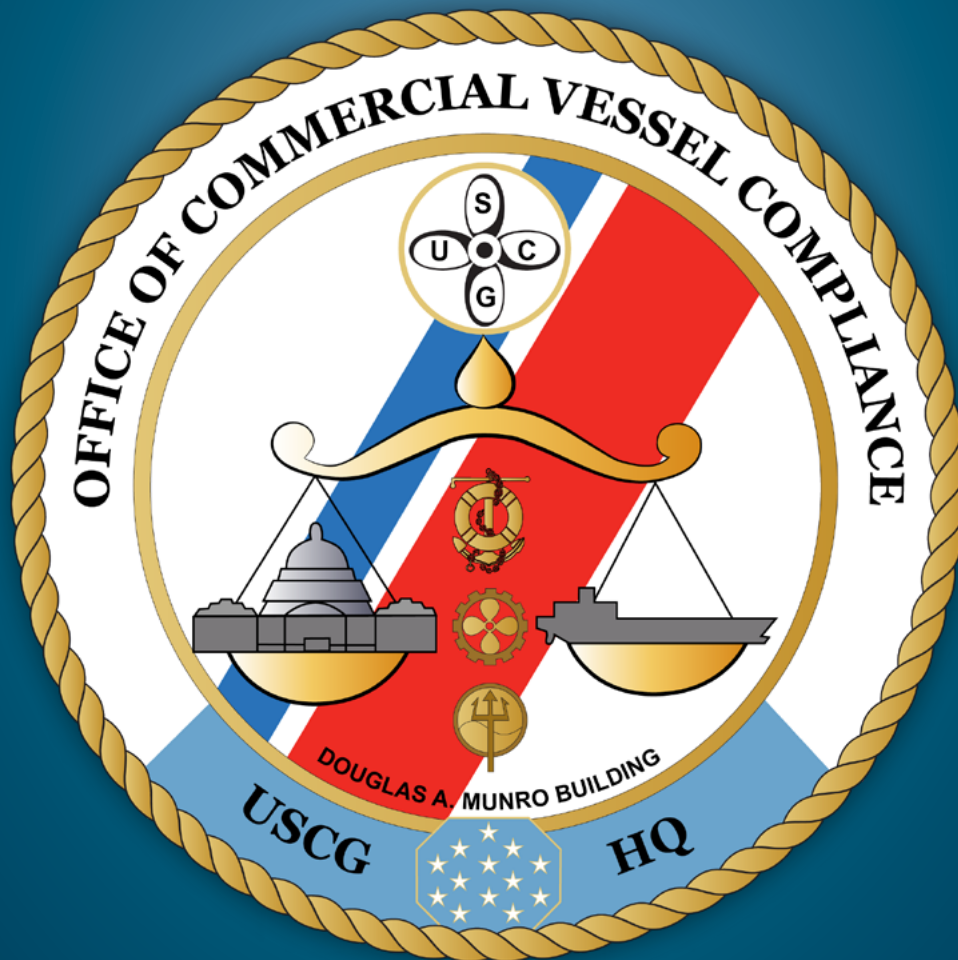




DEPARTMENT OF HOMELAND SECURITY  
UNITED STATES COAST GUARD



# PORT STATE CONTROL IN THE UNITED STATES



2025 ANNUAL REPORT

# Rear Admiral Wayne R. Arguin

## ASSISTANT COMMANDANT FOR PREVENTION POLICY UNITED STATES COAST GUARD

The 2025 U.S. Coast Guard Port State Control (PSC) Annual Report summarizes our enforcement of international conventions on foreign vessels operating in U.S. waters. This year, we conducted 8,999 SOLAS safety exams, resulting in 77 detentions, making an annual detention ratio of 0.85%- a continued improvement from last year. The three-year rolling average detention ratio now stands at 1.00%. These figures are a testament to the maritime industry's renewed focus on safety, quality, and the effective implementation of comprehensive Safety Management Systems. This positive trend is a direct result of the dedicated efforts by flag states, classification societies, and vessel operators to proactively identify and mitigate risks, ensuring that ships arrive at our ports safe and secure.



Our commitment to recognizing excellence is showcased by the QUALSHIP 21 program which ended 2025 with an impressive enrollment of 4,659 vessels. Along this, our E-Zero initiative now includes 605 ships, highlighting the industry's commitment to exceeding international standards for safety, quality, and environmental stewardship. I extend my congratulations to the flag administrations that have earned QUALSHIP 21 eligibility this year and commend their dedication to quality shipping. In our continuous effort to uphold the program's high standards, we are introducing several key updates. To enhance flag state accountability, eligibility will now require that any Corrective Action Plans from mandatory IMO audits be formally accepted by the audit team, ensuring a verified commitment to addressing deficiencies. We are also strengthening our criteria to ensure a vessel's overall suitability remains consistent with our highest standards, taking into account factors like overseas performance records and any associations that might pose a risk to our secure maritime domain. This, combined with stricter rules for companies under investigation and the removal of conditional renewals, will ensure the QUALSHIP 21 certificate remains the premier standard for quality shipping.

The horizon is no longer distant—a technological transformation is already underway. The adoption of alternative fuels, the potential of next-generation nuclear vessels, and the advancement of autonomous systems promise to reshape global shipping. These innovations offer incredible opportunities, but also introduce new vulnerabilities and risks, particularly in the cyber domain. To safeguard the Maritime Transportation System cyber defense and resilience must be woven into the fabric of technological advancement. The Coast Guard is dedicated to pioneering the regulatory and operational frameworks for these new technologies in full partnership with the maritime industry. This partnership will ensure that physical and digital security remain the cornerstone of operations as international standards evolve.

This mission is powered by people. My deepest gratitude goes to the dedicated Port State Control Officers, headquarters staff, Captains of the Port, and our indispensable industry partners. Your professionalism, expertise, and collaborative spirit are the bedrock of our collective success. Together, we facilitate secure maritime commerce, protect the marine environment, and uphold the safety of all those who work at sea. As we embrace the challenges ahead, we will continue to build on our strong relationships to meet the challenges of tomorrow and ensure a resilient maritime domain for generations to come.

