosure:

1. USCG annual report for 2014.

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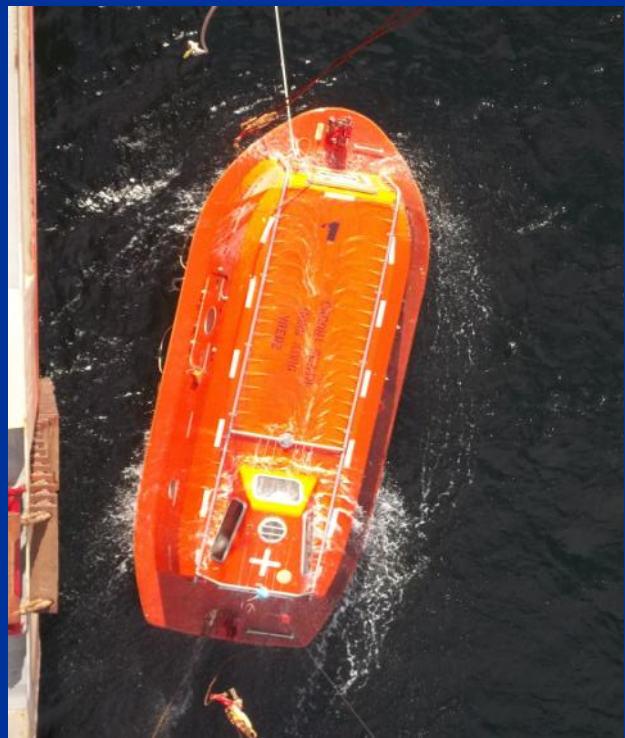
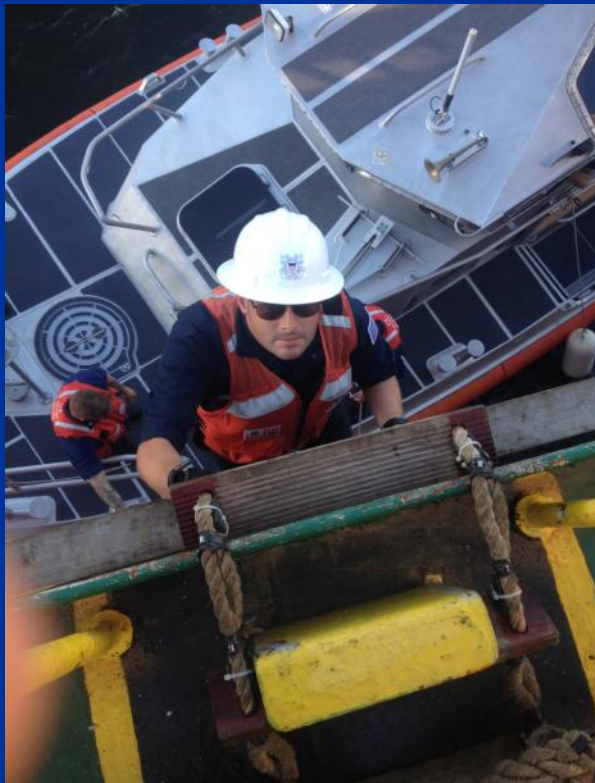


DEPARTMENT OF HOMELAND SECURITY

UNITED STATES COAST GUARD



PORT STATE CONTROL IN THE UNITED STATES



2014 Annual Report



REAR ADMIRAL PAUL F. THOMAS
Assistant Commandant for Prevention Policy
United States Coast Guard



I am pleased to present to you the 2014 Annual Report on Port State Control (PSC) for the United States. This annual report marks the seventeenth issue and details the statistics related to enforcement of the regulations under the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), and the International Ship & Port Facility Security (ISPS) Code on foreign flagged vessels trading in U.S. ports.

Overall, our PSC exam activity has seen a slight decline over the last four years. In 2011 we conducted 10,129 safety exams and that number has slowly reduced with 2014 showing 9,232 exams. Our three-year rolling average detention ratio was on a steady decline between 2011 and 2013 but has risen slightly for 2014. We went from our all-time low in 2013 of 1.11% to 1.31% for this year. What is concerning is that while conducting the lowest number of safety exams, the number of detentions for environmental protection and safety related deficiencies has slowly increased in the last four years. Our detentions went from 97 in 2011 to 143 in 2014. Also concerning is that despite a 5% decrease in ship visits from 2013, the percentage of detentions has risen by about 15% over that same time period. We also saw several regions of the U.S. (Coast Guard Districts 5, 7, 11, and 14; see page 2 of this report for location of these Districts) where the number of detentions has increased significantly over the past year. I attribute these increases to our renewed efforts in marine inspector training programs and more emphasis on recognizing when deficiencies indicate a substandard condition that merits a detention. In today's global economy, this trend supports the need for continued port state control initiatives. As we move forward, we will continue to study these trends, analyze our data, and modify our training initiatives and PSC program accordingly.



We have found a major factor for the detention increase is the intentional deviation from compliance from MARPOL Annex 1 requirements. For example, we continue to find vessels that attempt to bypass their oily water separators (OWS) and discharge their oily waste directly overboard. We also found several vessels that failed to properly operate or conduct proper maintenance on the OWS. As we move forward, I will continue to look for owners, operators, crews, flags, and class societies to make it a goal to eradicate such unsafe practices. I appreciate those vessel owners and operators who remain committed to fostering a culture of safety and security on their vessels, and I look forward to continued improvement in the future.

Lastly, I mentioned in last year's annual report that we were considering lowering the flag state eligibility for the QUALSHIP 21 program from a ratio of 1.0% down to 0.8% by 2018. Based on the feedback we received and the current performance of the vessels currently enrolled in the program, we have decided to keep the detention ratio set at 1.0% for the near future. In addition, we are now calculating QUALSHIP 21 eligibility based on the number of detentions divided by the number of PSC exams over the past three years. In past years we used the number of distinct vessel arrivals but have made this change to keep our detention ratio method in line with those employed by the Paris and Tokyo MOUs. We will continue to evaluate the performance of this program and will keep the international community informed of any changes.

I hope you find this report a useful resource. Any questions or comments you may have on this report should be directed to the points of contact listed on the back cover.

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On the Front Cover

From left to right: Picture 1: A USCG Port State Control Officer boarding a vessel at anchor. Picture 2: The launching of a lifeboat during an abandon ship drill.

Highlights in 2014

Vessel Arrivals and Examinations Decreased, Detentions Increased

In 2014, a total of 9,227 individual vessels, from 83 different Flag Administrations, made 79,091 port calls to the United States. The Coast Guard conducted 9,232 SOLAS safety exams and 8,562 ISPS exams on these vessels. The total number of ships detained in 2014 for environmental protection and safety related deficiencies increased from 121 to 143. The total number of ships detained in 2014 for security related deficiencies increased slightly from 8 to 10.

Flag Administration Safety Performance

Flag Administration safety performance for 2014 decreased from the previous year, with the overall annual detention rate increasing from 1.29% to 1.55%. In addition, the three-year rolling detention ratio increased slightly from 1.11% to 1.31%. The Flag Administrations of New Zealand, Peru, and the Philippines were all removed from our Targeted Flag List. We also note that vessels from the Flag Administrations of Curacao, Anguilla, Kiribati, and Malaysia are potentially qualified for our QUALSHIP 21 Program and their vessels will be entered into the program, contingent upon the Administration and the vessels meeting other required criteria.

