



Department of Homeland Security



United States Coast Guard

Port State Control in the United States

2017 Annual Report





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I am pleased to present to you the 2017 USCG Port State Control Annual Report summarizing our enforcement of SOLAS, MARPOL, ISPS Code and other international conventions on foreign vessels trading in U.S. ports.

In 2017, we conducted 9,105 SOLAS safety exams with a total of 91 detentions and 6 ISPS control actions. The annual detention rate of 0.99% is our lowest ever. While the three-year rolling average detention ratio dropped slightly for the second year in a row from 1.58% to 1.40%, we have also seen a rise in the number of detentions related to fire fighting and fire protection systems for the fourth straight year. Similarly, MARPOL Annex I deficiencies, which had been on the decline over the past several years, rose slightly in 2017. These serious safety deficiencies suggest problems with these vessels' safety management systems.

Compliance with international conventions and the safety of shipping has increased dramatically in the last two decades. However, new environmental regulations, increasing complexity in vessel systems and increasing threats in the cyber realm require vessel owners and operators to maintain robust and effective safety management systems. Coast Guard port state control officers will continue to focus on safety management systems when discovering critical system failures.



Ballast water management (BWM) is another new focus that must be incorporated into each vessel's SMS. The Coast Guard issued 219 deficiencies for ballast water management compliance problems, almost doubling the number from 2016. To date, we have approved six ballast water treatment systems with several more under review. With availability of multiple options, we are increasing emphasis on BWM compliance and limiting extensions. This past November, I published a five-part ballast water series in the Coast Guard's Maritime Commons Blog (<http://mariners.coastguard.dodlive.mil/>) and more recently provided additional guidance in Navigation and Vessel Inspection Circular (NVIC) 01-18 (<http://www.dco.uscg.mil/Our-Organization/NVIC/>). These documents provide a comprehensive update on the U.S. ballast water management program and clarify U.S. regulations and enforcement policy. The Coast Guard will continue to be fair and reasonable as these systems are put in service, but vessels must comply with U.S. ballast water management regulations. Noncompliance could lead to significant vessel delays and penalties.

Last year we introduced the QUALSHIP 21 E-Zero program recognizing those exemplary vessels that have consistently adhered to environmental compliance. At the initial rollout in July 2017, 23 received the inaugural E-Zero designations. Within six months, the program has doubled. Congratulations to those vessel operators that have successfully distinguished themselves with this recognition.

We responded from all levels of our organization to rescue and assist victims of several major hurricanes that struck throughout the Gulf Coast of the United States, Puerto Rico, and the Virgin Islands last summer. These storms placed tremendous strain on our organization and our port partners in these areas. Despite these challenges, our Port State Control program continued to maintain the highest level of readiness. I greatly appreciate the hard work of all involved personnel to successfully meet historic response demands while ensuring we continued to execute our flag state responsibilities and enforce safety, security, and environmental compliance standards.

Finally, I thank my Headquarters staffs, Captains of the Port and especially the port state control officers for their dedicated and professional efforts managing this program and protecting our ports. I look forward to continuing our strong relationships with flag states, classification societies, owners, and vessel operators as we work together to promote safe and secure shipping around the world.

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Highlights in 2017

Vessel Arrivals Increased and Examinations Decreased, Detentions Decreased

In 2017, a total of 10,190 individual vessels, from 84 different flag administrations, made 83,566 port calls to the United States. The Coast Guard conducted 9,105 SOLAS safety exams and 8,793 ISPS exams on these vessels. These exam numbers decreased slightly from the 2016 totals of 9,390 SOLAS and 8,823 ISPS. The total number of ships detained in 2017 for environmental protection and safety related deficiencies decreased from 98 to 91 with the total number of ships detained in 2017 for security related deficiencies decreasing from 8 to 6.

Flag Administration Safety and Security Performance

Flag administration safety performance for 2017 increased, with the overall annual detention rate dropping from 1.05% to 0.99%. The three-year rolling detention ratio also decreased from 1.58% to 1.40%. The flag administrations of Belize, Samoa, and Taiwan were removed from our Targeted Flag List for 2017. Flag administration security performance for 2017 increased ever so slightly as well, with the annual Control Action Ratio (CAR) decreasing from 0.09% to 0.06%. The three-year rolling average CAR has remained nearly steady dropping from 0.11% to 0.10%. Additionally, there are no flag administrations listed on our ISPS/MTSA targeted matrix.

Detention Appeals

In addition to receiving appeals contesting the overall merits of a detention, we also receive appeals requesting the removal of a party's association to a detention. In 2017, the Coast Guard received a total of 21 detention appeals. Eleven appeals were submitted challenging the overall merits of the detention. At the time of publication of this report, three appeals were granted and eight were denied. For those parties appealing their association with a detention, ten total were received. Of those ten, two were denied and eight were granted. For more information on the Coast Guard's appeal process, please see our process guidance on page 5 of this report.

QUALSHIP 21 and E-Zero Programs

The QUALSHIP 21 (QS21) program ended calendar year 2017 with an enrollment of 2,013 vessels. For 2016 we had only one flag administration lose its QS21 eligibility over the previous year. Even with the slight drop in detentions in 2017, four flag administrations lost their eligibility while two additional flags became eligible. We would like to welcome the flag administrations of France and the Netherlands for becoming QS21 eligible this year. We invite you to take a moment to see the full list of QS21 flag administrations in Chapter 2 of this report.

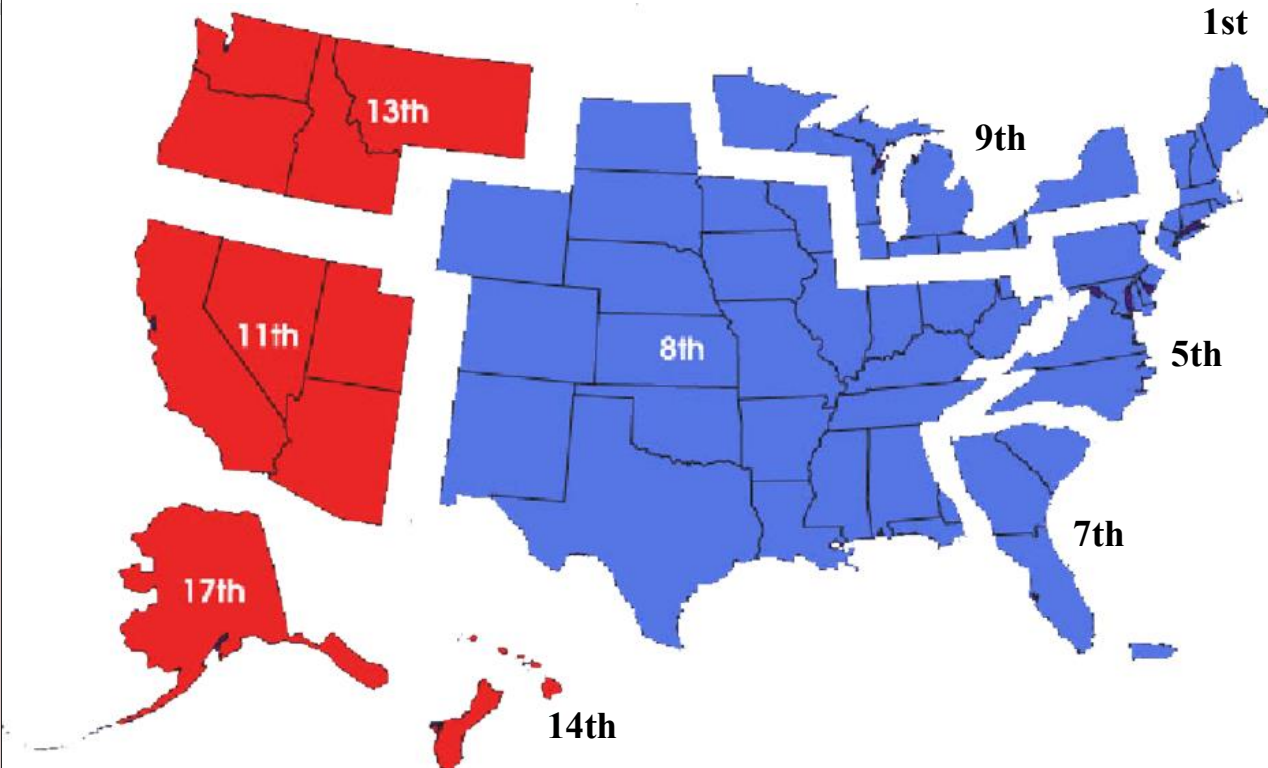
Revisions to Last Year's Report

The Coast Guard makes every effort to report its PSC exam data correctly and in a timely fashion. However, occasionally there may be detention appeals that were not fully adjudicated prior to the publication of the Annual Report. Following the publication of the 2016 Annual Report, there were five detention appeals to granted to the flag administrations of Greece (2), Marshall Islands (2), and Panama (1). The three-year detention ratios for those individual flag administrations as well as the overall number of detentions and associated detention ratios have been revised accordingly for this 2017 Report.