*Semper Paratus*



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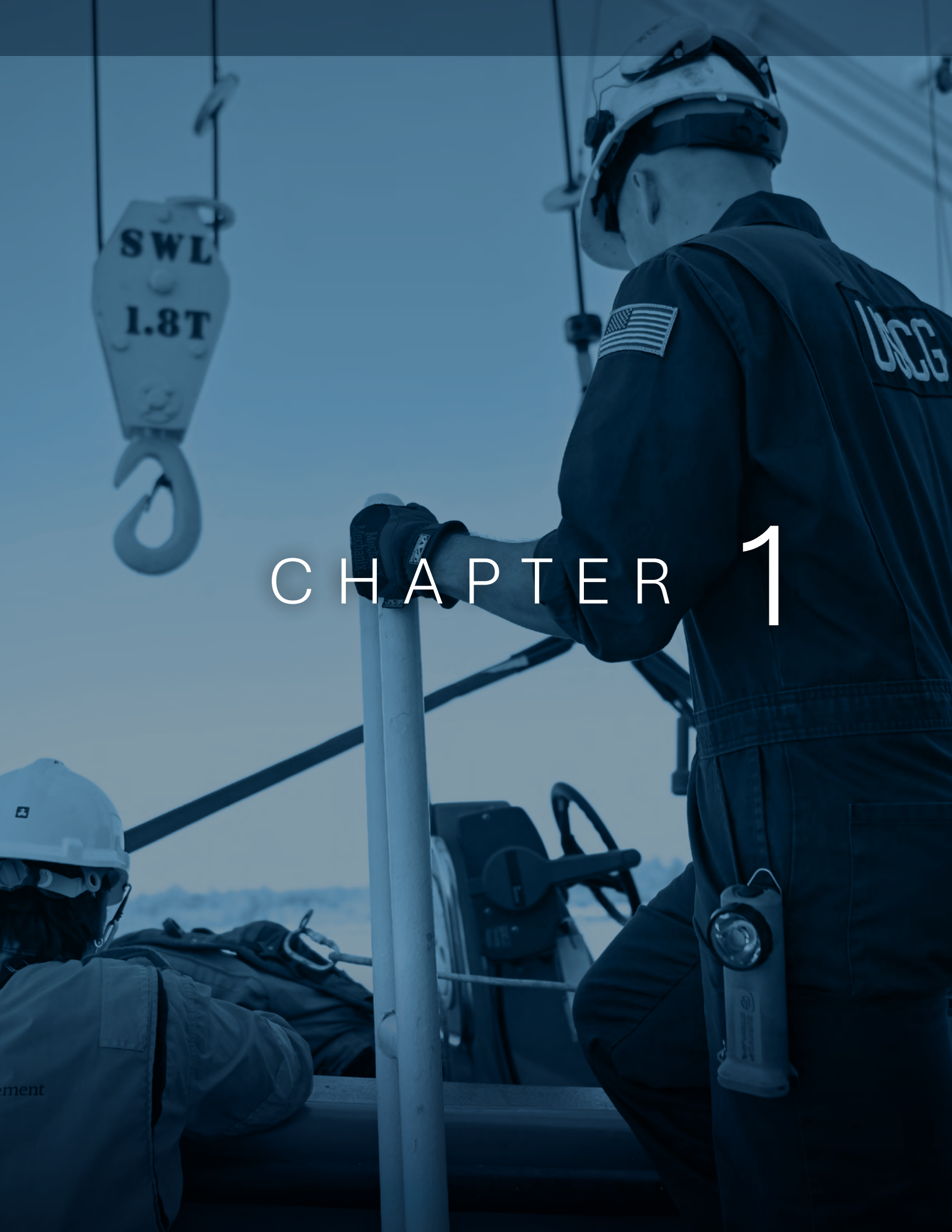
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# CHAPTER 1

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# HIGHLIGHTS IN 2025

## VESSEL ARRIVALS, EXAMS, AND DETENTIONS

In 2025, a total of 11,279 individual vessels, from 79 different flag administrations, made 76,351 port calls to the United States. 8,999 PSC exams were conducted. These exam numbers increased over the 2024 total of 8,710. The total number of ships detained in 2025 for environmental protection, safety, and security related deficiencies decreased from 82 to 77.

## FLAG ADMINISTRATION PERFORMANCE

Flag Administration performance for 2025 increased with the overall annual detention rate decreasing from 0.94% to 0.85%. The three-year rolling detention ratio decreased from 1.01% to 1.00%. The flag Administrations of the Bahamas, Comoros, Curacao, Italy, and Latvia were removed from the targeted flag list this year.

## DETENTION AND ASSOCIATION APPEALS

In 2025, the Coast Guard received a total of seventeen appeals. Nine appeals challenged the overall merits of the detention. For those merit appeals, two were granted, five were denied.

In addition to receiving appeals contesting the overall merits of a detention, we also receive appeals requesting the removal of a party’s association with a detention. For those parties appealing their association with a detention, eight were received. Of those, five were granted, and three were denied.

The Coast Guard welcomes any appeal based on a control action or association of a detention, as well as any deficiency issued by the Coast Guard. For more information on the Coast Guard’s appeal process, please see our process guidance on page seven of this report.

## QUALSHIP 21 AND E-ZERO PROGRAMS

The QS21 program ended calendar year 2025 with 4,659 vessels enrolled. In 2025, Four flag administrations lost their

eligibility while four new flags became eligible. We would like to welcome the flag administrations of the Bahamas, Germany, Italy, and the Philippines for becoming QS21 eligible this year. The full list of QS21 flag administrations is in Chapter 2 of this report.

The E-Zero program focuses on environmental stewardship and worldwide compliance with international environmental conventions. At the close of 2025, 605 ships were awarded the E-Zero designation. That’s nearly 200 more E-Zero enrollments over the 2024 total.

Coast Guard Work Instruction CVC-WI-002(2) contains new information on the eligibility criteria for the QS21 and E-Zero programs. See page 16 for additional information.

## ENHANCED EXAM PROGRAM

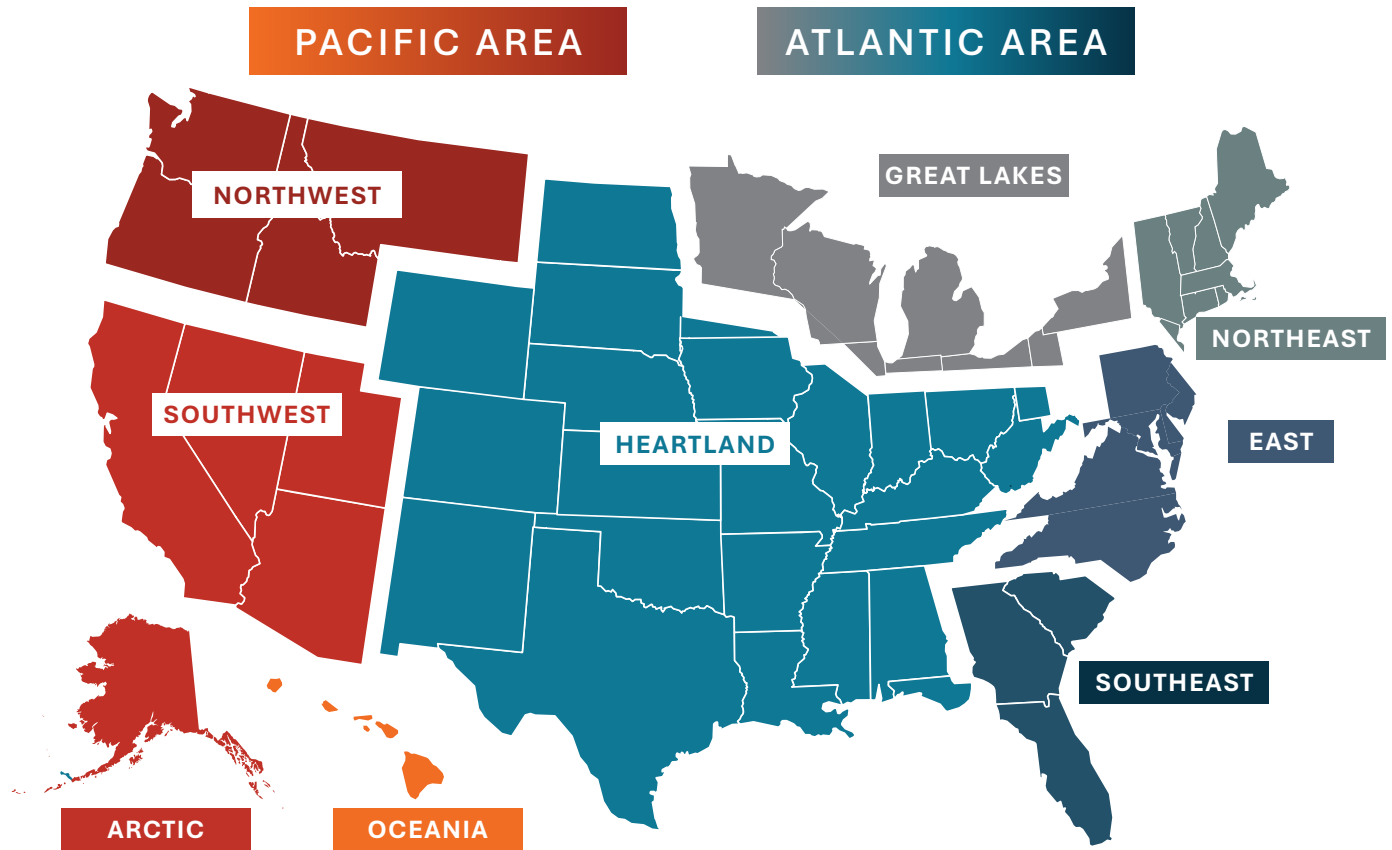
This program, like the Concentrated Inspection Campaigns (CICs) carried out by port state control MoUs, is intended to increase focus on specific aspects of ship safety but on a quarterly basis. This increased focus may vary due to the implementation of new regulations, deficiency trends, or other PSC program interests.