Flag Administration Security Performance Continues Improvement

Flag Administration security performance for 2014 slightly decreased from the previous year, with the Coast Guard annual Control Action Ratio (CAR) increasing from 0.09% to 0.12%. However, the three-year rolling average CAR has dropped from 0.12% to 0.10%, representing the lowest three-year security detention ratio we have ever recorded. Additionally, the Flag Administrations of Turkey and Saint Vincent and The Grenadines were removed from our targeted matrix. Due to the overall excellent Flag Administration security compliance performance, we will maintain the targeting point level for the Flag Administration Control Action Ratio at 1.50%.

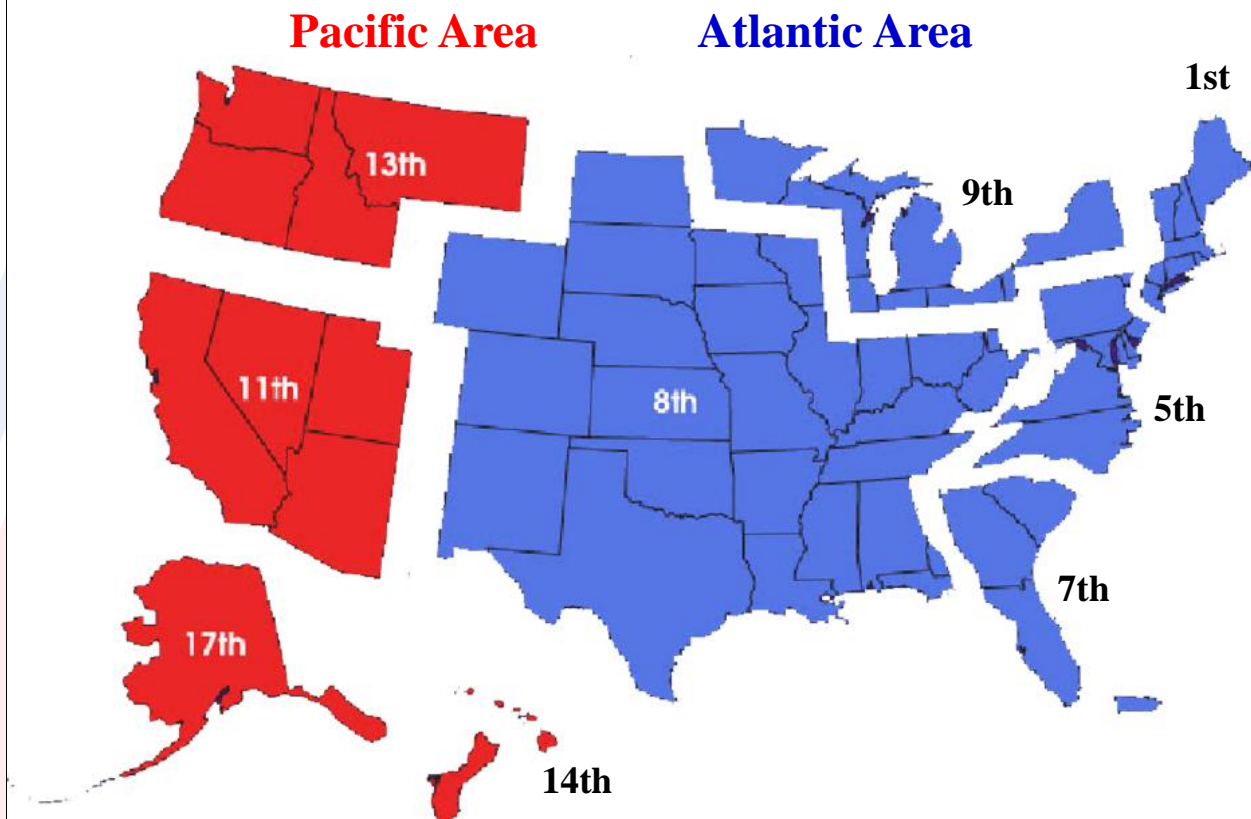
Leading detentions

In 2014 the top three areas for detainable deficiencies remain the same from last year with ISM, MARPOL Annex I, and Fire Fighting Appliance deficiencies leading the way. In most cases with ISM, it was clear that the master and crew were either not familiar with ISM requirements or failed altogether to properly conduct required maintenance of the ship's equipment in accordance with the procedures in their system. On MARPOL deficiencies, we continued to find crews intentionally disabling required pollution prevention equipment (such as bypassing oily water separators), failing to conduct proper maintenance, or were not knowledgeable in proper equipment operation. A large number of fire fighting -related detentions were still attributed to Fixed Water-Based Fire Fighting Systems and Quick-Closing Valves that had been disabled. Others items included fire pumps, along with emergency fire pumps, that were either inoperative or operated with insufficient pressure.

Targeting and QUALSHIP 21 standards

Last year, we introduced a proposal to lower the flag state eligibility for the program to 0.8% by 2018. Based on the comments received, we have decided to retain the QUALSHIP 21 eligibility at a detention ratio of 1.0% or less for the near future. In addition, we are now calculating QUALSHIP 21 eligibility based on the number of detentions divided by the number of PSC exams over the past three years. In the past, we used the number of distinct vessel arrivals but have made this change to keep our detention ratio method in line with those employed by the Paris and Tokyo MOUs.

2014 Port State Control Statistics By Region



District	Ship Visits	Safety Examinations Conducted	Safety Detentions	Security Examinations Conducted	Security Major Control Actions
1st	7,272	893	3	881	0
5th	7,269	973	31	972	1
7th	22,545	1,634	40	1,328	1
8th	24,652	3,263	48	3,059	4
9th	2,330	178	0	211	0
11th	8,113	1,020	12	960	2
13th	3,881	891	4	877	2
14th	1,452	272	5	192	0
17th	1,577	108	0	82	0
Total	79,091	9,232	143	8,562	10

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

2014 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
Sector Anchorage	17	68	0	64	0
Sector Baltimore	5	224	10	217	0
Sector Boston	1	96	1	94	0
Sector Buffalo	9	47	0	120	0
Sector Charleston	7	124	1	118	0
Sector Columbia River	13	529	3	540	0
Sector Corpus Christi	8	297	8	291	1
Sector Delaware Bay	5	381	14	381	0
Sector Detroit	9	42	0	32	0
Marine Safety Unit Duluth	9	37	0	33	0
Sector Guam	14	76	1	54	0
Sector Hampton Roads	5	279	7	292	1
Sector Honolulu	14	196	4	138	0
Sector Houston/Galveston	8	1,217	6	1,072	1
Sector Jacksonville	7	204	3	185	0
Sector Juneau	17	40	0	18	0
Sector Key West	7	2	0	0	0
Sector Lake Michigan	9	48	0	25	0
Sector Long Island Sound	1	45	0	40	0
Sector Los Angeles/Long Beach	11	625	7	608	2
Sector Miami	7	443	21	319	1
Sector Mobile	8	289	7	269	0
Marine Safety Unit Morgan City	8	78	0	70	0
Sector New Orleans	8	1,116	26	1,103	2
Sector New York	1	601	2	617	0
Sector North Carolina	5	89	0	82	0
Sector Northern New England	1	85	0	73	0
Marine Safety Unit Port Arthur	8	266	1	254	0
Sector Puget Sound	13	362	1	337	2
Sector San Diego	11	93	1	76	0
Sector San Francisco	11	302	4	276	0
Sector San Juan	7	428	7	292	0
Sector Sault Ste Marie	9	4	0	1	0
Marine Safety Unit Savannah	7	252	4	252	0
Sector Southeastern New England	1	66	0	57	0
Sector St. Petersburg	7	181	4	162	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 and 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 port state control examinations, multiplied by one hundred.