2017 Port State Control Statistics By Region

Pacific Area

Atlantic Area



District	Ship Visits	Safety Examinations Conducted	Safety Detentions	Security Examinations Conducted	Security Major Control Actions
1st	7,045	874	5	811	0
5th	7,744	950	8	984	2
7th	23,651	1,433	29	1,286	0
8th	25,705	3,464	28	3,398	1
9th	3,277	149	0	144	0
11th	8,725	1,024	7	1,006	0
13th	4,345	813	12	830	2
14th	1,620	279	2	233	1
17th	1,454	119	0	101	0
Total	83,566	9,105	91	8,793	6

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

2017 Port State Control Statistics by Port

Coast Guard Officer in Charge of Marine Inspection/Port	Coast Guard District	Safety Examinations	Detentions	Security Examinations	Major Control Actions
Sector Anchorage	17	79	0	79	0
Sector Boston	1	92	1	66	0
Sector Buffalo	9	32	0	65	0
Sector Charleston	7	108	1	110	0
Sector Columbia River	13	483	8	506	1
Sector Corpus Christi	8	253	2	252	0
Sector Delaware Bay	5	422	3	425	0
Sector Detroit	9	54	0	35	0
Marine Safety Unit Duluth	9	25	0	13	0
Sector Guam	14	91	0	75	0
Sector Hampton Roads	5	233	1	250	0
Sector Honolulu	14	188	2	158	1
Sector Houston/Galveston	8	1130	8	1161	1
Sector Jacksonville	7	204	2	195	0
Sector Juneau	17	40	0	22	0
Sector Key West	7	8	0	2	0
Sector Lake Michigan	9	28	0	28	0
Sector Long Island Sound	1	49	1	48	0
Sector Los Angeles/Long Beach	11	644	4	660	0
Sector Maryland-NCR	5	211	2	220	1
Sector Miami	7	396	11	345	0
Sector Mobile	8	402	2	321	0
Marine Safety Unit Morgan City	8	101	1	98	0
Sector New Orleans	8	1196	11	1195	0
Sector New York	1	597	1	583	0
Sector North Carolina	5	84	2	89	1
Sector Northern New England	1	50	2	49	0
Marine Safety Unit Port Arthur	8	382	4	371	0
Sector Puget Sound	13	330	4	371	0
Sector San Diego	11	85	0	64	0
Sector San Francisco	11	295	3	282	0
Sector San Juan	7	378	13	288	0
Sector Sault Ste Marie	9	10	0	3	0
Marine Safety Unit Savannah	7	190	2	202	0
Sector Southeastern New England	1	86	0	65	0
Sector St. Petersburg	7	149	0	144	0

Note: Due to the organization of Coast Guard field units into Sectors and Marine Safety Units, ports listed above reflect Coast Guard Captain of the Port (COTP) and Officer in Charge of Marine Inspection (OCMI) zones.

Flag Administration Safety and Security Performance

The following definitions apply to the table below:

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

Annual Detention Ratio: The yearly sum of safety-related detentions divided by the yearly sum of port state control examinations, multiplied by one hundred.

Three-Year Average Detention Ratio: The cumulative sum of safety related detentions from January 2015 through December 2017 divided by the cumulative sum of port state control examinations during those three years, multiplied by one hundred.

ISPS Major Control Action: A control measure (e.g., detention, denial of entry, or expulsion) imposed by the U.S. 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 January 2015 to December 2017.

**** This table contains revised data based on appeal decisions that were made after the publication of last year's Report and may not reflect the data that was previously published in past Reports.*

Calendar Year	Number of Safety Exams	Safety Related Detentions	Annual Detention Ratio	3-Year Average Detention Ratio	Major ISPS Control Actions	Annual ISPS Control Action Ratio	Rolling Average ISPS Control Action Ratio ⁽¹⁾
2008	11,578	176	2.03%	1.75%	27	0.31%	0.41%
2009	9,657	161	1.88%	1.92%	18	0.21%	0.34%
2010	9,907	156	1.67%	1.86%	17	0.18%	0.23%
2011	10,129	97	1.04%	1.53%	15	0.16%	0.18%
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%

¹ Targeting thresholds for vessel security was fixed at 1.5% in 2005 and has remained fixed since that time.

Port State Control Appeal Process

Any directly-affected party wishing to dispute the validity of, or their association with, a detention should follow the appeal procedures outlined in Title 46, Code of Federal Regulations, Subpart 1.03. The appeal process allows for three separate levels of appeal starting with the Sector, District, and finally Headquarters. At each level, the appellant has an opportunity to raise new reasons, facts 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 to both the Coast Guard's and industry position. We value the role of the appeal process in the overall health of our Port State Control program, and emphasize that there will be no repercussions to the appellant for seeking reconsideration or requesting to appeal.

For Recognized Organization (RO) Related Detentions

Appeals from ROs must be submitted within 30 days of detention notification or a formal request for an extension to this deadline must be submitted to CG-CVC-2. All appeals shall be in written format, contain mitigating information and be submitted electronically via e-mail to the following address:

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**

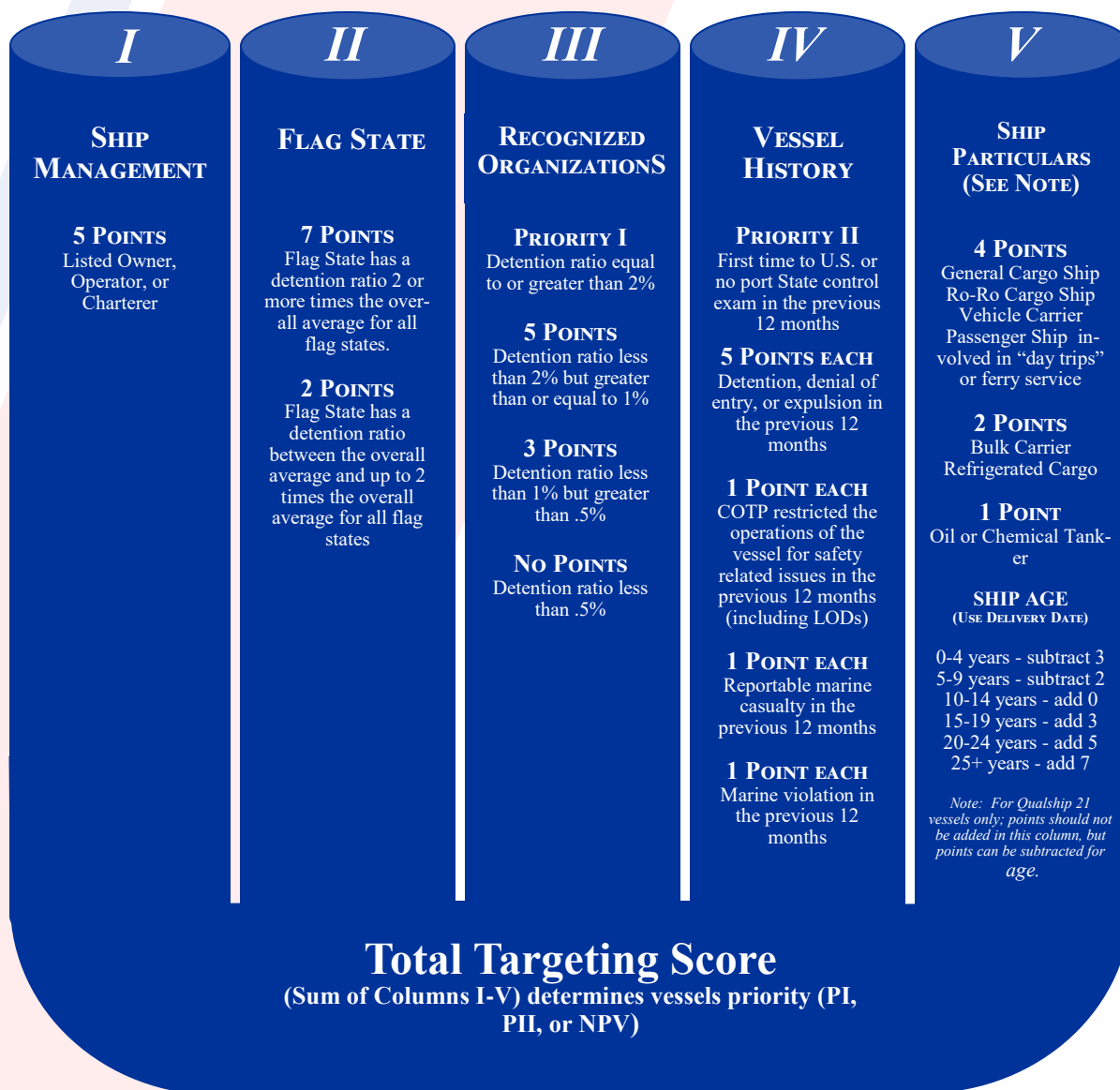
For All Other Detentions

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

<https://homeport.uscg.mil/>

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

Port State Control Safety and Environmental Protection Compliance Targeting Matrix



Priority (P)I Vessel

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

Priority (P)II Vessel

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

Non-Priority Vessel (NPV)

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

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

Flag Administration Safety Compliance Performance

The tables below contain Administrations that are on the PSC Safety Targeting Matrix effective July 1, 2018 - June 30, 2019

The Coast Guard targets Flag Administrations for additional PSC examinations if their detention ratio scores higher than 1.40% and if an Administration is associated with more than one detention in the past three years. This is represented in Column II of the PSC Safety Targeting Matrix on the previous page. We calculate detention ratios using three years of PSC data (2015-2017) based on the total number of detentions divided by the total number of examinations during that period. Flags with only one detention in the past three years are removed from the targeted flag list. The overall Flag Administration performance has risen slightly with the three-year running detention ratio decreasing slightly from 1.59% to 1.40%.

