



16700

From: Commandant
To: Distribution

Subj: 2000 PORT STATE CONTROL (PSC) REPORT

1. The 2000 consolidated PSC Report is enclosed. An abridged version of this report is also submitted to the IMO, via the Flag State Implementation Sub-Committee of the Maritime Safety and Marine Environmental Protection Committees.

2. Highlights of the statistics presented in this report are:

a. Number of detained ships continued to decline

The total number of vessels visiting U.S. ports rose slightly from 1999 to 2000, and the number of detained ships declined. Of the 51,871 port calls made by 7657 individual vessels from 95 different Flag States, 11,767 exams were conducted and 193 vessels were detained.

b. Overall Flag State performance improved

The three-year rolling detention ratio of detentions to individual vessels dropped from 5% to 3.6% this year, providing further evidence that the quality of vessels visiting U.S. ports is improving. There are some exceptions. Panama, which represents a growing percentage of the visiting vessels (22%), accounted for 34% of all detained vessels. Additionally, Bolivia and Cambodia joined Panama on the list of targeted Flag States this year. Because of their high detention rates, vessels registered with any of the 13 targeted Flag States will be examined by Coast Guard PSC Officers more frequently in 2001.

c. International Safety Management (ISM) Code deficiencies increased

ISM Code related deficiencies increased this year, as many Phase I vessels approached the mid-point of their verification cycles. While the ISM Code undoubtedly contributed to the overall improvement in ship quality, there were notable exceptions that indicated that the ISM Code was not taken seriously by some managing companies. The Coast Guard will begin the Phase II ISM Code education campaign on January 1, 2002, six months in advance of the required implementation date. During that time, vessels will be required to report the status of their ISM Code certification prior to arrival in a U.S. port, and Phase II vessels which are not ISM Code certified will be issued a pre-compliance letter that explains the impending deadline and our enforcement policy. On July 1, 2002, both Phase I and Phase II vessels will be denied entry into U.S. waters if they are not properly certificated.

d. Qualship 21 implemented

On January 1, 2001, Qualship 21 (Quality Shipping for the 21st Century) was implemented. Qualship 21 is an initiative to identify high quality non-U.S. flagged vessels, and then reward them with incentives. These vessels are managed by well-run companies, classed by organizations with a quality track record, have an outstanding PSC record in U.S. waters, and are registered with Flag States that have a superior PSC record. Nearly 800 ships were found eligible for the program, and 379 vessels were awarded Qualship 21 status in March 2001, the first month that incentives began. Incentives for Qualship 21 vessels include Qualship 21 Certificates, vessel names posted on the Coast Guard PSC web site, Qualship designation on EQUASIS files, and less frequent PSC exams.

e. Targeting of Charterers explored

Only 193 ships were detained last year, but we believe that there are still too many substandard ships visiting our waters. While Qualship 21 is an initiative to reward quality vessel operations, the charterer project is an initiative to focus our limited resources on potentially low quality ships. Many people involved in international shipping believe that charterers exert considerable influence on the quality of shipping, but are not being held accountable by any of the PSC regimes. Therefore, on August 18, 2000, we published a notice and request for comments to enhance our understanding of the chartering process. Because of the encouraging feedback we received, a Notice of Proposed Rulemaking was published on May 1, 2001. This rulemaking will amend our notice of arrival regulations, and vessels will be required to provide the name of their charterer before arriving in U.S. waters. Those vessels that are chartered by companies frequently associated with substandard shipping will be targeted for more PSC examinations.

J. D. SARUBBI
By direction

Encl: (1) 2000 PSC Report

Dist: All Area Offices (Am/Pm)
All District Offices (m)
All Marine Safety Offices
All Marine Inspection Offices
All Activities
Marine Safety Center
National Maritime Center
Reserve Training Center
Commandant (G-MO, G-MOA, G-MOR, G-MS, G-MW)

Copy: www.uscg.mil/hq/g-m/psc/psc.htm

2000 United States Port State Control Report

Table 1 - Vessel Detention Statistics

<u>Year</u>	<u>Vessel Detentions</u>	<u>Distinct Vessel Arrivals</u>	<u>Ratio</u>
1995	514	7846	6.55%
1996	476	7608	6.26%
1997	547	7686	7.12%
1998	373	7880	4.73%
1999	257	7617	3.37%
2000	193	7657	2.52%

* Distinct Vessel Arrivals are the number of ships (≥ 300 GT) that make at least one visit to a U.S. port in 2000. For example: A vessel that makes 12 U.S. port calls in 2000 would be counted as 1 distinct vessel arrival.