The goal of the EEP is to generate meaningful data on exam points of interest, while limiting the additional workload of the PSCOs. The information collected can then be considered for evaluating current policy effectiveness and determining if adjustments need to be made in the future.

In 2025, EEP campaign topics included engine room automation, Security (ISPS), emergency power and electrical systems, and closures forming CO2 protective zones.

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

Category	Number of Exams	Exams with Deficiencies	Number of Deficiencies	% of exams with deficiencies
Engine room Automation	1,975	6	6	0.30%
Security (ISPS)	2,138	17	19	0.79%
Emergency Power & Electrical Systems	1,961	13	13	0.66%
Closures Forming CO2 Protective Zones	1,945	106	155	5.44%



District	Ship Visits	PSC Examinations Conducted	Detentions
Northeast	7,424	1,043	5
East	3,220	968	14
Southeast	24,524	1,552	26
Heartland	26,954	3,410	24
Great Lakes	1,965	164	1
Southwest	7,107	896	3
Northwest	3,637	628	3
Oceania	1,243	213	0
Arctic	277	125	1
<b>Total</b>	<b>76,351</b>	<b>8,999</b>	<b>77</b>

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

# 2025 PORT STATE CONTROL STATISTICS BY PORT

Coast Guard Officer in Charge of Marine Inspection/Port	Coast Guard District	Safety Examinations	Detentions
Sector Boston	Northeast	96	0
Sector Charleston	Southeast	208	6
Sector Columbia River	Northwest	356	1
Sector Corpus Christi	Heartland	456	1
Sector Delaware Bay	East	312	4
Sector Detroit	Great Lakes	50	0
MSU Duluth	Great Lakes	31	0
Sector Eastern Great Lakes	Great Lakes	35	0
Sector Guam	Oceania	52	0
Sector Honolulu	Oceania	161	0
Sector Houston/Galveston	Heartland	1166	6
Sector Jacksonville	Southeast	208	1
Sector Key West	Southeast	1	0
Sector Lake Michigan	Great Lakes	40	1
Sector Long Island Sound	Northeast	45	0
Sector Los Angeles/Long Beach	Southwest	556	2
Sector Maryland-NCR	East	266	5
Sector Miami	Southeast	438	13
Sector Mobile	Heartland	379	9
MSU Morgan City	Heartland	6	0
Sector Norther Great lakes	Great Lakes	8	0
Sector New Orleans	Heartland	901	5
Sector New York	Northeast	754	4
Sector North Carolina	East	113	2
Sector Northern New England	Northeast	41	0
MSU Port Arthur	Heartland	502	3
Sector Puget Sound	Northwest	272	2
Sector San Diego	Southwest	74	0
Sector San Francisco	Southwest	266	1
Sector San Juan	Southeast	324	1
MSU Savannah	Southeast	222	2
Sector Se Alaska	Arctic	34	1
Sector Se New England	Northeast	107	1
Sector St Petersburg	Southeast	151	3
Sector Virginia	East	277	3
Sector Western Alaska & U.S. Arctic	Arctic	91	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 HISTORICAL PERFORMANCE

The following definitions apply to the table below:

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

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

**Three-Year Average Detention Ratio:** The cumulative sum of safety-related detentions from January 2023 through December 2025 divided by the cumulative sum of PSC examinations during those three years multiplied by one hundred.

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

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

**Average ISPS Control Action Ratio (CAR):** The average of the Annual ISPS Control Action Ratio data from the previous three years.

\*\*\* This table contains revised data based on appeal decisions and may not reflect the data that was previously published in past reports.

Calendar Year	Number of Safety Exams	Safety Related Detentions	Annual Detention Ratio	3-Year Average Detention Ratio	Major ISPS Control Actions	Annual ISPS Control Action Ratio	Rolling Average ISPS Control Action Ratio <sup>1</sup>
2012	9,469	105	1.17%	1.30%	8	0.09%	0.14%
2013	9,394	121	1.29%	1.11%	8	0.09%	0.12%
2014	9,232	143	1.55%	1.31%	10	0.12%	0.10%
2015	9,265	201	2.17%	1.67%	11	0.13%	0.11%
2016	9,390	98	1.04%	1.58%	8	0.09%	0.11%
2017	9,105	91	0.99%	1.40%	6	0.06%	0.10%
2018	9,025	103	1.16%	1.06%	8	0.09%	0.08%
2019	8,622	95	1.10%	1.07%	7	0.08%	0.08%

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

Calendar Year	Number of PSC Exams	Number of Detentions	Annual Detention Ratio	3-Year Average Detention Ratio
2020	7,383	57	0.77%	1.02%
2021	8,663	63	0.73%	0.87%
2022	8,706	78	0.89%	0.80%
2023	8,278	101	1.22%	0.94%
2024	8,710	82	0.94%	1.01%
2025	8,999	77	0.85%	1.00%

# PORT STATE CONTROL APPEAL PROCESS

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

## FOR RECOGNIZED ORGANIZATION (RO) RELATED DETENTIONS

Appeals from ROs must be submitted within 30 days of detention notification. All appeals shall be in writing and can be submitted electronically to:

[PortStateControl@uscg.mil](mailto:PortStateControl@uscg.mil)

Appeals may also be submitted to the following postal address:

## Commandant (CG-CVC-2)

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

## FOR ALL MERIT DETENTIONS

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

Any person directly affected by a decision or wishing to dispute the validity of a PSC action should follow the guidance listed in the **Appeals Procedures** located on page two of the Coast Guard's Port State Control Report of Inspection - Form A.





# CHAPTER 2

# PORT STATE CONTROL SAFETY, SECURITY, AND ENVIRONMENTAL EXAMINATION FACTORS

The U.S. Coast Guard (USCG) administers a comprehensive Port State Control (PSC) examination program in order to ensure safe, secure, and environmentally responsible shipping that supports the global objective of eliminating substandard ships. The USCG screens vessels prior to arrival in U.S. ports and assesses a multitude of regulatory and risk-based factors in order to determine foreign vessel examination requirements. For more information on the USCG PSC examination program, please refer to Marine Safety: Port State Control, COMDTINST 16000.73 which is available online at: [www.uscg.mil/Resources/Library/](http://www.uscg.mil/Resources/Library/) and [www.dco.uscg.mil/cg-cvc](http://www.dco.uscg.mil/cg-cvc)



# 2025 FLAG ADMINISTRATION COMPLIANCE PERFORMANCE

The Coast Guard will target Flag Administrations for additional PSC examinations if their three-year detention ratio scores higher than 1.0% and if an Administration is associated with more than one detention in the past three years. Flags are categorized as medium risk if their overall three-year detention ratio is between 1.0% and 2.0%. A Flag administration is categorized as high risk if their overall three-year detention ratio is greater than 2.0%. We calculate detention ratios using the most current three years of PSC data. Flags with only one detention in the past three years are removed from the targeted flag list.