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

	2015-2017 Detention Ratio
Barbados	3.70%
Bolivia	24.24%
India	4.65%
St. Kitts and Nevis *	11.11%
Saint Vincent and the Grenadines	4.15%
Saudi Arabia *	3.64%
Tanzania	13.51%
Thailand	4.35%
Togo *	9.84%
Vanuatu	6.59%

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

	2015-2017 Detention Ratio
Antigua and Barbuda	2.26%
Cyprus	2.28%
Greece	2.10%
Malta *	1.48%
Panama	1.90%
Philippines *	1.56%
Turkey	2.50%

Flag Administrations Removed From Last Year's Targeted List

	Number of Detentions (2015-2017)	2015-2017 Detention Ratio
Belize	0	0.00%
Samoa	1	5.88%
Taiwan	0	0.00%

* Administration not targeted last year.

2017 Flag Administration Safety Compliance Performance Statistics

Flag ⁽¹⁾	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2015-2017 Detention Ratio
Algeria	3	2	2	0	0.00%
Anguilla	2	1	1	0	0.00%
Antigua and Barbuda	255	88	242	4	2.26%
Bahamas, The	547	151	548	5	0.74%
Bahrain	0	0	0	0	0.00%
Bangladesh	0	0	0	0	0.00%
Barbados	21	8	19	0	3.70%
Belgium	19	2	24	0	0.00%
Belize	1	1	3	0	0.00%
Bermuda	100	34	82	0	0.34%
Bolivia	4	4	3	0	24.24%
British Virgin Islands	12	7	10	0	0.00%
Bulgaria	1	1	1	0	0.00%
Canada	115	18	154	0	0.27%
Cayman Islands	166	32	298	2	0.40%
Chile	3	1	3	0	7.14%
China	39	5	43	0	1.23%
Colombia	1	0	1	0	0.00%
Cook Islands	11	6	9	1	2.63%
Croatia	10	1	15	0	2.78%
Curacao	14	7	9	0	1.96%
Cyprus	217	61	243	1	2.14%
Denmark	90	29	94	1	0.75%
Dominican Republic	2	1	1	1	50.00%
Dominica	0	0	0	0	0.00%
Ecuador	3	1	2	0	0.00%
Egypt	2	0	2	0	0.00%
Faroe Islands	1	0	1	0	0.00%
Finland	8	2	5	0	0.00%
France	27	4	28	0	0.00%
Germany	44	13	67	1	0.52%
Gibraltar	34	11	36	0	0.89%
Greece	247	47	260	3	2.10%
Honduras	1	0	1	0	0.00%

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

2017 Flag Administration Safety Compliance Performance Statistics

Flag ⁽¹⁾	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2015-2017 Detention Ratio
Hong Kong	603	126	789	3	0.75%
India	15	3	16	1	4.65%
Indonesia	0	0	0	0	0.00%
Ireland	2	1	2	0	0.00%
Isle Of Man	151	30	150	1	0.73%
Israel	4	2	5	0	5.56%
Italy	67	20	86	0	1.18%
Jamaica	14	3	24	0	0.00%
Japan	64	11	102	0	0.53%
Kiribati	0	0	1	0	0.00%
Kuwait	0	0	0	0	0.00%
Latvia	1	0	1	0	0.00%
Lebanon	0	0	0	0	50.00%
Liberia	1,048	280	1,220	10	1.40%
Libya	3	0	4	0	0.00%
Lithuania	0	0	0	0	0.00%
Luxembourg	10	4	9	0	0.00%
Malaysia	6	0	7	0	0.00%
Mali	0	0	1	0	0.00%
Malta	559	157	616	7	1.48%
Marshall Islands	1,261	314	1,534	6	0.71%
Mexico	29	14	27	1	1.28%
Moldova	7	2	2	0	0.00%
Montenegro	1	1	1	0	0.00%
Netherlands	176	69	189	0	0.93%
New Zealand	1	0	1	0	0.00%
Nigeria	1	0	3	0	0.00%
Norway	189	37	207	0	1.16%
Pakistan	1	0	1	0	0.00%
Palau	2	2	1	0	0.00%
Panama	1,622	425	1,747	20	1.90%
Peru	0	0	0	0	0.00%
Philippines	47	16	47	1	1.56%
Portugal	100	24	112	2	1.15%

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

2017 Flag Administration Safety Compliance Performance Statistics

Flag ⁽¹⁾	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2015-2017 Detention Ratio
Qatar	7	4	5	0	0.00%
Republic Of Korea	30	6	29	0	1.00%
Russian Federation	7	2	8	0	0.00%
Saint Kitts and Nevis	6	3	2	1	11.11%
Saint Vincent and the Grenadines	64	22	31	1	4.15%
Samoa	5	2	2	0	5.88%
Saudi Arabia	21	2	27	1	3.64%
Seychelles	0	0	1	0	0.00%
Singapore	655	130	732	3	0.82%
Spain	12	4	14	0	0.00%
Sri Lanka	1	0	2	0	14.29%
Sweden	6	1	13	0	2.78%
Switzerland	18	8	23	0	0.00%
Taiwan	18	3	24	0	0.00%
Tanzania	24	17	11	3	13.51%
Thailand	13	4	12	0	4.35%
Togo	33	17	9	5	9.84%
Trinidad And Tobago	2	0	1	0	0.00%
Turkey	24	6	25	0	2.50%
Tuvalu	6	2	3	0	0.00%
United Arab Emirates	0	0	0	0	0.00%
United Kingdom	111	23	142	1	0.34%
Uruguay	0	0	0	0	0.00%
Vanuatu	57	23	60	5	6.59%
Venezuela	0	0	0	0	7.69%
Vietnam	0	0	0	0	0.00%

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

2017 Recognized Organization Safety Compliance Performance

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

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

Recognized Organization (RO)	Abbreviation	Vessel Examinations				RO-Related Detentions				Ratio
		2015	2016	2017	Total	2015	2016	2017	Total	
American Bureau of Shipping	ABS	1,677	1,836	1,685	5,198	-	-	1	1	0.02%
Bureau Veritas	BV	1,038	1,113	1,166	3,317	2	-	-	2	0.06%
China Classification Society	CCS	234	231	194	659	-	-	-	-	0.00%
CR Classification Society	CR	2	1	13	16	-	-	-	-	0.00%
Croatian Register of Shipping	CRS	17	17	14	48	-	-	-	-	0.00%
Det Norske Veritas/Germanischer Lloyd	DNV GL	2,687	2,122	3,271	8,080	1	-	-	1	0.01%
Dromon Bureau of Shipping	DBS	-	-	2	2	-	-	-	-	0.00%
Hellenic Register of Shipping	HRS	-	-	1	1	-	-	-	-	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	1	2	4	7	-	-	-	-	0.00%
Indian Register of Shipping	IRS	13	13	13	39	-	-	-	-	0.00%
International Naval Surveys Bureau	INSB	8	6	3	17	-	-	-	-	0.00%
Isthmus Bureau of Shipping	IBS	8	12	20	40	-	-	-	-	0.00%
Korean Register of Shipping	KRS	287	242	314	843	-	-	-	-	0.00%
Lloyd's Register	LR	2,143	2,403	2,405	6,951	-	-	1	1	0.01%
Nippon Kaiji Kyokai	NKK	2,203	2,296	2,282	6,781	-	-	-	-	0.00%
Panama Bureau of Shipping	PBS	3	4	2	9	-	-	-	-	0.00%
Panama Maritime Surveyors Bureau	PMS	-	3	11	14	-	-	-	-	0.00%
Polski Rejestr Statkow	PRS	22	17	22	61	-	-	-	-	0.00%
Registro Italiano Navale	RINA	355	284	320	923	-	-	-	-	0.00%
Rinava Portuguesa	RP	7	14	17	38	-	-	-	-	0.00%
Russian Maritime Register of Shipping	RS	43	34	29	106	-	-	-	-	0.00%
Universal Shipping Bureau	USB	2	1	8	11	-	-	-	-	0.00%
VG Register of Shipping	VGRS	2	1	1	3	-	-	-	-	0.00%
Bulgarian Register of Shipping	BKR	3	6	17	26	-	-	1	1	3.84%
Panama Maritime Documentation Service	PMDS	15	31	42	88	-	3	1	4	4.54%
National Shipping Adjusters Inc	NASHA	9	11	21	41	-	1	-	1	2.43%
Compania Nacional de Registro y Inspecciones de Naves	CNRIN	-	12	65	77	3	2	5	10	12.98%
Intermaritime Certification Services	IMC	10	12	16	38	3	-	-	3	7.89%
International Register of Shipping	IROS	4	4	8	16	1	-	-	1	6.25%
Macosnar Corporation	MC	-	1	1	2	-	1	-	1	50.00%
Panama Register Corporation	PRC	2	3	-	5	-	1	-	1	20.00%
Panama Shipping Registrar	PSR	-	1	-	1	-	-	-	1	100.0%