Table 2 - Examinations by Flag

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2000 Detention Ratio (%)	1998-2000 Detention Ratio (%)
Algeria	19	5	0	0.00	8.70
Antigua and Barbuda	346	170	5	2.94	3.56
Argentina	1	1	0	0.00	33.33
Australia	0	1	0	0.00	0.00
Austria	1	1	0	0.00	0.00
Bahamas	837	560	6	1.07	2.27
Bahrain	6	2	0	0.00	0.00
Barbados	34	17	0	0.00	1.85
Belgium	0	1	0	0.00	0.00
Belize	43	24	5	20.83	38.20
Bermuda	57	34	0	0.00	0.00
Bolivia	4	2	2	100.00	100.00
Brazil	13	9	0	0.00	0.00
British Virgin Islands	1	7	0	0.00	0.00
Bulgaria	20	11	1	9.09	2.56
Cambodia	9	5	3	60.00	42.86
Canada	75	99	0	0.00	0.00
Cape Verde	0	0	0	0.00	100.00
Cayman Islands	82	54	2	3.70	2.70
Chile	14	11	0	0.00	0.00
China	87	68	0	0.00	2.19
Colombia	0	1	0	0.00	0.00

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2000 Detention Ratio (%)	1998-2000 Detention Ratio (%)
Croatia	31	16	0	0.00	0.00
Cyprus	823	502	13	2.59	5.42
Czech Republic	0	2	0	0.00	0.00
Denmark	200	148	1	0.68	0.44
Dominican Republic	0	0	0	0.00	0.00
Ecuador	5	7	1	14.29	7.14
Egypt	22	17	0	0.00	4.00
Equatorial Guinea	3	4	0	0.00	20.00
Estonia	2	3	0	0.00	6.67
Finland	5	3	0	0.00	0.00
France	49	35	0	0.00	0.93
Germany	221	166	2	1.20	1.84
Gibraltar	17	11	0	0.00	0.00
Greece	461	345	5	1.45	1.62
Grenada	1	1	0	0.00	0.00
Guyana	0	0	0	0.00	0.00
Haiti	0	0	0	0.00	0.00
Honduras	61	45	6	13.33	25.51
Hong Kong	208	157	3	1.91	1.66
Hungary	2	1	0	0.00	0.00
Iceland	0	0	0	0.00	0.00
India	73	45	4	8.89	7.09
Indonesia	5	5	0	0.00	6.25
Ireland	1	1	0	0.00	0.00
Isle of Man	33	56	0	0.00	0.00
Israel	20	15	0	0.00	0.00
Italy	103	74	1	1.35	1.63
Jamaica	1	1	0	0.00	0.00
Japan	52	55	1	1.82	3.00
Kiribati	0	0	0	0.00	0.00
Kuwait	6	5	0	0.00	0.00
Latvia	11	7	1	14.29	11.11
Lebanon	4	4	0	0.00	0.00
Liberia	1367	953	8	0.84	2.03
Lithuania	23	10	1	10.00	6.06
Luxembourg	15	11	0	0.00	0.00
Malaysia	75	51	0	0.00	3.33
Malta	686	421	18	4.28	4.75
Marshall Islands	183	132	1	0.76	0.32
Mauritius	2	2	0	0.00	0.00

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2000 Detention Ratio (%)	1998-2000 Detention Ratio (%)
Mexico	7	11	0	0.00	4.88
Morocco	0	0	0	0.00	50.00
Myanmar (Burma)	16	12	0	0.00	0.00
Netherlands	221	163	0	0.00	0.64
Netherlands Antilles	65	51	1	1.96	2.22
Nigeria	0	0	0	0.00	50.00
Norway	588	358	5	1.40	1.01
Pakistan	9	4	0	0.00	27.27
Panama	2830	1659	66	3.98	5.17
Paraguay	0	2	0	0.00	0.00
Peru	4	2	0	0.00	0.00
Philippines	212	132	2	1.52	3.59
Poland	61	31	0	0.00	0.00
Portugal	17	10	0	0.00	5.71
Qatar	11	9	0	0.00	0.00
Republic of Korea	79	56	0	0.00	1.64
Romania	2	1	0	0.00	27.27
Russia	127	64	2	3.13	5.17
Saint Vincent and the Grenadines	224	117	8	6.84	8.43
Samoa	2	1	0	0.00	16.67
Saudi Arabia	10	9	0	0.00	2.94
Singapore	326	233	10	4.29	2.96
Slovakia	3	1	0	0.00	0.00
Slovenia	16	5	0	0.00	0.00
South Africa	2	1	0	0.00	0.00
Spain	5	4	0	0.00	0.00
Sri Lanka	0	0	0	0.00	0.00
Sweden	36	28	0	0.00	0.00
Switzerland	14	12	0	0.00	0.00
Taiwan	61	31	1	3.23	2.78
Thailand	24	22	1	4.55	6.33
Tonga	2	1	0	0.00	20.00
Trinidad and Tobago	0	2	0	0.00	0.00
Tunisia	0	0	0	0.00	0.00
Turkey	162	92	6	6.52	7.25
Tuvalu	0	1	0	0.00	0.00
Ukraine	23	11	0	0.00	6.00
United Arab Emirates	3	4	0	0.00	0.00
United Kingdom	99	64	0	0.00	0.00
Uruguay	0	1	0	0.00	0.00

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2000 Detention Ratio (%)	1998-2000 Detention Ratio (%)
Vanuatu	68	44	0	0.00	3.52
Venezuela	17	13	1	7.69	12.82
Vietnam	1	1	0	0.00	0.00
Yugoslavia	0	0	0	0.00	0.00
Total	11,767	7,657	193	2.52	3.55

* Detention ratios were determined by dividing detentions by distinct vessel arrivals

Table 3 - List of Targeted Flag States.

