



DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD



PORT STATE CONTROL IN THE UNITED STATES



2019 ANNUAL REPORT

Rear Admiral Richard V. Timme

ASSISTANT COMMANDANT FOR PREVENTION POLICY

UNITED STATES COAST GUARD

I am pleased to present to you the 2019 U. S. Coast Guard Port State Control (PSC) Annual Report summarizing our enforcement of SOLAS, MARPOL, ISPS Code and other international conventions on foreign vessels trading in U.S. ports.

In 2019, we conducted 8,622 SOLAS safety exams with a total of 95 detentions and seven ISPS control actions. The annual detention rate of 1.10% is a slight decrease over last year. However, the three-year rolling average detention ratio increased slightly from 1.06% to 1.07%. Our data this year shows the number of detainable deficiencies related to safety management systems and MARPOL Annex I both made an increase over the 2018 numbers, while those related to fire safety and lifesaving systems remained relatively the same. Additionally, the number of recognized organizations that were associated with detentions increased from 12 in 2018 to 13 in 2019.



The Coast Guard remains committed to ensuring environmental compliance within U.S. waters. I am pleased to note that new systems continue to offer more flexibility when it comes to compliance with U.S. Ballast Water regulations. In 2019, we issued an additional 10 Type Approval Certificates for ballast water treatment systems bringing the total number of Coast Guard approved systems to 25. On a different note, new MARPOL Annex VI requirements entered into force on January 1, 2020 further reducing the sulphur limit in fuel to 0.5%. In addition to continued enforcement with the 0.1% sulphur limit within the Emission Control Areas (ECA) of the United States, you can expect to see a strong effort within our Port State Control program to ensure continued compliance within the ECA as well as, with the new global sulfur limits. If during a Port State Control examination we discover that a vessel has used fuel exceeding the sulfur cap beyond our ECA, we will take action against the vessel to ensure compliance. We recognize that there may be challenges with meeting the new low sulfur fuel requirements, I strongly encourage operators and owners to develop contingency plans for the potential compliance challenges and include them as a part of their Safety Management System.

The IMO has also implemented cyber requirements to take effect on January 1, 2021. It is imperative that companies identify and safeguard against maritime cyber risks. The Coast Guard will be issuing further guidance this year on cyber hygiene on vessels and encourage vessel owners and operators to be proactive with their cyber protections.

The QUALSHIP 21 E-Zero program that recognizes those exemplary vessels that have demonstrated an exceptional commitment to environmental stewardship has quickly become the ultimate benchmark for environmental compliance recognition in the maritime industry. Though we are approaching 3,000 ships enrolled in the QUALSHIP 21 program, only 51 of those ships have met the stringent criteria to earn the E-Zero designation. Congratulations to those ships and operators that have successfully distinguished themselves with this prestigious recognition.

Finally, I thank my Headquarters staffs, Captains of the Port and especially the PSCOs for their dedication in working towards the elimination of substandard shipping worldwide while protecting mariners, our ports, and the environment. 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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2019 ANNUAL REPORT

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CHAPTER

1

USCG

Highlights in 2019

Vessel Arrivals Decreased with Exams Yielding Slight Detention Decrease

In 2019, a total of 10,394 individual vessels, from 84 different flag administrations, made 83,231 port calls to the U.S. The Coast Guard conducted 8,622 SOLAS safety exams and 8,619 ISPS exams on these vessels. These exam numbers are down a bit from the 2018 totals of 9,025 (SOLAS) and 8,819 (ISPS). The total number of ships detained in 2019 for environmental protection and safety related deficiencies decreased from 103 to 95 with merit appeals undergoing the review process. The total number of ships detained in 2019 for security related deficiencies decreased from eight to seven.

Flag Administration Safety and Security Performance

Flag administration safety performance for 2019 remained steady with the overall annual detention rate slightly decreasing from 1.14% to 1.10%. However, the three-year rolling detention ratio increased slightly from 1.06% to 1.07%. The flag administrations of Cyprus, India, and Turkey were removed from our Targeted Flag List for 2019. Flag administration security performance for 2019 increased slightly resulting in the annual Control Action Ratio (CAR) decreasing from 0.09% to 0.08%. The three-year rolling average CAR held steady at 0.08%. Additionally, for the fourth straight year, there were no flag administrations listed on our ISPS/MTSA targeted matrix.

Detention and Association Appeals

In 2019, the Coast Guard received a total of thirty-nine appeals. Twenty-three appeals were submitted challenging the overall

merits of the detention. For those merit appeals that have been finalized, seven were granted and ten were denied. There are currently six merit appeals still under consideration.

In addition to receiving appeals contesting the overall merits of a detention, we also received sixteen appeals requesting the removal of a party's association with a detention. Of those sixteen, six were denied and eight were granted. Two are still under consideration. For more information on the Coast Guard's appeal process, please see our process guidance on page seven of this report.

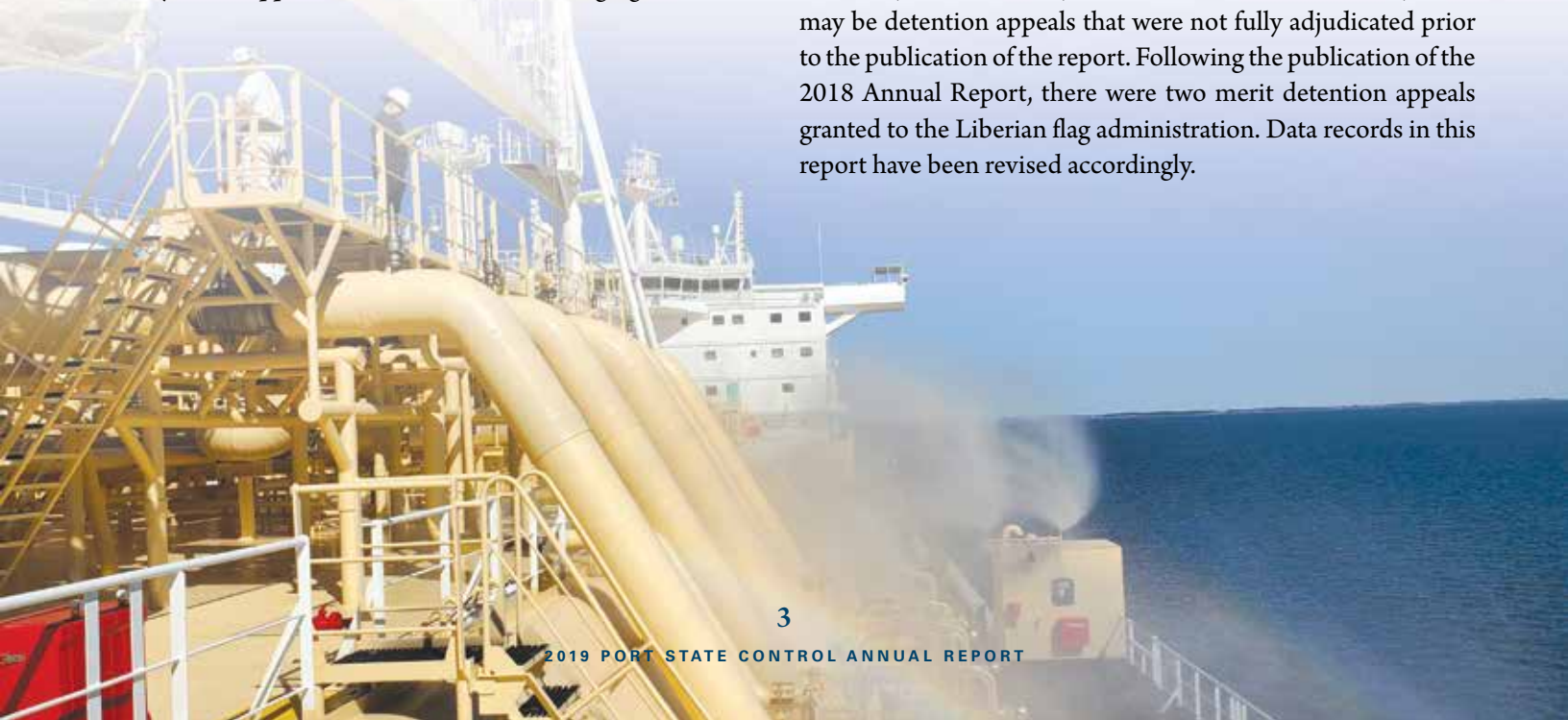
QUALSHIP 21 and E-Zero Programs

The QUALSHIP 21 (QS21) program ended calendar year 2019 with an impressive 2,936 vessels enrolled. In 2018, we welcomed nine flag administrations into the program with only one losing their QS21 eligibility. For 2019, despite the decrease in total detentions, four flag administrations lost their eligibility while two additional flags became eligible. We would like to welcome the flag administrations of Cyprus and the Republic of Korea after becoming QS21 eligible this year. The full list of QS21 flag administrations is located in Chapter 2 of this report.