Detainable Deficiencies Overview

In 2017, we witnessed a decrease in the number of detentions from the previous year. Below are some common themes repeated for detainable deficiencies found during our PSC examinations.

Fire Protection Systems: Detentions related to fire detection continue to be of concern. During one exam over 30 inoperable smoke detectors were discovered that encompassed the entire engine room. There were several instances of required remote-operable fuel shutoff valves on various fuel and lube oil tanks disabled in the open position. Despite being certified by a servicing technician and having also undergone a class survey, a fixed CO2 system was discovered completely disconnected between the time delays and the CO2 bottles. We also had detentions related to compromised fire doors, no water flow to deck spray nozzles, and empty fire extinguishers.



Safety Management Systems (SMS): The number of SMS related deficiencies continues to remain consistent over the last several years. Instances of multiple uncorrected material deficiencies indicating a failure to implement a ship's SMS were most common. Several SMS related detentions also resulted from the failure of the master and or crew to report non-conformities to the company in accordance with their approved SMS. Additionally, expanded ISM exams turned up many examples of maintenance logs not accurately reflecting the actual substandard condition of lifesaving and firefighting equipment. In these cases, the ship was not only detained, but an external audit of the SMS was recommended.



Lifesaving Equipment: Detainable deficiencies related to lifesaving equipment declined significantly over last year. However, deficiencies related to rescue boats and their state of readiness were most frequently observed. There were also instances of lifejackets being found deteriorated to such an extent that they would not maintain floatation.

MARPOL Annex I: MARPOL Annex I deficiencies increased slightly this year. Even with this slight increase, the numbers are still relatively low compared to past years. At one time these types of deficiencies made up nearly one quarter of all detainable deficiencies issued with inoperable oily water separating (OWS) equipment dominating this category. For 2017, only 11% of our detentions were MARPOL Annex I related.

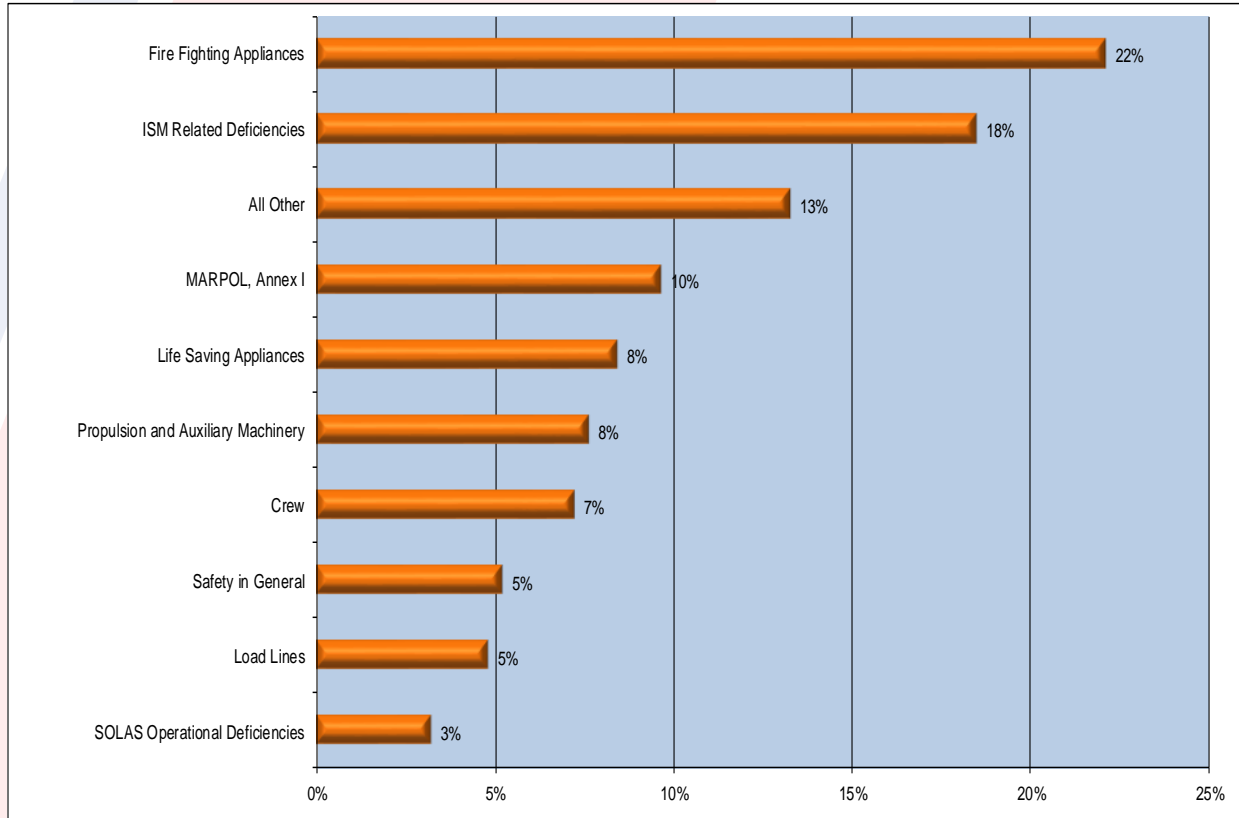
Safety in General: This topic can cover almost any area throughout a ship and if not addressed immediately can lead to serious injury or loss of life. During an exam on a tank ship, PSCOs discovered all explosion proof deck lights in the cargo area were compromised. Other detentions resulted from fuel leaks in various systems and in one case a propeller shaft was found leaking at a rate of over ten gallons per minute.



*This highlights only a small fraction of the detainable deficiencies discovered in 2017. 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.

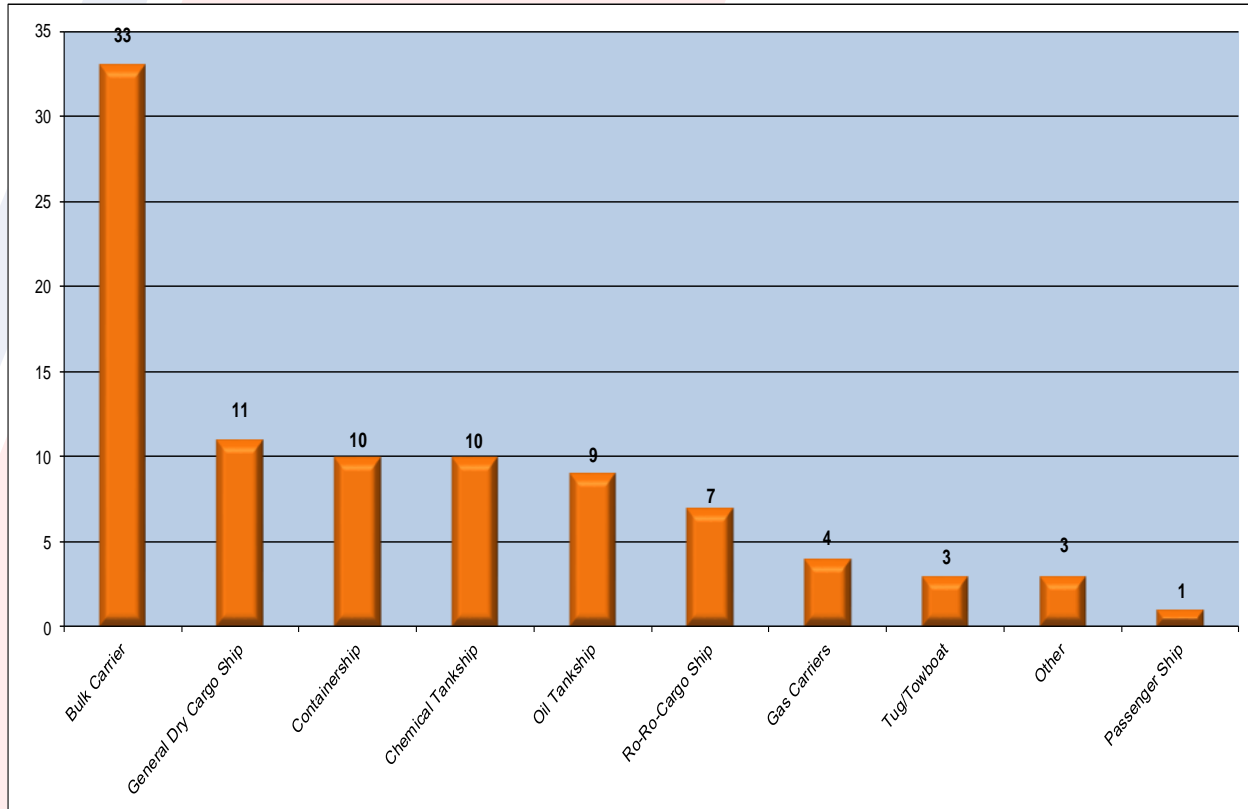
Statistics Derived from USCG Port State Control Examinations