The following flag State Administrations were identified as having a detention ratio higher than the overall average and were associated with more than one detention in 2000. The detention ratios are based on data from the previous three years (1998, 1999 and 2000). The 3-year overall average for the 2001 evaluation was 3.55%, down from 5.05% in 2000.

Flag State	Detention Ratio	Flag State	Detention Ratio
Antigua & Barbuda	3.56%	Malta	4.75%
Belize	38.20%	Panama	5.17%
Bolivia*	100.00%	Philippines	3.59%
Cambodia*	42.86%	Russia	5.17%
Cyprus	5.42%	Saint Vincent and the Grenadines	8.43%
Honduras	25.51%	Turkey	7.25%
India	7.09%		

* Countries that were not on the list in 2000.

Flag States Removed From the List

The following flag States were on the 2000 Targeted Flag List but are not on the list in 2001.

Flag State	Detentions in 2000	Detention Ratio (3 yr)	Flag State	Detentions in 2000	Detention Ratio (3 yr)
Thailand	1	6.33%	Venezuela	1	12.82%
Vanuatu	0	3.52%			

Table 4 - Classification Society Performance Statistics

The following spreadsheet provides a breakdown of distinct arrivals and detentions for those classification societies with ten or more arrivals in 2000.

Company	Class Abbr	Distinct Vessel Arrivals				Class-Related Detentions				Ratio	
		1998	1999	2000	Total	1998	1999	2000	Total		
<u>Bulgarski Koraben Registrar</u>	<u>BKR</u>	17	14	10	41	0	0	0	0	0.00%	0 Points
<u>Croatian Register of Shipping</u>	<u>CRS</u>	40	29	29	98	0	0	0	0	0.00%	
<u>Indian Register of Shipping</u>	<u>IRS</u>	14	25	37	76	0	0	0	0	0.00%	
<u>Germanischer Lloyd</u>	<u>GL</u>	685	714	742	2141	2	1	0	3	0.14%	
<u>Det Norske Veritas</u>	<u>DNV</u>	1269	1239	1202	3710	5	1	0	6	0.16%	
<u>American Bureau of Shipping</u>	<u>ABS</u>	968	937	941	2846	3	0	3	6	0.21%	
<u>Bureau Veritas</u>	<u>BV</u>	622	620	618	1860	4	1	0	5	0.27%	
<u>Nippon Kaiji Kyokai</u>	<u>NKK</u>	1704	1705	1671	5080	3	9	4	16	0.31%	
<u>Lloyd's Register</u>	<u>LR</u>	1563	1439	1527	4529	6	5	5	16	0.35%	
<u>Registro Italiano Navale</u>	<u>RINA</u>	182	167	158	507	1	0	1	2	0.39%	
<u>China Classification Society</u>	<u>CCS</u>	136	124	125	385	2	2	0	4	1.04%	3 Points
<u>Korean Register of Shipping</u>	<u>KRS</u>	165	167	164	496	1	3	2	6	1.21%	
<u>China Corporation Register of Shipping</u>	<u>CR</u>	42	39	40	121	0	0	2	2	1.65%	5 Points
<u>Polski Rejestr Statkow</u>	<u>PRS</u>	94	74	56	224	2	2	0	4	1.79%	
<u>Russian Maritime Register of Shipping</u>	<u>RS</u>	241	166	180	587	4	7	4	15	2.56%	Priority 1
<u>Honduras International Naval Surveying & Inspection Bureau</u>	<u>HINSB</u>	4	12	29	45	2	0	1	3	6.67%	
<u>International Register of Shipping</u>	<u>BSS</u>	31	42	20	93	5	3	1	9	9.68%	
<u>Panama Maritime Documentation Service</u>	<u>PMDS</u>	9	11	23	43	5	0	1	6	13.95%	
<u>Panama Ship Register</u>	<u>PSR</u>	7	12	11	30	2	2	2	6	20.00%	
		Total				Total					
		22912				110				0.48%	

* Class-Related detentions are those detentions that were determined to have been related to class society activities. This determination was made by headquarters personnel, using broad guidelines described in Appendix 1.

List of Targeted Class Societies

There were nineteen classification societies with at least ten distinct arrivals in 2000. The average detention ration over the period 1998 – 2000 is 0.48%. The following points, or boarding status, are assigned to each class society:

A. The following class societies are assigned **Priority 1** status:

Hellenic Register of Shipping	HRS
Honduras Bureau of Shipping	HBS
Honduras International Naval Surveying & Insp. Bureau	HINSB
INCLAMAR	INCLAMAR
International Naval Surveys Bureau	INSB
International Register of Shipping	BSS
Isthmus Bureau of Shipping, S.A.	IBS
Panama Maritime Documentation Service	PMDS
Panama Maritime Surveyors Bureau, Inc.	PMS
Panama Shipping Register	PSR
Registrul Naval Roman	RNR
Russian Maritime Register of Shipping	RS

B. The following class societies are assigned **5 points** on the targeting matrix:

China Corporation Register of Shipping	CR
Polski Rejestr Statkow	PRS

C. The following class societies are assigned **3 points** on the targeting matrix:

China Classification Society	CCS
Korean Register of Shipping	KRS

D. The following class societies are assigned **0 points** on the targeting matrix:

American Bureau of Shipping	ABS
Bulgarski Koraben Registar	BKR
Bureau Veritas	BV
Croatian Register of Shipping	CRS
Det Norske Veritas	DNV
Germanischer Lloyd	GL
Indian Register of Shipping	IRS
Lloyd's Register	LR
Nippon Kaiji Kyokai	NKK
Panama Bureau of Shipping	PBS
Panama Register Corporation	PRC
Registro Italiano Navale	RINA
Turku Lloyd Vafki	TL

Classification Society Targeting Methodology

Classification Societies are evaluated on their performance over the previous three years.