Three-Year Average Detention Ratio: The cumulative sum of safety related detentions from January 2012 through December 2014 divided by the cumulative sum of port state control 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. upon 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 2012 to December 2014.

Calendar Year	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 ⁽²⁾
2002	178	2.50%	2.40%			
2003	153	1.99%	2.22%			
2004	176	2.43%	2.30%	92	1.51% ⁽¹⁾	
2005	127	1.61%	2.00%	51	0.65%	0.89%
2006	110	1.35%	1.78%	35	0.43%	0.80%
2007	152	1.82%	1.60%	42	0.51%	0.53%
2008	176	2.03%	1.75%	27	0.31%	0.41%
2009	161	1.88%	1.92%	18	0.21%	0.34%
2010	156	1.67%	1.86%	17	0.18%	0.23%
2011	97	1.04%	1.53%	15	0.16%	0.18%
2012	105	1.17%	1.30%	8	0.09%	0.14%
2013	121	1.29%	1.11%	8	0.09%	0.12%
2014	143	1.55%	1.31%	10	0.12%	0.10%

¹ Average based upon 6,093 distinct arrivals from 1 July 2004 - 31 December 2004

² Targeting thresholds for vessel security was fixed at 1.5% in 2005 and has remained fixed since that time.

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. The appeal process allows for three separate levels of appeal at our Sectors, Districts, and finally Headquarters. At each level, the appellant has an opportunity to raise new arguments or provide additional information as to why the appeal should be granted. Coast Guard officials responsible for the review and response to an appeal remain objective to both the Coast Guard and Industry positions. We value the role of the appeal process in the overall health of our Port State Control Program, and we emphasize that there will be no repercussions to the appellant for seeking reconsideration or requesting an appeal.

For Recognized Organization (RO) Related Detentions

Appeals from ROs must be submitted within 30 days of detention notification or a formal request for an extension to this deadline must be submitted to CG-CVC-2. All appeals shall be in written format, contain mitigating information and be sent 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**

Appeals may also be submitted electronically to the following email address:

PortStateControl@uscg.mil

For All Other Detentions

All other operational controls (i.e., those not RO related) should be appealed first to the cognizant Captain of the Port (COTP) or Officer in Charge of Marine Inspection (OCMI) who issued the detention. If not satisfied with a COTP/OCMI decision on appeal, a request for reconsideration of the appeal may be forwarded to the District Commander. Coast Guard COTP/OCMI and District postal addresses can be found on the following website:

<https://homeport.uscg.mil/mycg/portal/ep/home.do?tabId=1>

If still not satisfied, final consideration of the appeal can be forwarded to the Commandant of the Coast Guard, Office of Commercial Vessel Compliance (CG-CVC). Commandant is the final agency action for appeals and will consider any additional evidence not contained in the original appeal.

Port State Control Safety and Environmental Protection Compliance Targeting Matrix



Priority (PI) Vessel

17 or more points on the Matrix; ships involved in a marine casualty that may have affected seaworthiness; USCG Captain of the Port (COTP) determines a vessel to be a potential hazard to the port or the environment; ships whose Recognized Organization (classification society) has a detention ratio equal to or greater than 2%. Port entry may be restricted until the Coast Guard examines the vessel.

Priority (PII) Vessel

7 to 16 points on the Matrix; outstanding requirements from a previous examination in this or another U.S. port that require clearing; the vessel has not been examined within the past 12 months per column IV. Cargo operations or passenger embarkation/debarkation may only be restricted if the Sector Commander/COTP determines that the vessel poses a safety or environmental risk to the port.

Non-Priority Vessel (NPV)

6 or fewer points on the Matrix. Vessel poses a low safety and environmental risk. The Coast Guard may select and examine vessel using the Port State Control random selection process.

Downgrade Clause. If a vessel has scored either a PI or PII and has had a USCG PSC examination within the past 6 months with no serious deficiencies, the Sector Commander may downgrade the vessel to NPV. If the Sector Commander downgrades a vessel, it will be added to the pool of random examinations.

Flag Administration Safety Compliance Performance

The Coast Guard targets Flag Administrations for additional Port State Control (PSC) examinations if their detention ratio scores higher than 1.32% and if an Administration is associated with more than one detention in the past three years. This is represented in Column II of the PSC Safety Targeting Matrix on the previous page. We calculate detention ratios using three years of Port State Control data (2012-2014) based on the total number of detentions divided by the total number of examinations during that period. Flags with only one detention in the past three years are removed from the targeted flag list. The overall Flag Administration performance has remained almost steady with the three-year running detention ratio increasing slightly from 1.30% to 1.32%. The tables below contain Administrations that are on the 2014 PSC Safety Targeting Matrix and those that are removed.

Flag Administrations Receiving 7 points in Column II of the PSC Safety Targeting Matrix

	2012-2014 Detention Ratio
Belize	21.05%
Bolivia	19.61%
Egypt	16.67%
Honduras	19.05%
Lithuania	5.71%
Mexico	4.26%
Saint Vincent and the Grenadines	7.58%
Samoa ⁽¹⁾	7.69%
Taiwan ⁽¹⁾	15.38%

Flag Administrations Receiving 2 points in Column II of the PSC Safety Targeting Matrix

	2012-2014 Detention Ratio
Antigua and Barbuda ⁽¹⁾	1.99%
Cyprus	1.79%
Germany ⁽¹⁾	1.93%
Malta	1.59%
Panama	1.87%
Turkey	1.49%
Vanuatu	1.75%

Flag Administrations Removed From Last Year's Targeted List

	Number of Detentions (2012-2014)	2012-2014 Detention Ratio
New Zealand	0	0.00%
Peru	0	0.00%
Philippines	2	1.29%

¹ Administration not targeted last year.

Flag Administration Safety Compliance Performance Statistics

Flag ⁽¹⁾	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2012-2014 Detention Ratio
Anguilla	3	1	1	0	0.00%
Antigua and Barbuda	330	109	295	10	1.99%
Australia	0	0	1	0	0.00%
Bahamas, The	604	150	546	7	0.95%
Bahrain	0	0	0	0	0.00%
Bangladesh	1	0	1	0	0.00%
Barbados	14	3	16	0	0.00%
Belgium	16	2	15	0	0.00%
Belize	7	3	7	2	21.05%
Bermuda	84	31	58	0	0.00%
Bolivia	24	19	6	5	19.61%
British Virgin Islands	10	4	2	0	0.00%
Bulgaria	1	0	1	0	0.00%
Canada	114	8	101	0	0.00%
Cayman Islands	110	17	189	0	0.67%
Chile	5	2	4	0	0.00%
China	91	25	89	0	0.37%
Colombia	2	1	1	0	16.67%
Comoros	0	0	0	0	0.00%
Cook Islands	6	3	6	0	0.00%
Croatia	14	5	16	0	0.00%
Curacao	20	3	17	0	0.00%
Cyprus	260	72	249	7	1.79%
Denmark	93	16	94	0	0.69%
Dominica	1	0	1	0	0.00%
Ecuador	0	0	0	0	0.00%
Egypt	3	2	2	1	16.67%
Faroe Islands	1	0	3	0	0.00%
Finland	4	2	2	0	0.00%
France	24	5	25	1	1.32%
Germany	90	22	90	2	1.93%
Gibraltar	37	8	46	0	0.00%
Greece	260	58	293	2	0.69%
Honduras	2	0	1	1	19.05%

On the following pages please find the Flag Administration Safety Compliance Performance Statistics.