Types of Safety Deficiencies Leading to Detentions



Statistics Derived from USCG Port State Control Examinations (cont.)

Detentions by Ship Type

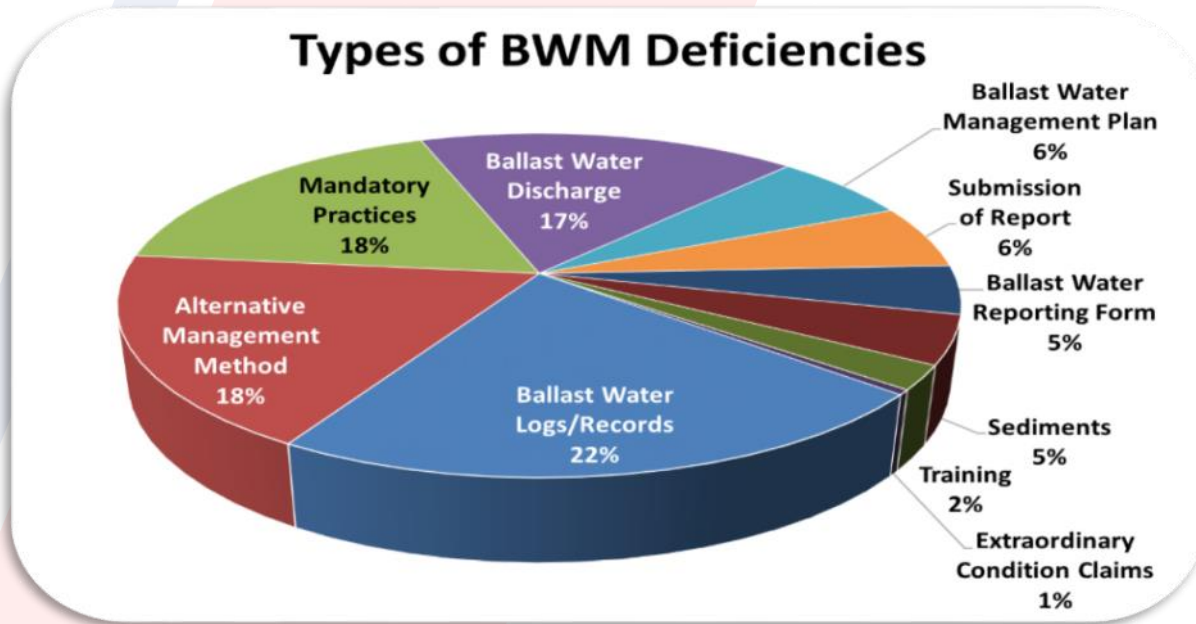


Detention Percentage by IMO Ship Type

Ship Type	Number of Exams	Number of Detentions	Detention %
General Dry Cargo	1,193	18	1.50%
Refrigerated Cargo	122	0	0.00%
Bulk Carrier	3,148	33	1.04%
Gas Carrier	409	4	0.98%
Oil Tanker	1,145	9	0.78%
Container Ship	1,150	10	0.86%
Passenger Ship	390	1	0.25%
Chemical Tanker	1,150	10	0.86%
Other	396	6	1.51%

* IMO ship types may differ from those identified by the Coast Guard in the above graph.

Ballast Water Management (BWM) Compliance in the United States



In March of 2012, the Coast Guard published the final rule titled, “Standard for Living Organisms in Ships’ Ballast Water Discharged in U.S. Waters.” The rule became effective in June of 2012, whereby the Coast Guard amended its BWM regulations by establishing a standard for the allowable concentration of living organisms in ships’ ballast water discharged into waters of the U.S. Furthermore, the rule amended Coast Guard regulations for engineering equipment by establishing an approval process for ballast water management systems (BWMS). Beginning January 1, 2016, the implementation schedule for installing BWMS began, and both existing and new vessels were required to begin installing and using BWMS type-approved by the Coast Guard or adopt one of the other compliance options, and ballast water exchange began to be phased out. Although the United States has not ratified the International Convention for the Control and Management of Ships’ Ballast Water and Sediments (BWM Convention) that entered into force in September of 2017, we acknowledge this important milestone for controlling the introduction of invasive species by ballast water as one of the greater challenges for reducing the environmental footprint of global shipping.

BWM Compliance Statistics: The number of BWM exams conducted by the Coast Guard increased in 2017 by 1.9 percent. Deficiencies increased from 110 in 2016 to 219 in 2017, a 99.1 percent increase. The majority of the deficiencies were related to logs/records, alternate management systems (AMS), mandatory practices, BWM plan, and the discharge of untreated ballast water into waters of the U.S. Consequently, the Coast Guard imposed operational control restrictions on 17 vessels due to the severity of deficiencies where some of these vessels were required to leave port in order to comply. These vessels received sanctions ranging from warnings, Notice of Violations (NOV), and Administrative Civil Penalty (Class I) actions for failure to implement BWM requirements.

Common Trends: The lack of familiarity and training regarding the use of a BWMS, maintenance of the BWM plan specific for the vessel, and implementation of a BWM strategy were found to be a common trend with the deficiencies identified. In some cases, the Coast Guard found that the BWMS was only used during voyages to the U.S. and that crews received little or no training in operating and maintaining the system. For a BWMS to operate reliably, it must be used regularly and in accordance with the manufacturer's specifications. This improves crew operational knowledge of the BWMS and its reliability. Furthermore, the BWM plan should include routine shipboard operations and contingencies for those situations when compliance with the BWM requirements is not possible.



QUALSHIP 21 & E-ZERO

REWARDING YOUR COMMITMENT TO QUALITY, SAFETY AND THE ENVIRONMENT

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 is a new addition to the existing QUALSHIP 21 program. The intent of E-Zero is to recognize 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 Programs

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 rendered to participants. The criteria for inclusion are very strict and only a small percentage of all foreign-flagged ships that operate in the United States have earned the QUALSHIP 21 designation. The QUALSHIP 21 program ended calendar year 2017 with an enrollment of 2,013 vessels. Four previously qualified flag administrations lost their QUALSHIP 21 eligibility over this past year. Vessels from those flag administrations that are currently enrolled in the program will remain enrolled until their QUALSHIP 21 certificates expire.

In 2017, the Coast Guard introduced a new designation within the existing QUALSHIP 21 program called E-Zero. The new 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 2017, 49 ships received the E-Zero designation.

Information on the eligibility criteria for the QUALSHIP 21 and E-Zero programs, including a complete listing of qualifying ships, can be found on our website at www.uscg.mil/cgevc/ under the Port State Control link.