Classification Societies with less than ten distinct arrivals in the previous year are filtered out. If they have been associated with any detentions in the previous three years, they receive Priority 1 Status. If they haven't been associated with any detentions in the previous three years, they receive zero points.

Class societies with more than ten distinct vessel arrivals are evaluated on their performance over the previous three years. Their performance is based on the ratio of class-related detentions and the number of distinct vessel arrivals. This ratio is then compared to the average detention ratio, and assigned points in the risk based vessel targeting matrix as follows:

- Below the average detention ratio = 0 points
- Between the average ratio and two times the average ratio = 1 point
- Between two and three times the average ratio = 3 points
- Between three and four times the average ratio = 5 points
- More than four times the average ratio = Priority 1

Table 5 - Deficiencies on Detained Vessels

Category	Frequency of deficiencies on detained vessels
Accident Prevention	6
Accommodation	7
Alarm Signals	1
Cargo	3
Certificates/Logbooks	15
Crew	18
Fire Fighting Appliances	104
Food and Catering	1
ISM Related Deficiencies	60
Life Saving Appliances	93
Load Lines	29
MARPOL, Annex I	32
MARPOL Related (Operational)	1
Mooring Arrangements	1
Navigation	7
Propulsion and Auxiliary Machinery	43
Radio	5
Safety In General	75
SOLAS Related Operational Deficiencies (Fire and Abandon Ship Drills)	79
Tankers	12

Table 6 - Examinations and Detentions by Port

Port	Coast Guard District	Examinations	Detentions
Anchorage, Alaska	17	158	3
Baltimore, Maryland	5	319	10
Boston, Massachusetts	1	178	0
Buffalo, New York	9	374	0
Charleston, South Carolina	7	203	1
Chicago, Illinois	9	11	0
Cleveland, Ohio	9	39	1
Corpus Christi, Texas	8	578	2
Detroit, Michigan	9	33	0
Duluth, Minnesota	9	94	0
Guam	14	129	4
Hampton Roads, Virginia	5	332	10
Honolulu, Hawaii	14	277	11
Houston, Texas	8	1,254	13
Jacksonville, Florida	7	272	2
Juneau, Alaska	17	48	0
Long Island, New York	1	141	2
Los Angeles, California	11	929	27
Miami, Florida	7	554	21
Milwaukee, Wisconsin	9	14	0
Mobile, Alabama	8	431	3
Morgan City, Louisiana	8	81	1
New Orleans, Louisiana	8	1,034	21
New York, New York	1	684	7
Philadelphia, Pennsylvania	5	553	7
Port Arthur, Texas	8	249	2
Portland, Maine	1	164	1
Portland, Oregon	13	473	8
Providence, Rhode Island	1	61	2
Puget Sound, Washington	13	377	7
San Diego, California	11	68	0
San Francisco, California	11	533	5
San Juan, Puerto Rico	7	388	9
Sault Ste Marie, Michigan	9	3	0
Savannah, Georgia	7	289	1
Tampa, Florida	7	247	10
Toledo, Ohio	9	31	0
Valdez, Alaska	17	2	1
Wilmington, North Carolina	5	162	1
Total		11,767	193

Table 7 – Regional Statistics

Coast Guard District

	1st	5th	7th	8th	9th
Ship Visits	2,881	3,533	17,586	13,320	1,146
Number of Examinations	1,228	1,366	1,953	3,627	599
Number of Detentions	12	28	44	42	1
Priority 1	2	5	5	10	0
Priority 2	7	17	36	30	1
Priority 3	1	5	3	1	0
Priority 4	2	1	0	1	0
Civil Penalties (U.S. \$)*	28,000	5,000	190,250	11,700	5,000

Coast Guard District

	11th	13th	14th	17th	Total
Ship Visits	7,786	3,960	629	1,031	51,871
Number of Examinations	1,530	850	406	208	11,767
Number of Detentions	32	15	15	4	193
Priority 1	1	1	2	1	27
Priority 2	25	11	13	2	142
Priority 3	6	3	0	0	19
Priority 4	0	0	0	1	5
Civil Penalties (U.S. \$)*	1,524,350**	2,500	15,000	1,000	1,782,800**

* Final assessed penalties of marine violation cases initiated against non-U.S. flagged vessels during calendar year 2000. These amounts are calculated as of March 31, 2001, and may change as cases are settled after that date.

