



DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD



FLAG STATE CONTROL IN THE UNITED STATES



2020 DOMESTIC ANNUAL REPORT

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UNITED STATES COAST GUARD

I am pleased to present to you the Coast Guard's 2020 Flag State Control Domestic Annual Report, summarizing statistics and information regarding inspections and enforcement of regulations on U.S. flagged vessels. Included in this report are deficiency and detention rates for each type of inspected domestic vessel, as well as performance metrics for Recognized Organizations that perform work on the Coast Guard's behalf.

In 2020, Coast Guard Marine Inspectors conducted 18,414 inspections on U.S. flagged vessels and identified 27,087 deficiencies. In comparison to last year, the number of vessel inspections decreased by 3,057. The average number of deficiencies identified per inspection decreased from 1.48 to 1.47.



This past year presented unprecedented challenges on a global scale. No part of daily life or segment of industry was spared from the direct impacts of COVID-19, including maritime commerce. From increased consumer demand and supply shortages to passenger reductions and crew change complications, it is more apparent than ever that the Maritime Transportation System is critical to the global economy.

The pandemic also presented challenges to the Coast Guard vessel compliance program. To meet unique social distancing requirements and delays in vessel availability, the Coast Guard employed remote inspection techniques to conduct certain inspections and audits, ensuring continued compliance with domestic and international regulations and conventions. While this approach worked well to meet short term requirements, it illustrated that there is no replacement for boots on deck. The Coast Guard will continue to explore ways to incorporate remote inspection and auditing techniques to augment the physical attendance of highly trained Coast Guard marine inspectors.

The maritime industry continues to expand its use of cyber technology to increase the efficiency and reliability of the Maritime Transportation System. However, where cyber technologies create benefits, they also introduce new vulnerabilities and risks. The interconnected nature of the Maritime Transportation System provides vectors for the exploitation, misuse, disruption, or failure of cyber systems with the potential for subsequent injury or death, harm to the marine environment, or disruption of vital trade. Vessel owners and operators should thoroughly review their cyber systems to identify potential threats and weaknesses and take actions to bolster security measures.

The Coast Guard continues to emphasize the benefits of effective safety management systems. At the deck plate level, vessel crews are the front line of these safety systems and should be the first to recognize issues and take swift corrective actions. Vessel owners should focus on creating a positive safety culture by actively supporting vessel crews and incentivizing proactive hazard identification and correction.



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The Office of Commercial Vessel Compliance (CG-CVC) reports statistics on foreign vessels trading in U.S. ports within the U.S. Port State Control Annual Report which can be found on the U.S. Coast Guard website : [CG-CVC Annual Reports](#)



Please direct all questions about this report to CG-CVC@uscg.mil

An aerial, high-angle photograph of a large ship's deck, viewed from the stern looking forward. The deck is filled with various pieces of equipment, pipes, and structural elements. The ship is moving through the water, creating a white wake. The entire image is overlaid with a semi-transparent orange filter. The word "CHAPTER" is centered above a large white number "1".

CHAPTER

1

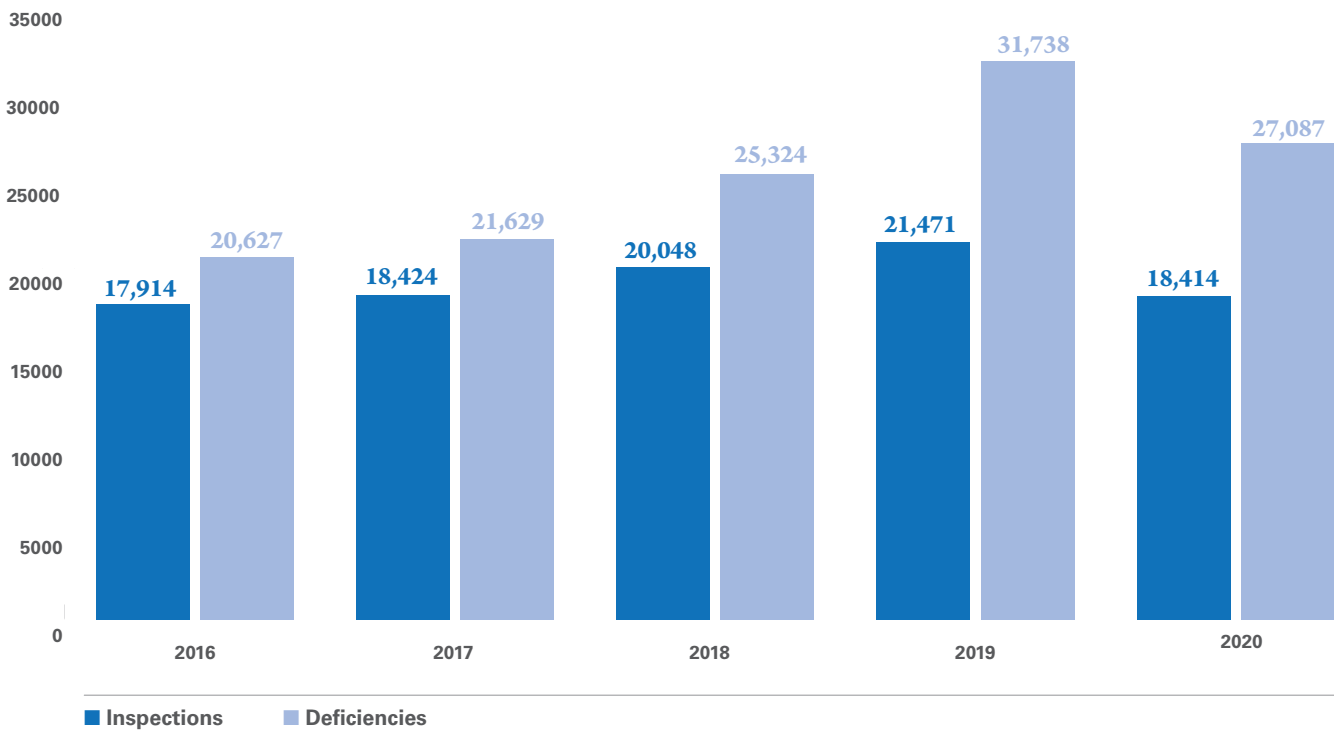
Report Overview

This report collates data from the Coast Guard's Marine Information Safety and Law Enforcement (MISLE) database regarding vessel population, inspections conducted, and deficiencies issued for the 2020 calendar year. The vessel populations used within this document are defined in the definitions appendix on page 29.

In 2020, the U.S. Flag fleet contained 19,398 vessels subject to inspection, with Coast Guard Marine Inspectors (MI) conducting 18,414 inspections.

Due to the ongoing impacts of COVID-19, the overall number of inspections on the U.S. Flag fleet decreased this year by 14%. Additionally, the number of deficiencies issued decreased by more than 14% from the 2019 calendar year report.

FIGURE 1 | Inspections/Deficiencies



Domestic Fleet

In 2020, of the 18,414 inspections conducted by MIs, 27,087 deficiencies were identified on the 19,398 active vessels in the U.S. fleet of responsibility.

Figure 2 displays the number of U.S. inspected vessels of each type in calendar year 2020.

FIGURE 2 | Vessel Types

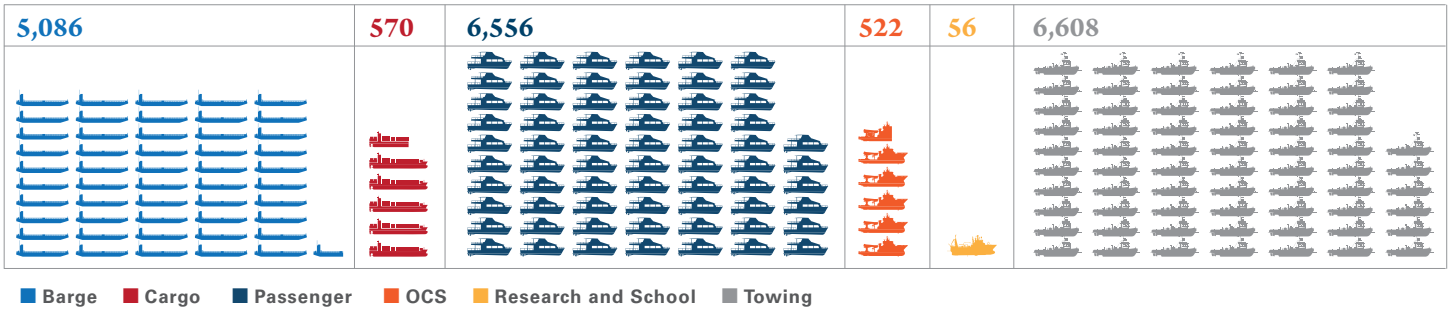


Figure 3 associates the number of inspections with the number of deficiencies for each vessel fleet.

FIGURE 3 | Inspections and Deficiencies

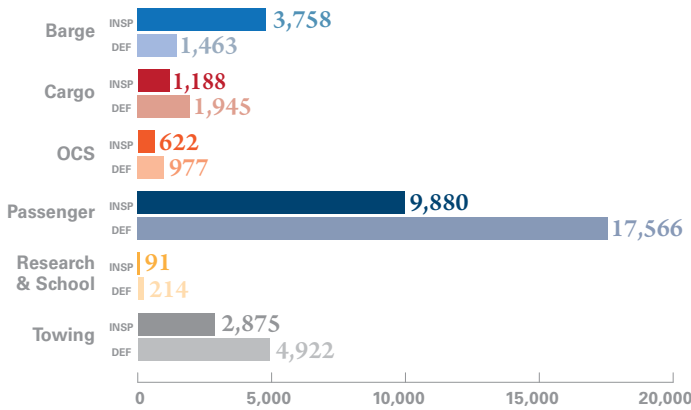


Figure 4 displays the ratio of deficiencies to the number of vessels for each fleet.

FIGURE 4 | Deficiencies/Vessel

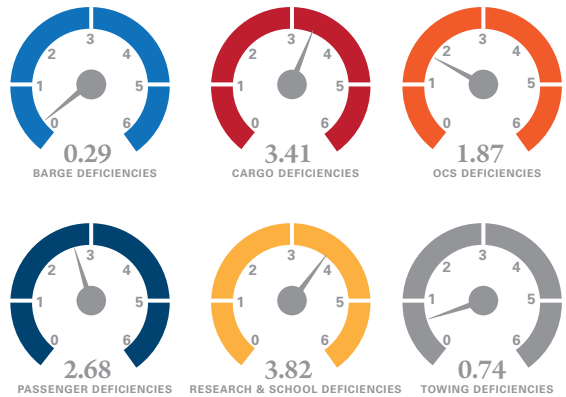


Figure 5 displays the average age of the domestic fleet and for each vessel category.

FIGURE 5 | Average Age of Vessel Fleets



Domestic Marine Inspector Workforce

Marine inspectors trace their roots back to 1838 when Congress passed laws to improve the safety of steam-propelled vessels. Today, marine inspectors still examine steam propelled vessels and riveted steel hulls.