¹ If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration is not listed.

Flag Administration Safety Compliance Performance Statistics (cont.)

Flag ⁽¹⁾	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2012-2014 Detention Ratio
Hong Kong	601	134	697	3	0.61%
India	16	5	19	1	1.89%
Indonesia	0	0	0	0	0.00%
Ireland	4	2	2	0	8.33%
Isle Of Man	137	32	133	1	1.22%
Israel	5	1	6	0	0.00%
Italy	100	36	102	1	1.27%
Jamaica	8	2	7	0	0.00%
Japan	60	17	84	0	0.00%
Kiribati	4	2	7	0	0.00%
Kuwait	0	0	0	0	0.00%
Lebanon	2	2	3	0	0.00%
Liberia	1041	279	1108	12	1.01%
Libya	2	0	2	0	0.00%
Lithuania	7	5	5	0	5.71%
Luxembourg	12	5	12	0	0.00%
Malaysia	8	0	13	0	0.00%
Malta	428	113	434	5	1.59%
Marshall Islands	932	223	976	6	0.65%
Mexico	10	4	13	0	4.26%
Montenegro	1	0	1	0	0.00%
Netherlands	208	61	195	2	0.91%
New Zealand	1	0	2	0	0.00%
Nigeria	1	0	1	0	0.00%
Norway	209	50	212	2	0.72%
Pakistan	1	0	1	0	0.00%
Panama	2089	603	1952	51	1.87%
Peru	1	0	1	0	0.00%
Philippines	38	11	41	0	1.29%
Poland	0	0	1	0	0.00%
Portugal	39	10	27	1	1.35%
Qatar	4	1	5	1	7.69%
Republic Of Korea	30	10	34	0	0.83%

¹If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration is not listed.

Flag Administration Safety Compliance Performance Statistics (cont.)

Flag ⁽¹⁾	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2012-2014 Detention Ratio
Russian Federation	2	0	2	0	0.00%
Saint Kitts And Nevis	4	2	3	0	0.00%
Saint Vincent And The Grenadines	72	35	37	7	7.58%
Samoa	10	5	1	1	7.69%
Saudi Arabia	25	7	20	0	0.00%
Seychelles	1	0	1	0	0.00%
Singapore	622	132	597	7	1.03%
Spain	10	2	8	0	0.00%
Sri Lanka	0	0	1	0	0.00%
Sweden	13	3	17	0	0.00%
Switzerland	16	4	19	0	0.00%
Taiwan	2	2	6	1	15.38%
Tanzania	19	11	3	0	4.35%
Thailand	16	6	18	0	1.92%
Togo	5	4	1	0	0.00%
Tonga	2	1	1		0.00%
Trinidad And Tobago	0	0	0	0	0.00%
Turkey	39	6	43	1	1.49%
Tuvalu	0	0	0	0	50.00%
United Arab Emirates	0	0	0	0	0.00%
United Kingdom	85	13	114	0	0.54%
Vanuatu	57	19	58	1	1.75%
Venezuela	0	0	0	0	0.00%
Vietnam	2	1	3	0	0.00%

¹ If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration is not listed.

Recognized Organization Safety Compliance Performance

The following guidelines explain point assignment (Column III of Targeting Matrix) as they relate to detention ratios:

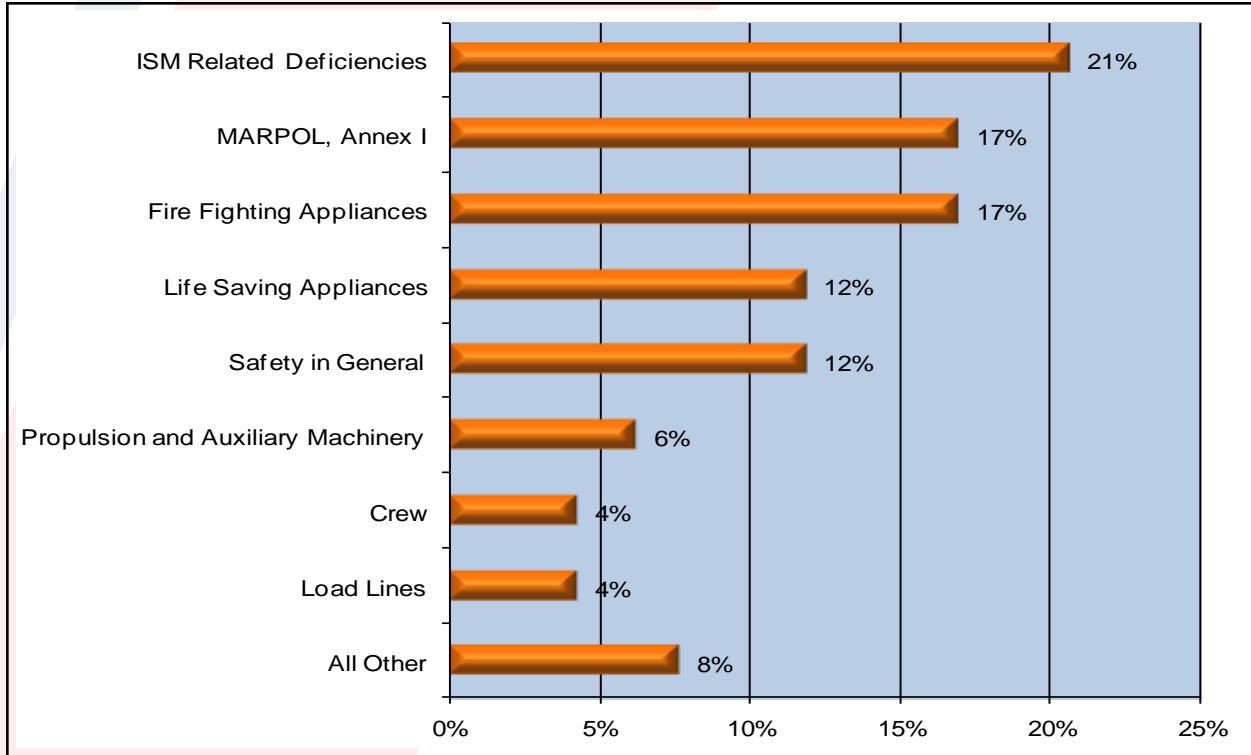
A detention ratio less than 0.5%	0 points
A detention ratio equal to 0.5% or less than 1%	3 points
A detention ratio equal to 1% or less than 2%	5 points
A detention ratio equal to or greater than 2%	Priority 1