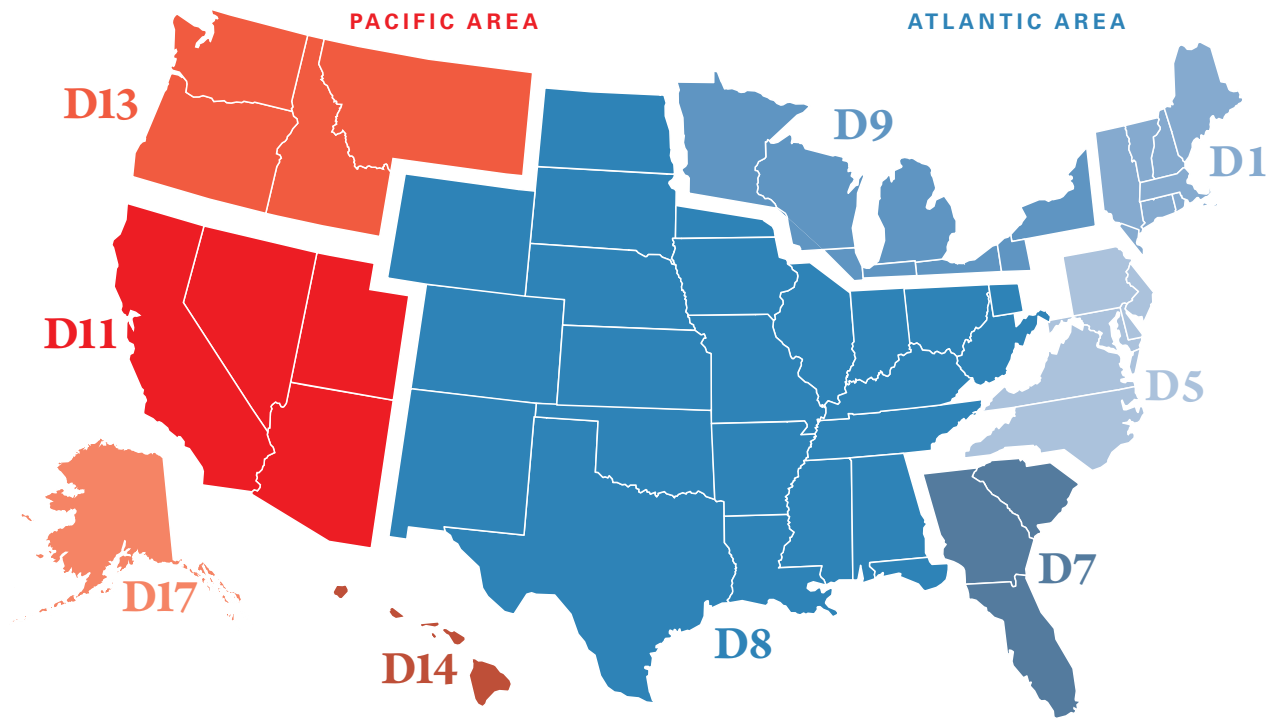
The E-Zero program focuses on environmental stewardship and worldwide compliance with international environmental conventions. By the end of 2019, 51 ships received the E-Zero designation.

Revisions to Last Year's Report

The Coast Guard makes every effort to report its PSC exam data accurately and in a timely manner. However, occasionally there may be detention appeals that were not fully adjudicated prior to the publication of the report. Following the publication of the 2018 Annual Report, there were two merit detention appeals granted to the Liberian flag administration. Data records in this report have been revised accordingly.



2019 Port State Control Statistics By Region



District	Ship Visits	Safety Examinations Conducted	Safety Detentions	Security Examinations Conducted	Security Major Control Actions
1st	7,415	908	8	848	0
5th	7,374	972	17	1,004	0
7th	24,226	1,465	23	1,382	5
8th	25,350	3,138	25	3,219	1
9th	3,582	168	0	122	0
11th	8,176	848	6	937	0
13th	4,116	776	13	810	1
14th	1,421	230	3	204	0
17th	1,571	119	0	93	0
Total	83,231	8,622	95	8,619	7

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

2019 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	84	0	73	0
Sector Boston	1	82	1	61	0
Sector Buffalo	9	39	0	34	0
Sector Charleston	7	111	2	116	0
Sector Columbia River	13	419	10	458	1
Sector Corpus Christi	8	338	4	333	0
Sector Delaware Bay	5	383	7	402	0
Sector Detroit	9	74	0	47	0
MSU Duluth	9	25	0	19	0
Sector Guam	14	74	2	57	0
Sector Honolulu	14	156	1	147	0
Sector Houston/Galveston	8	1,013	10	1,074	1
Sector Jacksonville	7	204	2	188	0
Sector Juneau	17	35	0	20	0
Sector Key West	7	5	0	1	0
Sector Lake Michigan	9	22	0	21	0
Sector Long Island Sound	1	58	1	50	0
Sector Los Angeles/Long Beach	11	503	4	595	0
Sector Maryland-NCR	5	247	5	239	0
Sector Miami	7	382	10	350	4
Sector Mobile	8	363	1	336	0
MSU Morgan City	8	22	1	14	0
Sector New Orleans	8	1,029	7	1,072	0
Sector New York	1	621	5	630	0
Sector North Carolina	5	108	5	118	0
Sector Northern New England	1	66	0	56	0
MSU Port Arthur	8	373	2	390	0
Sector Puget Sound	13	357	3	352	0
Sector San Diego	11	100	0	81	0
Sector San Francisco	11	245	2	261	0
Sector San Juan	7	410	3	331	0
Sector Sault Ste Marie	9	8	0	1	0
MSU Savannah	7	228	1	267	1
Sector SE New England	1	79	1	51	0
Sector St Petersburg	7	125	5	129	0
Sector Virginia*	5	234	0	245	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.

*Previously named Sector Hampton Roads

Flag Administration Safety & 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 PSC examinations multiplied by one hundred.

Three-Year Average Detention Ratio: The cumulative sum of safety-related detentions from January 2017 through December 2019 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 January 2017 to December 2019.

*** 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
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%
2018	9,025	103	1.14%	1.06%	8	0.09%	0.08%
2019	8,622	95	1.10%	1.07%	7	0.08%	0.08%

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

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—Rights of Appeal. 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

Appeals may also be submitted to the following postal address:

Commandant (CG-CVC-2)

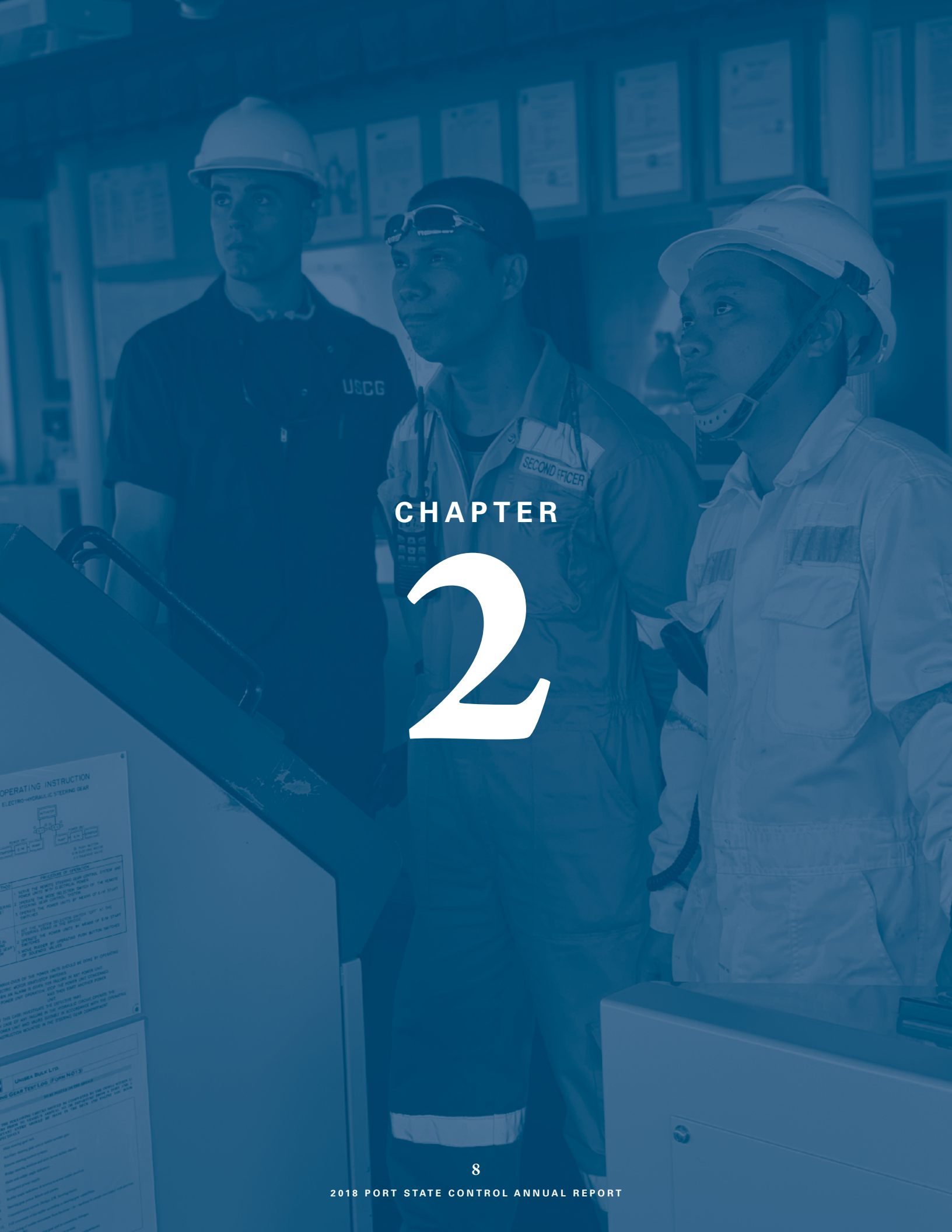
Attn: Office of Commercial Vessel Compliance
U.S. Coast Guard STOP 7501
2703 Martin Luther King Jr Ave S.E.
Washington, D.C. 20593-7501