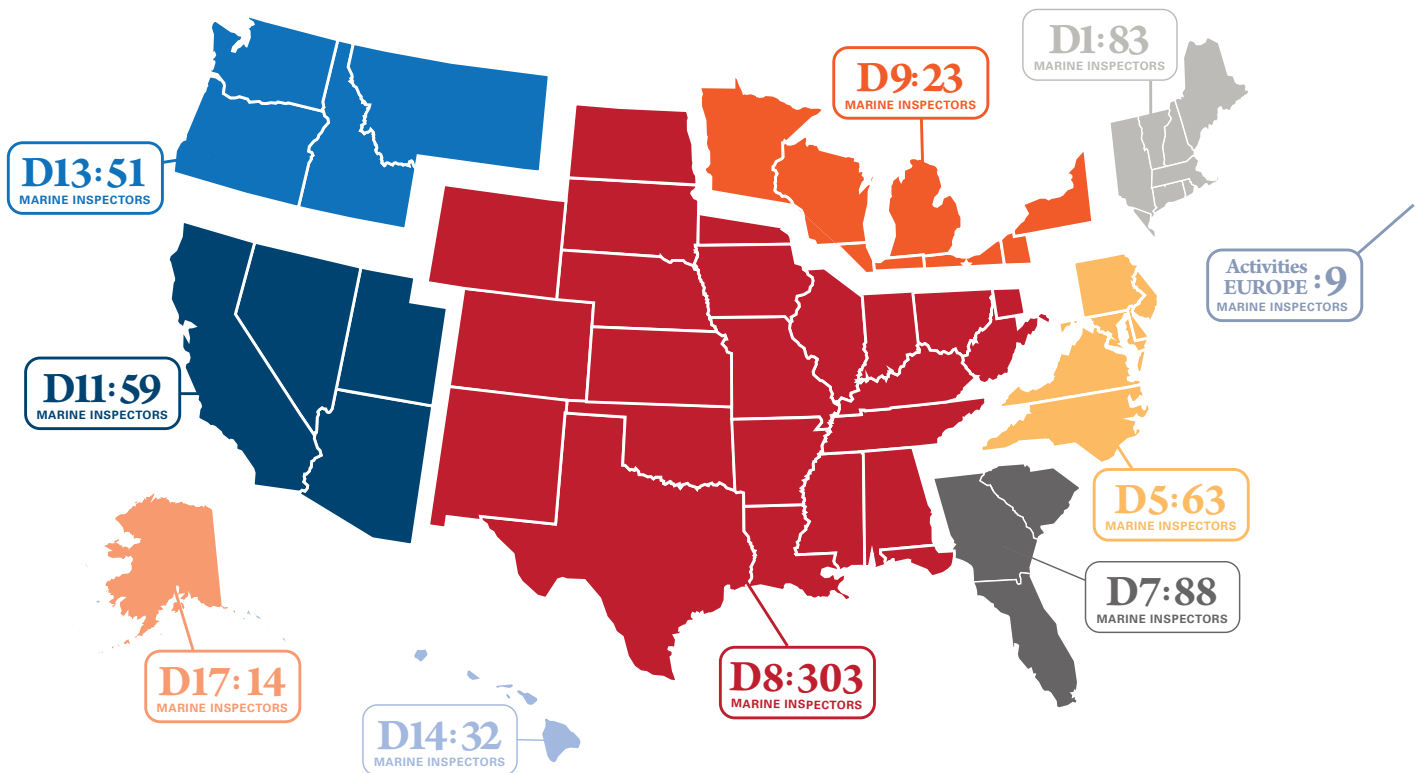
Additionally, these officers, warrant officers, enlisted, and civilian service members inspect new technology including ballast water and exhaust gas treatment systems to reduce the environmental impact of vessels, computer control systems to improve safety and efficiency, and advanced Liquefied Natural Gas (LNG), fuel cell, and battery propulsion systems.

The Coast Guard is committed to developing and maintaining a professional workforce that ensures certificated vessels, whether using old or new technology, remain safe for people, property, and the environment. All Coast Guard Marine Inspectors complete a comprehensive training program that is focused on meeting or exceeding industry and international standards.

These maritime professionals have an in-depth technical knowledge of the maritime transportation system including vessel components, policy, laws, and regulations.

Figure 6 displays the number of Marine Inspectors assigned to the field units within each Coast Guard District.

FIGURE 6



Marine Casualties

There were 1,644 reportable marine casualties reported in 2020 involving 1,956 inspected vessels.

Figure 7 displays the percentage of vessels in each fleet that were involved in reportable marine casualties.

FIGURE 7 | Percentage of Each Fleet Involved in Marine Casualties

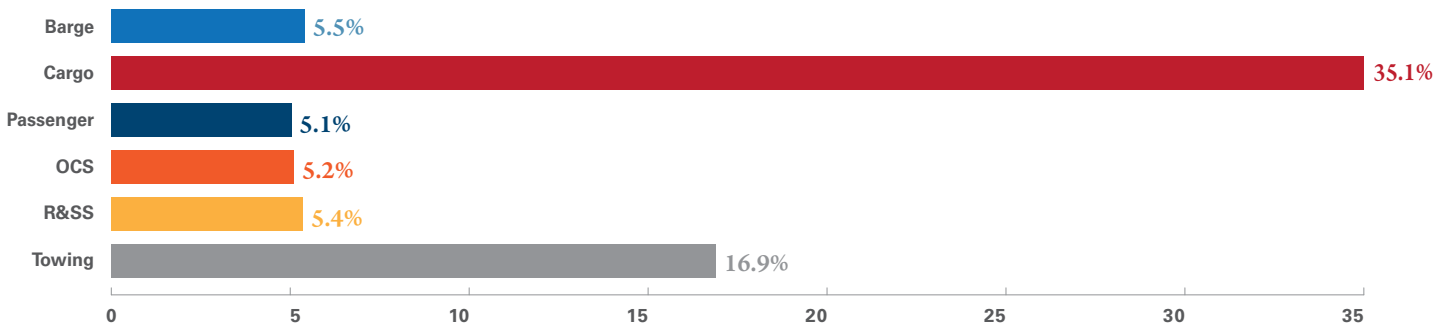


Figure 8 lists the top three reportable marine casualty types for each vessel fleet and the percentage that each represents compared to the marine casualty total for that type. For example, 52.9% of all barge reportable marine casualties were defined as collision, allision or grounding.

FIGURE 8 | Top Three Casualty Types

| BARGE | CARGO | PASSENGER | OCS | R&SS | TOWING |
|--|--|---|---|---|---|
| Collision, Allision or Grounding 52.9% | Material Failure/ Malfunction 58.1% | Material Failure/ Malfunction 38.8% | Collision, Allision or Grounding 29.4% | Loss of Electrical Power 33.3% | Collision, Allision or Grounding 42.1% |
| Material Failure/ Malfunction 19.3% | Personal Casualty (Injury or Death) 14.0% | Personnel Casualty (Injury or Death) 24.7% | Personnel Casualty (Injury or Death) 29.4% | Material Failure/ Malfunction 33.3% | Material Failure/ Malfunction 21.6% |
| Personnel Casualty (Injury or Death) 8.0% | Loss/Reduction of Vessel Propulsion Steering 13.4% | Collision, Allision or Grounding 13.4% | Loss/Reduction of Vessel Propulsion/ Steering 23.5% | Personnel Casualty (Injury or Death) 33.3% | Loss/Reduction of Vessel Propulsion/ Steering 15.7% |

Flag State Detentions

In 2020, there were 63 Flag State Detentions. Action code “30 – Ship Detained” is a control action that may be imposed on any inspected vessel type, including Small Passenger Vessels and Barges, and is selected when technical or operational-related deficiencies exist that individually or collectively indicate a serious failure, or lack of effectiveness, of the implementation of the Safety Management System (SMS). For vessels that do not have an SMS, “30 – Ship Detained” is assigned when objective evidence indicates that a serious substandard condition is not being proactively managed by the company, vessel owner, and/ or operator. Flag State detentions decreased from 111 (2019) to 63 (2020), a decrease of 43%.

Figure 9 displays the total Number of Flag State Detentions in 2020 broken down by fleet.

FIGURE 9 | Flag State Detentions by Vessel Type

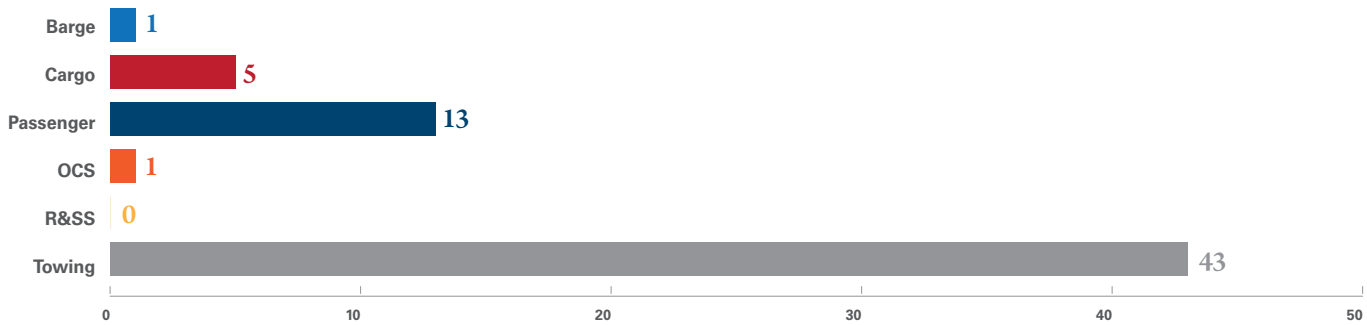


Figure 10 displays the percentage of Flag State Detentions in 2020 broken down by fleet. Figure 11 displays the percentage of each vessel fleet that received a Flag State Detention in 2020.

FIGURE 10 | Flag State Detentions by Vessel Type

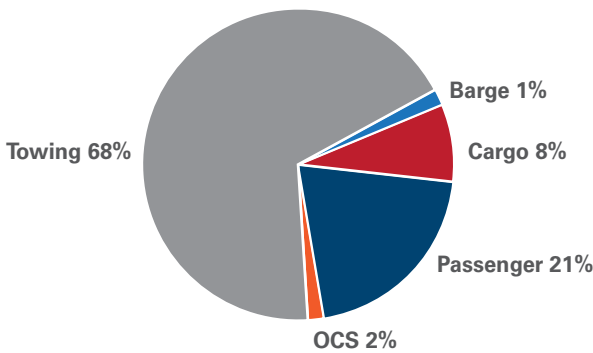
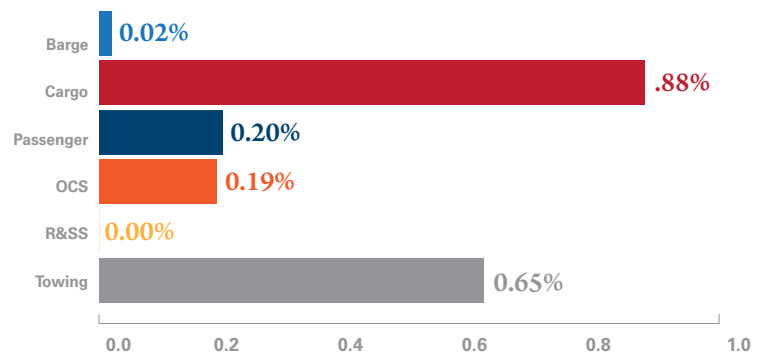


FIGURE 11 | Percentage of Vessel Fleet Receiving Flag State Detention



TOP 5 DETENTION DEFICIENCIES

- 1** Fire Safety
- 2** Structural Conditions
- 3** Propulsion and Auxiliary Machinery
- 4** Working and Living Conditions
- 5** Emergency Systems

Recognized Organization (RO) and Third Party Organization (TPO) Performance Metrics

There are currently seven Recognized Organizations (ROs) that have been delegated authority to issue international certificates on behalf of the United States. Of the seven ROs, ABS, DNV, LR and Class NK are also authorized to participate in the Alternate Compliance Program (ACP) and the Maritime Security Program (MSP). Class Indian Register of Shipping received authorization in September of 2020 as a delegated authority to issue international certificates on behalf of the United States.