For the period of July 1, 2018 through June 30, 2019, we have 19 eligible Flag Administrations for the QUALSHIP 21 Program:

Qualified Flag Administrations

Bahamas	Denmark	Japan	United Kingdom
Belgium	France	Marshall Islands	
Bermuda	Germany	Netherlands	
British Virgin Islands	Gibraltar	Republic of Korea	
Canada	Hong Kong	Singapore	
Cayman Islands	Isle of Man	Switzerland	

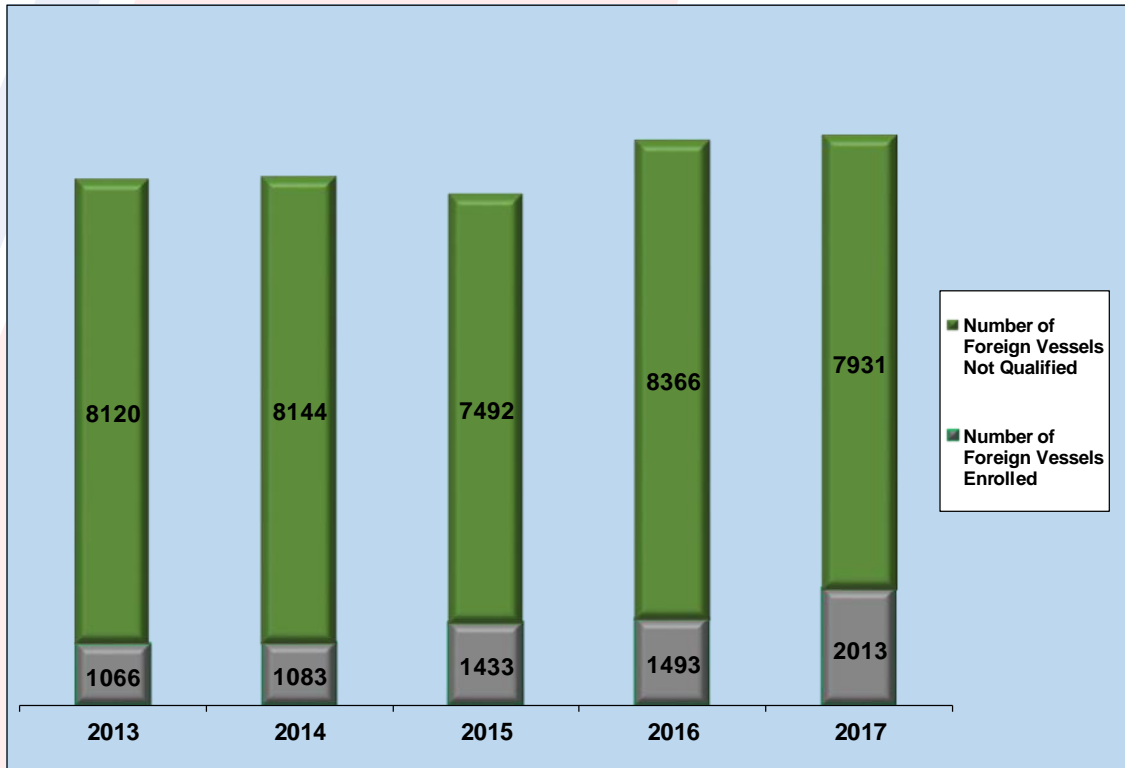
In 2011, we created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations per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

Finland	Malaysia	Spain
Jamaica	Moldova	Taiwan
Libya	Qatar	
Luxembourg	Russia	

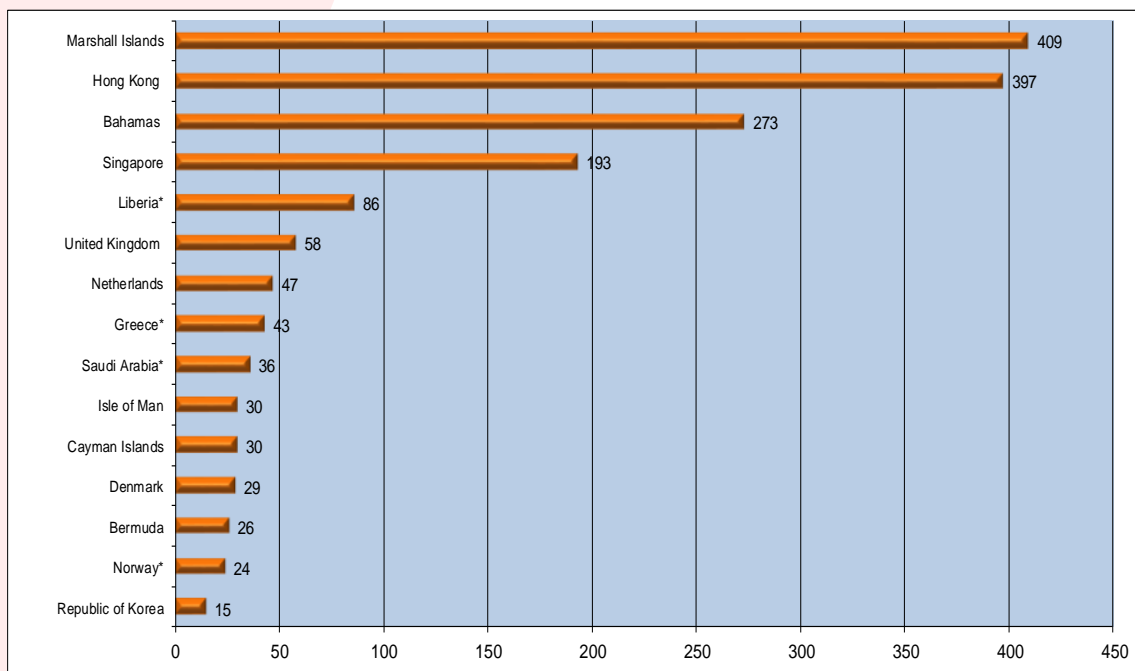
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2017.

Quality Shipping for the 21st Century

Yearly QUALSHIP 21 Enrollment (2013-2017)



Number of QUALSHIP 21 Vessels by Flag Administration¹



¹ Flag Administrations with 10 or less ships enrolled are not listed.

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



E-ZERO

REWARDING YOUR COMMITMENT TO THE ENVIRONMENT

All ships receive special recognition denoted on their QUALSHIP 21 certificate and their name posted on the U.S. Coast Guard website.

Tank ships are permitted to conduct cargo operations with-in six months of both the COC annual exam due date and the COC expiration date.

Passenger Ships receive a reduced scope on the environmental portion of their COC periodic exams.

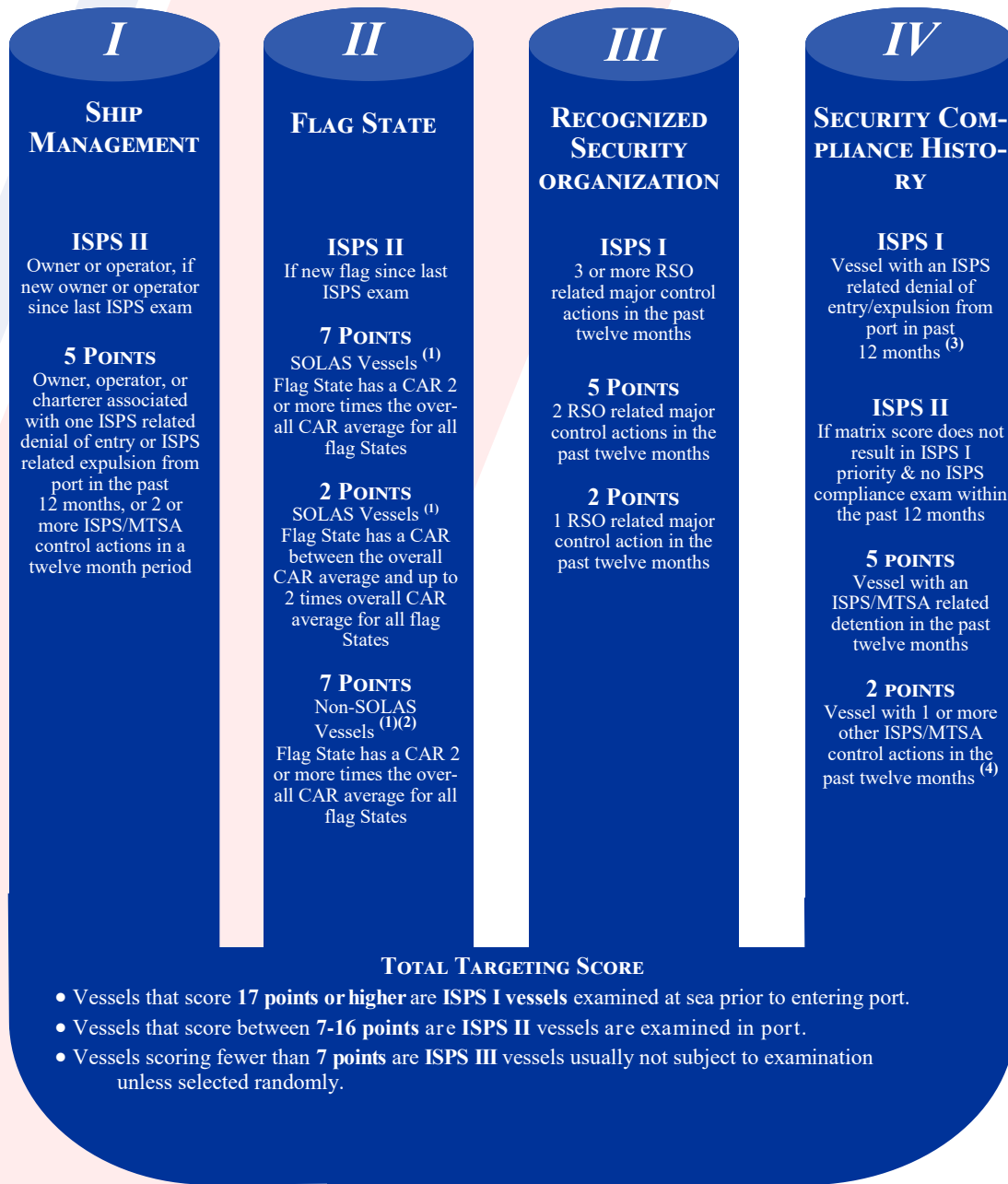
Congratulations to the ships and companies that received the initial E-Zero designation .