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.

Please refer to Title 46 CFR Subpart 1.03 - Rights of Appeal for more details on the appeal process and the Coast Guard Homeport website to obtain OCMI/COTP and District Commander contact information at <https://homeport.uscg.mil/>





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 Manual Volume II: Material Inspection, COMDTINST M16000.7B (series) which is available online at: <https://www.uscg.mil/Resources/Library/>



Flag Administration Safety Compliance Performance

The Coast Guard targets Flag Administrations for additional PSC examinations if their detention ratio scores higher than the three-year rolling average detention ratio and if an Administration is associated with more than one detention in the past three years. Flags receive two points if their detention ratio is between the overall average and up to two times the overall average and seven points if their detention ratio is two or more times the overall average for all flag administrations. 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. The overall Flag Administration performance has decreased this year with the three-year running detention ratio increasing slightly from 1.06% to 1.07%.

Flag Administrations Receiving 7 points

Flag	2017-2019 Detention Ratio
Barbados	5.43%
Belgium*	2.82%
Cook Islands	4.65%
Israel*	15.79%
Mexico	5.81%
Philippines	2.24%
Portugal	2.24%
Saint Kitts and Nevis	21.43%
Saint Vincent and the Grenadines	3.87%
Tanzania	19.35%
Togo	6.59%
Vanuatu	4.23%

Flag Administrations Receiving 2 points

Flag	2017-2019 Detention Ratio
Antigua and Barbuda	1.77%
Greece	1.28%
Liberia*	1.24%
Malta	1.30%
Panama	1.08%

Flag Administrations Removed From Last Year's Targeted List

Flag	2017-2019 Detention Ratio
Cyprus	0.96%
India**	1.69%
Turkey**	1.56%

* Administration not targeted last year.

** One detention in the past three years.

2019 Flag Administration Safety Compliance Performance Statistics

Flag (1)	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2017-2019 Detention Ratio
Algeria	1	0	1	0	0.00%
Anguilla	4	1	1	0	11.11%
Antigua and Barbuda	185	64	200	3	1.77%
Bahamas	538	146	556	2	0.49%
Barbados	25	7	23	0	5.43%
Belgium	28	9	34	2	2.82%
Belize	5	2	5	0	0.00%
Bermuda	86	25	81	0	0.00%
Bolivia	5	3	3	0	0.00%
Brazil	3	1	4	0	0.00%
British Virgin Islands	12	6	13	0	0.00%
Canada	136	21	154	0	0.00%
Cayman Islands	155	19	289	0	0.41%
Chile	1	1	2	0	0.00%
China	25	8	27	0	1.14%
Columbia	2	0	2	0	0.00%
Cook Islands	21	12	12	0	4.65%
Croatia	11	3	10	0	0.00%
Curacao	7	2	6	0	0.00%
Cyprus	183	44	201	1	0.96%
Denmark	112	30	134	0	0.33%
Dominica	0	0	1	0	0.00%
Dominican Republic	3	1	3	0	20.00%
Ecuador	1	0	1	0	0.00%
Egypt	1	0	1	0	0.00%
Faroe Islands	0	0	1	0	0.00%
Finland	5	2	4	0	5.00%
France	23	7	32	0	0.00%
Germany	23	2	55	0	0.85%
Gibraltar	26	8	23	0	0.00%
Greece	175	34	200	1	1.28%
Guyana	1	1	1	0	0.00%
Hong Kong	493	100	732	3	0.61%

¹ 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 listed 3-year detention ratio may need to be revised as a result.

2019 Flag Administration Safety Compliance Performance Statistics

Flag (1)	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2017-2019 Detention Ratio
India	22	8	24	0	1.69%
Indonesia	2	1	1	0	0.00%
Ireland	1	1	1	0	0.00%
Isle of Man	132	25	167	0	0.48%
Israel	11	4	7	2	15.79%
Italy	43	14	56	0	0.00%
Jamaica	15	3	31	0	0.00%
Japan	85	17	107	2	0.87%
Jordan	1	0	1	0	0.00%
Kiribati	0	0	1	0	0.00%
Liberia	1,119	299	1,318	19	1.24%
Libya	3	1	5	0	0.00%
Luxembourg	8	4	6	0	0.00%
Malaysia	7	1	10	0	0.00%
Malta	557	150	640	3	1.30%
Marshall Islands	1,265	272	1,715	14	0.74%
Mauritius	1	0	1	0	0.00%
Mexico	36	21	36	3	5.81%
Moldova	6	5	3	0	0.00%
Montenegro	2	1	1	0	20.00%
Netherlands	173	65	179	0	0.00%
New Zealand	1	0	1	0	0.00%
Nigeria	4	0	4	0	0.00%
Norway	216	50	246	1	0.49%
Pakistan	0	0	1	0	0.00%
Palau	3	2	1	1	5.88%
Panama	1,450	418	1,672	16	1.08%
Philippines	42	11	46	1	2.24%
Portugal	131	44	136	3	2.24%
Qatar	4	1	5	0	0.00%
Republic of Korea	22	7	34	0	0.00%
Russian Federation	4	1	3	0	0.00%
Saint Kitts and Nevis	3	1	2	1	21.43%

¹ 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 listed 3-year detention ratio may need to be revised as a result.

2019 Flag Administration Safety Compliance Performance Statistics

Flag (1)	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2017-2019 Detention Ratio
Saint Vincent and the Grenadines	61	16	38	5	3.87%
Samoa	3	2	3	0	0.00%
Saudi Arabia	20	1	28	0	1.56%
Seychelles	1	0	1	0	0.00%
Sierra Leone	0	0	0	0	0.00%
Singapore	618	146	762	8	0.90%
Spain	13	5	15	0	0.00%
Sri Lanka	4	0	5	0	0.00%
Sweden	10	1	13	0	0.00%
Switzerland	16	3	17	0	0.00%
Taiwan	11	3	24	0	0.00%
Tanzania	15	13	9	3	19.35%
Thailand	15	6	15	0	0.00%
Togo	34	14	9	0	6.59%
Trinidad and Tobago	0	0	0	0	0.00%
Turkey	19	5	19	0	1.56%
Tuvalu	0	0	0	0	0.00%
United Kingdom	49	10	108	0	0.40%
Vanuatu	65	24	51	1	4.23%
Venezuela	3	2	1	0	0.00%

¹ 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 listed 3-year detention ratio may need to be revised as a result.