Status of Classification Society Recognition, ACP Participation, and Authorizations Delegated by the U.S. Coast Guard can be found here: <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Commercial-Vessel-Compliance/Flag-State-Control-Division/AltComp/>

There are currently eight companies that may serve as TPOs under 46 CFR 139 Subchapter M: Towing Vessels. Furthermore, seven of the ROs may perform functions of a TPO under 46 CFR 139.110. Indian Register of Shipping was approved as a TPO in 2020.



| RECOGNIZED ORGANIZATIONS | THIRD PARTY ORGANIZATIONS (TPO): 46 CFR 139 SUBCHAPTER M |
|-----------------------------------|--|
| ABS | American Global Maritime |
| DNV | Engineering Design & Testing (EDT) |
| Lloyd's Register (LR) | Inland Towing Operators Working Together (ITOW) |
| Nippon Kaiji Kyokai (Class NK) | Meridian Global Consulting |
| Bureau Veritas (BV) | Quality Maritime Training |
| RINA S.p.A (RINA) | Sabine Surveyors |
| Indian Register of Shipping (IRS) | Tompkins Consulting |
| | Towing Vessel Inspection Bureau |
| | WaveCrest Offshore Solutions |

The list of CG approved TPOs can be found here: <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Traveling-Inspector-Staff-CG-5P-TI/Towing-Vessel-National-Center-of-Expertise/SubMTPOs/Coast-Guard-Approved-TPOs/>

Flag State Control (CVC4) Actions

Quality Cases involve Third Party Organizations (e.g. ROs, TPOs, etc.) that are entrusted by, and held accountable through agreements with the Coast Guard to perform certain functions such as marine inspections or audits on behalf of the Coast Guard. A Quality Case is issued to a Third Party Organization when the Coast Guard obtains objective evidence that suggests a possible lapse in a Third Party Organization's delegated functions. In 2020, there were six Quality Cases issued, five were adjudicated and one was dismissed.

In 2020 Flag State Control Officers attended 25 Document of Compliance (DOC) audits. The Coast Guard revoked two DOCs based on RO or TPO recommendations in 2020.

The Coast Guard continues to capture and evaluate the following data which will assist in evaluating the performance of owners, operators, ROs and TPOs:

- Deficiencies that individually or collectively indicate a failure, or lack of effectiveness, of the implementation of the vessel's Safety Management System (SMS-related deficiencies).
- Flag State detentions related to any SMS-related deficiencies.
- Vessel or Company audits that are associated with SMS-related deficiencies.
- Deficiencies that constitute objective evidence of a potential failure of the RO's Quality Management System (QMS) in performing a delegated function.
- Quality Cases - In situations where it is determined by the Coast Guard that the RO failed to adequately perform delegated functions, the Coast Guard and RO will look at the cause of the failure and document the problem and any corrective action.

Key Performance Indicators (KPI)

The Coast Guard receives performance data from each RO detailing the number of surveys and audits conducted along with associated findings. With only two-year's of data, it is too early to gain any statistical trends. A subset of the 2020 KPI data is reported below.

Figure 12 displays ROs attended 4,377 U.S. vessels to conduct statutory surveys in 2020 and issued 3,368 findings. Figure 13 displays a rate of 0.8 statutory findings per vessel attendance.

FIGURE 12 | Number of Vessels Survey Reported by RO

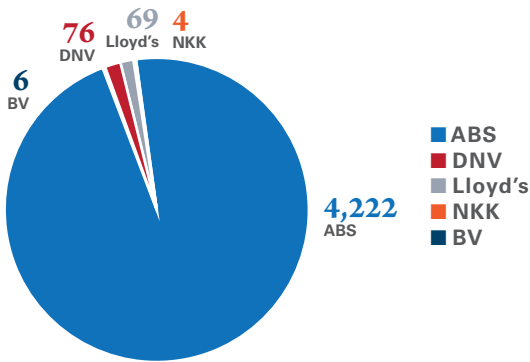


FIGURE 13 | Findings per Vessel Survey



Figure 14 displays ROs attended 965 U.S. vessels to conduct Safety Management Certificate (SMC) related audits on behalf of the Coast Guard and issued 522 findings. Figure 15 displays a rate of 0.5 findings per SMC Audit.

FIGURE 14 | Number of SMC Audits Reported by RO

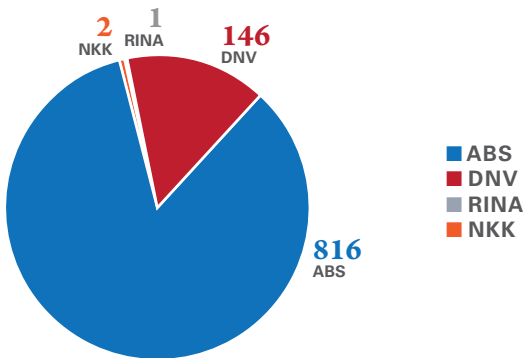


FIGURE 15 | Findings per SMC Audit

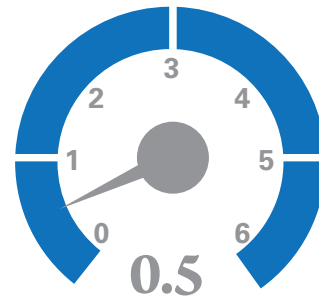


Figure 16 displays ROs attended 185 ship management companies to conduct DOC audits on behalf of the Coast Guard and issued 532 findings. Figure 17 displays a rate of 2.9 findings per DOC audit.

FIGURE 16 | Number of DOC Audits Reported by RO

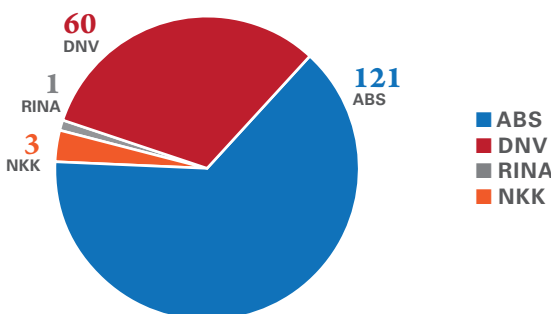
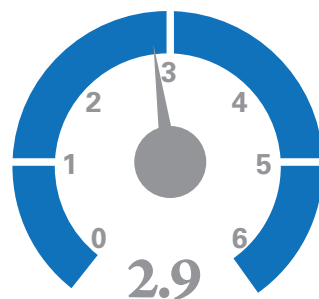


FIGURE 17 | Findings per DOC Audit



When assessing U.S. Flag and RO performance, the Flag State Control Division (CG-CVC-4) also considers the data and information on U.S. flagged ships collected by the Paris and Tokyo Memorandum of Understanding (MOU) Port State Control Regimes. The data from these sources provides additional metrics as to the performance of the U.S. fleet abroad.

The Paris MOU 2019 Annual Report released on August 6, 2020, shows U.S. flag performance moved from the “Grey List” to the “White List” which represents quality flags with a consistently low detention record.

Excerpt from the Paris MOU 2019 Performance List

| REPORT YEAR | FLAG | INSPECTIONS 2017-2020 | DETENTIONS 2017-2020 |
|-------------|------|-----------------------|----------------------|
| 2019 | U.S. | 225 | 8 |
| 2018 | U.S. | 206 | 9 |

Excerpt from the Paris MOU 2019 Inspections, Detentions, and Deficiencies Table

| REPORT YEAR | INSPECTIONS | INSPECTIONS WITH DEFICIENCIES | DEFICIENCIES | DETENTIONS | DETENTION % |
|-------------|-------------|-------------------------------|--------------|------------|-------------|
| 2019 | 84 | 41 | * | 1 | 1.2 |
| 2018 | 71 | 40 | * | 2 | 2.18 |

*Data not reported.

Per the Tokyo MOU 2018 Annual Report, U.S. flag vessels are on the “White List” which represents flags with a consistently high performance record.

Excerpt from the Tokyo MOU Annual Report (2019), Port State Inspection Data Per Flag Table

| REPORT YEAR | FLAG | INSPECTIONS 2017-2020 | DETENTIONS 2017-2020 |
|-------------|------|-----------------------|----------------------|
| 2019 | U.S. | 225 | 8 |
| 2018 | U.S. | 161 | 3 |

Excerpt from the Tokyo MOU Annual Report (2019), Port State Inspection Per Flag Table

| REPORT YEAR | INSPECTIONS | INSPECTIONS WITH DEFICIENCIES | DEFICIENCIES | DETENTIONS | DETENTION % |
|-------------|-------------|-------------------------------|--------------|------------|-------------|
| 2019 | 49 | 25 | 40 | 1 | 2.04 |
| 2018 | 64 | 31 | 92 | 2 | 3.13 |

Excerpt from the Tokyo MOU Annual Report (2019), Port State Control Inspections Per Flag Table

| FLAG | NUMBER OF INSPECTIONS | | | | NUMBER OF DETENTIONS | | | | 3-YR ROLLING AVERAGE DETENTION % |
|------|-----------------------|------|------|-------|----------------------|------|------|-------|----------------------------------|
| | 2017 | 2018 | 2019 | TOTAL | 2017 | 2018 | 2019 | TOTAL | |
| U.S. | 48 | 64 | 49 | 161 | 0 | 2 | 1 | 3 | 1.86 |

In addition to reporting the performance of U.S. flag vessels, the Paris and Tokyo MOU Port State Control Regimes detail the performance of ROs..

Excerpt of RO Data from the Paris MOU and Tokyo MOU, 2019 Annual Reports

| Recognized Organization (RO) | RO DATA FROM THE PARIS MOU 2019 ANNUAL REPORT | | RO DATA FROM THE TOKYO MOU 2019 ANNUAL REPORT | |
|-----------------------------------|--|---|--|---|
| | Number of Inspections Involving the RO 2017-2019 | Number of Detentions Associated with RO 2017-2019 | Number of Inspections Involving the RO 2017-2019 | Number of Detentions Associated with RO 2017-2019 |
| American Bureau of Shipping | 2144 | 1 | 11754 | 3 |
| Bureau Veritas | 3798 | 6 | 12000 | 11 |
| Det Norske Veritas - (DNV) | 6507 | 6 | 25444 | 12 |
| Indian Register of Shipping (IRS) | 68 | 1 | 254 | 0 |
| Lloyd's Register | 4122 | 2 | 14604 | 16 |
| Nippon Kaiji Kyokai | 2875 | 4 | 32871 | 27 |
| RINA | 1769 | 5 | 3407 | 1 |

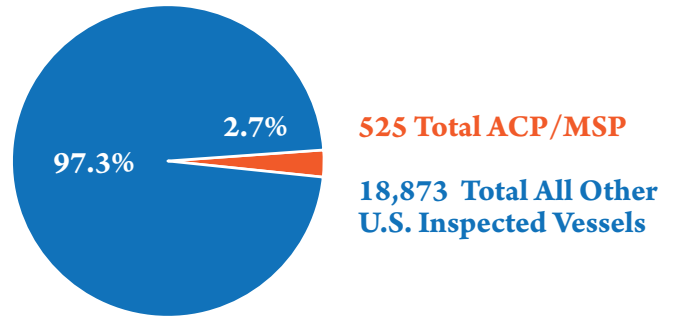
Alternate Compliance (ACP) & Maritime Security (MSP) Programs Description & Performance

The Alternate Compliance Program (ACP) is a voluntary program that promotes flexibility in vessel construction and reduces duplicative inspections and surveys. Vessels enrolled in the ACP must comply with the international conventions, classification society rules, and the U.S. Supplement. There are 450 vessels enrolled in the ACP.