** Includes a single \$1,500,000 civil penalty assessed for a pollution incident in San Francisco.

Figure 1 - Distinct Vessel Arrivals

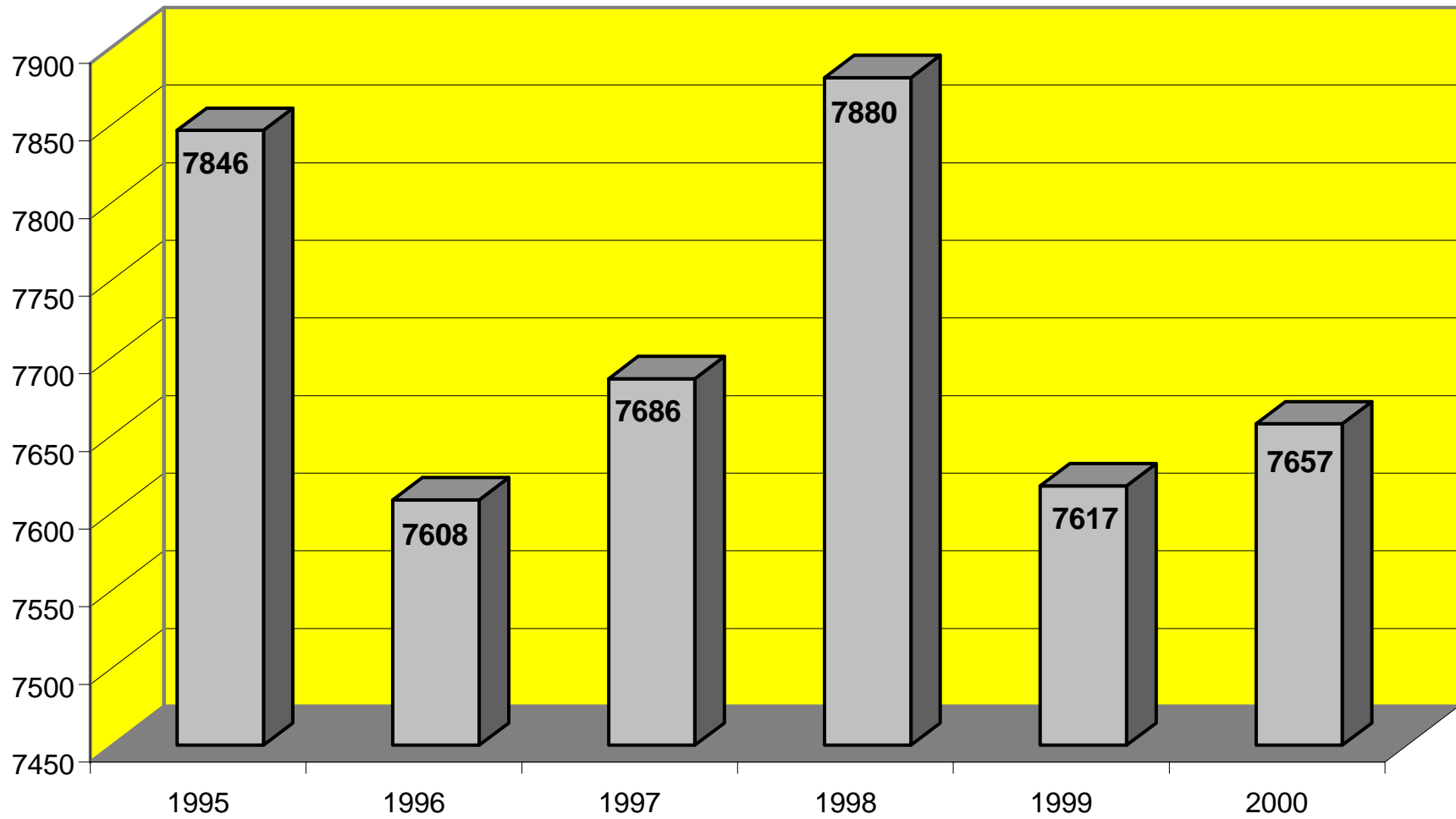


Figure 2 - Frequency of Deficiencies on Detained Vessels

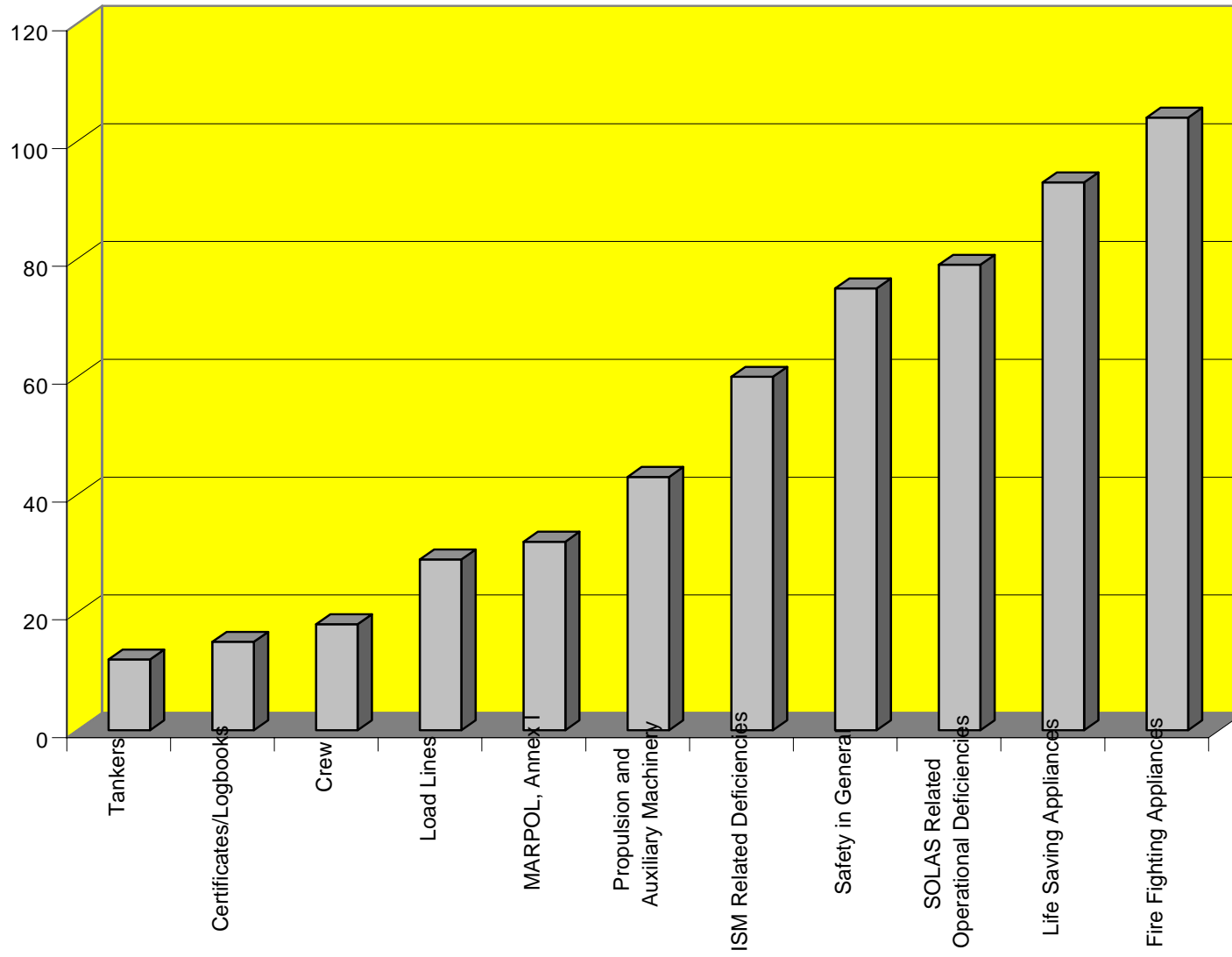