## HIGH RISK FLAG ADMINISTRATIONS

Flag	2023-2025 Detention Ratio
<b>Belize</b>	20.00%
<b>Bolivia</b>	16.00%
<b>Cyprus</b>	2.10%
<b>Tanzania</b>	31.25%
<b>Togo</b>	17.07%
<b>Vanuatu</b>	4.88%

## MEDIUM RISK FLAG ADMINISTRATIONS

Flag	2023-2025 Detention Ratio
<b>Antigua and Barbuda</b>	1.46%
<b>Canada</b>	1.04%
<b>China</b>	1.64%
<b>Liberia</b>	1.44%
<b>Netherlands</b>	1.04%
<b>Panama</b>	1.24%
<b>Portugal</b>	1.60%
<b>Republic of Korea</b>	1.72%
<b>St. Vincent and the Grenadines</b>	1.97%

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

Bahamas	Comoros	Curacao	Italy	Latvia
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# 2025 FLAG ADMINISTRATION COMPLIANCE PERFORMANCE STATISTICS

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2023-2025 Detention Ratio
Antigua and Barbuda	261	94	203	5	1.46%
Australia	1	0	1	0	0.00%
Bahamas	591	166	558	1	0.55%
Bangladesh	5	3	8	1	9.09%
Barbados	25	7	33	1	1.52%
Belgium	26	5	29	0	0.00%
Belize	3	2	2	1	20.00%
Bermuda	65	25	57	0	0.00%
Bolivia	5	4	3	1	16.00%
Brazil	2	1	3	0	0.00%
British Virgin Islands	8	3	13	0	0.00%
Cameroon	1	1	1	0	0.00%
Canada	112	39	140	1	1.04%
Cayman Islands	159	10	334	0	0.21%
China	45	12	71	0	1.64%
Columbia	1	0	2	0	0.00%
Cook Islands	5	0	7	0	7.14%
Croatia	1	0	3	0	0.00%
Curacao	1	0	3	0	0.00%
Cyprus	195	43	211	6	2.10%
Denmark	113	21	127	0	0.00%
Dominica	2	2	1	1	33.33%
Dominican Republic	2	0	4	0	0.00%
Egypt	6	1	6	0	0.00%
Finland	2	0	1	0	7.14%
France	69	12	67	0	0.00%
Germany	29	5	25	0	0.00%
Gibraltar	8	1	9	0	0.00%
Greece	141	12	156	0	0.44%
Honduras	16	11	6	1	3.23%
Hong Kong	374	46	575	0	0.52%
India	12	2	19	0	0.00%
Indonesia	7	4	9	0	0.00%

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

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

# 2025 FLAG ADMINISTRATION COMPLIANCE PERFORMANCE STATISTICS

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2023-2025 Detention Ratio
Ireland	1	0	2	0	0.00%
Isle of Man	95	20	114	1	0.39%
Israel	2	0	1	0	7.69%
Italy	56	15	37	0	0.00%
Jamaica	14	3	61	0	0.00%
Japan	67	6	132	0	0.52%
Latvia	8	3	4	0	0.00%
Liberia	1,553	305	1,915	20	1.44%
Libya	1	0	2	0	0.00%
Luxembourg	10	2	13	0	0.00%
Malaysia	4	1	4	0	0.00%
Malta	540	95	656	1	0.33%
Marshall Islands	1,345	214	1,966	4	0.50%
Mexico	14	8	23	0	2.04%
Montenegro	2	1	2	1	12.5%
Netherlands	173	53	188	3	1.04%
Nigeria	5	2	2	0	0.00%
Norway	207	47	259	1	0.97%
Panama	1,297	272	1,594	10	1.24%
Philippines	26	2	31	0	0.00%
Portugal	251	50	299	5	1.60%
Qatar	2	0	2	0	0.00%
Republic of Korea	98	18	109	2	1.72%
Saint Kitts and Nevis	9	3	8	0	0.00%
Saint Vincent and the Grenadines	44	7	37	0	1.97%
Samoa	3	1	2	0	9.09%
Saudi Arabia	25	0	37	0	0.00%
Singapore	676	109	915	2	0.25%
Sint Maarten	1	0	2	0	0.00%
South Africa	1	1	1	0	0.00%
Spain	5	0	7	0	0.00%

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

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

# 2025 FLAG ADMINISTRATION COMPLIANCE PERFORMANCE STATISTICS

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2023-2025 Detention Ratio
Sweden	12	5	13	1	2.94%
Switzerland	7	0	7	0	0.00%
Taiwan	8	1	23	0	0.00%
Tanzania	8	7	3	3	31.25%
Thailand	10	3	11	0	0.00%
Togo	19	13	6	2	17.07%
Trinidad and Tobago	1	1	1	0	0.00%
Turkey	10	0	12	0	0.00%
Tuvalu	1	0	1	0	0.00%
United Kingdom	47	12	55	0	0.94%
Vanuatu	41	13	23	2	4.88%

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

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



# 2025 RECOGNIZED ORGANIZATION SAFETY COMPLIANCE PERFORMANCE

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

Recognized Organization (RO)*	Abbreviations	Vessel Examinations				RO-Related Detention				Ratio
		2023	2024	2025	Total	2023	2024	2025	Total	
American Bureau of Shipping	ABS	1,737	1,846	2,047	5,633	-	-	-	-	0.00%
Biro Klasifikasi Indonesia	BKI	-	8	8	16	-	-	-	-	0.00%
Bureau Veritas	BV	1,250	1,342	1,397	3,989	-	2	1	3	0.08%
China Classification Society	CCS	238	250	189	677	-	-	-	-	0.00%
CR Classification Society	CR	12	15	18	45	-	-	-	-	0.00%
Croatian Register of Shipping	CRS	16	20	14	50	-	-	-	-	0.00%
DNV GL	DNV	3,391	3,336	3,446	10,173	1	-	1	2	0.02%
Hellenic Register of Shipping	HRS	4	3	4	11	-	-	-	-	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	4	-	4	8	-	-	-	-	0.00%
Indian Register of Shipping	IRS	13	15	11	39	-	-	-	-	0.00%
Korean Register	KR	381	400	513	1,294	-	-	-	-	0.00%
Lloyd's Register	LR	2,282	2,402	2,560	7,244	4	3	-	7	0.10%
National Shipping Adjusters Inc	NASHA	18	17	22	57	-	-	-	-	0.00%
Nippon Kaiji Kyokai	NKK	2,097	2,090	2,156	6,343	3	-	-	3	0.05%
Overseas Marine Certification Services, Inc	OCS	5	10	18	33	-	-	-	-	0.00%
Panama Bureau of Shipping	PBS	1	2	2	5	-	-	-	-	0.00%
Panama Maritime Documentation Service	PMDS	28	32	31	91	-	-	-	-	0.00%
Panama Maritime Surveyors Bureau	PMS	7	8	7	22	-	-	-	-	0.00%
Panama Shipping Registrar Inc.	PSR	-	2	3	5	-	-	-	-	0.00%
Polski Rejestr Statkow	PRS	19	17	15	51	-	-	-	-	0.00%
RINA Services S.p.A.	RINA	529	569	690	1,788	-	-	-	-	0.00%
Rinava Portuguesa	RP	8	6	4	18	-	-	-	-	0.00%
RUSSIAN MARITIME REGISTER OF SHIPPING	RS	19	15	13	47	-	-	-	-	0.00%
United Registration and Classification	URACOS	-	12	9	21	-	-	-	-	0.00%
Universal Shipping Bureau	USB	2	2	1	5	-	-	-	-	0.00%
Bulgarian Register of Shipping	BKR	8	12	13	33	-	-	1	1	3.03%
Conarina Group	CNRIN	44	47	28	119	1	2	1	4	3.36%
Intermaritime Certification Services	ICS	9	15	14	38	1	-	-	1	2.63%
International Naval Surveys Bureau	INSB	9	12	9	30	2	-	1	3	10.00%
Isthmus Bureau of Shipping	IBS	21	32	22	75	2	1	2	5	6.67%

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



# QUALSHIP 21 & E-ZERO

REWARDING YOUR COMMITMENT TO  
QUALITY, SAFETY, AND THE ENVIRONMENT

Information on the eligibility criteria for the QUALSHIP 21 and E-Zero programs, including a listing of qualifying ships, can be found in the Port State Control section of our website: [www.dco.uscg.mil/cvc](http://www.dco.uscg.mil/cvc)

## QUALSHIP 21

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

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

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



# QUALITY SHIPPING FOR THE 21ST CENTURY (QUALSHIP21) AND E-ZERO

The Quality Shipping for the 21st Century program, or QUALSHIP 21, recognizes and rewards vessels, as well as their owners and Flag Administrations, for their commitment to safety and quality. To encourage maritime entities to participate, incentives such as certificates, name recognition, and a reduction in PSC examination frequency are offered to participants. The criteria for inclusion are very strict and only a small percentage of all foreign-flagged ships that operate in the U.S. have earned the QUALSHIP 21 designation. The QUALSHIP 21 program ended calendar year 2025 with an enrollment of 4,659 vessels. Four previously qualified flag Administrations lost their QUALSHIP 21 eligibility over this past year. Vessels from those flag Administrations which are currently enrolled in the program will remain enrolled until their QUALSHIP 21 certificate expire.