The Maritime Security Program (MSP), established by the Maritime Administration (MARAD), provides a fleet of commercially viable and military useful vessels to meet national defense and other security requirements as well as to maintain a U.S. presence in international commercial shipping. There are 75 vessels certified under MSP. These ships provide on demand strategic sealift capacity to the Department of Defense. In 2020, 3 vessels were reflagged into the U.S. fleet under MSP.

Figure 18 displays the total number of ACP/MSP vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 18 | Number of Inspected ACP/MSP Vessels

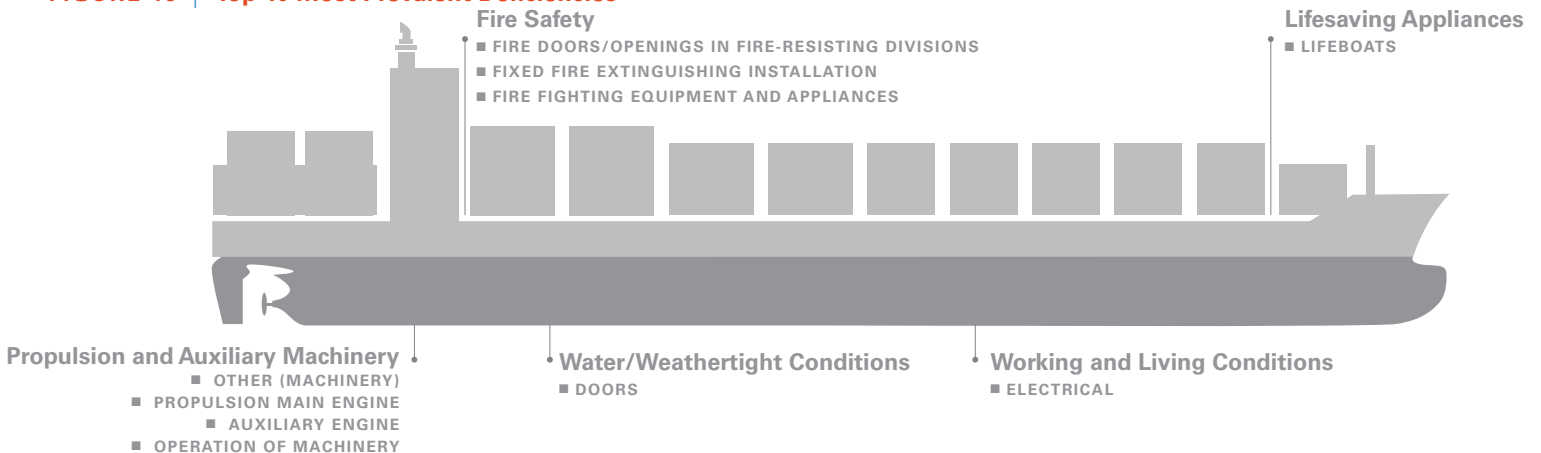


In 2020, the Coast Guard conducted 769 inspections on ACP and MSP vessels. Of these inspections, 317 inspections, involving 211 vessels resulted in the issuance of 1313 deficiencies. In addition to the deficiencies issued by Coast Guard Marine Inspectors, the ROs also document “findings” during their surveys of ACP/MSP vessels. The RO findings are reflected in the performance indicators earlier in this report.

In comparison to the overall flag state fleet totals, the ACP/ MSP fleet accounted for 4.2% of all inspections and 4.8% of all Coast Guard deficiencies. The ACP/MSP fleet received 3 Flag State detentions, which accounted for 4.8% of the detentions of U.S. flag vessels in 2020.

Figure 19 displays the top 10 most prevalent deficiencies by sub-system.

FIGURE 19 | Top 10 Most Prevalent Deficiencies





CHAPTER

2

Barge Description & Performance

Year in Review

In 2020, the barge fleet consisted of 5,086 active vessels, which represented 26.2% of the overall U.S. inspected domestic fleet. Of this total, 2,380 barges or 46.8% participate in the Streamlined Inspection Program (SIP).

Barges may be classified under three regulatory categories based on cargo.

46 CFR Part 30 (Subchapter D) Tank Vessels – Flammable and combustible products in bulk. Tank barge inspections are outlined in 46 CFR 31.

46 CFR Part 90 (Subchapter I) Cargo and Miscellaneous Vessels – Non-flammable and combustible products. Freight barge inspections are outlined in 46 CFR 91.

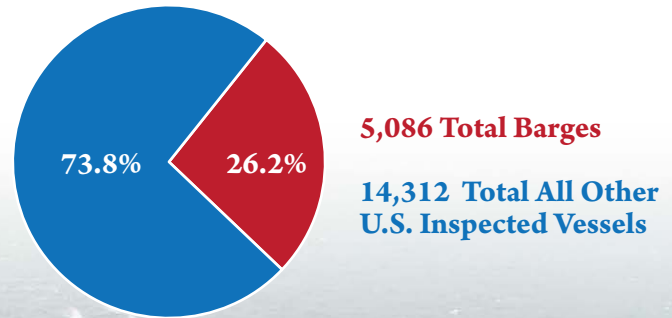
46 CFR Part 151 (Subchapter O) Hazardous Material Cargoes in Bulk – Chemical and Noxious Liquid Substances (NLS) cargoes. Inspections of barges that carry hazardous material in bulk are outlined in 46 CFR 151.04.

In 2020, 3,758 inspections were conducted on barges, during which 1,463 deficiencies were identified at a ratio of 0.29

deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, barge inspections accounted for 20.4% of all inspections and 5.4% of all deficiencies. Barges received 1 Flag State detention, which accounted for 1.6% of total detentions in 2020.

In 2020, 278 barges or 5.5% of the fleet were involved in a reportable marine casualty. The top three most prevalent types of reportable marine casualty events involving barges were: collision, allision, or grounding, material failure / malfunction, and personnel casualty (injury or death). See figure 8, page 6.

FIGURE 20 | Number of Inspected Barges



Barge Description & Performance

Figure 21 associates the number of inspections with the number of deficiencies for each barge service. The “other” category represents barges whose service is unidentified in MISLE. Passenger barges are accounted for in the passenger vessel data.

FIGURE 21 | Inspections & Deficiencies

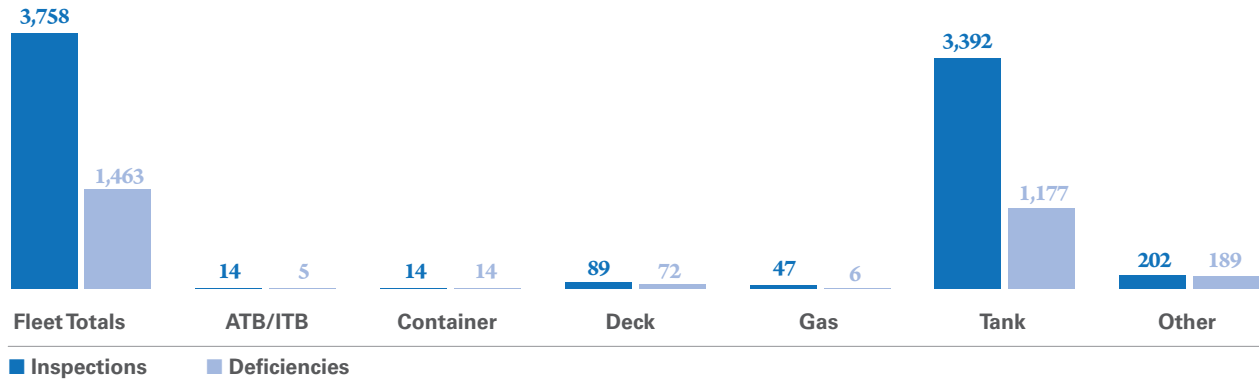


Figure 22 displays the ratio of deficiencies per vessel for each barge category.

FIGURE 22 | Deficiencies per Vessel (by category)

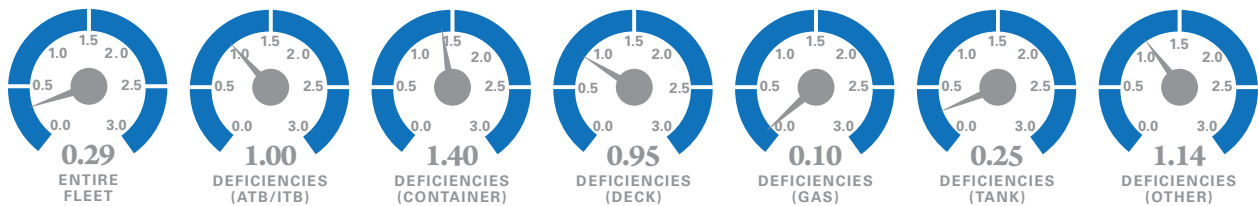
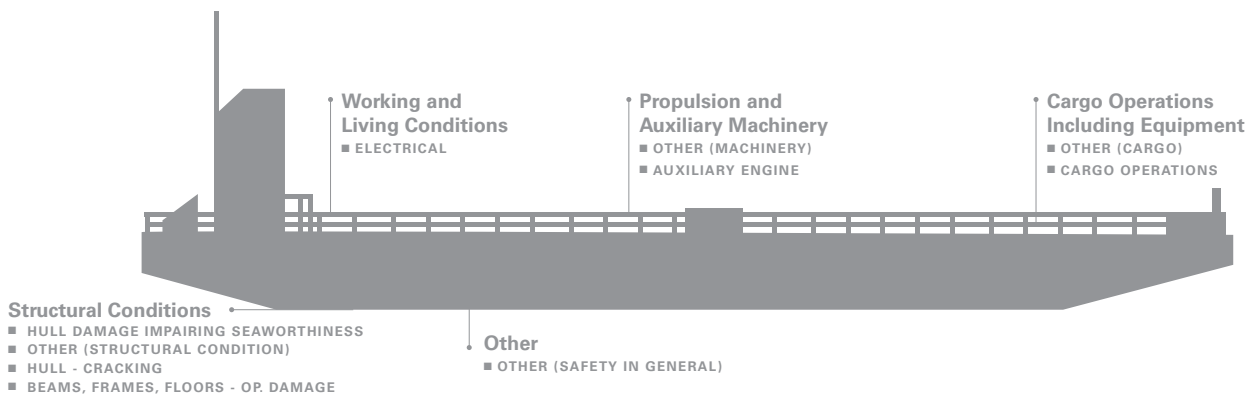


Figure 23 displays the top 10 barge inspection deficiencies.

FIGURE 23 | Top 10 Most Prevalent Deficiencies



Cargo Vessels Description & Performance

Year in Review

In 2020, the cargo vessel fleet consisted of 570 active vessels, which represented 2.9% of the overall fleet size. Of this total, 40.2% (229) are enrolled in the Alternate Compliance Program (ACP) and 13% (75) are enrolled in the Maritime Security Program (MSP).

Included in the total number of cargo vessels are ships inspected under 46 CFR Subchapters I, D, and O. Subchapter I vessels consisted primarily of industrial vessels carrying freight bulk cargoes, general dry cargo, roll-on roll-off cargo vessels, and miscellaneous vessels such as cutter head dredges and saturation dive vessels. Those inspected under Subchapter D and O are tank vessels. It is important to note that a majority of the cargo vessels are enrolled in alternative inspection programs where a Recognized Organization (RO) conducts statutory services and certification on behalf of the Coast Guard. The data in this section only represents Coast Guard inspections and issued deficiencies.