AFRICAN HORNBILL (BS), AFRODITE (BS), ALGOMA TRANSPORT (CA), ALGOWAY (CA), AMBER CHAMPION (HK), ANAVATOS (MS), ANDROMEDA VOYAGER (BS), ANTARES VOYAGER (BS), APOLLON (BS), ARCTURUS VOYAGER (BS), ARIADNE (BS), AXIOS (BS), BALTIC COUGAR (MS), BALTIC PANTHER (MS), CMB ADRIEN (HK), CMB BORIS (HK), CMB MAE (HK), CMB YASMINE (HK), CONSTANTINOS G.O. (MS), CPO INDIA (UK), CPO MALAYSIA (UK), CPO NEW ZEALAND (UK), ECOMAR G.O. (MS), ECOSTAR G.O. (MS), FRONT ENDURANCE (MS), GLEAMSTAR (MS), KRANIA (MS), LEO VOYAGER (BS), LIBRA VOYAGER (BS), LIBRA VOYAGER (BS), OCEAN GEM (BS), SAGA ADVENTURE (HK), SAGA BEIJA-FLOR (HK), SAGA DISCOVERY (HK), SAGA FRAM (HK), SAGA FRONTIER (HK), SAGA FUTURE (HK), SAGA JOURNEY (HK), SAGA MONAL (HK), SAGA PIONEER (HK), SAGA TIDE (HK), SAGA TUCANO (HK), SEOUL SPIRIT (BS), SHANDONG HAI YAO (HK), SHAO SHAN 8 (HK), SILVER NAVIGATOR (MS), STENAWECO GLADYS W (MS), TIANLONG SPIRIT (BS), UACC MANAMA (MS)

Algoma Central Corp (ACC), Anglo-Eastern Ship Management Ltd, Baltic Trading Ltd, Bocimar International NV, Chevron Shipping Co LLC, Chevron Tankers Ltd, Chevron Transport Corp Ltd, Claus-Peter Offen Tankschiffreederei (GmbH & Co) KG (Offen Tankers), Fleet Management Ltd, Frontline Ltd, Frontline Management AS, Genco Ship Management LLC, Gleamray Maritime Inc., Global Maritime Investments Cyprus Ltd, Goldwin Shipping Ltd, Hunan Ocean Shipping Co (COSCO HUNAN), International Tanker Management Ltd, MUR Shipping BV, Neda Maritime Agency Co Ltd, Oldendorff Carriers GmbH & Co KG, Reederei Claus-Peter Offen GmbH & Co KG, Saga Welco AS, Scorpio Commercial Management SAM, Shandong Shipping Corp, Silver Lake Shipping Co SA, Stena Weco A/S, Sun Enterprises Ltd, Teekay Chartering Ltd, Teekay Marine (Singapore) Pte Ltd, Teekay Shipping Ltd, Tsakos Columbia Shipmanagement (TCM) SA, United Arab Chemical Carriers Ltd, Vitol SA, Western Bulk AS



ISPS/MTSA Security Compliance Targeting Matrix



- (1) Pertains solely to Flag Administrations with more than one major control action in a 12 month period.
- (2) Includes vessels from non-SOLAS signatory countries and non-SOLAS vessels from signatory countries.
- (3) COTP or OCMI may downgrade a vessel’s priority from ISPS I to ISPS II, or ISPS II to ISPS III depending upon circumstances surrounding a denial of entry. If denial of entry is solely from failure to provide a Notice of Arrival prior to entry into the U.S., assign 2 points.
- (4) Includes vessel delays, restriction of operations, and restriction of movement related to vessel security deficiencies. Does not include routine examination of the ship or lesser administrative actions.

2017 Flag Administration Security Compliance Performance

The Coast Guard targets Flag Administrations for additional ISPS examinations if their Control Action Ratio (CAR) scores higher than the overall average for all flags and if an Administration is associated with more than one major control action in the past three years. We calculate Major CARs based upon three years of enforcement data (January 2015 to December 2017).

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

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

	2015-2017 Control Action Ratio
None	N/A

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

	2015-2017 Control Action Ratio
None	N/A

Flag Administrations Removed From Last Year's Targeted List

	Number of ISPS Detentions (2015-2017)	2015-2017 Control Action Ratio
None	N/A	N/A

2017 Flag Administration Security Compliance Performance Statistics

Flag ⁽¹⁾	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Algeria	2	0	2	0	0.00%
Anguilla	1	0	1	0	0.00%
Antigua and Barbuda	236	5	242	0	0.13%
Bahamas, The	518	8	548	0	0.06%
Bahrain	0	0	0	0	0.00%
Bangladesh	0	0	0	0	0.00%
Barbados	23	1	19	0	0.00%
Belgium	17	0	24	0	0.00%
Belize	1	0	3	0	0.00%
Bermuda	85	1	82	1	0.40%
Bolivia	4	1	3	0	0.00%
British Virgin Islands	5	0	10	0	0.00%
Bulgaria	1	0	1	0	0.00%
Canada	31	0	154	0	0.00%
Cayman Islands	97	2	298	0	0.00%
Chile	3	0	3	0	0.00%
China	43	0	43	0	0.00%
Colombia	1	0	1	0	0.00%
Cook Islands	8	0	9	0	0.00%
Croatia	10	0	15	0	0.00%
Curacao	13	0	9	0	0.00%
Cyprus	213	2	243	0	0.15%
Denmark	81	0	94	0	0.00%
Dominican Republic	0	0	1	0	0.00%
Dominica	0	0	0	0	0.00%
Ecuador	1	1	2	0	0.00%
Egypt	2	0	2	0	0.00%
Faroe Islands	1	0	1	0	0.00%
Finland	5	0	5	0	0.00%
France	25	0	28	0	0.00%
Germany	38	0	67	0	0.00%
Gibraltar	29	1	36	0	0.00%
Greece	243	1	260	0	0.00%
Honduras	1	0	1	0	0.10%

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

2017 Flag Administration Security Compliance Performance Statistics

Flag ⁽¹⁾	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Hong Kong	671	5	789	0	0.10%
India	15	1	16	0	0.00%
Indonesia	0	0	0	0	0.00%
Ireland	2	0	2	0	0.00%
Isle of Man	152	1	150	0	0.26%
Israel	3	0	5	0	0.00%
Italy	61	0	86	0	0.00%
Jamaica	2	0	24	0	0.00%
Japan	60	0	102	0	0.00%
Kiribati	0	0	1	0	0.00%
Kuwait	0	0	0	0	0.00%
Latvia	0	0	1	0	0.00%
Lebanon	0	0	0	0	0.00%
Liberia	1,059	12	1,220	1	0.03%
Libya	4	0	4	0	0.00%
Lithuania	0	0	0	0	0.00%
Luxembourg	10	0	9	0	0.00%
Malaysia	6	0	7	0	0.00%
Mali	0	0	1	0	0.00%
Malta	536	9	616	0	0.13%
Marshall Islands	1,321	9	1,534	1	0.06%
Mexico	22	0	27	0	0.00%
Moldova	5	0	2	0	0.00%
Montenegro	1	0	1	0	0.00%
Netherlands	185	6	189	0	0.00%
New Zealand	0	0	1	0	0.00%
Nigeria	0	0	3	0	0.00%
Norway	188	2	207	0	0.00%
Pakistan	1	0	1	1	33.33%
Palau	2	2	1	0	0.00%
Panama	1,529	30	1,747	4	0.19%
Peru	0	0	0	0	0.00%
Philippines	42	1	47	1	0.82%
Portugal	108	1	112	0	0.00%