The E-Zero program focuses on environmental stewardship and worldwide compliance with international environmental conventions. Qualifying ships receive a special E-Zero designation on their QUALSHIP 21 certificate. The E-Zero designation is intended to provide a higher level of recognition within the existing QUALSHIP 21 program. By the end of 2025, 605 ships received the E-Zero designation.

In 2026 the Coast Guard expanded flag Administration eligibility criteria to include the acceptance of any Corrective Action Plans resulting from their most recent IMO Member State Audit Scheme (IMSAS) audit. Coast Guard Work Instruction CVC-WI-002(2) contains the new information on eligibility criteria for the program. A copy of the work instruction can be found on our website under the Policy and Guidance tab at: <https://www.dco.uscg.mil/cvc>.

Beginning in 2027, the Coast Guard will use the new criteria when evaluating flag Administrations for QS21 and E-Zero eligibility. Flag Administrations are encouraged to upload IMSAS audit information into the applicable IMO Global Integrated Shipping Information System (GISIS) module. [www.dco.uscg.mil/cvc](http://www.dco.uscg.mil/cvc)

For the period of July 1, 2026, through June 30, 2027, there are 22 eligible Flag Administrations for the QUALSHIP 21 Program:

## Eligible Flag Administrations

Bahamas	Germany	Jamaica	Saudi Arabia
Belgium	Greece	Japan	Singapore
Bermuda	Hong Kong	Malta	Turkey
Cayman Islands	India	Marshall Islands	United Kingdom
Denmark	Isle of Man	Norway	
France	Italy	Philippines	

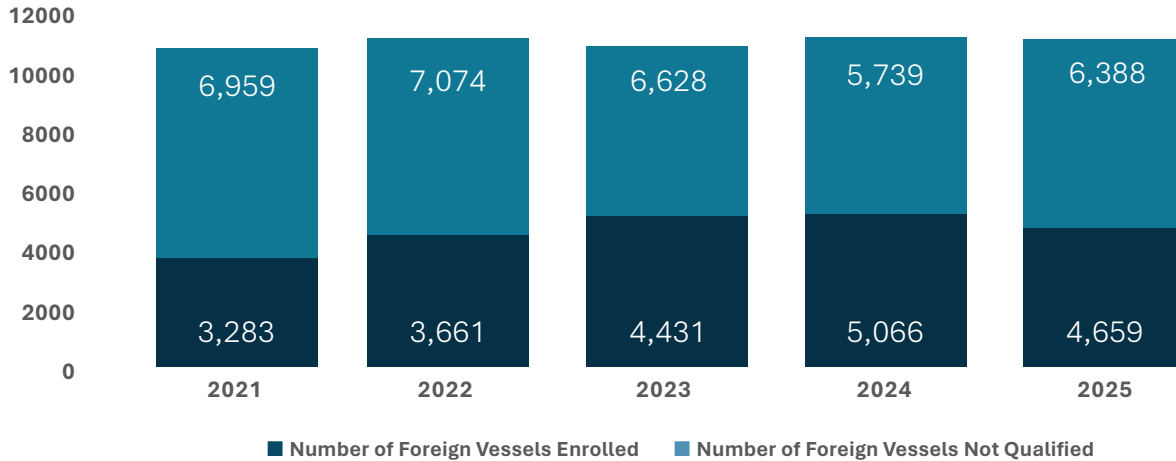
In 2011, the Coast Guard created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards, but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations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

British Virgin Islands	Indonesia	Spain	Thailand
Croatia	Luxembourg	Switzerland	
Gibraltar	Malaysia	Taiwan	

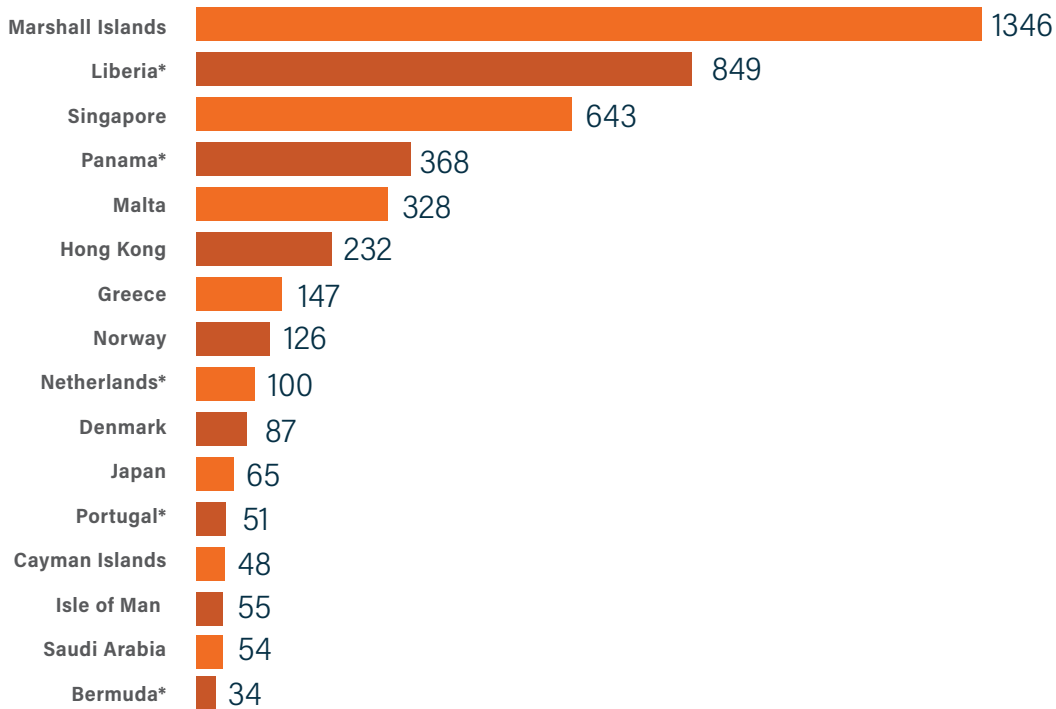
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2025.