Figure 3 - Ratio of Detentions to Distinct Arrivals

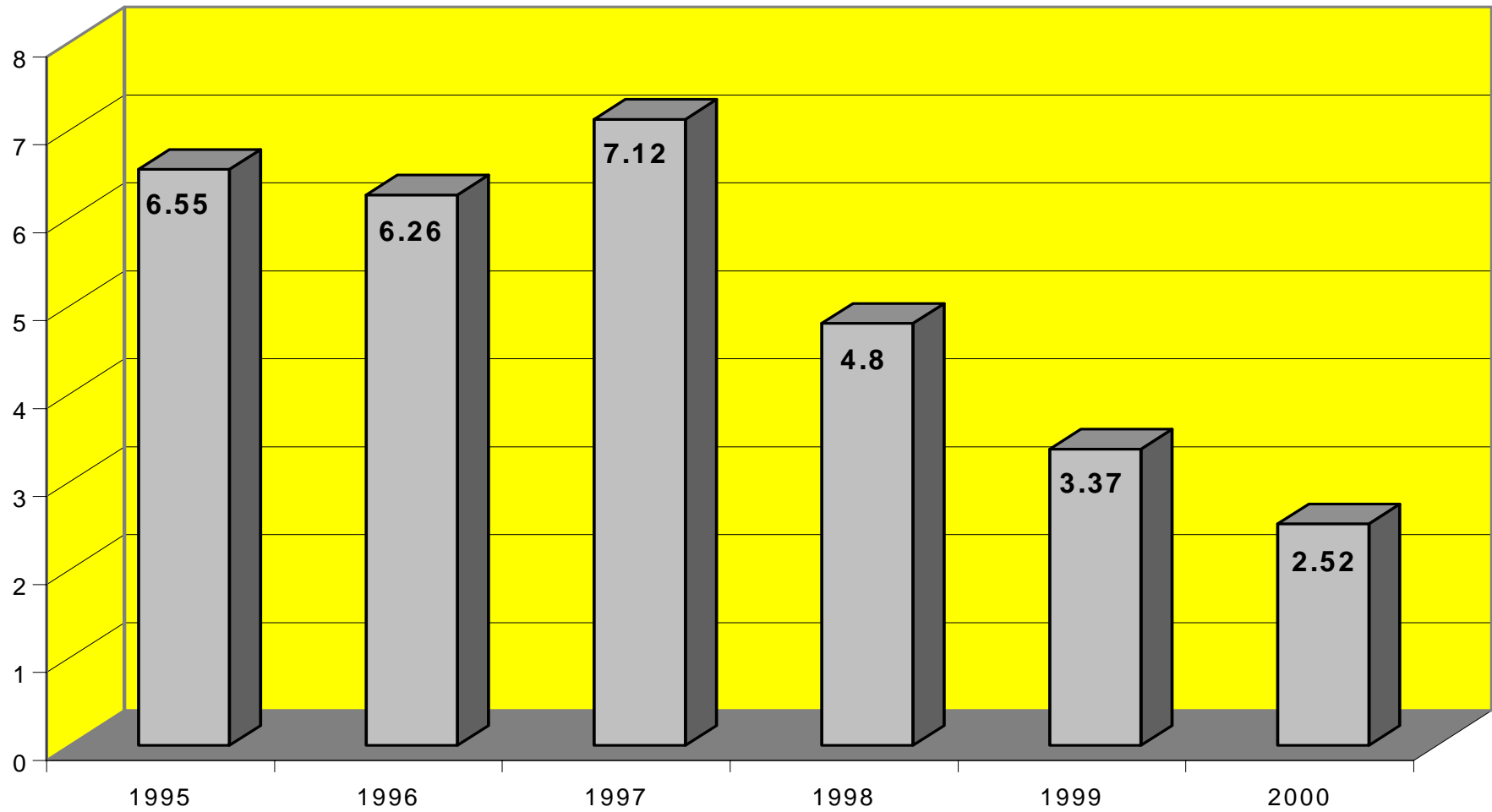
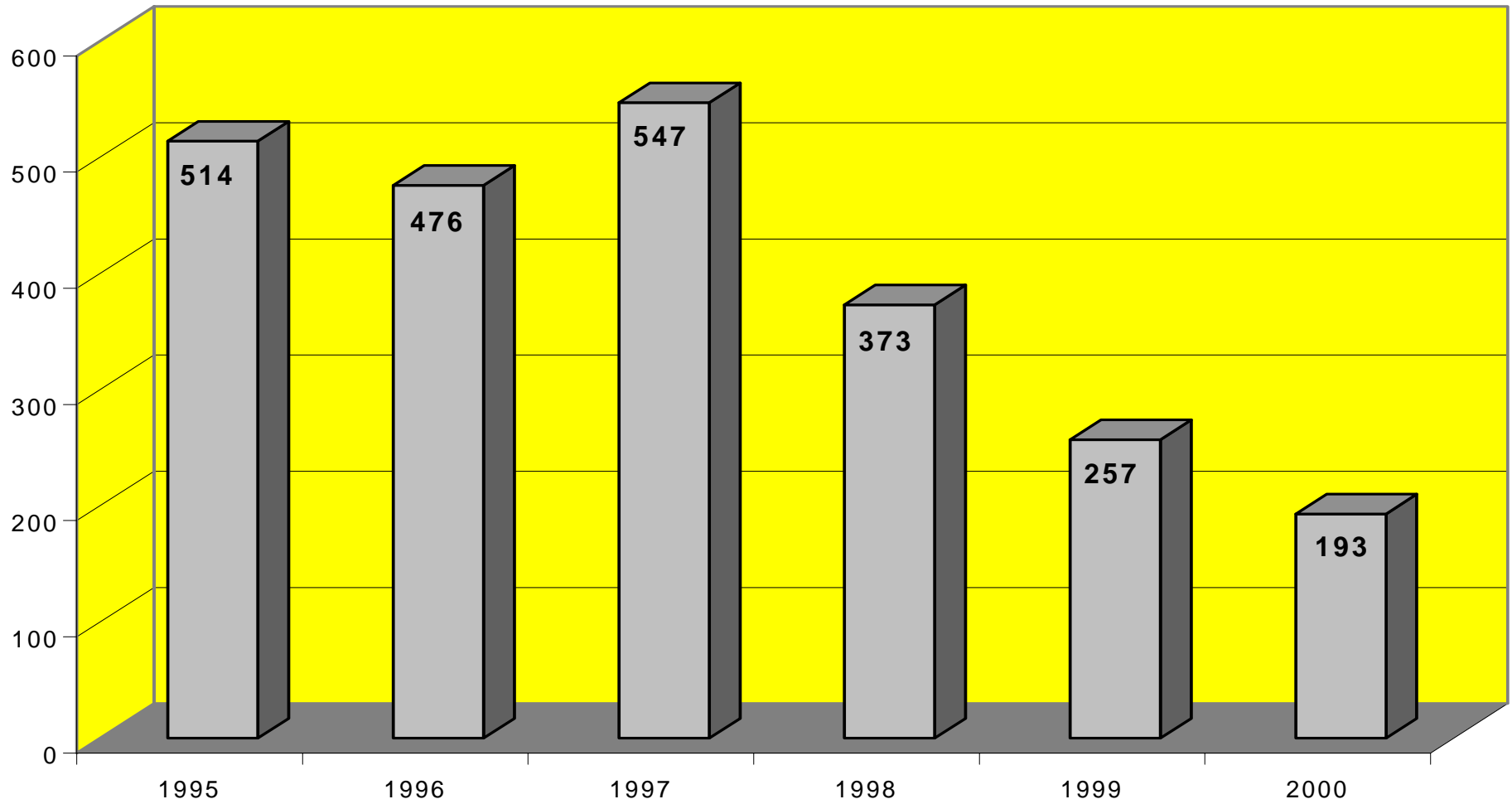