Recognized Organization (RO)	Abbreviation	Vessel Examinations				RO-Related Detentions				Ratio
		2012	2013	2014	Total	2012	2013	2014	Total	
American Bureau of Shipping	ABS	1,816	1,833	1,603	5,252	-	-	-	0	0.00%
Bulgarian Register of Shipping	BKR	1	-	-	1	-	-	-	0	0.00%
Bureau Veritas	BV	1,229	1,331	1,310	3,870	-	-	1	1	0.03%
China Classification Society	CCS	281	278	280	839	-	-	-	0	0.00%
China Corporation Register of Shipping	CR	2	3	6	11	-	-	-	0	0.00%
Croatian Register of Shipping	CRS	35	17	37	89	-	-	-	0	0.00%
Det Norske Veritas/Germanischer Lloyd ⁽¹⁾	DNV GL	4,274	4,048	3,622	11,944	-	-	2	2	0.02%
Dromon Bureau of Shipping	DBS	-	-	-	0	-	-	-	0	0.00%
Hellenic Register of Shipping	HRS	41	5	2	48	-	-	-	0	0.00%
Indian Register of Shipping	IRS	22	16	12	50	-	-	-	0	0.00%
International Naval Surveys Bureau	INSB	10	18	8	36	-	-	-	0	0.00%
International Register of Shipping	IROS	10	14	9	33	-	-	-	0	0.00%
Isthmus Bureau of Shipping	IBS	16	17	11	44	-	-	-	0	0.00%
Korean Register of Shipping	KRS	300	353	293	946	-	-	-	0	0.00%
Lloyd's Register	LR	2,566	2,539	2,310	7,415	-	-	-	0	0.00%
Nippon Kaiji Kyokai	NKK	2,575	2,580	2,590	7,745	-	1	-	1	0.01%
Panama Bureau of Shipping	PBS	9	7	4	20	-	-	-	0	0.00%
Panama Maritime Surveyors Bureau	PMS	2	4	5	11	-	-	-	0	0.00%
Panama Register Corporation	PRC	3	4	3	10	-	-	-	0	0.00%
Polski Rejestr Statkow	PRS	18	29	14	61	-	-	-	0	0.00%
Registro Italiano Navale	RINA	256	313	387	956	-	-	1	1	0.10%
Rinava Portuguesa	RP	2	-	12	14	-	-	-	0	0.00%
Russian Maritime Register of Shipping	RS	99	80	47	226	-	-	-	0	0.00%
Universal Shipping Bureau	USB	2	13	10	25	-	-	-	0	0.00%
VG Register of Shipping	VGRS	13	-	6	19	-	-	-	0	0.00%
Panama Maritime Documentation Service	PMDS	101	64	95	260	1	-	1	2	0.77%
Intermaritime Certification Services	IMC	35	46	47	128	-	1	1	2	1.56%
National Shipping Adjusters Inc	NASHA	-	32	20	52	-	1	-	1	19.2%
Compania Nacional de Registro y Inspecciones de Naves	CNRIN	4	3	12	19	-	1	1	2	10.53%
Horizon International Naval Survey and Inspection Bureau	HNS	15	4	4	23	1	-	-	1	4.35%
Macosnar Corporation	MC	-	-	1	1	-	-	1	1	100.00%
Panama Shipping Registrar	PSR	-	-	5	5	-	-	1	1	20.00%

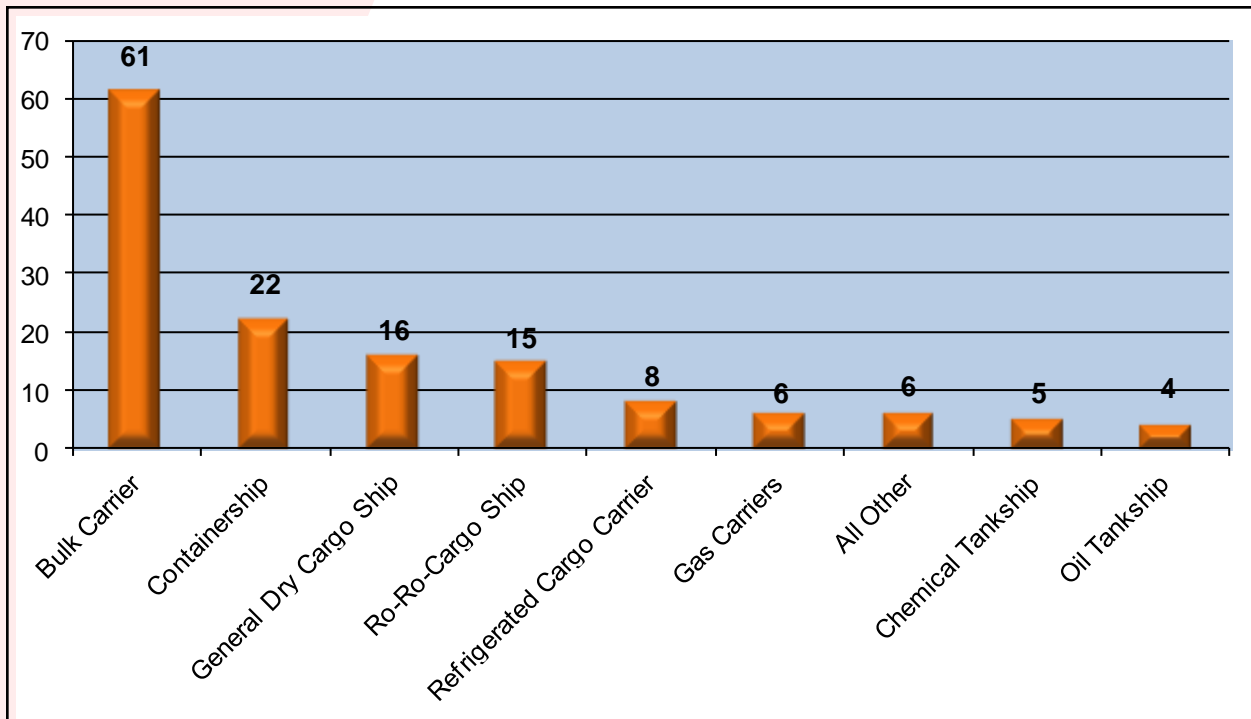
¹The statistical data for DNV and GL has now been combined under DNV GL.

Statistics Derived from USCG Port State Control Examinations

Types of Safety Deficiencies



Detentions by Ship Type



Quality Shipping for the 21st Century (QUALSHIP21)

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 given to participants. The criteria for inclusion are very strict and only a small percentage of all foreign-flagged ships that operate in the United States have earned the QUALSHIP 21 designation. The QUALSHIP 21 program ended calendar year 2014 with an enrollment of only 1,083 vessels.

The stringent eligibility criteria for entry into QUALSHIP 21 has remained primarily unchanged since the program's inception. Those criteria can be found on our website. However, based on the very small margin between QUALSHIP 21 eligibility and PSC targeting, we were considering lowering Flag Administration eligibility for QUALSHIP 21 but have decided to keep the current criteria in place.

In 2011, we made the decision to amend our Flag Administration qualification procedures to include the submittal of information relating to the International Maritime Organization's Voluntary Member State Audit Scheme (VMSAS). If an eligible Flag Administration wishes to be part of the QUALSHIP 21 Program, they must submit the Executive Summary from their VMSAS audit to the U.S. Coast Guard. If the Administration has not undergone the audit, submittal of a letter or e-mail attesting to this fact, along with a statement that the Administration has requested the audit, is sufficient. If the Administration has neither undergone or requested the VMSAS audit, they will not be eligible.