# QUALITY SHIPPING FOR THE 21ST CENTURY

## YEARLY QUALSHIP 21 ENROLLMENT (2021-2025)

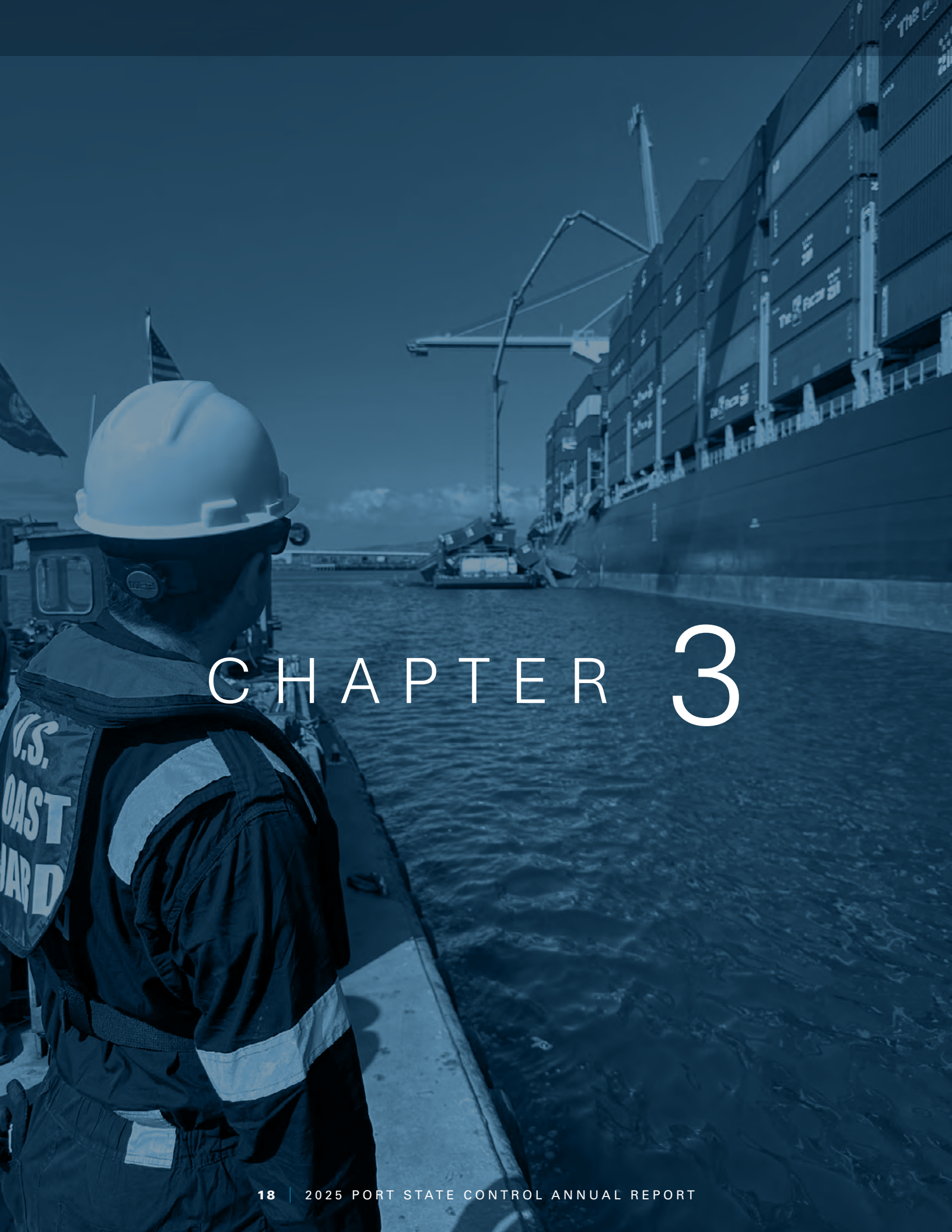


## QUALSHIP 21 VESSELS BY FLAG ADMINISTRATION<sup>1</sup>



<sup>1</sup> Flag Administrations with 30 or less ships enrolled are not listed.

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



# CHAPTER 3

# DETAINABLE DEFICIENCIES OVERVIEW

**Safety Management Systems (SMS):** There was another decline in the number of detainable SMS deficiencies for 2025 with the total deficiency count dropping from 65 to 51. Deficiencies related to maintenance of the ship and equipment once again led all SMS deficiency categories. In most cases under this category, the issuance of multiple operational and/or technical deficiencies during an exam provided evidence that the ship was not in compliance with its SMS. Deficiencies related to shipboard operations and company responsibility and authority were the second and third highest in this deficiency category respectively. For shipboard operations, the PSCO observed the master and chief officer were not familiar with security exercises and required record keeping for drills. Under company responsibility and authority, most deficiencies were mostly related to the vessel/company not taking timely corrective actions. During one exam the PSCO identified certain unauthorized flammable cargos being transported by the ship. A review of the SMS noted there was no requirement for the master/crew to verify dangerous goods carriage compliance prior to loading on the ship.

**Fire Safety:** Preventing fires aboard ships requires a multi-layered approach combining rigorous maintenance, stringent operational protocols, and comprehensive crew training. For the fifth straight year fire safety deficiencies lead all operational deficiency categories (53 total) with oil accumulation in the engine room once again leading the category with 15 deficiencies. This was only a slight reduction from last year's total of 18 deficiencies. In addition to the usual oil-soaked lagging, active fuel leaks, and excessive oil in the bilge, PSCOs discovered on several ships where combustible materials were being stored throughout the engine room. There were seven detainable deficiencies issued related to fire detection and alarm systems. Most of these were related to smoke detectors not functioning or the testing equipment not being operable. One ship was detained due to the fire detection system for the cargo holds being completely disconnected. Deficiencies related to fire doors and openings in fire resisting divisions rounded out the top three in this category. Holes in doors, warped doors, and doors with wasted gaskets made up the majority of deficiencies found.

**Certificates and Documentation:** Deficiencies related to ships certificates and documentation accounted for only 14



total detainable deficiencies in 2025. Most all in this category involved finding a particular ship's certificate expired. There were several instances where the ship was not manned in accordance with its Minimum Safe Manning Document or crewmembers did not meet certain STCW requirements.

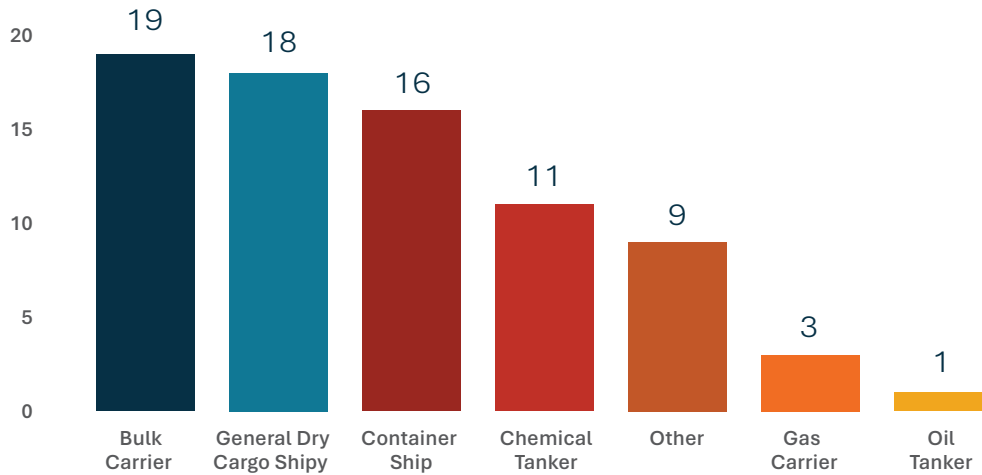
**Lifesaving Appliances:** Detainable deficiencies related to lifesaving systems dropped from last year's totals of 20 deficiencies to 13 for all of 2025. Deficiencies related to rescue boats and lifeboats led this category of deficiencies. Most deficiencies related to the immediate availability of rescue boats where some couldn't be started or deployed. Several lifeboat deficiencies were issued for expired provisions, poor condition of, or engines that failed to start.

**Working and Living Conditions:** We had a total of thirteen detainable deficiencies related to working and living conditions and the first time the category has generated enough deficiencies to be recognized in this overview. Roughly half of deficiencies were related to issues involving electrical installations and the stowage of cargo.