2019 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)*		Vessel Examinations				RO-Related Detentions				
		2017	2018	2019	Total	2017	2018	2019	Total	Ratio
American Bureau of Shipping	ABS	1,685	1,936	1,833	5,454	-	-	-	0	0.00%
Bulgarian Register of Shipping	BKR	17	27	23	61	1	-	-	1	1.49%
Bureau Veritas	BV	1,166	1,191	1,150	3,507	-	2	2	4	0.11%
China Classification Society	CCS	194	240	204	638	-	-	-	0	0.00%
CR Classification Society	CR	13	22	12	47	-	-	-	0	0.00%
Croatian Register of Shipping	CRS	14	20	16	50	-	-	-	0	0.00%
DNV-GL	DNV GL	3,271	3,658	2,577	9,506	-	3	3	6	0.06%
Dromon Bureau of Shipping	DBS	2	2	-	4	-	-	-	0	0.00%
Hellenic Register of Shipping	HRS	1	6	5	12	-	-	-	0	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	4	6	4	14	-	-	-	0	0.00%
Indian Register of Shipping	IRS	13	22	23	58	-	-	-	0	0.00%
Intermaritime Certification Services	IMC	16	8	8	32	-	-	-	0	0.00%
International Naval Surveys Bureau	INSB	3	8	8	19	-	-	-	0	0.00%
International Register of Shipping	IROS	8	15	8	31	-	-	-	0	0.00%
Isthmus Bureau of Shipping	IBS	20	23	28	71	-	-	-	0	0.00%
Korean Register of Shipping	KRS	314	269	296	879	-	-	-	0	0.00%
Lloyd's Register	LR	2,405	2,684	2,457	7,546	1	-	5	6	0.08%
Macosnar Corporation	MC	1	8	-	9	-	-	-	0	0.00%
National Shipping Adjusters Inc	NASHA	21	24	22	67	-	-	-	0	0.00%
Nippon Kaiji Kyokai	NKK	2,282	2,478	2,456	7,216	-	2	2	4	0.05%
Panama Bureau of Shipping	PBS	2	1	2	5	-	-	-	0	0.00%
Panama Maritime Documentation Service	PMDS	42	37	30	109	1	-	-	1	0.91%
Panama Maritime Surveyors Bureau	PMS	11	9	11	31	-	-	-	0	0.00%
Polski Rejestr Statkow	PRS	22	32	18	72	-	-	-	0	0.00%
Registro Italiano Navale	RINA	320	431	420	1,171	-	-	-	0	0.00%
Rinava Portuguesa	RP	17	19	20	56	-	-	-	0	0.00%
Russian Maritime Register of Shipping	RS	29	32	30	91	-	1	-	1	1.09%
Universal Shipping Bureau	USB	8	3	6	17	-	-	-	0	0.00%
VG Register of Shipping	VGRS	1	1	2	4	-	-	-	0	0.00%
Conarina Group	CNRIN	65	50	60	175	-	4	1	5	2.85%

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

Detainable Deficiencies Overview

2019 saw a decrease in the number of detentions from the previous year. Below is an overview of some detainable deficiencies found during PSC examinations in 2019.

Safety Management Systems (SMS): SMS deficiencies evidenced by multiple uncorrected material and/or operational deficiencies were, once again, the most cited. Additionally, instances where the crew failed to implement the SMS as it relates to the maintenance of the ship and equipment lead all stand-a-lone SMS related deficiencies. In one case, the PSCO found a severely corroded liferaft embarkation ladder along with an improperly installed hydrostatic release at the same location. The Chief Officer admitted that required inspections of these arrangements were not taking place though he had been signing the monthly checklist to the contrary. Several SMS-related detentions resulted from failure to properly report non-conformities and take corrective actions. During one exam, the PSCO identified a dead battery in the rescue boat, numerous lube oil leaks throughout the engine room, several soft patches on fuel lines, missing firefighting equipment, and inoperable smoke detectors with no reports of non-conformities made to the company.



found fewer inoperable smoke detectors during their exams this year, but several detentions resulted when the crew tried to test heat detectors with an open flame or heat gun.

MARPOL Annex I: For 2019, only 8% of our detainable deficiencies were MARPOL Annex I related. Deficiencies related to oil filtering equipment accounted for over 30% of the total Annex I deficiencies. In most cases, the deficiencies were related to the oily water separators not being able to produce an effluent below 15ppm. However, during one exam, the PSC team discovered unapproved modifications to the oily water separator piping system. Specifically, a ball valve was installed to bypass the oil content meter photo eye. This allowed effluent greater than 15ppm to be discharged directly overboard. If PSCOs discover cases of bypassed OWS equipment or instances of falsified oil record books, criminal prosecution of the vessel and its crew by the U.S. Department of Justice may result.

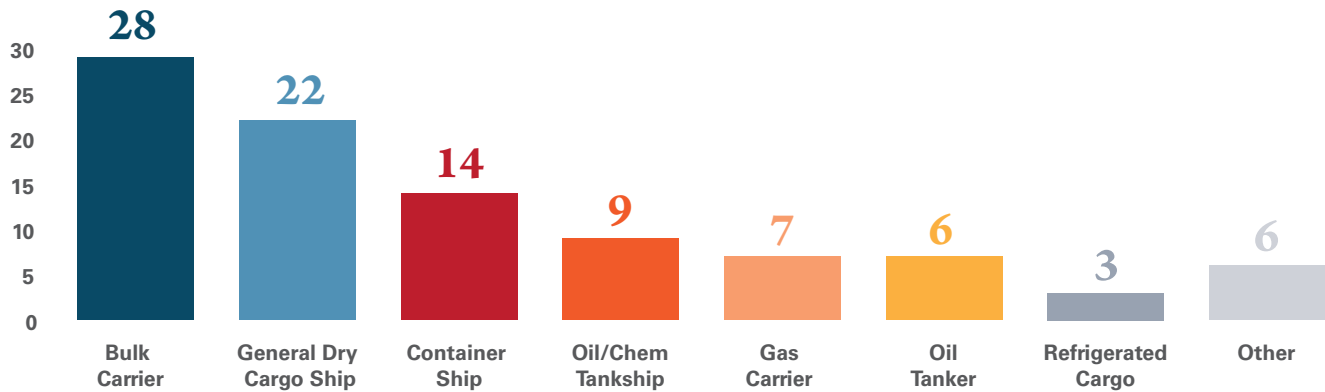
Lifesaving Appliances: Overall, detainable deficiencies related to lifesaving systems have remained steady over the last three years accounting for less than 10% of the total. Deficiencies related to rescue boats and lifeboats lead the category this year, mostly due to not being ready for immediate use. In some cases, the engines could not be started and in others, there were problems related to the davits and falls. For 2019, we recorded two detainable deficiencies related to personal lifesaving equipment. One was for a ship having only 14 lifejackets on board for a crew of 21 and the other was when the PSCO discovered zippers separated from over half of the ships immersion suits.

**This highlights only a small fraction of the detainable deficiencies discovered in 2019. 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.*



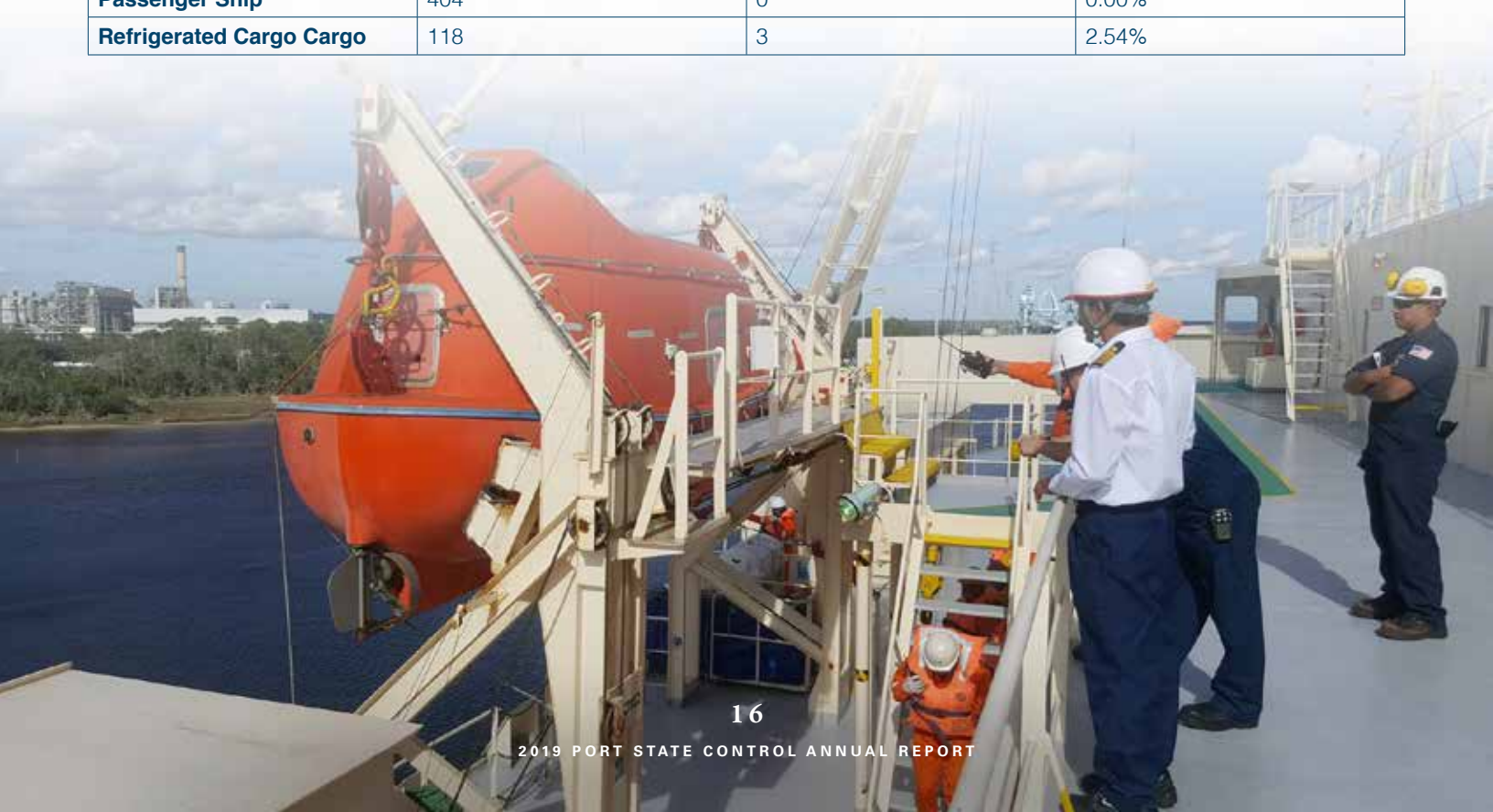
Fire Safety: The prevention of fires on board ships is always an area of particular concern for our PSC program. Deficiencies related to the accumulation of oil in the engine room stood out this year with 16 detainable deficiencies identified. Fuel leaks, oil soaked lagging, and excessive amounts of oil in the bilges were common observations identified by our PSCOs. During one exam, the PSCO found over five gallons of lube oil pooled around the ship's service diesel engines. Keeping firefighting equipment maintained and readily available should be a priority. However, on one ship PSCOs discovered eleven portable fire extinguishers with little to no pressure in the cylinders. Eight of those extinguishers were located in the engine room. PSCOs