Preliminarily Qualified Flag Administrations for 2015

The Bahamas	China	Japan	Singapore
Barbados	Croatia	Liberia	Spain
Belgium	Curacao	Marshall Islands	Sweden
Bermuda	Denmark	The Netherlands	Switzerland
British Virgin Islands	Gibraltar	Norway	United Kingdom
Canada	Greece	Republic of Korea	
Cayman Islands	Hong Kong	Saudi Arabia	

In 2011, we 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 port state control examinations per calendar year for the previous three years. The list below contains Flag Administrations that have had at least three port state control safety examinations in each of the previous three years and have not been subject to any Port State Control detention in that same time period:

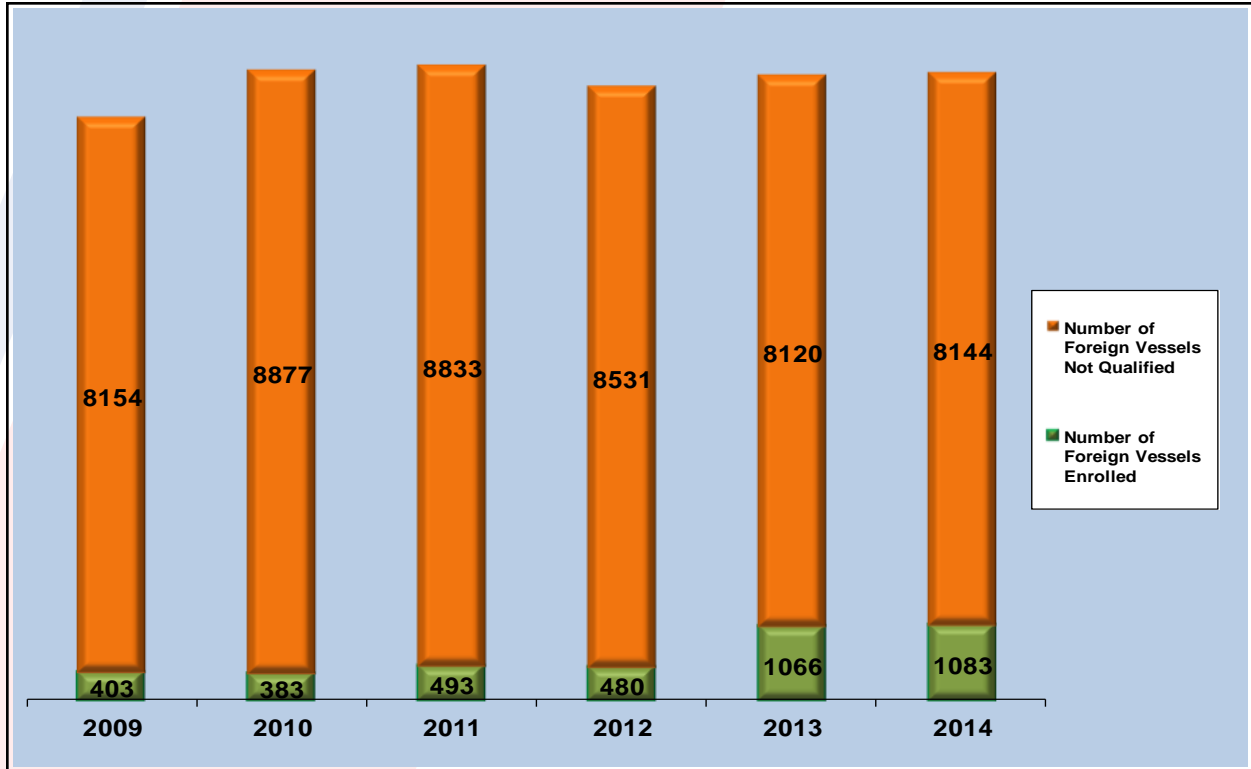
Anguilla	Finland	Kiribati
Chile	Israel	Luxembourg
Cook Islands	Jamaica	Malaysia

For more information on the QUALSHIP 21 program, including a complete listing of qualifying vessels, please consult our website at: <http://homeport.uscg.mil> and search for QUALSHIP.

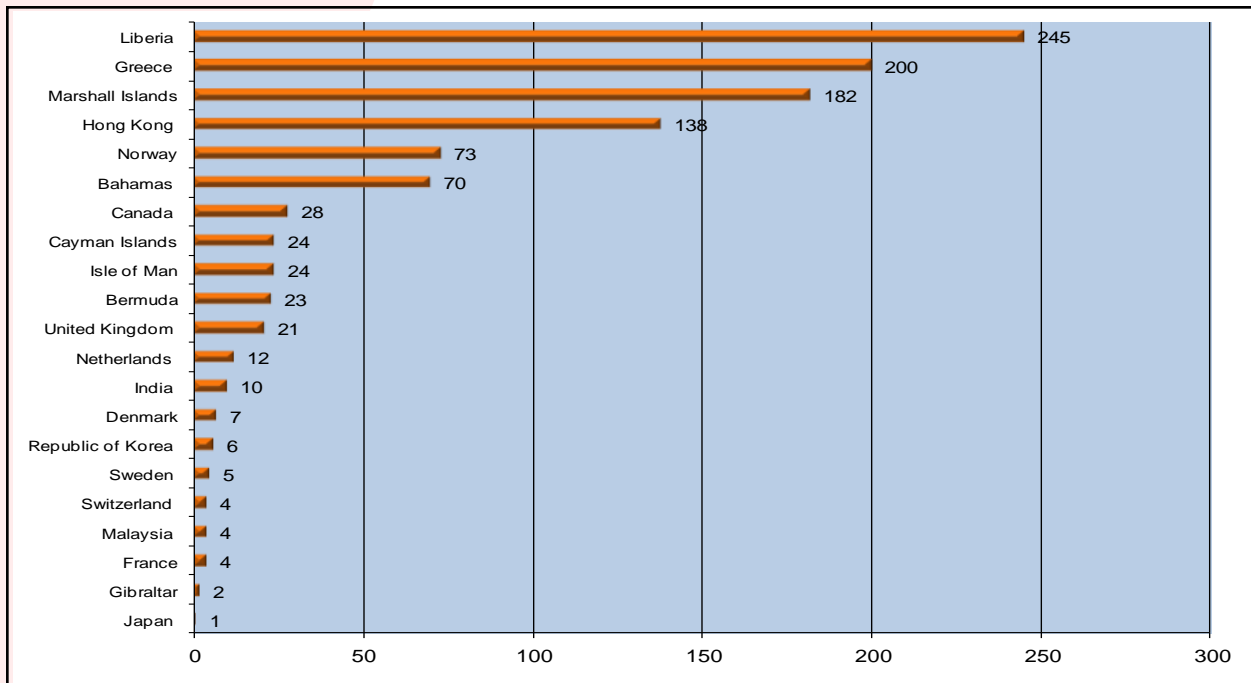
On the following page, please find tables and graphs that show yearly QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration.

Quality Shipping for the 21st Century (continued)

Yearly QUALSHIP 21 Enrollment (2009-2014)



Number of QUALSHIP 21 Vessels by Flag Administration



ISPS/MTSA Security Compliance Targeting Matrix

I	II	III	IV	V
<p>SHIP MANAGEMENT</p>	<p>FLAG STATE</p>	<p>RECOGNIZED SECURITY ORGANIZATION</p>	<p>SECURITY COMPLIANCE HISTORY</p>	<p>PORT OF CALL HISTORY ⁽⁵⁾</p>
<p>ISPS II Owner, if new owner since last ISPS exam</p>	<p>ISPS II If new flag since last ISPS exam</p>	<p>ISPS I 3 or more RSO related major control actions in the past twelve months</p>	<p>ISPS I Vessel with an ISPS related denial of entry/expulsion from port in past 12 months ⁽³⁾</p>	<p>CONDITIONS OF ENTRY PRIOR TO ENTERING U.S.</p>
<p>5 POINTS Owner, operator, or charterer associated with one ISPS related denial of entry or ISPS related expulsion from port in the past 12 months, or 2 or more ISPS/MTSA control actions in a twelve month period</p>	<p>7 POINTS SOLAS Vessels ⁽¹⁾ Flag State has a CAR 2 or more times the overall CAR average for all flag States</p>	<p>5 POINTS 2 RSO related major control actions in the past twelve months</p>	<p>ISPS II If matrix score does not result in ISPS I priority & no ISPS compliance exam within the past 12 months</p>	<p>For last 5 ports, list of countries and/or port facilities, as specified by Federal Register, found without effective anti-terrorism measures</p>
<p>2 POINTS Flag State has a CAR between the overall CAR average and up to 2 times overall CAR average for all flag States</p>	<p>2 POINTS SOLAS Vessels ⁽¹⁾ Flag State has a CAR between the overall CAR average and up to 2 times overall CAR average for all flag States</p>	<p>2 POINTS 1 RSO related major control action in the past twelve months</p>	<p>5 POINTS Vessel with an ISPS/MTSA related detention in the past twelve months</p>	
<p>7 POINTS Non-SOLAS Vessels ⁽¹⁾⁽²⁾ Flag State has a CAR 2 or more times the overall CAR average for all flag States</p>			<p>2 POINTS Vessel with 1 or more other ISPS/MTSA control actions in the past twelve months ⁽⁴⁾</p>	
<p>TOTAL TARGETING SCORE</p>				
<ul style="list-style-type: none"> • Vessels that score 17 points or higher are ISPS I vessels examined at sea prior to entering port. • Vessels that score between 7-16 points are ISPS II vessels are examined in port. • Vessels scoring fewer than 7 points are ISPS III vessels usually not subject to examination unless selected randomly. 				