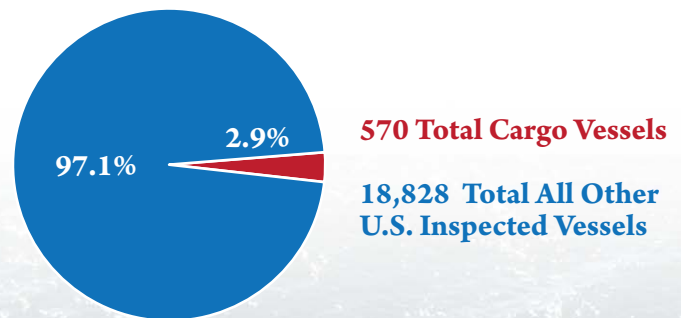
The Coast Guard conducted 1,188 inspections in 2020, during which 1,945 deficiencies were identified at a ratio of 3.4 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page.

Cargo vessel inspections accounted for 6.5% of the total inspections and 7.2% of the overall Coast Guard issued deficiencies. Cargo vessels received 5 Flag State detentions, which accounted for 7.9% of total detentions in 2020.

In 2020, 200 cargo ships, or 35.1% of the fleet, were involved in a reportable marine casualty. The top three most prevalent types of reportable marine casualty events involving cargo vessels were: material failure/malfunction, personnel casualty (injury or death), and loss/reduction of propulsion/steering. See figure 8, page 6.

Figure 24 displays the total number and percentage of cargo vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 24 | Number of Inspected Cargo Vessels



Cargo Vessels Description & Performance

Figure 25 associates the number of inspections with the number of deficiencies for each cargo vessel type. The “other” category represents public vessels and cargo vessels whose service is unidentified in MISLE.

FIGURE 25 | Inspections & Deficiencies

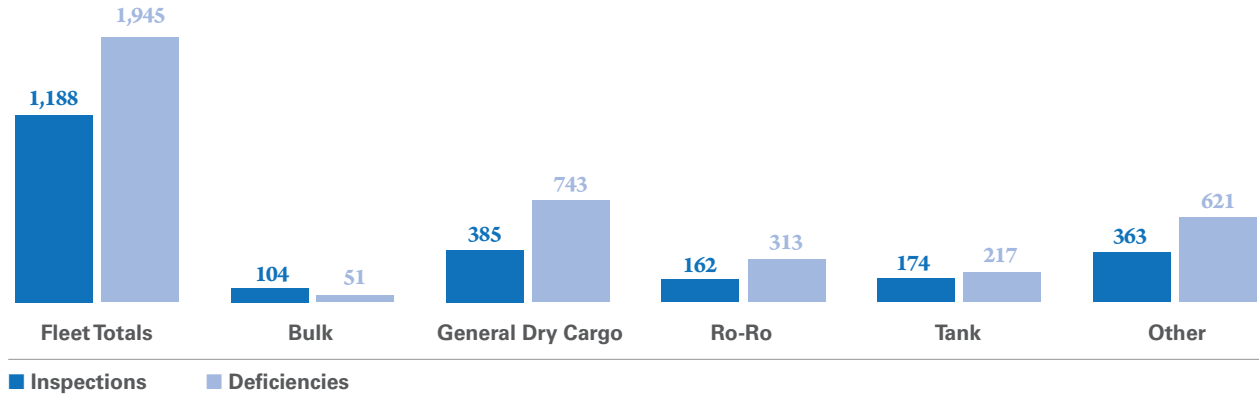


Figure 26 displays the ratio of deficiencies per vessel for each cargo category.

FIGURE 26 | Deficiencies per Vessel (by category)

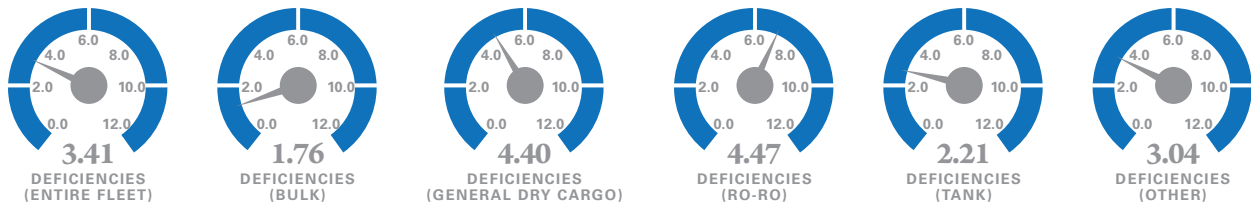
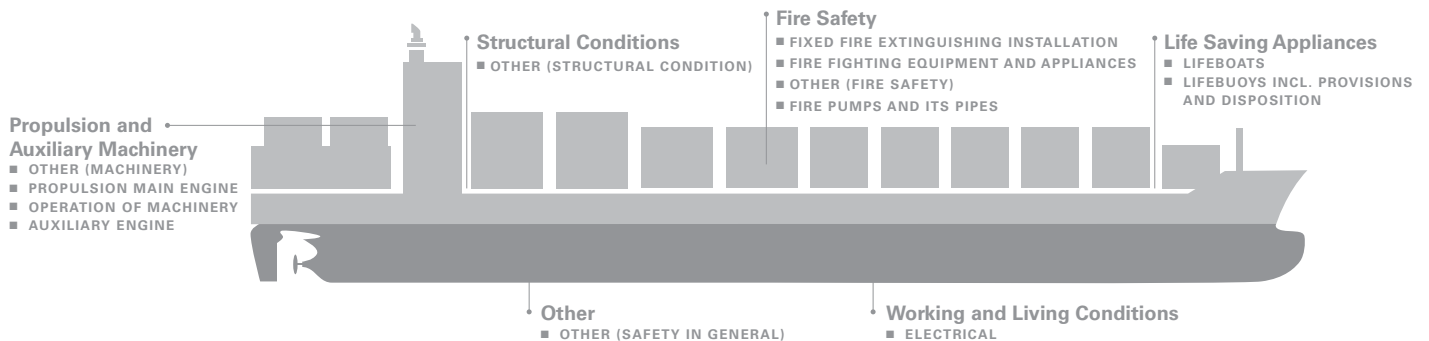


Figure 27 displays the top 10 cargo vessel inspection deficiencies.

FIGURE 27 | Top 10 Most Prevalent Deficiencies



Passenger Vessels Description & Performance

Year in Review

In 2020, the inspected passenger vessel fleet consisted of 6,556 active vessels, which represented 33.8% of the overall fleet.

Included in the total number of passenger vessels are those inspected in accordance with 46 CFR Subchapter T (small passenger vessels under 100 gross tons), H (passenger vessels), and K (small passenger vessels carrying more than 150 passengers or with overnight accommodations for more than 49 passengers). Passenger barges are included in this section.

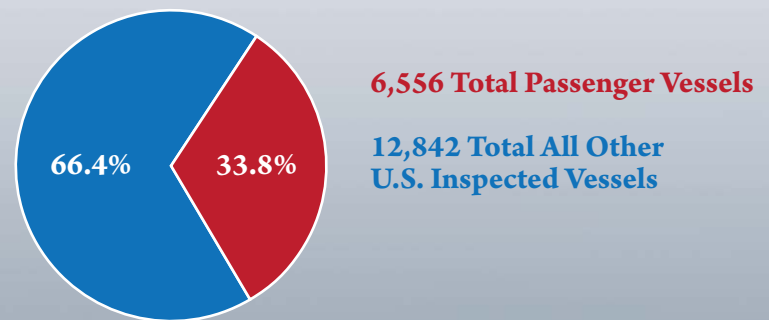
There were 9,880 passenger vessel inspections conducted in 2020, during which 17,566 deficiencies were identified at a ratio of 2.7 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, passenger vessel inspections accounted for 53.7% of the inspections and 64.9% of the deficiencies. Passenger vessels received 13 Flag State detentions, which accounted for 20.6% of total detentions in 2020.

In 2020, 331 inspected passenger vessels or 5.1% of the fleet were involved in a reportable marine casualty. The top three

reportable marine casualty events involving the inspected passenger vessel fleet were: material failure/malfunction, personnel casualty (injury or death), and collision, allision, or grounding. See figure 8, page 6.

Figure 28 displays the total number and percentage of passenger vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 28 | Number of Inspected Passenger Vessels



Passenger Vessels Description & Performance

Figure 29 associates the number of inspections with the number of deficiencies for each passenger vessel category. The “other” category represents passenger vessels whose service is unidentified in MISLE.

FIGURE 29 | Inspections & Deficiencies

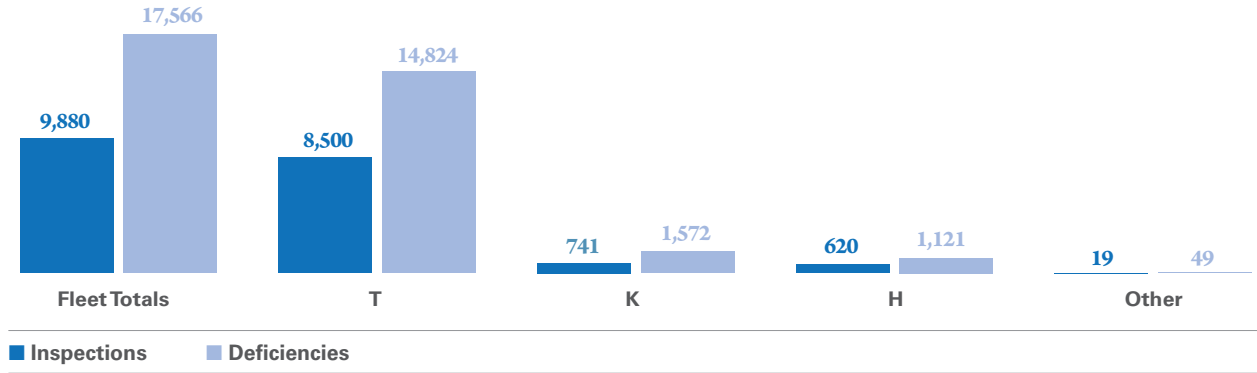


Figure 30 displays the ratio of deficiencies per vessel for each passenger vessel category.