Statistics Derived from USCG Port State Control Examinations

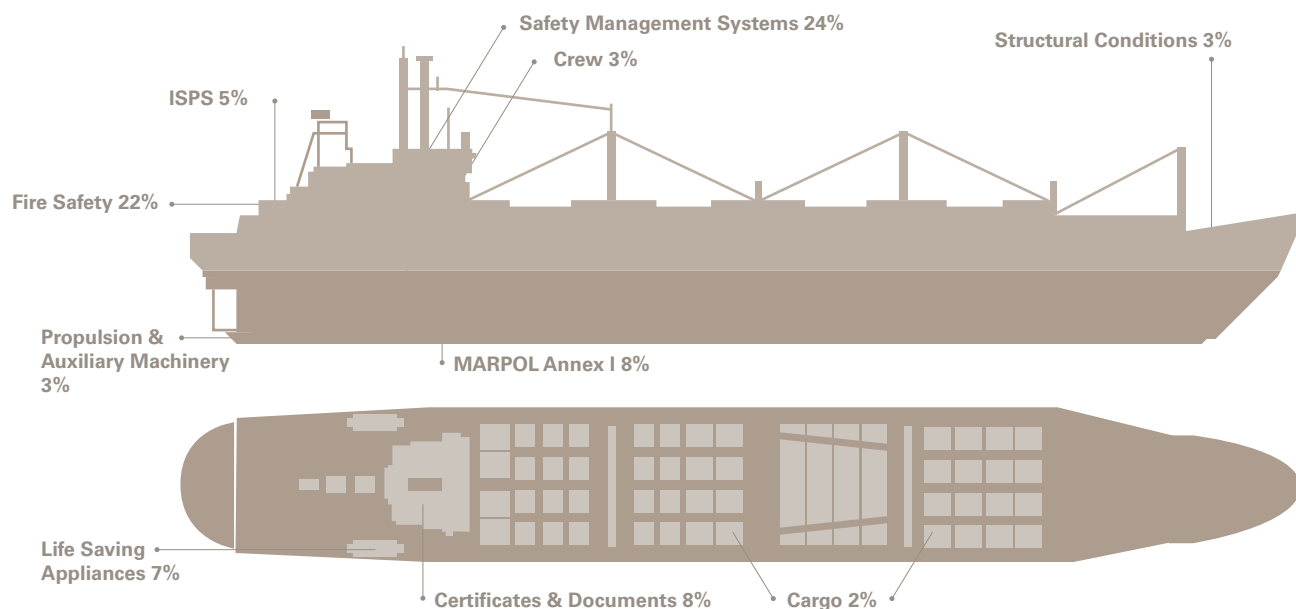


Detention Percentage by IMO Ship Type

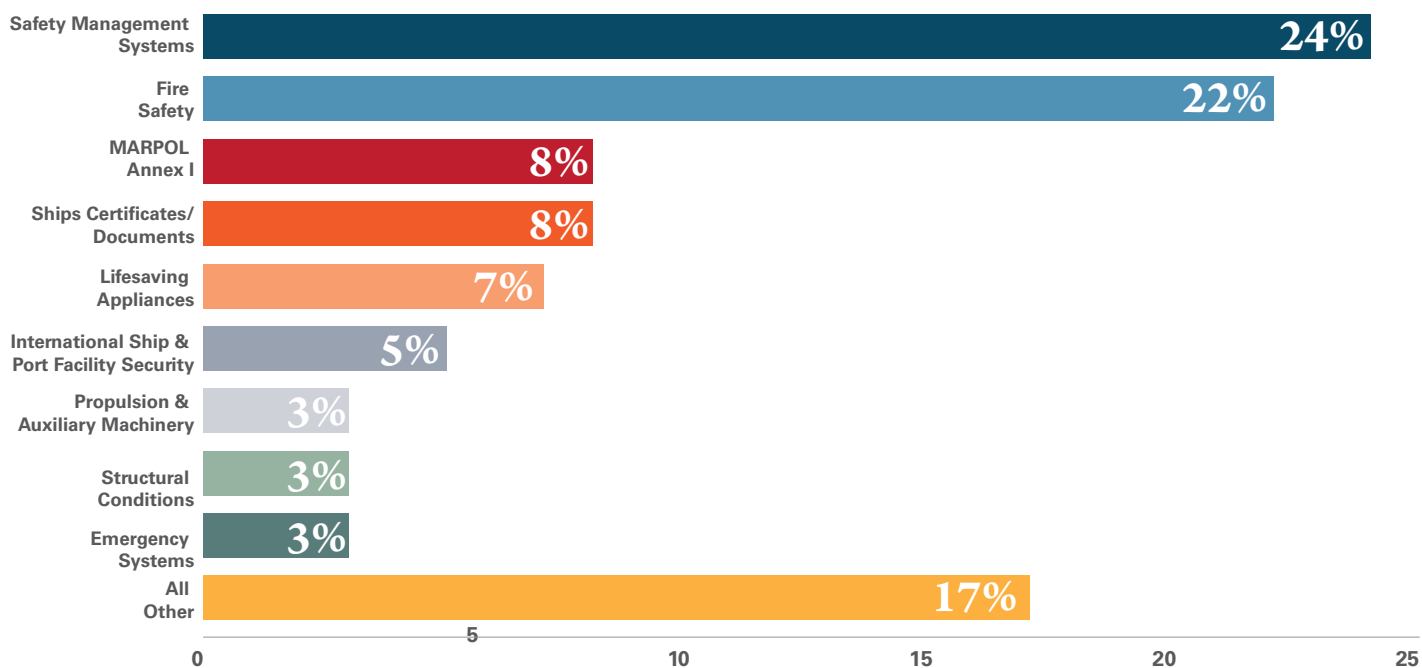
Ship Type	Number of Exams	Number of Detentions	Detention %
Bulk Carrier	2,664	28	1.05%
Chemical Tanker	1,228	9	0.73%
Container Ship	999	14	1.40%
Gas Carrier	532	7	1.32%
General Dry Cargo	1,114	22	1.97%
Oil Tanker	1,128	6	0.53%
Other	435	6	1.38%
Passenger Ship	404	0	0.00%
Refrigerated Cargo Cargo	118	3	2.54%



Statistics Derived from USCG Port State Control Examinations



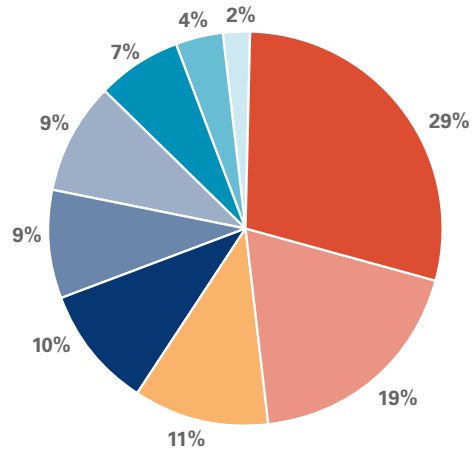
Detentions by Deficiency Type



Detention Deficiency Breakdown

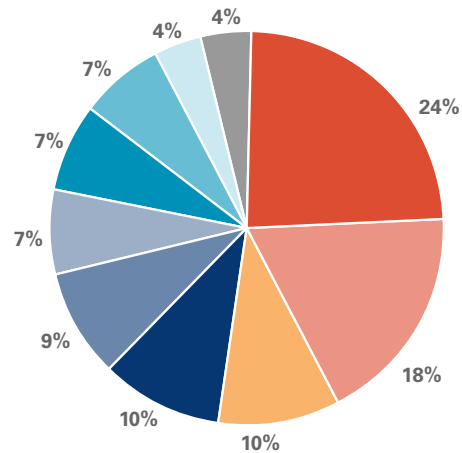
Safety Management Systems (82 Deficiencies)