- (1) Pertains solely to flag States with more than one major control action in a 12 month period.
- (2) Includes vessels from non-SOLAS signatory countries and non-SOLAS vessels from signatory countries.
- (3) COTP or OCMI may downgrade a vessel's priority from ISPS I to ISPS II, or ISPS II to ISPS III depending upon circumstances surrounding a denial of entry. If denial of entry is solely from failure to provide a Notice of Arrival prior to entry into the U.S., assign 2 points.
- (4) Includes vessel delays, restriction of operations, and restriction of movement related to vessel security deficiencies. Does not include routine examination of the ship or lesser administrative actions.
- (5) After July 1, 2014 the Coast Guard no longer targeted vessels for ISPS exams based on their port call history. This column will be removed in future PSC annual reports.

Flag Administration Security Compliance Performance

The Coast Guard targets Flag Administrations for additional ISPS examinations if their Control Action Ratio (CAR) scores higher than the overall average for all flags and if an Administration is associated with more than one major control action in the past three years. We calculate Major Control Action Ratios based upon three years of enforcement data (January 2012-December 2014).

At the conclusion of calendar year 2005, the targeting CAR for all Administrations was fixed at **1.50%**. Flags over the targeting CAR receive 2 points on the ISPS/MTSA targeting matrix. Flag Administrations with a CAR at or above twice the targeted level receive 7 points on the ISPS/MTSA targeting matrix.

Flag Administrations Receiving 7 points in Column II of the ISPS/MTSA Targeting Matrix

	2012-2014 Control Action Ratio
Egypt	16.67%

Flag Administrations Receiving 2 points in Column II of the ISPS/MTSA Targeting Matrix

	2012-2014 Control Action Ratio
None	N/A

Flag Administrations Removed From Last Year's Targeted List

	Number of De- tentions (2012-2014)	2012-2014 Control Action Ratio
Saint Vincent and The Grenadines	1	0.64%
Turkey	0	0.00%

Flag Administration Security Compliance Performance Statistics

Flag ⁽¹⁾	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Anguilla	0	0	1	0	0.00%
Antigua and Barbuda	276	8	295	1	0.22%
Australia	0	0	1	0	0.00%
Bahamas	561	6	546	0	0.00%
Bahrain	0	0	0	0	0.00%
Bangladesh	1	0	1	0	0.00%
Barbados	16	1	16	0	0.00%
Belgium	15	0	15	0	0.00%
Belize	6	2	7	0	0.00%
Bermuda	59	1	58	0	0.00%
Bolivia	18	5	6	0	0.00%
British Virgin Islands	3	0	2	0	0.00%
Bulgaria	1	0	1	0	0.00%
Canada	53	0	101	0	0.00%
Cayman Islands	73	0	189	0	0.00%
Chile	5	0	4	0	0.00%
China	83	3	89	0	0.00%
Colombia	1	0	1	0	0.00%
Comoros	0	0	0	0	0.00%
Cook Islands	6	0	6	0	0.00%
Croatia	12	0	16	0	0.00%
Curacao	22	0	17	0	0.00%
Cyprus	255	6	249	0	0.00%
Denmark	91	0	94	0	0.00%
Dominica	1	0	1	0	0.00%
Ecuador	0	0	0	0	0.00%
Egypt	2	1	2	1	16.67%
Faroe Islands	1	0	3	0	0.00%
Finland	4	0	2	0	0.00%
France	19	1	25	0	0.00%
Germany	85	5	90	0	0.00%
Gibraltar	39	2	46	0	0.00%
Greece	260	4	293	0	0.12%
Honduras	2	0	1	1	6.67%

¹ If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration is not listed.

Flag Administration Security Compliance Performance Statistics (cont.)

Flag ⁽¹⁾	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Hong Kong	611	16	697	1	0.11%
India	15	0	19	0	0.00%
Indonesia	0	0	0	0	0.00%
Ireland	2	0	2	0	0.00%
Isle of Man	132	1	133	0	0.26%
Israel	5	2	6	0	0.00%
Italy	90	4	102	0	0.00%
Jamaica	5	0	7	0	0.00%
Japan	38	1	84	0	0.00%
Kiribati	2	0	7	0	0.00%
Kuwait	0	0	0	0	0.00%
Lebanon	1	0	3	0	0.00%
Liberia	1,012	24	1,108	0	0.03%
Libya	2	0	2	0	0.00%
Lithuania	9	1	5	0	0.00%
Luxembourg	12	2	12	0	0.00%
Malaysia	8	0	13	0	0.00%
Malta	411	8	434	1	0.08%
Marshall Islands	936	23	976	0	0.00%
Mexico	6	0	13	0	0.00%
Montenegro	1	0	1	0	0.00%
Netherlands	188	6	195	0	0.00%
New Zealand	0	0	2	0	0.00%
Nigeria	0	0	1	0	0.00%
Norway	200	2	212	0	0.00%
Pakistan	1	0	1	0	0.00%
Panama	1871	82	1952	4	0.16%
Peru	0	0	1	0	0.00%
Philippines	34	1	41	0	0.00%
Poland	0	0	1	0	0.00%
Portugal	36	0	27	0	0.00%
Qatar	4	0	5	0	0.00%
Republic of Korea	30	1	34	0	0.88%