FIGURE 30 | Deficiencies per Vessel (by category)

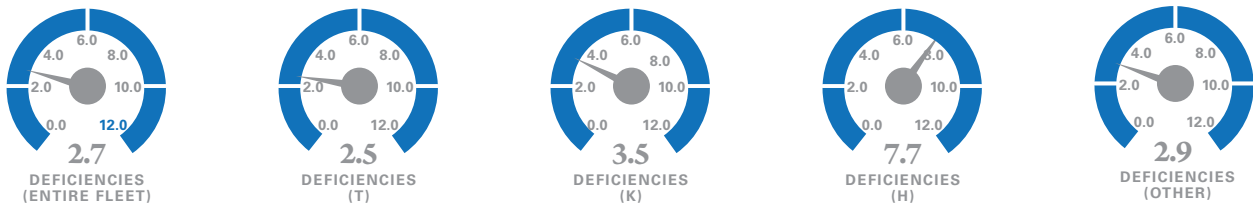
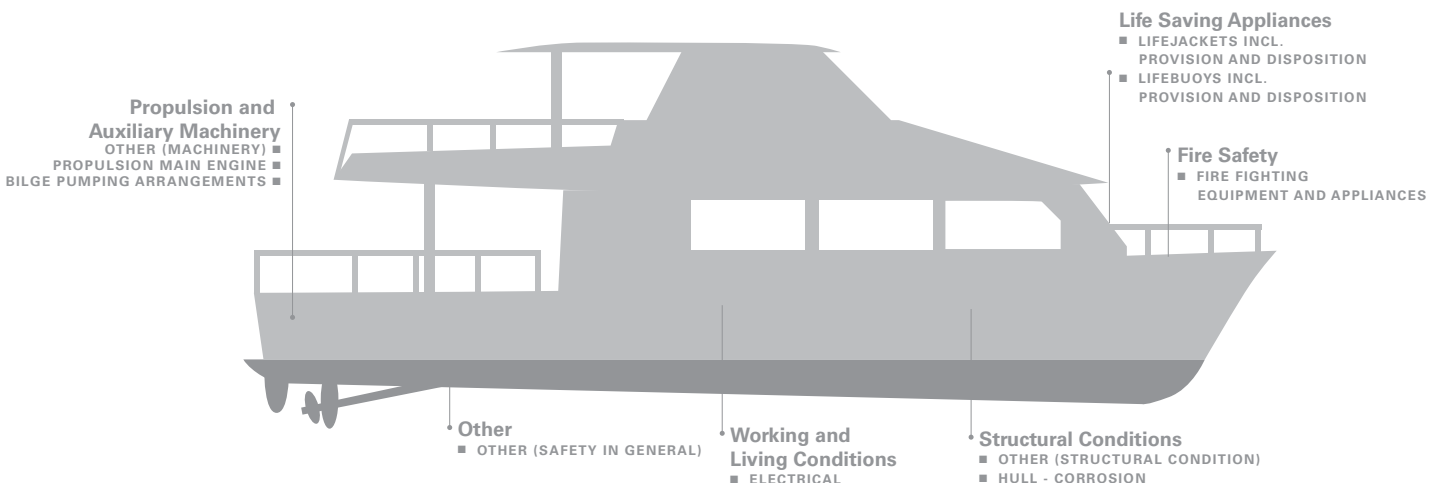


Figure 31 displays the top 10 passenger vessel inspection deficiencies.

FIGURE 31 | Top 10 Most Prevalent Deficiencies



Outer Continental Shelf Vessels Description & Performance

Year in Review

In 2020, the outer continental shelf (OCS) fleet consisted of 522 active vessels, which represented 2.7% of the overall fleet size. Of this total, 37.9% (198) are Offshore Supply Vessels (OSV), enrolled in the Alternate Compliance Program (ACP).

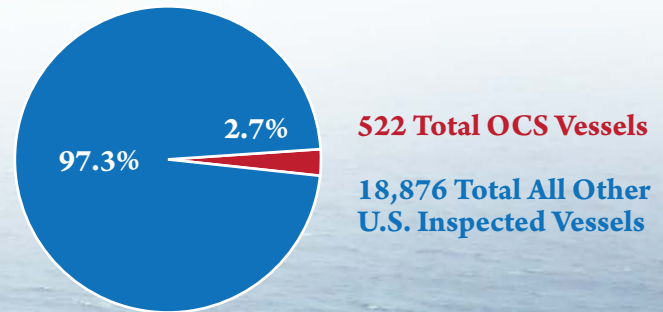
Included in the total number of OCS vessels are vessels inspected under 46 CFR Subchapter L (Offshore Supply Vessels) and Floating Production Systems (FPS). Similar to cargo vessels, vessels in this category have certain statutory services completed by an RO. For this report, only Coast Guard inspections data is presented.

There were 622 OCS inspections conducted in 2020, during which 977 deficiencies were identified at a ratio of 1.9 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, OCS inspections accounted for 3.4% of inspections and 3.6% of deficiencies. OCS vessels received one Flag State detention, which accounted for 1.6% of total detentions in 2020.

In 2020, 27 OCS vessels or 5.2% of the fleet were involved in a reportable marine casualty. The top three reportable marine casualty events involving the OCS fleet were: collision, allision, or grounding, personnel casualty (injury or death), and loss/reduction of vessel propulsion/steering. See figure 8, page 6.

Figure 32 displays the total number and percentage of OCS vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 32 | Number of Inspected Outer Continental Shelf Vessels



Outer Continental Shelf Vessels Description and Performance

Figure 33 associates the number of inspections with the number of deficiencies for each OCS category. The “other” category includes jack-up vessels.

FIGURE 33 | Inspections & Deficiencies

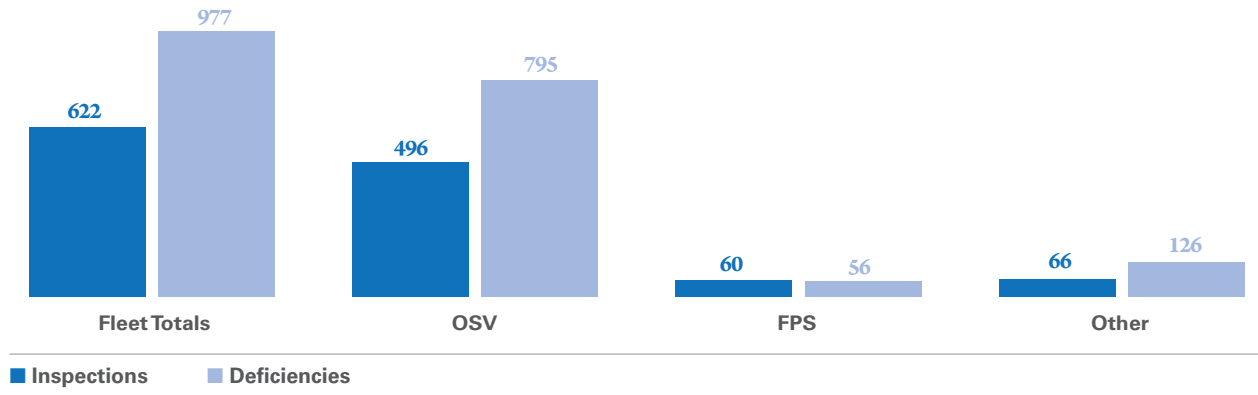


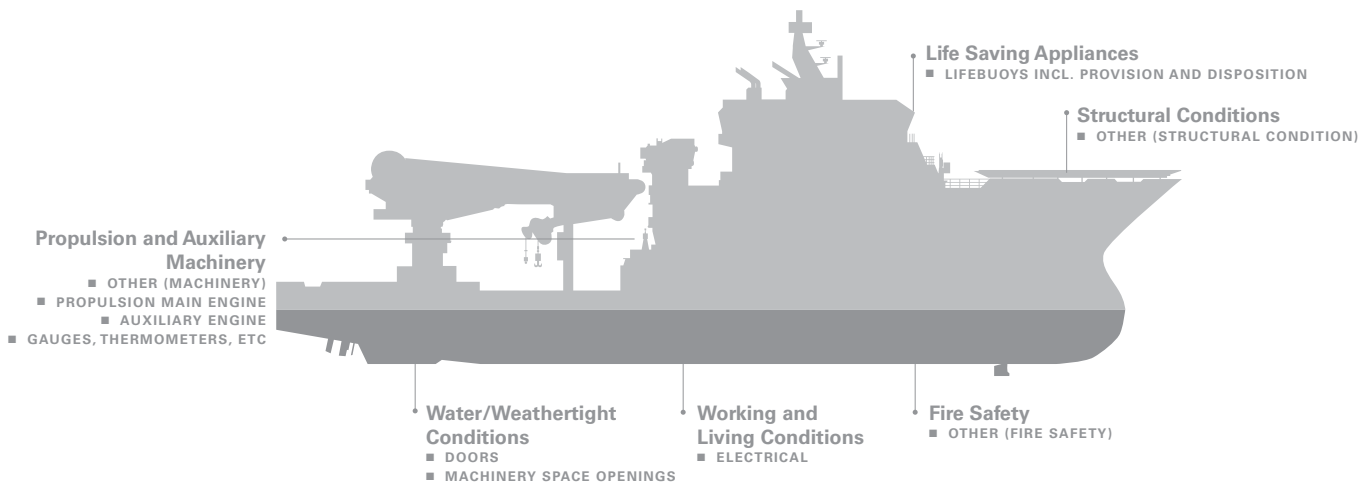
Figure 34 displays the ratio of deficiencies per vessel for each OCS category.

FIGURE 34 | Deficiencies per Vessel (by category)



Figure 35 displays the top 10 OCS inspection deficiencies.

FIGURE 35 | Top 10 Most Prevalent Deficiencies



Research Vessels and School Ships Description and Performance

Year in Review

In 2020, this fleet consisted of 56 active vessels, which represented 0.3% of the overall fleet size. Included in the total number of vessels are those inspected under 46 CFR Subchapters U (research vessels) and R (school ships).

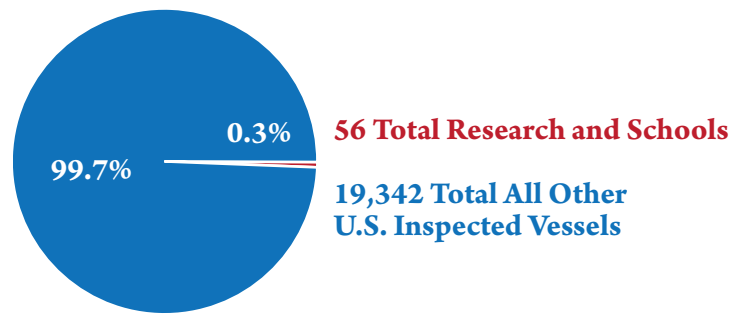
There were 91 inspections conducted in 2020, during which 214 deficiencies were identified at a ratio of 3.82 deficiencies per vessel. The top 10 most frequently identified deficiencies are listed in order on the following page. In comparison to the overall Flag State fleet totals, Research and School Ship inspections accounted for 0.5% of inspections and 0.8% of deficiencies. Research vessels and School Ships received no Flag State detention in 2020.

In 2020, three (3) Research Vessels/School Ships or 5.4% of the fleet were involved in a reportable marine casualty. The top reportable marine casualty events involving this fleet

were: loss of electrical power, material failure/malfunction, and personnel casualty (injury or death). See figure 8, page 6.

Figure 36 displays the total number and percentage of Research vessels and School Ships in comparison to the rest of the U.S. inspected fleet.

FIGURE 36 | Number of Inspected Research Vessels and School Ships



Research Vessels and School Ships Description and Performance

Figure 37 associates the number of inspections with the number of deficiencies for Research and School Ships.

FIGURE 37 | Inspections & Deficiencies

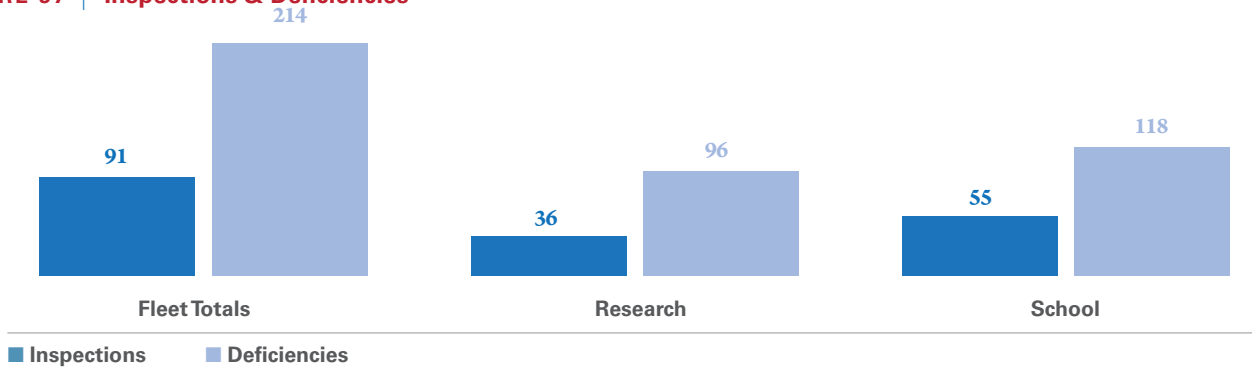


Figure 38 displays the ratio of deficiencies to the number of inspections for each Research and School Ship.