- Maintenance of Ship & Equipment
- Company Responsibility & Authority
- Safety & Environmental Policy
- Shipboard Operations
- Reports of Accidents & Hazardous Occurrences
- Resources & Personnel
- Other ISM Related Deficiencies
- Emergency Preparedness
- Masters Responsibility & Authority



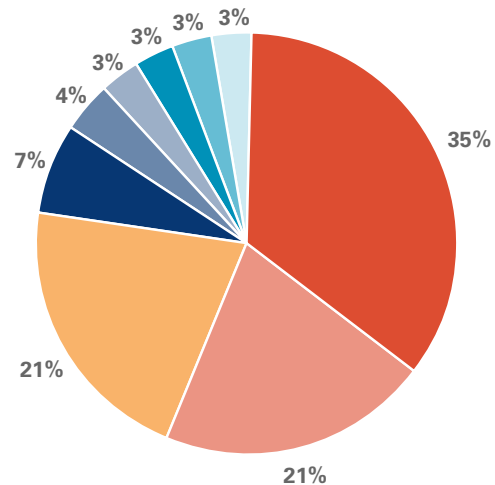
Fire Safety (71 Deficiencies)

- Oil Accumulation in Engine Room
- Other (fire safety)
- Ready Availability of Fire Fighting Equipment
- Fire Detection & Alarm System
- Fire Fighting Equipment and Appliances
- Inert Gas System
- Fixed Fire Extinguishing Installations
- Remote Means of Control
- Fire Pumps and Pipes
- Fire Doors/Openings in Fire-Resisting Divisions



MARPOL Annex I (29 Deficiencies)

- Oil Filtering Equipment
- Suspected of Discharge Violation
- Control of Discharge
- Pumping, Piping & Discharge Arrangements
- Oil & Oily Mixtures from Machinery Spaces
- Oil Discharge Monitoring & Control Systems
- Other (MARPOL Annex I)
- Retention of Oil on Board
- Standard Discharge Connection





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 on our website:

<https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Commercial-Vessel-Compliance/Foreign-Offshore-Compliance-Division/Port-State-Control/QS21/>

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 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 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 2019 with an enrollment of 2,936 vessels. One previously qualified flag administration lost its QUALSHIP 21 eligibility over this past year. Vessels from that flag administration 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 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 2019, 51 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: <https://www.dco.uscg.mil/cvc>

For the period of July 1, 2020 through June 30, 2021, there are 25 eligible Flag Administrations for the QUALSHIP 21 Program:

Qualified Flag Administrations

Bahamas	Denmark	Jamaica	Switzerland
Bermuda	France	Japan	Taiwan
British Virgin Islands	Germany	Marshall Islands	Thailand
Canada	Gibraltar	Netherlands	United Kingdom
Cayman Islands	Hong Kong	Norway	
Croatia	Isle of Man	Republic of Korea	
Cyprus	Italy	Singapore	

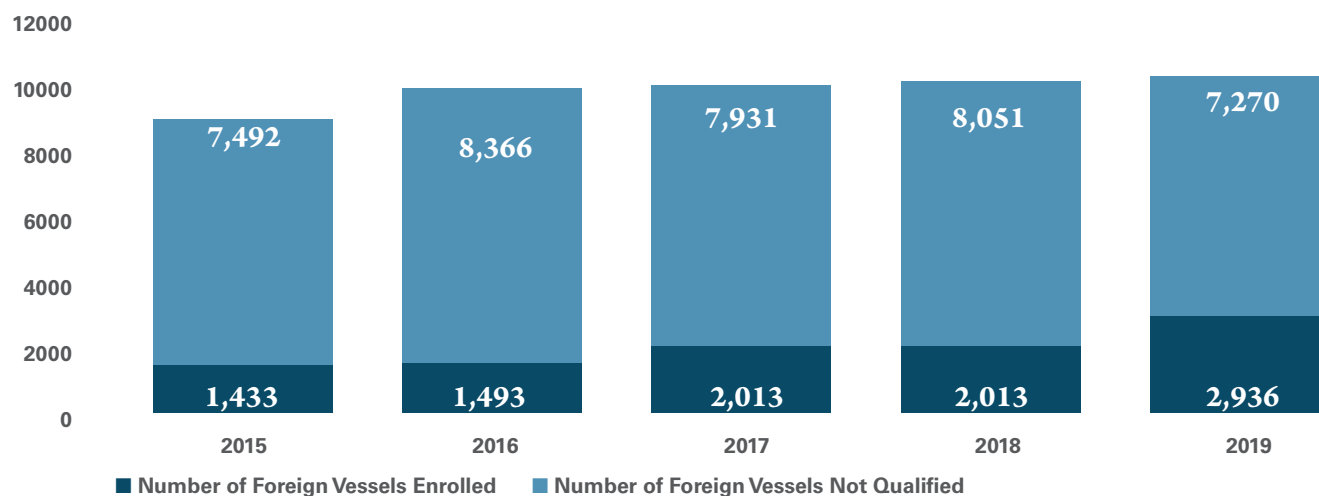
In 2011, the Coast Guard created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards, but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations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

Curacao	Malaysia	Samoa	Russian Federation
Libya	Moldova	Spain	
Luxembourg	Qatar	Sweden	

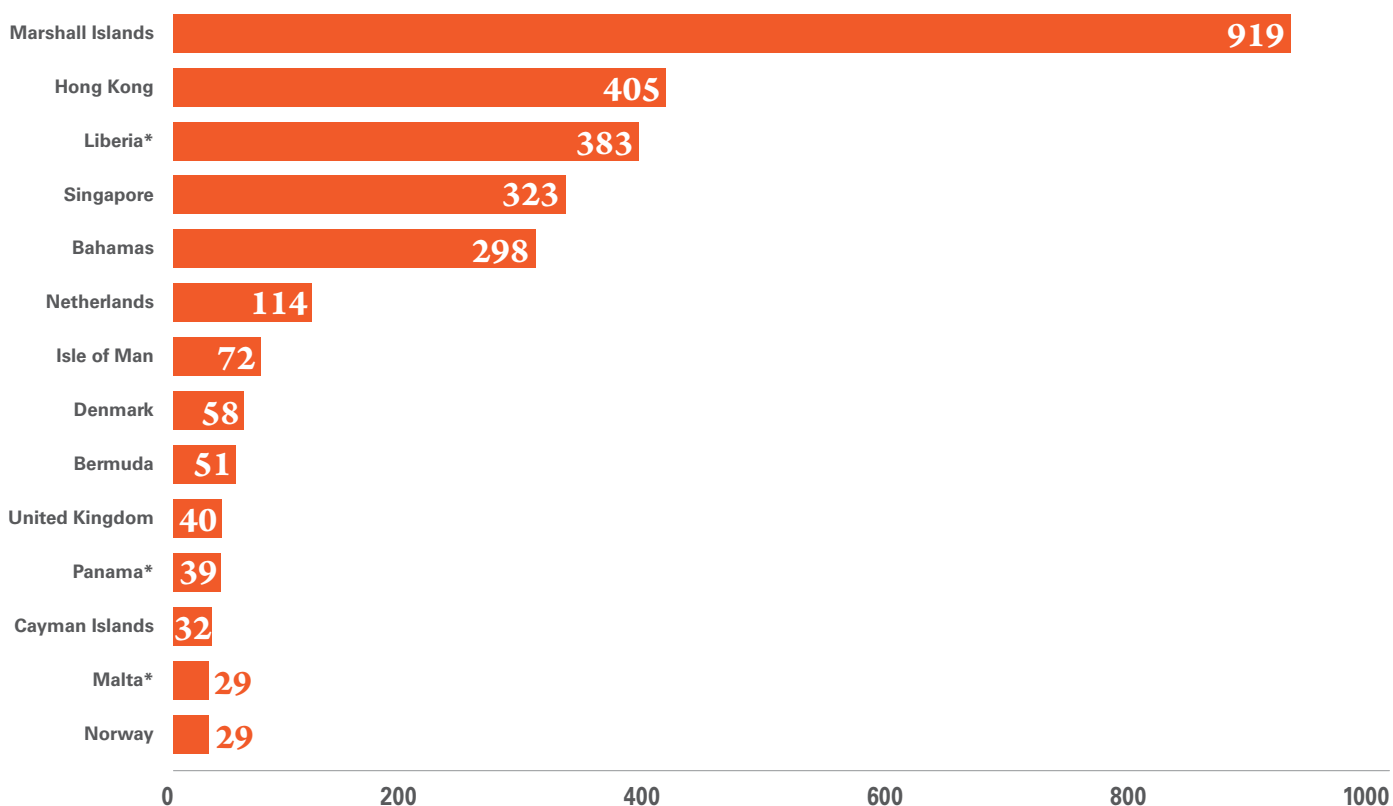
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2019.