*\*This highlights only a portion of the detainable deficiencies discovered in 2025. The Coast Guard stresses that if any ship's system required by international conventions is not in working condition, the master and crew should take necessary actions to remedy the situation in accordance with their SMS before the ship enters port and report any unresolved issues on their advance notice of arrival.*

# STATISTICS DERIVED FROM USCG PORT STATE CONTROL EXAMINATIONS

## NUMBER OF DETENTIONS

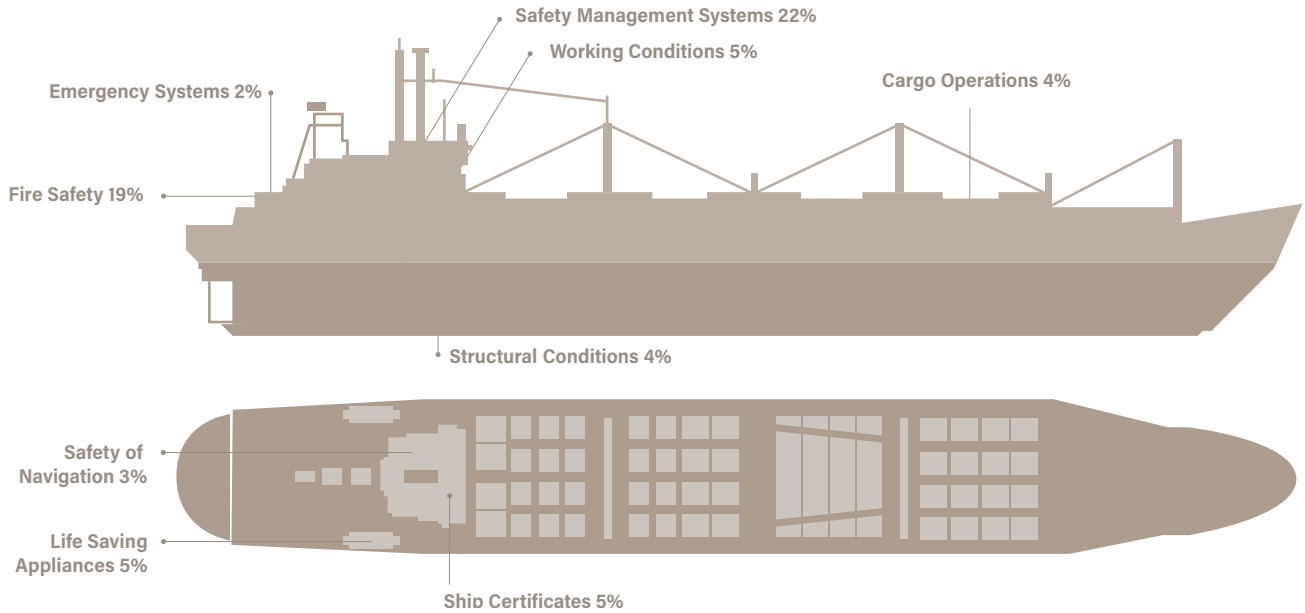


## DEFICIENCY AND DETENTION PERCENTAGE BY SHIP TYPE

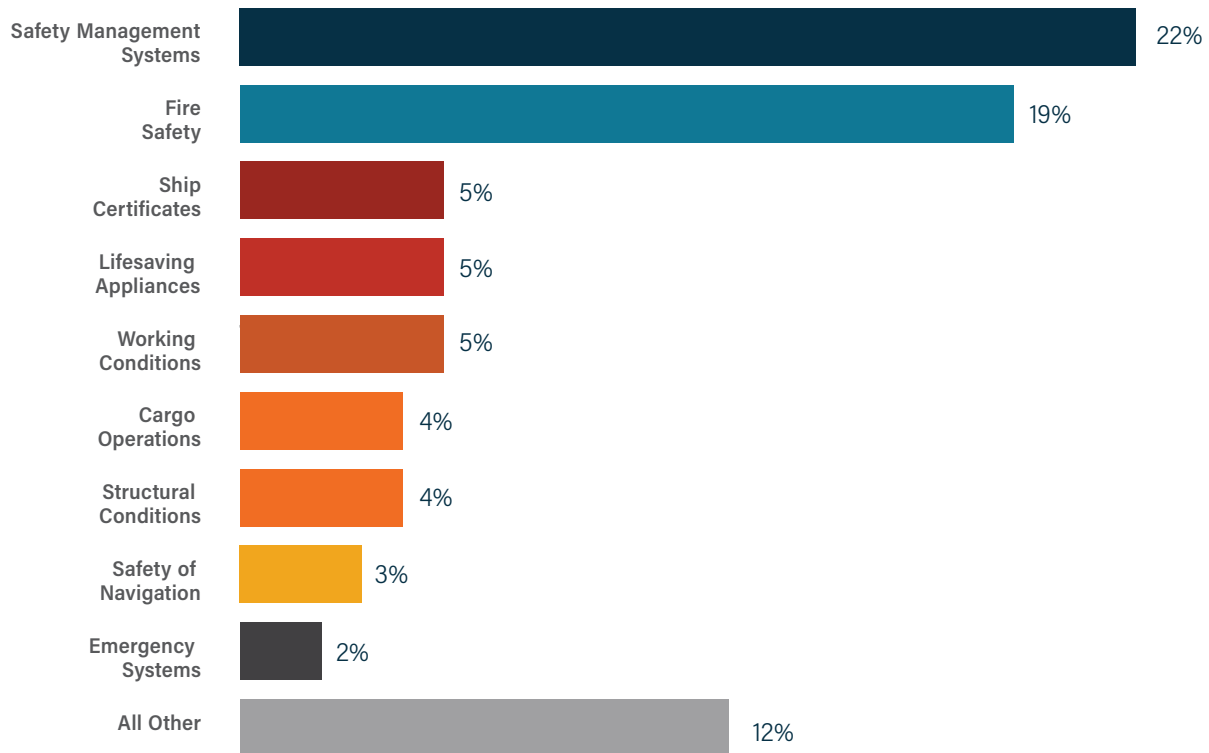
Ship Type	Number of Exams	Exams with Deficiencies	Number of Deficiencies	Percent of Exams with Deficiencies	Number of Detentions	Detention %
Bulk Carrier	2,290	468	1,101	20.44%	19	0.83%
General Dry Cargo	1,108	289	770	26.08%	18	1.62%
Container Ship	1,588	333	717	20.97%	16	1.01%
Chemical Tanker	1,251	203	420	16.23%	11	0.88%
Other	500	97	312	19.40%	9	1.80%
Gas Carrier - LPG	536	54	101	10.07%	3	0.56%
Gas Carrier - LNG	309	26	36	8.41%	0	0.00%
Oil Tanker	925	133	217	14.38%	1	0.11%
Passenger Ship	389	205	704	52.70%	0	0.00%
Refrigerated Cargo	104	23	45	22.12%	0	0.00%

# STATISTICS DERIVED FROM USCG PORT STATE CONTROL EXAMINATIONS

## DEFICIENCY TYPE ILLUSTRATION



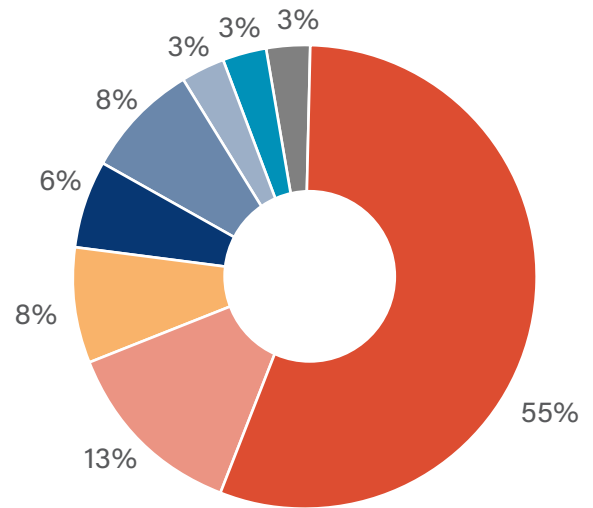
## DETENTIONS BY DEFICIENCY TYPE



# DETENTION DEFICIENCY BREAKDOWN

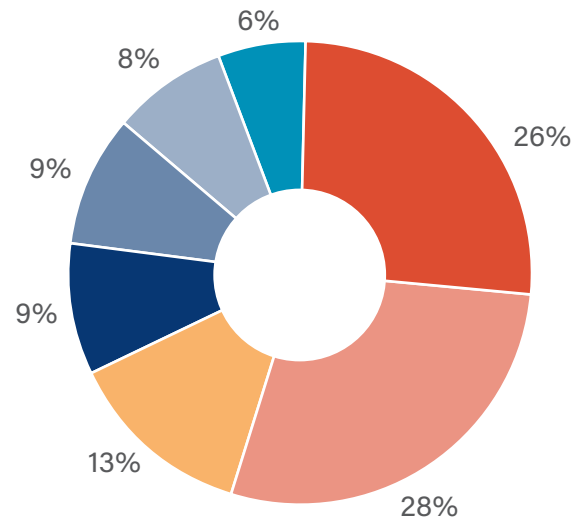
## SAFETY MANAGEMENT SYSTEMS (62 DEFICIENCIES)