FIGURE 38 | Deficiencies per Vessel

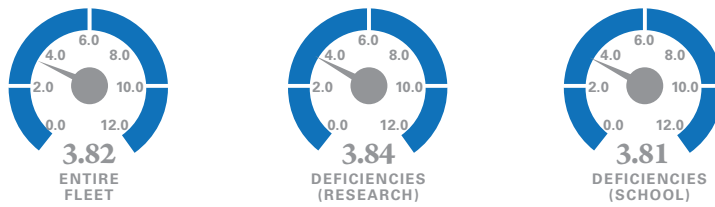
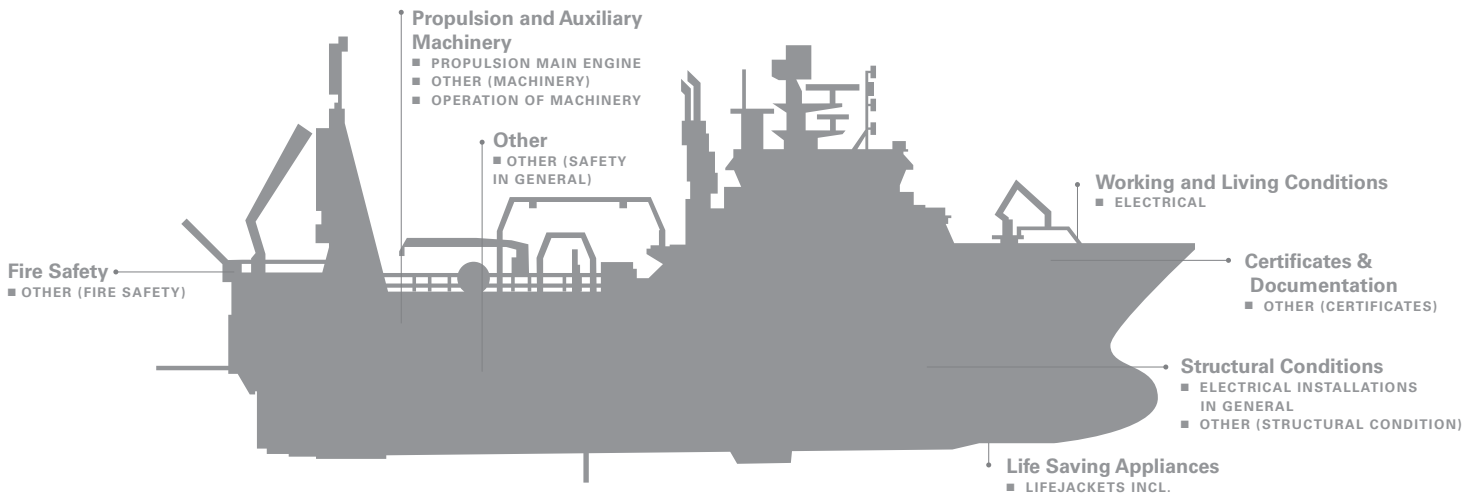


Figure 39 displays the top Research and School Ship inspection deficiencies.

FIGURE 39 | Top 10 Most Prevalent Deficiencies



Towing Vessel Description and Performance

Year in Review

In 2020, this fleet consisted of 6,608 active vessels, which represented 34.1% of the overall fleet size. Included in the total number of vessels are those towing vessels falling under inspection Subchapters I, M, and C. The domestic annual report will collect and report data for all towing vessels, both inspected and uninspected, until completion of the regulatory phase-in for Subchapter M.

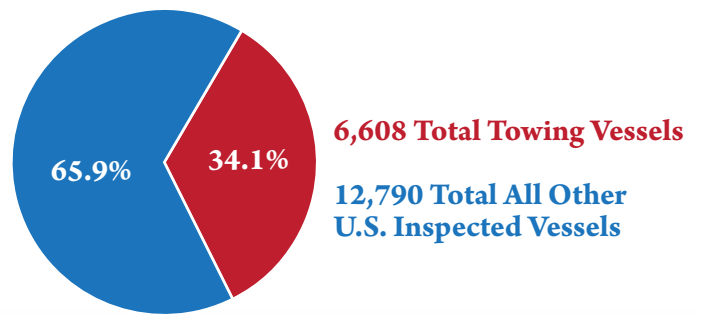
There were 2,875 inspections conducted in 2020, during which 4,922 deficiencies were identified at a ratio of 0.74 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, towing vessel inspections accounted for 15.6% of inspections and 18.2% of deficiencies. Towing vessels received 43 Flag State detentions in 2020, accounting for 68.3% of all Flag State detentions.

In 2020, 1,117 towing vessels, or 67.9% of the fleet, were involved in a reportable marine casualty. The top three

reportable marine casualty events involving the towing vessel fleet were: collision, allision, or grounding, material failure/malfunction, and loss/reduction of propulsion/steering. See figure 8, page 6.

Figure 40 displays the total number and percentage of towing vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 40 | Number of Inspected Towing Vessels



Towing Vessel Description and Performance

Figure 41 associates the number of inspections with the number of deficiencies for Towing Vessels.

FIGURE 41 | Inspections & Deficiencies

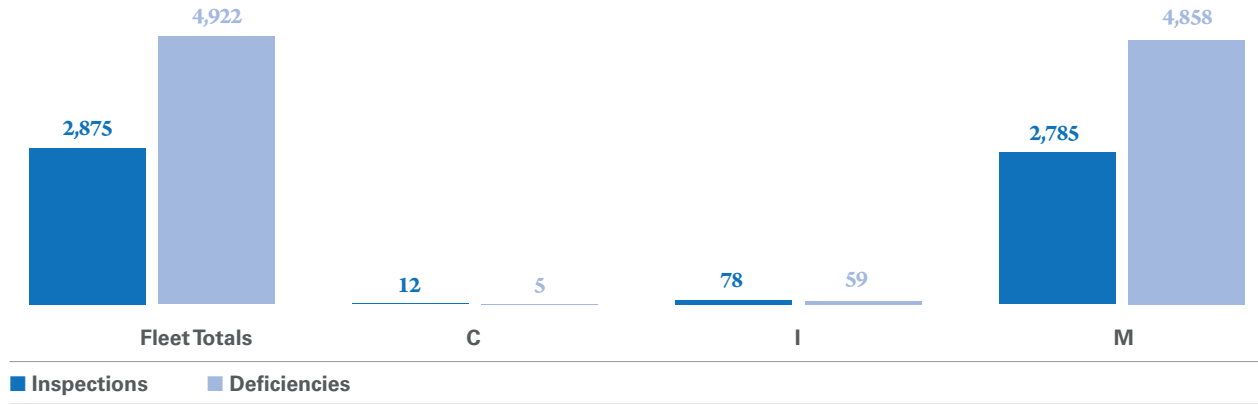


Figure 42 displays the ratio of deficiencies per vessel for each Towing Vessel subchapter.

FIGURE 42 | Deficiencies per Vessel (by subchapter)

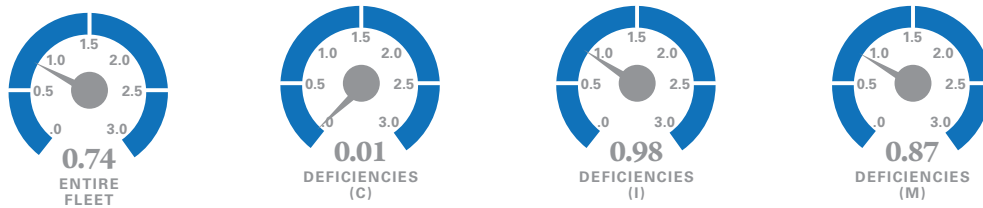
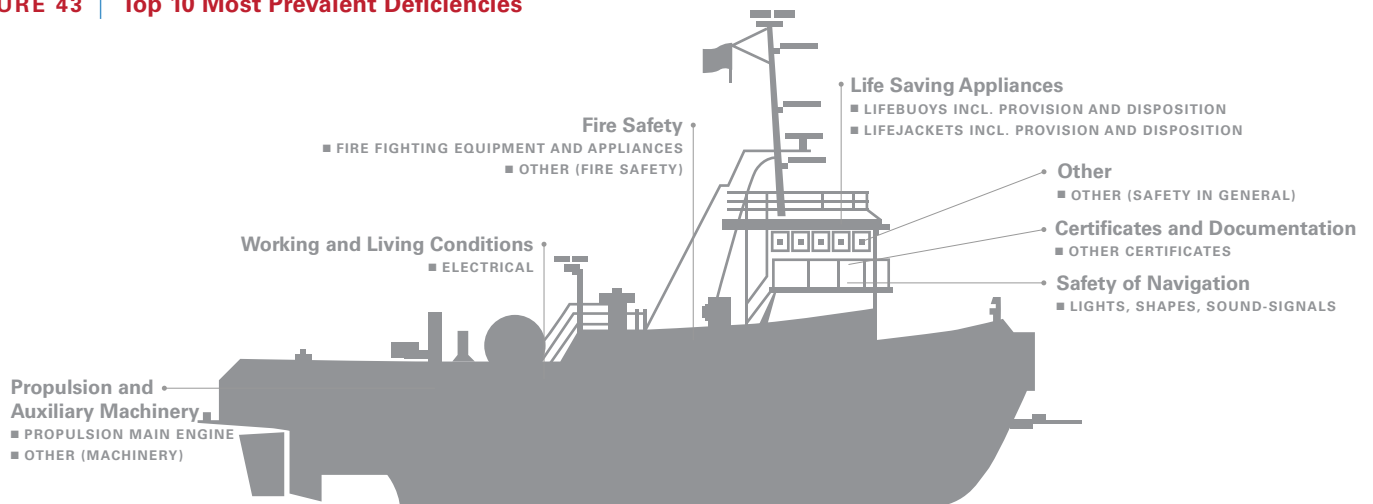


Figure 43 displays the top 10 Towing Vessel deficiencies.