Quality Shipping for the 21st Century

Yearly QUALSHIP 21 Enrollment (2015-2019)



QUALSHIP 21 Vessels by Flag Administration¹



¹ Flag Administrations with 20 or less ships enrolled are not listed.

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



CHAPTER

3

Flag Administration Security Compliance Performance

The Coast Guard targeted flag administrations for additional security examinations based on their three-year Control Action Ratio (CAR). Flag administrations received two points on the Coast Guard's vessel security targeting matrix if their three-year CAR scores were above 1.50% but less than 3.00%, with more than one major control action in the past three years. Additionally, flag administrations received seven points if their CAR was greater than 3.00% with one or more major control actions in the past three years.

Flag Administrations Receiving 7 points

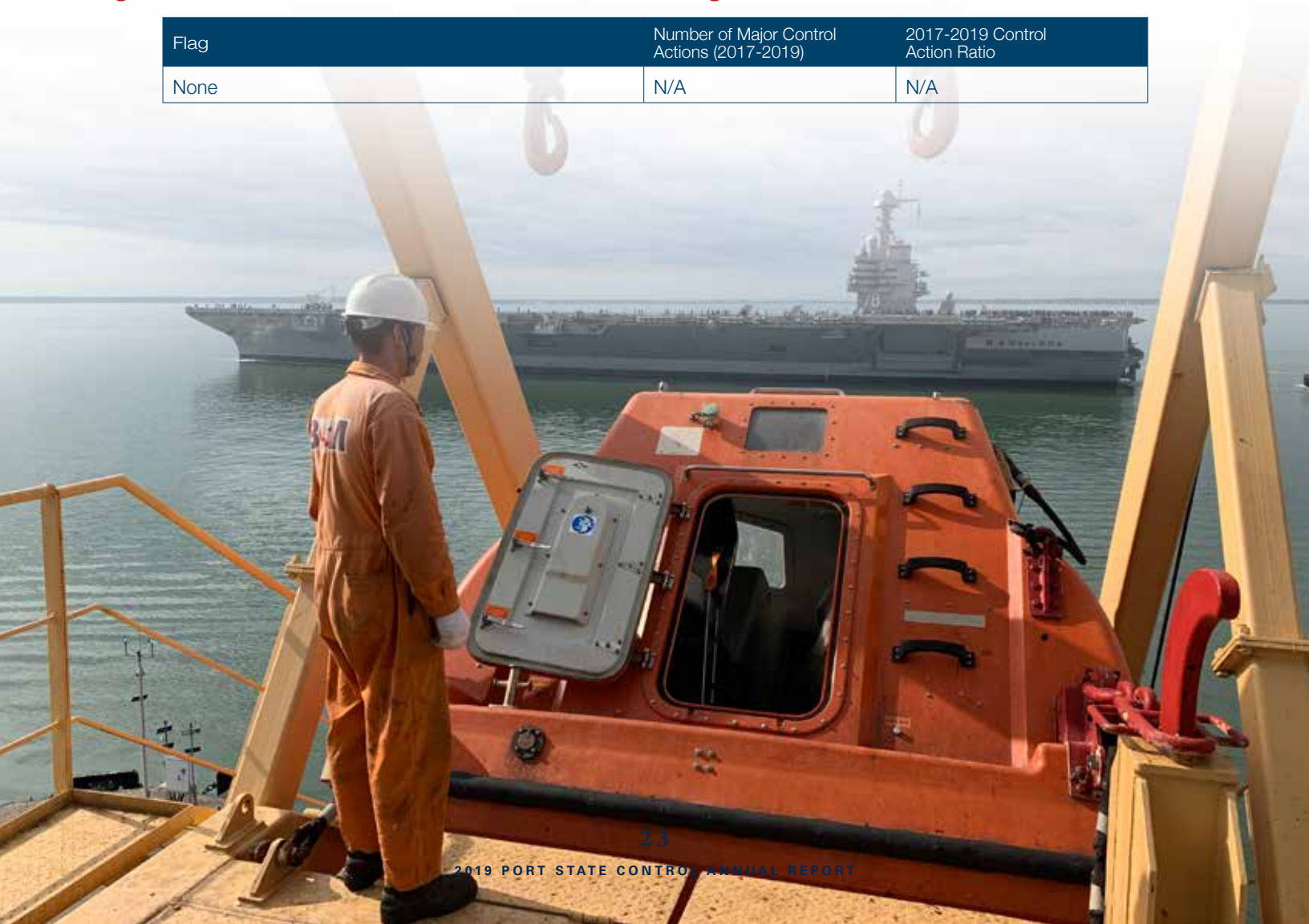
Flag	Number of Major Control Actions (2017-2019)	2017-2019 Control Action Ratio
None	N/A	N/A

Flag Administrations Receiving 2 points

Flag	Number of Major Control Actions (2017-2019)	2017-2019 Control Action Ratio
None	N/A	N/A

Flag Administrations Removed From Last Year's Targeted List

Flag	Number of Major Control Actions (2017-2019)	2017-2019 Control Action Ratio
None	N/A	N/A



2019 Flag Administration Security Compliance Performance Statistics

Flag (1)	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	2017-2019 Control Action Ratio
Algeria	1	0	1	0	0.00%
Anguilla	0	0	1	0	0.00%
Antigua and Barbuda	182	4	200	0	0.00%
Bahamas	533	7	556	0	0.00%
Barbados	25	0	23	0	0.00%
Belgium	29	0	34	0	0.00%
Belize	3	1	5	0	0.00%
Bermuda	74	1	81	0	0.00%
Bolivia	5	0	3	0	0.00%
Brazil	3	0	4	0	0.00%
British Virgin Islands	5	0	13	0	0.00%
Canada	24	1	154	0	0.00%
Cayman Islands	94	0	289	0	0.00%
Chile	1	0	2	0	0.00%
China	23	0	27	0	0.00%
Columbia	1	0	2	0	0.00%
Cook Islands	13	0	12	0	0.00%
Croatia	11	0	10	0	0.00%
Curacao	6	0	6	0	0.00%
Cyprus	176	3	201	1	0.17%
Denmark	121	1	134	0	0.00%
Dominica	0	0	1	0	0.00%
Dominican Republic	3	0	3	0	0.00%
Egypt	1	0	1	0	0.00%
Faroe Islands	0	0	1	0	0.00%
Finland	4	1	4	0	0.00%
France	33	0	32	0	0.00%
Germany	44	1	55	0	0.00%
Gibraltar	25	1	23	0	0.00%
Greece	173	0	200	0	0.00%
Hong Kong	613	6	732	0	0.00%
India	20	0	24	0	0.00%

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

2019 Flag Administration Security Compliance Performance Statistics

Flag (1)	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Three-Year Control Action Ratio
Indonesia	1	0	1	0	0.00%
Ireland	1	0	1	0	0.00%
Isle of Man	133	1	167	0	0.00%
Israel	10	2	7	0	0.00%
Italy	42	0	56	0	0.00%
Jamaica	6	0	31	0	0.00%
Japan	82	1	107	0	0.00%
Kiribati	0	0	1	0	0.00%
Liberia	1,139	15	1,318	1	0.09%
Libya	3	0	5	0	0.00%
Luxembourg	6	0	6	0	0.00%
Malaysia	7	0	10	0	0.00%
Malta	559	7	640	0	0.00%
Marshall Islands	1,395	7	1,715	0	0.05%
Mauritius	1	0	1	0	0.00%
Mexico	26	0	36	0	0.00%
Moldova	5	0	3	0	0.00%
Montenegro	1	0	1	0	0.00%
Netherlands	170	5	179	0	0.00%
New Zealand	0	0	1	0	0.00%
Nigeria	4	0	4	0	0.00%
Norway	231	0	246	0	0.16%
Pakistan	0	0	1	0	0.00%
Palau	3	1	1	1	9.09%
Panama	1,373	27	1,672	2	0.18%
Philippines	39	0	46	0	0.00%
Portugal	124	0	136	0	0.00%
Qatar	5	0	5	0	0.00%
Republic of Korea	30	0	34	0	0.00%
Russian Federation	3	0	3	0	0.00%
Saint Kitts and Nevis	3	1	2	0	0.00%
Saint Vincent and the Grenadines	52	4	38	1	0.71%