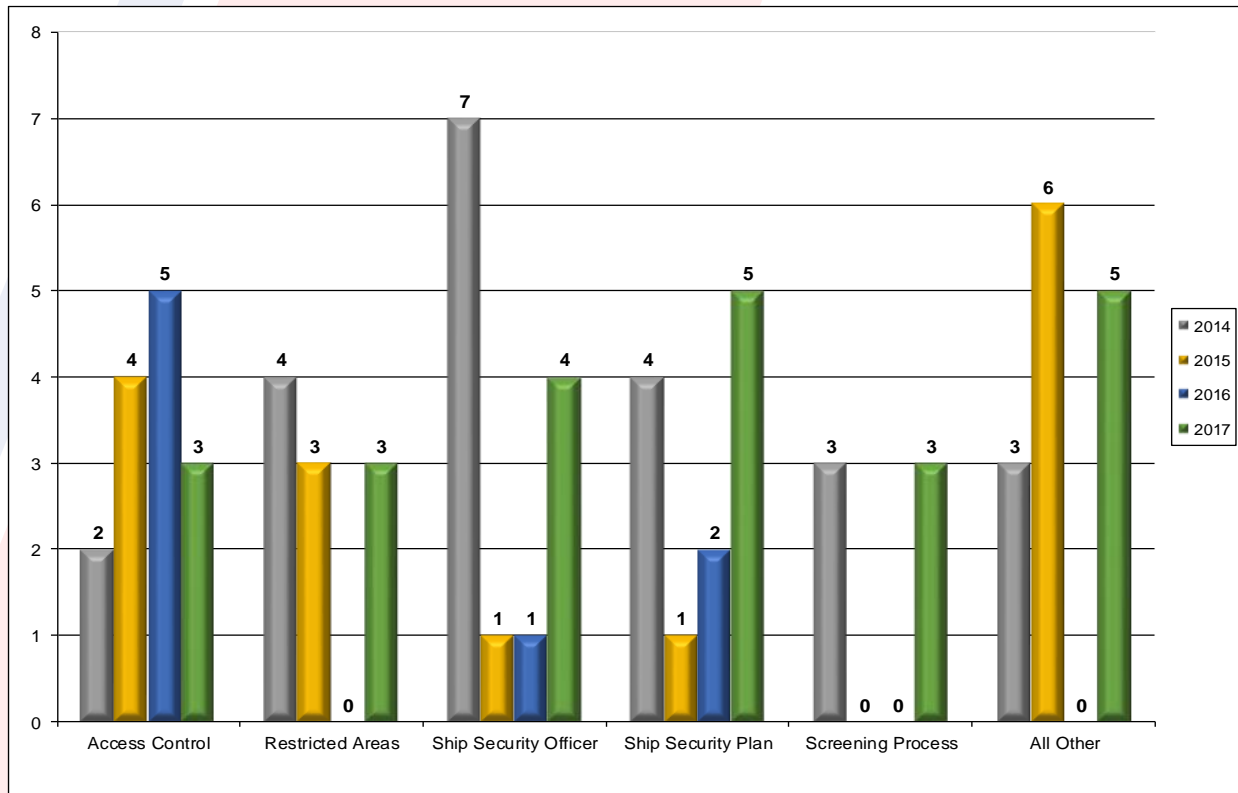
¹ If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration may not be listed.

2017 Flag Administration Security Compliance Performance Statistics

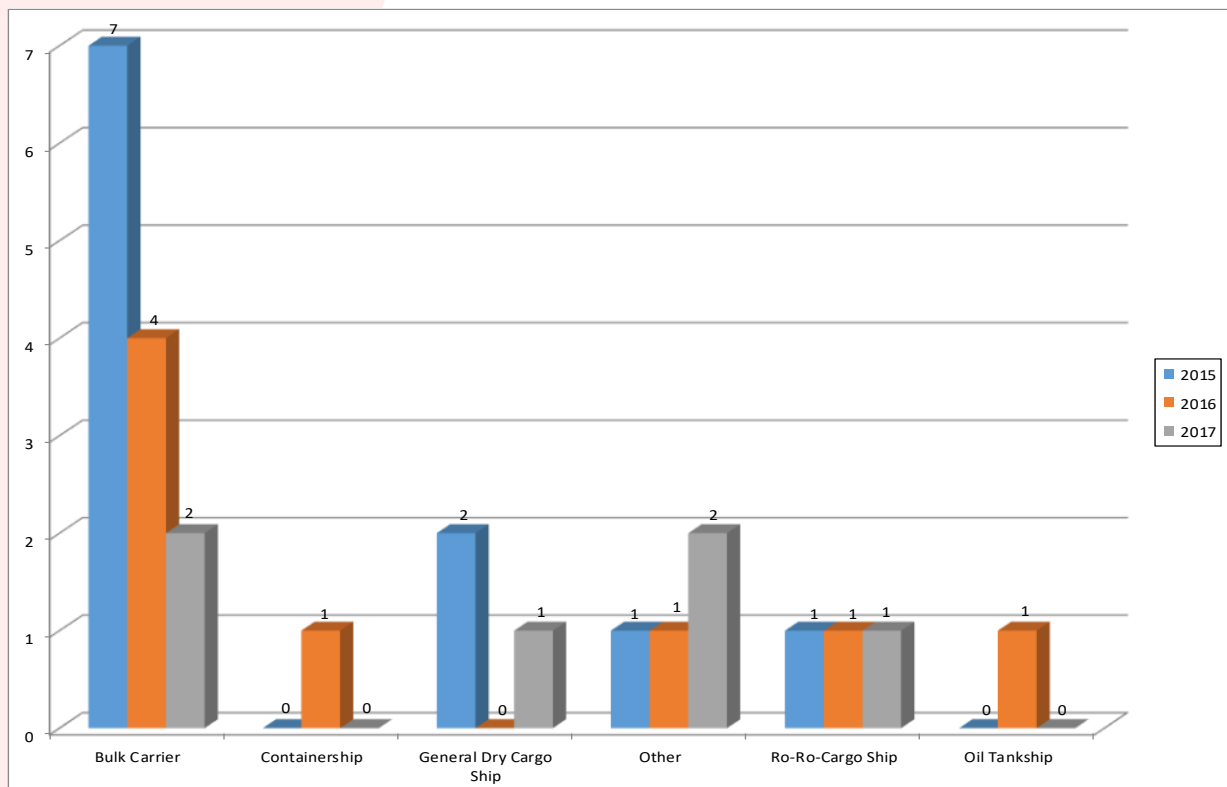
Flag ⁽¹⁾	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Qatar	7	1	5	0	0.00%
Republic of Korea	25	1	29	0	0.00%
Russian Federation	8	0	8	0	0.00%
Saint Kitts and Nevis	5	1	2	0	0.00%
Saint Vincent and The Grenadines	46	3	31	0	0.71%
Samoa	2	1	2	0	0.00%
Saudi Arabia	27	0	27	0	0.00%
Seychelles	0	0	1	0	0.00%
Singapore	653	6	732	0	0.00%
Spain	5	0	14	0	0.00%
Sri Lanka	1	0	2	0	0.00%
Sweden	13	0	13	0	0.00%
Switzerland	17	0	23	0	0.00%
Taiwan	13	0	24	0	0.00%
Tanzania	19	6	11	0	1.72%
Thailand	13	0	12	0	0.00%
Togo	20	3	9	0	0.00%
Trinidad and Tobago	0	0	1	0	0.00%
Turkey	21	1	25	1	1.37%
Tuvalu	4	0	3	0	0.00%
United Arab Emirates	0	0	0	0	0.00%
United Kingdom	116	0	142	0	0.00%
Uruguay	0	0	0	0	0.00%
Vanuatu	54	7	60	0	0.00%
Venezuela	0	0	0	0	0.00%
Vietnam	0	0	0	0	0.00%

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

Security Deficiencies by Category



Major Control Actions by Vessel





U. S. Coast Guard Marine Inspection and Investigation School, Port State Control Course



The Coast Guard Training Center Yorktown is the home of the Coast Guard's Port State Control (PSC) course. Located on the scenic banks of the York River in Yorktown, Virginia the training center sits adjacent to the battlefields in Colonial National Park near the site where America won its independence from England. The course provides students the foundational knowledge needed to earn various Coast Guard PSCO qualifications. In addition to training Coast Guard members, international PSCOs (e.g. Argentina, Uruguay, and the Bahamas), U.S. Military Sealift Command port engineers, and inspectors from the U.S. Army Transportation Corps have also benefitted from the course.

The course instructors and staff are a mix of Coast Guard active duty and civilian employees who have distinguished themselves as marine safety professionals based on their qualifications and field experience. Training topics include, but are not limited to: the purpose of PSC, professional ethics and demeanor, awareness of cultural differences with foreign crews, application of SOLAS, MARPOL, safety management systems, security (ISPS), load line, and tonnage conventions, manning, and mariner training. Additionally, the course provides practical guidelines on how to examine foreign vessels and systems, control actions, reporting requirements, and appeals of Coast Guard actions. The course is taught using a combination of lectures, in-class and laboratory exercises, and field trips onboard ships. Emphasis is placed on delivering students practical hands-on experience with ship equipment and examination procedures.



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