FIGURE 43 | Top 10 Most Prevalent Deficiencies



Fishing Vessel Description and Performance

The Coast Guard estimates that there are nearly 58,000 commercial fishing vessels in domestic service. As the Coast Guard only maintains records for fishing vessels which are enrolled in the decal examination program, these numbers are based on a combination of state and federal sources. Included in the Commercial Fishing Vessel population are Fishing Vessels, Fish Processing Vessels, and Fish Tender Vessels.

| | Initial CFVS Exam | Dockside Renewal Exam | CFVS Decals Issued | Exam Deficiencies Issued |
|------------------------|-------------------|-----------------------|--------------------|--------------------------|
| Fish Catching Vessel | 762 | 2,892 | 3,551 | 6,138 |
| Fish Processing Vessel | 0 | 27 | 52 | 124 |
| Fishing Tender | 2 | 28 | 28 | 25 |
| Totals | 764 | 2,947 | 3,631 | 6,287 |

FIGURE 44 | Federally Documented & State Registered "Operational" Commercial Fishing Vessel Casualty Statistics

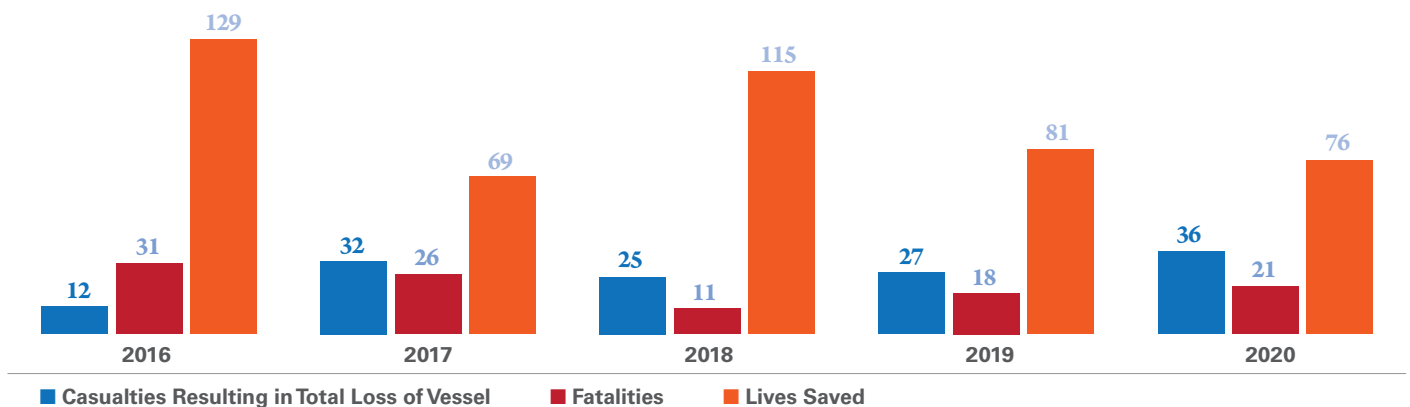
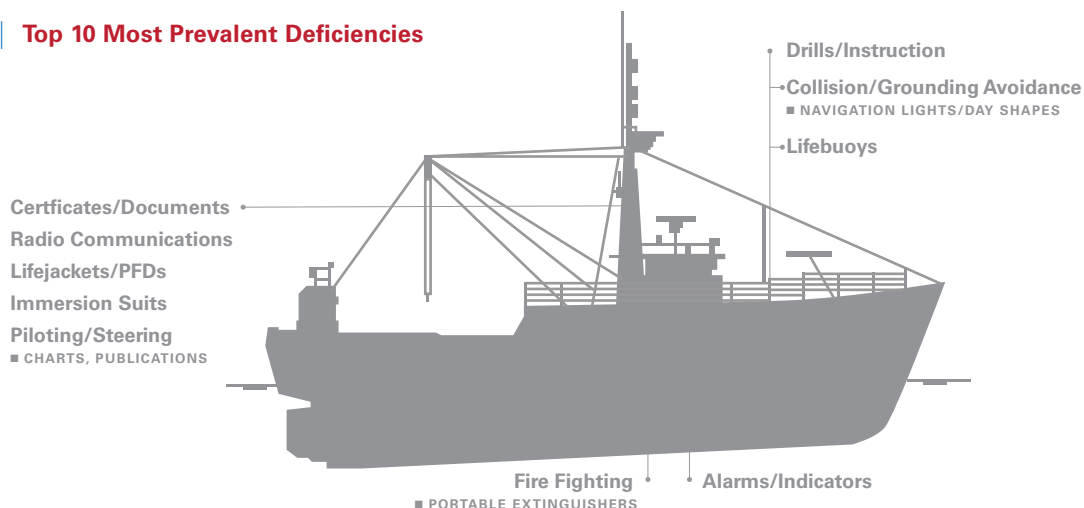


Figure 45 displays the top 10 fishing vessel inspection deficiencies.

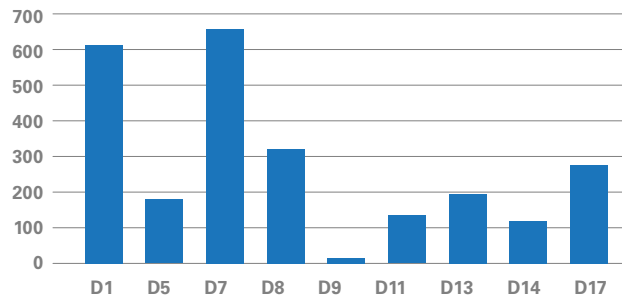
FIGURE 45 | Top 10 Most Prevalent Deficiencies



Commercial Fishing Vessel Safety (CFVS) National Communications Plan

In 2020, the Coast Guard initiated the Commercial Fishing Vessel Safety National Communications plan to promote a variety of outreach mechanisms and information sharing instruments between the Coast Guard and the fishing industry. Targeted outreach focuses on specific fisheries, vessel types, and geographic areas fished. The goal of each CFVS outreach effort is to distribute applicable Coast Guard issued alerts, bulletins, or other related CFV policies, promote two-way communications, and develop a professional relationship with all members of the CFV marine industry.

FIGURE 46 | Number of USCG Staff Involved



During the first six months of the plans implementation, over 378,000 CFV related interactions were recorded by 2,492 USCG staff members that included Civilian, Active Duty, Reservist, and Auxiliary personnel.

FIGURE 47 | CFVS Outreach Efforts

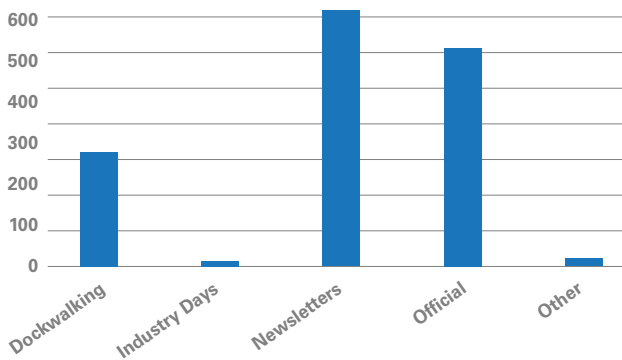
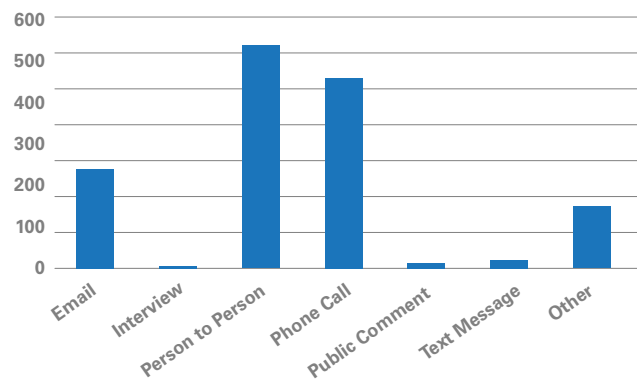


FIGURE 48 | Industry Interactions



Various outreach efforts, such as dock walking, newsletters, social media and official correspondence maximized contact within the maritime community.

FIGURE 49 | CFVS Related Documents

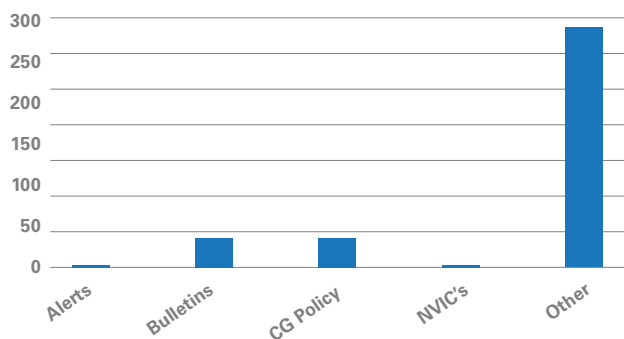
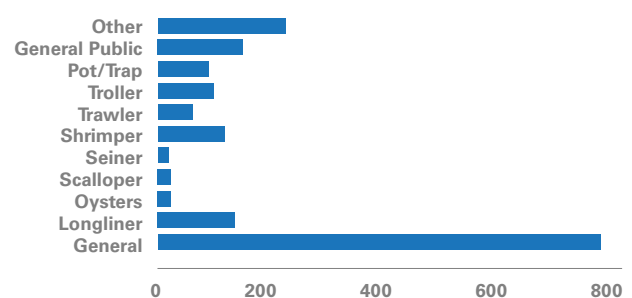


FIGURE 50 | CFVS Target Audience





CHAPTER

3

Definitions

Barges: Non-self-propelled vessels inspected under 46 Code of Federal Regulations (CFR) Subchapters D (Tank Barges), I (Freight/Industrial Barges), and O (Certain Bulk Dangerous Cargo Barges).

Cargo Vessels: Vessels inspected under Subchapter I (Freight/Industrial), Subchapter D (Tank), and Subchapter O (Certain Bulk Dangerous Cargo) and public vessels that are not covered by any other category.

Passenger Vessels: Vessels carrying passengers in accordance with 46 CFR Subchapter T (passenger vessels under 100 gross tons), H (passenger vessels greater than 100 gross tons), or K (passenger vessels under 100 gross tons carrying more than 150 passengers or with overnight accommodations for more than 49 passengers). For the purpose of this report, passenger barges are also included in the passenger vessel statistics.

Outer Continental Shelf (OCS): Offshore Supply Vessels (OSV) inspected under 46 CFR Subchapter L and Floating Production Systems (FPS).

Research Vessels and School Ships: Research vessels inspected under 46 CFR Subchapter U and School Ships inspected under 46 CFR Subchapter R.

Towing Vessels: Vessels whose primary service is towing and are inspected under 46 CFR Subchapters M and I or uninspected under Subchapter C.

Fishing Vessels: Vessels examined under 46 CFR Part 28 that are commercial fishing, fishing processing, or fish tender vessels. A Fishing Vessel is defined under 46 USC Subchapter 2101 (11a) as a vessel that commercially engages in the catching, taking, or harvesting of fish or an activity that can reasonably be expected to result in the catching taking or harvesting of fish. Fish Processing Vessels are defined under 46 USC Subchapter 2101 (11b) as a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling. Fish Tender Vessels are defined under 46 USC Subchapter 2101 (11c) as a vessel that commercially supplies, stores, refrigerates, or transports fish, fish products, or materials directly related to fishing or the preparation of fish to or from a fishing, fish processing, or fish tender vessel or a fish processing facility.

Inspection: All vessel inspection activities recorded in MISLE which require physical attendance onboard by a Marine Inspector. For example, a Certificate of Inspection (COI) activity may include multiple sub-activities, but would be counted as one inspection in this report. For consistency, administrative activities that do not require a vessel visit are excluded from this report.

Reportable Marine Casualty: Any marine casualty consisting of a grounding, allision, or collision; loss of main propulsion; occurrence materially and adversely affecting the vessel's seaworthiness; a loss of life; an injury to a person which requires professional medical treatment; damage to property in excess of \$75,000; or a discharge or release of a reportable quantity of a hazardous substance into the navigable waters. 46 CFR Subpart 4.05-1.

Streamlined Inspection Program (SIP): A voluntary alternative inspection program, outlined in 46 CFR Part 8, for U.S. documented or registered vessels required to maintain a valid certificate of inspection (COI). Navigation and Vessel Inspection Circular (NVIC) 2-99 offers further SIP guidance. Instead of the traditional Coast Guard inspection by a Marine Inspector, the SIP allows onboard and shore side vessel operating personnel to conduct the majority of inspections required by the CFRs, and to have the adequacy of these inspections verified by Coast Guard Marine Inspectors on a regular basis.

Recognized Organization (RO): An organization that has been assessed by a Flag State, and found to comply with the RO Code. The RO Code applies to all organizations being considered for recognition or that are recognized by a Flag State to perform, on its behalf, statutory certification and services under mandatory IMO instruments and national legislation.

Third-party Organization (TPO): An organization approved by the Coast Guard to conduct independent verifications to assess whether towing vessels or their Towing Safety Management Systems comply with applicable requirements contained in 46 CFR Subchapter M.



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