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

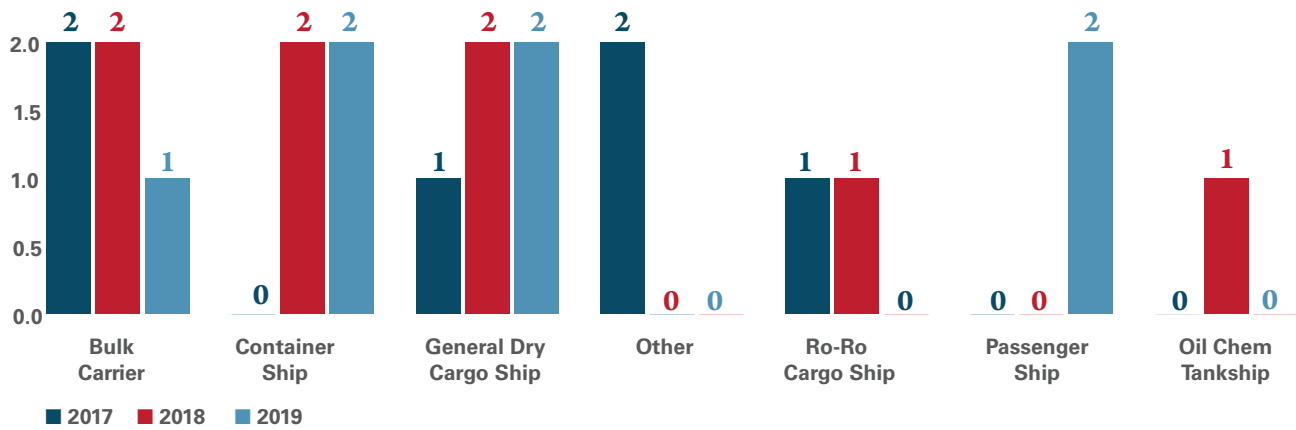
2019 Flag Administration Security Compliance Performance Statistics

Flag (1)	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Three-Year Control Action Ratio
Samoa	3	0	3	0	0.00%
Saudi Arabia	23	0	28	0	0.00%
Seychelles	1	0	1	0	0.00%
Sierra Leone	0	0	0	0	0.00%
Singapore	655	7	762	0	0.05%
Spain	10	0	15	0	0.00%
Sri Lanka	4	0	5	0	0.00%
Sweden	10	0	13	0	0.00%
Switzerland	13	0	17	0	0.00%
Taiwan	11	0	24	0	0.00%
Tanzania	14	3	9	0	1.96%
Thailand	14	0	15	0	0.00%
Togo	22	1	9	0	0.00%
Trinidad and Tobago	0	0	0	0	0.00%
Turkey	19	0	19	0	1.64%
Tuvalu	0	0	0	0	0.00%
United Kingdom	63	0	108	1	0.35%
Vanuatu	53	1	51	0	0.00%
Venezuela	2	0	1	0	0.00%

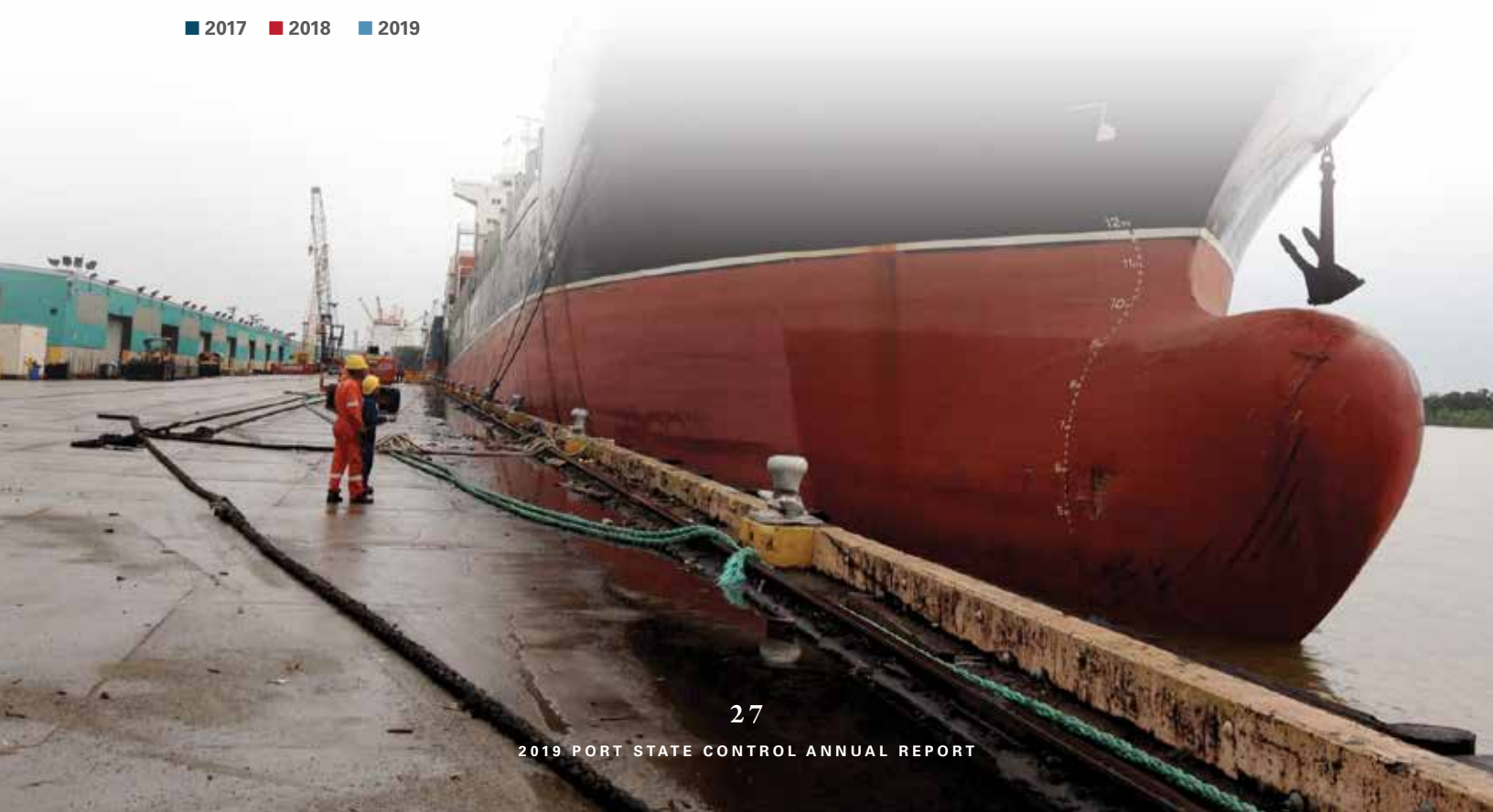
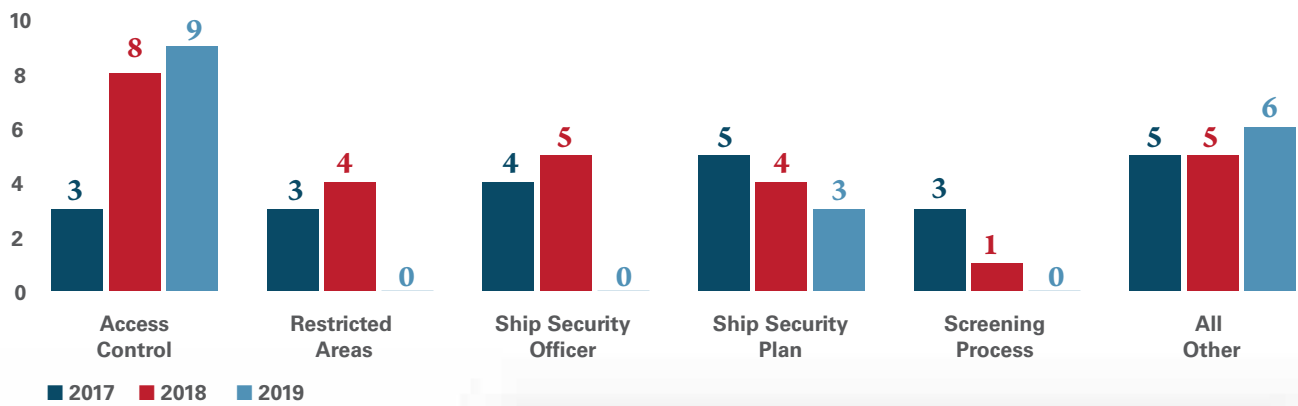
¹ If an Administration has only one distinct arrival with no exams and a 0.00% CAR ratio, that Administration may not be listed.



Security Deficiencies by Vessel Type



Major Control Actions by Category



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