- Maintenance of Ship & Equipment
- Shipboard operations
- Company Responsibility and Authority
- Emergency Preparedness
- Other (ISM)
- Safety & Environmental Policy
- Reports of Non-Conformities
- Master's Responsibility



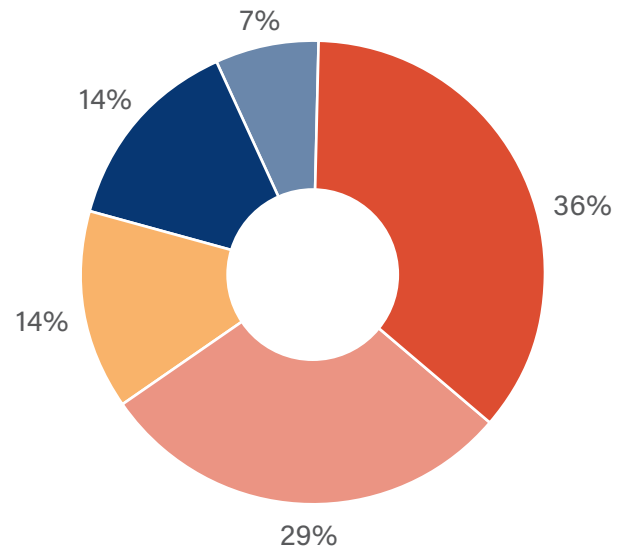
## FIRE SAFETY (53 DEFICIENCIES)

- Oil Accumulation in Engine Room
- Fire Detection & Alarm Systems
- Fixed Fire Extinguishing Installations
- Fire doors/openings in fire-resisting division
- Fire Drills/Crew Performance
- Remote Means of Control
- All Other



## SHIP CERTIFICATES (14 DEFICIENCIES)

- Safety Management Certificate
- Cargo Ship Safety Construction
- Minimum Safe Manning Document
- International Ship Security Certificate
- Load Line Certificate



# DEFICIENCIES BY CATEGORIES

## PSC EXAM DATA PER CATEGORY OF DEFICIENCIES

Category of deficiency		Number of deficiencies	Percent of total deficiencies
<b>Ship's certificates and documents</b>		224	2.48%
<b>SOLAS</b>	Stability, structure and related equipment	304	3.37%
	Propulsion and auxiliary machinery	331	3.67%
	Alarm signals	64	0.71%
	Fire safety measures	1,601	17.78%
	Life-saving appliances	453	5.03%
	Radiocommunications	29	0.32%
	Safety of navigation	141	1.56%
	Operational deficiencies	54	0.60%
	ISM-related deficiencies	208	2.31%
	ISPS	64	0.06%
	Other	249	2.76%
<b>MARPOL</b>	Annex I	93	1.03%
	Annex II	1	0.01%
	Annex III	1	0.01%
	Annex V	34	0.37%
	Annex VI	32	0.35%
	Operational deficiencies	4	0.04%
<b>STCW</b>	Certification and watchkeeping for seafarers	26	0.28%
<b>Load Lines</b>		72	0.80%
<b>AFS Convention</b>		10	0.11%
<b>ILO</b>		377	4.18%
<b>Other</b>		51	0.56%

# BALLAST WATER MANAGEMENT (BWM)

**BWM Compliance Statistics:** Analysis of 2025 performance data shows a positive trend in BWMS operational reliability, with a 22.2% decrease in system-related issues from the previous year. Despite this improvement, BWMS remains the most frequent deficiency category (77 instances). These deficiencies are concentrated in three specific sectors: General Bulk Carriers (25), Container Ships (19), and Chemical Tank Ships (16). Similarly, deficiencies for failing to notify the COTP of system malfunctions fell to 24 instances this year. Despite a 17.2% improvement in reporting, General Bulk Carriers continue to be the primary driver of this deficiency, accounting for 17 of the 24 reported cases.

Structural deficiencies rose to 19 total deficiencies this year (up from 8 last year), with General Bulk Carriers having the highest concentration of these incidents. Issues related to discharges also increased, though they represent a very small

number of absolute cases, rising from 2 to 6 total deficiencies. BWM Plan issues were limited to 2 cases, found exclusively on General Bulk Carriers. However, whether these low figures represent a positive indicator of compliance or point to challenges in the detection and reporting of such incidents remains an open question that warrants further monitoring.

**Enforcement trends:** Over the preceding 24-month period, enforcement remains measured, with five Letters of Warning (LOW) issued. This indicates that current Coast Guard strategy prioritizes corrective action for routine failures while reserving formal enforcement for persistent or high-risk violators.

The U.S. Coast Guard continues to monitor compliance closely. The persistent issues, particularly among General Bulk Carriers, signal that this vessel type will be a key area of focus for future compliance and enforcement efforts.

**Sediments:** Deficiencies are issued for failure to remove sediment, unapproved discharge of sediment.

**BWM Plan:** Deficiencies are issued for missing or inadequate plan onboard.

**Recordkeeping:** Deficiencies are issued for failure to correctly maintain the Ballast Water Record Book.

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

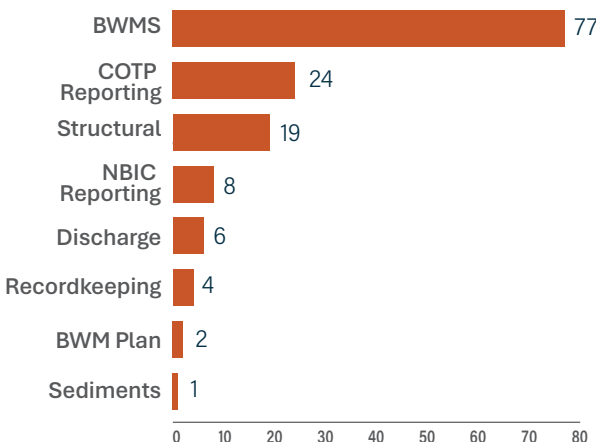
**NBIC Reporting:** Deficiencies are issued for failing to properly report ballast practices to the National Ballast Information Clearinghouse (NBIC) within required timelines.

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

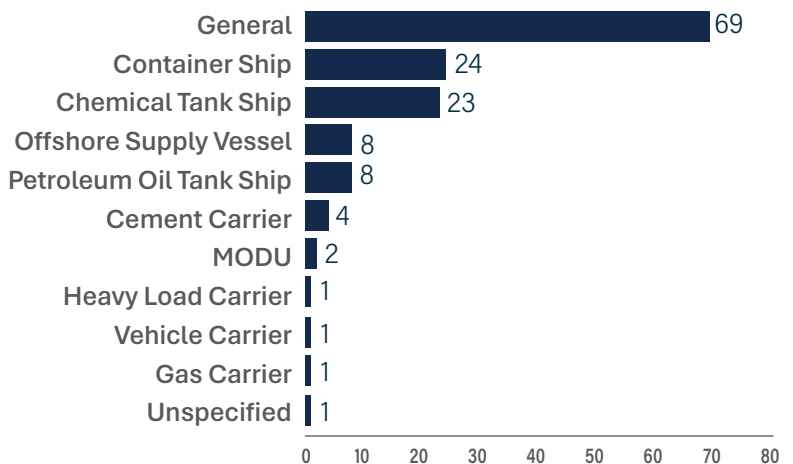
**COTP Reporting:** Deficiencies are issued when a vessel fails to report an inoperable system to the USCG.

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

## 2025 BW DEFICIENCIES



## 2025 BW DEFICIENCIES BY VESSEL TYPE





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