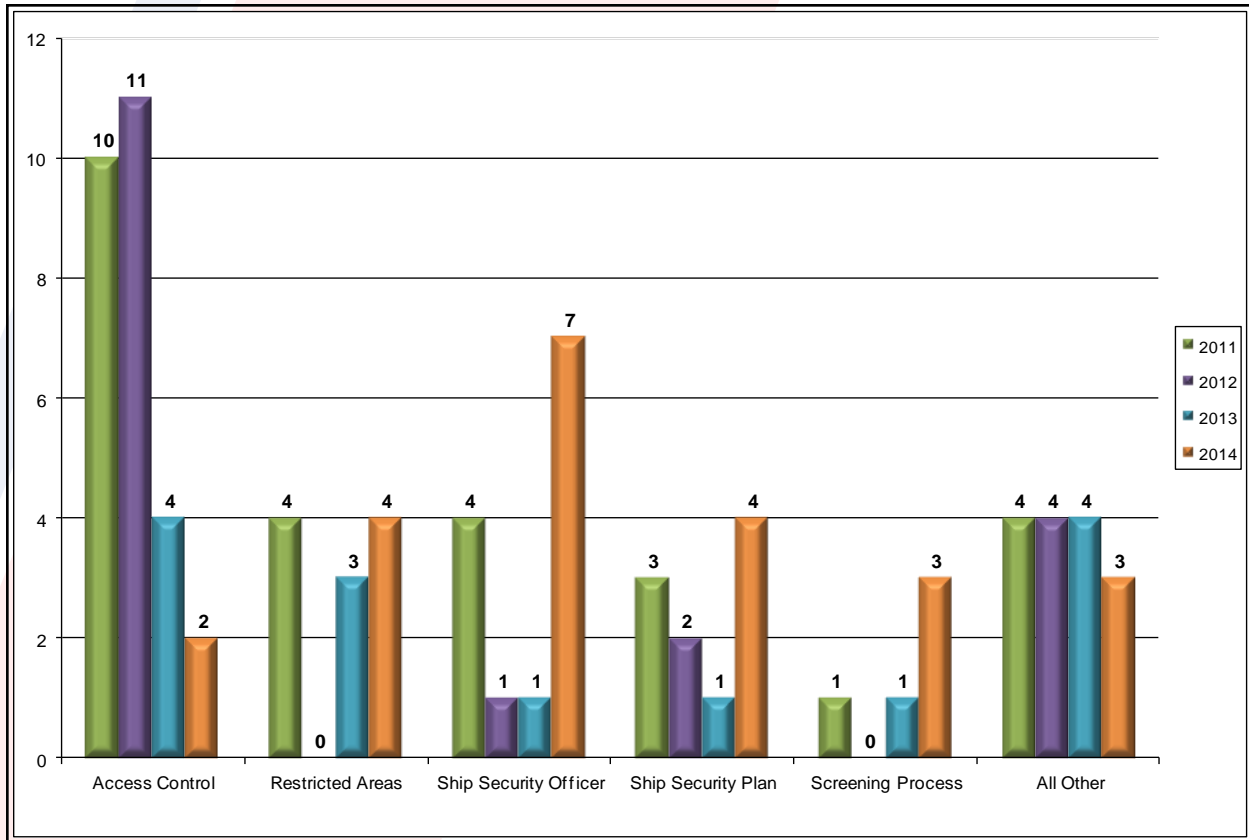
¹ If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration is not listed.

Flag Administration Security Compliance Performance Statistics (cont.)

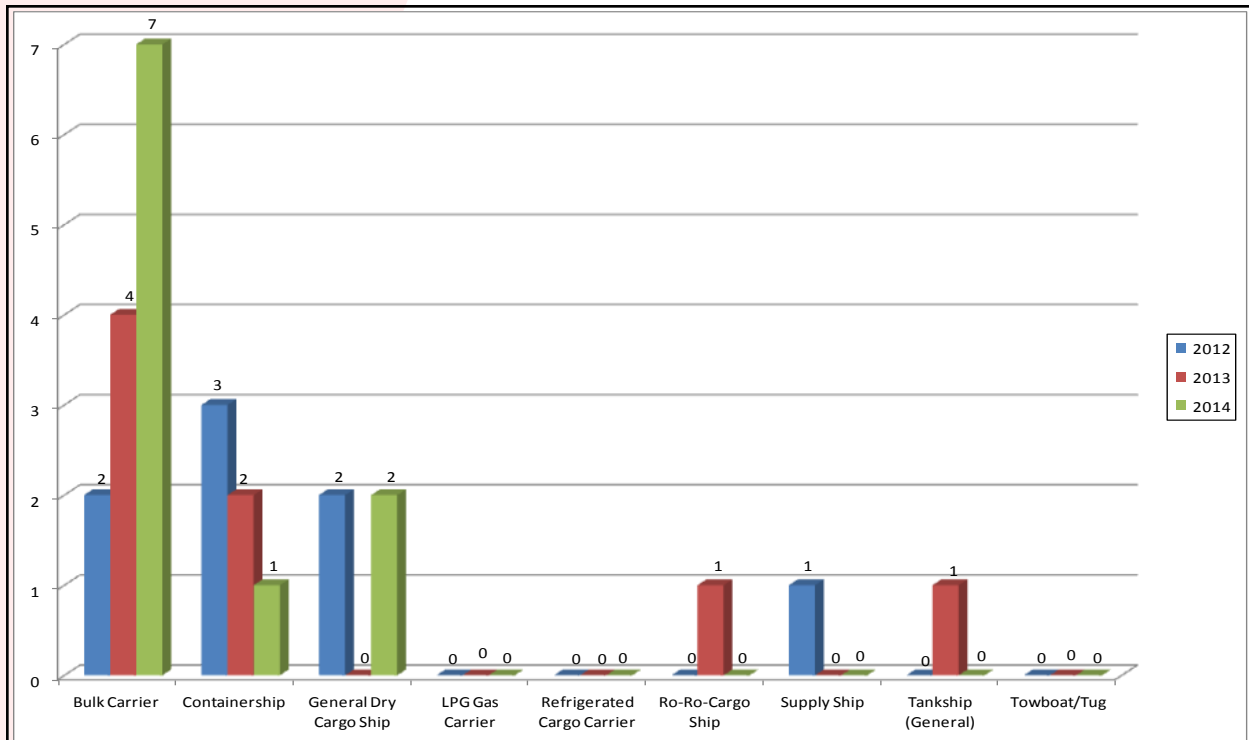
Flag ⁽¹⁾	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Russian Federation	1	0	2	0	0.00%
Saint Kitts and Nevis	1	1	3	0	0.00%
Saint Vincent and The Grenadines	51	8	37	0	0.64%
Samoa	3	0	1	0	0.00%
Saudi Arabia	20	0	20	0	0.00%
Seychelles	1	0	1	0	0.00%
Singapore	602	9	597	1	0.19%
Spain	9	0	8	0	0.00%
Sri Lanka	0	0	1	0	0.00%
Sweden	16	0	17	0	0.00%
Switzerland	17	0	19	0	0.00%
Taiwan	2	0	6	0	0.00%
Tanzania	7	2	3	0	0.00%
Thailand	13	0	18	0	0.00%
Togo	3	0	1	0	0.00%
Tonga	1	0	1	0	0.00%
Trinidad and Tobago	0	0	0	0	0.00%
Turkey	40	0	43	0	0.00%
Tuvalu	0	0	0	0	0.00%
United Arab Emirates	0	0	0	0	0.00%
United Kingdom	87	1	114	0	0.00%
Vanuatu	54	6	58	0	0.67%
Venezuela	0	0	0	0	0.00%
Vietnam	2	0	3	0	0.00%

¹ If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration is not listed.

Security Deficiencies by Category



Major Control Actions by Vessel



United States Port State Control Contact Information

Captain Kyle McAvoy

Chief, Office of Commercial Vessel Compliance (CG-CVC)

Commander Steven Keel

Chief, Foreign and Offshore Vessel Compliance Division (CG-CVC-2)

Mr. John Sedlak

Passenger Vessel Program Manager

Ms. Margaret Workman

Port State Control Administrative Manager

Mr. Eric Westervelt

QUALSHIP 21/Large Fleet Administrative Manager

Mr. Joe Marflak

Information Technologist Specialist

Lieutenant Commander Michael Lendvay

PSC and NOA Program Manager

Lieutenant Commander Tonya Lim

PSCO Training and Policy Manager
ISPS/MTSA Implementation
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Mr. Christopher Gagnon

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