Figure 4 - Number of Ships Detained



Appendix 1 - U. S. Coast Guard Class Society Filtering Guidelines

All non-U.S. flagged vessel detention reports are sent to Coast Guard Headquarters for review and forwarding to the International Maritime Organization (IMO). During the review process, a decision is made as to whether the detention was related to statutory activities conducted by the class society on behalf of the vessel's Flag State. At the end of each calendar year, the performance of each class society is evaluated by determining their class-related detention ratio. The following guidelines are used to determine if a vessel detention is class related:

1. If the vessel was detained within 90 days of an applicable survey (or, initial, intermediate, periodic or renew verification for ISM) performed by a class society (or, recognized organization for ISM), the following detainable deficiencies or ISM Code non-conformities will be considered class-related:
 - a. Equipment deficiencies (e.g., missing or improperly maintained equipment)
 - b. Serious wastage or structural deficiencies
 - c. Lack of effective and systematic implementation of a requirement of the ISM Code
2. The following detainable deficiencies will be considered class-related regardless of the elapsed time from the last applicable survey:
 - a. Equipment that was outdated or not serviced at the time of the last class survey (e.g., expired flares, not serviced fire extinguishing systems)
 - b. Long standing, serious wastage or structural deficiencies

The following deficiencies will not be considered class-related:

1. Voyage damage, unless other class-related deficiencies are noted during the course of the damage survey
2. Missing a small quantity of highly pilferable equipment, such as fire hose nozzles or fire extinguishers
3. Expired Certificates, unless the certificates were not issued or endorsed properly
4. Manning issues
5. Failure of human factor issues, such as operational drills and tests

The class society, or recognized organization, shall be notified in writing of each class-related detention, and informed of their appeal rights. When determining elapsed time between detention and survey, the actual date of class survey shall be used instead of the date the Certificate was issued.

Appendix 2 - Boarding Priority Matrix

OWNER	FLAG	CLASS	HISTORY	SHIP TYPE
5 Points	7 Points	Priority 1	5 Points Each	1 Point
Listed Owner or Operator	Listed Flag State	<p>≥10 arrivals with detention ratio more than 4 times the average OR <10 arrivals and involved with at least one detention in the previous 3 years.</p> <p style="text-align: center;">5 Points</p> <p>≥10 arrivals with a detention ratio between 3 & 4 times the average.</p> <p style="text-align: center;">3 Points</p> <p>≥10 arrivals with a detention ratio between 2 & 3 times the average.</p> <p style="text-align: center;">1 Point</p> <p>≥10 arrivals with a detention ratio between the average and twice the average.</p> <p style="text-align: center;">0 Points</p> <p>≥10 arrivals with a detention ratio below the average OR <10 arrivals with no detentions in the previous 3 years.</p>	<p>Detention within the previous 12 months.</p> <p style="text-align: center;">1 Point Each</p> <p>Other operational control within the previous 12 months</p> <p style="text-align: center;">1 Point Each</p> <p>Casualty within the previous 12 months.</p> <p style="text-align: center;">1 Point Each</p> <p>Violation within the previous 12 months.</p> <p style="text-align: center;">1 Point Each</p> <p>Not boarded within the previous 6 months.</p>	<p>Oil or chemical Tanker</p> <p style="text-align: center;">1 Point</p> <p>Gas Carrier</p> <p style="text-align: center;">2 Points</p> <p>Bulk Freighter over 10 years old.</p> <p style="text-align: center;">1 Point</p> <p>Passenger Ship</p> <p style="text-align: center;">2 Points</p> <p>Carrying low value commodities in bulk.</p>

Priority I vessels:

- 17 or more points on the Matrix, or
- ships involved in a marine casualty that may have affected seaworthiness, or
- USCG Captain of the Port determines a vessel to be a potential hazard to the port or the environment, or
- ships whose classification society has ten or more arrivals the previous year and a detention ratio more than four times the average, or
- ships whose classification society has less than ten arrivals the previous year and have been associated with at least one detention.
- Port entry may be restricted until vessel is examined by the Coast Guard.

Priority II vessels:

- 7 to 16 points on the Matrix, or
- outstanding requirements from a previous boarding in this or another U.S. port, or the vessel is overdue for an annual tank or passenger exam.
- Cargo operations may be restricted until vessel is examined by the Coast Guard.

Priority III vessels:

- 4 to 6 points on the Matrix, or
- alleged deficiencies reported, or
- the vessel is overdue for an annual freight examination, or quarterly passenger vessel re-exam.
- No operational restrictions imposed; vessel will most likely be examined at dock.

Priority IV vessels:

- 3 or fewer points on the Matrix.
- Vessel is a low risk, and will probably not be boarded.