DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

PORT STATE CONTROL
IN THE UNITED STATES

OFFICE OF COMMERCIAL VESSEL COMPLIANCE

USCG

DOUGLAS A. MUNRO BUILDING

HQ

2024 ANNUAL REPORT

Rear Admiral Wayne R. Arguin

ASSISTANT COMMANDANT FOR PREVENTION POLICY
UNITED STATES COAST GUARD

I am pleased to present the 2024 U. S. Coast Guard Port State Control (PSC) Annual Report summarizing the enforcement of international conventions on foreign vessels trading in U.S. ports. In 2024, we conducted 8,711 SOLAS safety exams with a total of 82 detentions. The annual detention ratio of 0.94% is a decrease from last year's ratio of 1.22%, and the three-year rolling average detention ratio increased slightly from 0.94% to 1.01%. The decreased annual detention ratio is a sign of the enhanced focus on safety in industry after the spike in detentions over the last couple of years. The annual ratio decrease was orchestrated by the significant efforts of flag states and class societies to tackle the challenges related to material condition, maintenance, and most importantly effective implementation of a comprehensive Safety Management System (SMS) for vessels. SMS continues to be a cornerstone for proactive management of ships and is foundational to our shared goals of securing and protecting legitimate maritime commerce and discouraging substandard operators that put ports and maritime entry points at increased risk.

Cybersecurity remains a focus of our current and evolving efforts for everyone who is part of and interacts with the Maritime Transportation System (MTS). As complexity and interconnectedness increase to realize operational efficiencies, cyber vulnerabilities and potential pathways for cyber intrusion are opened. This threat is significant and evolving, requiring commitment from leadership within companies to ensure that each vessel's specific cyber footprint is analyzed, and appropriate measures are taken to bolster cyber security and increase resiliency in the face of potential attacks. Recognizing the growing threat, the United States recently published a cybersecurity final rule; when these regulations enter into force, they will create baseline requirements for cyber resilience and resistance to cyber-attacks. The Coast Guard is committed to working towards the strengthening of cybersecurity for both the United States and the global MTS. Crew training, administrative controls, cyber incident plans, and asset management continue to be instrumental ways in which operators from all flag states can ensure their vessels are better protected and more resilient to cyber-attacks.

The QUALSHIP 21 program saw continued growth in 2024 with a total enrollment of 5,141 vessels. Despite the decrease in annual detention ratio, the three-year average used to calculate Qualship 21 eligibility has increased for some flag states resulting in their removal from eligibility. Previously issued vessel certificates will continue to be valid; however, new applications or renewals of expired certificates will not be granted for vessels under a non-qualified flag.

Finally, I want to thank everyone, from the port state control officers and flag/class surveyors on deck, up to the COTPs and office staffs for their continued commitment to facilitating the $500 billion annual waterborne trade that takes place in the United States. The catastrophic allision on March 26, 2024, that resulted in the tragic death of 6 people and the collapse of the Francis Scott Key Bridge in Baltimore, MD, is a stark reminder of the tremendous power which we oversee and the incredible individual responsibility we all have as key layers of the safety and security net. We must each endeavor to be the strongest link in the chain, and we must continue to push to ensure the safety, security, and protection of ports.

Semper Paratus

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PORT STATE CONTROL IN THE UNITED STATES
2024 ANNUAL REPORT

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Highlights in 2024

Vessel Arrivals, Exams, and Detentions

In 2024, a total of 11,273 individual vessels, from 79 different flag administrations, made 84,034 port calls to the U.S. 8,710 PSC exams were conducted. These exam numbers increased over the 2023 total of 8,278. The total number of ships detained in 2024 for environmental protection, safety, and security related deficiencies decreased from 101 to 82.

Flag Administration Performance

Flag Administration performance for 2024 increased with the overall annual detention rate decreasing from 1.22% to 0.94%. The three-year rolling detention ratio increased from 0.94% to 1.01%. Belize was the only flag Administration removed from the Targeted Flag List this year.

Detention and Association Appeals

In 2024, the Coast Guard received a total of twenty-seven appeals. Nine appeals challenged the overall merits of the detention. For those merit appeals, two were granted, five were denied, and two are under review at this time.

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, seventeen were received. Of those, seven were granted, nine were denied, and one is still under review.

In 2024, one appeal was received requesting reconsideration for one of its ships being denied entry into any U.S. port as a result of being detained three times within a twelve-month period. That appeal was 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 2024 with an impressive 5,141 vessels enrolled. In 2024, one flag administration lost their eligibility while two new flags became eligible. We would like to welcome the flag administrations of India and Turkey for 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. At the close of 2024, 462 ships were awarded the E-Zero designation.

Enhanced Exam Program

In 2021, the Coast Guard initiated the Enhanced Exam Program (EEP). 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 determine if adjustments need to be made in the future.

In 2024, EEP campaign topics included immersion suits, engine room fire safety, vessel Ship Energy Efficiency Management Plan (SEEMP) and Carbon Intensity Indicator (CII) ratings and working and living conditions.

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
Immersion Suits	1,974	16	17	0.81%
Engine Room Fire Safety	1,927	17	18	0.88%
SEEMP and CII Review	2,005	16	19	0.80%
Working and Living Conditions	2,027	33	41	1.63%

2024 Port State Control Statistics By Region
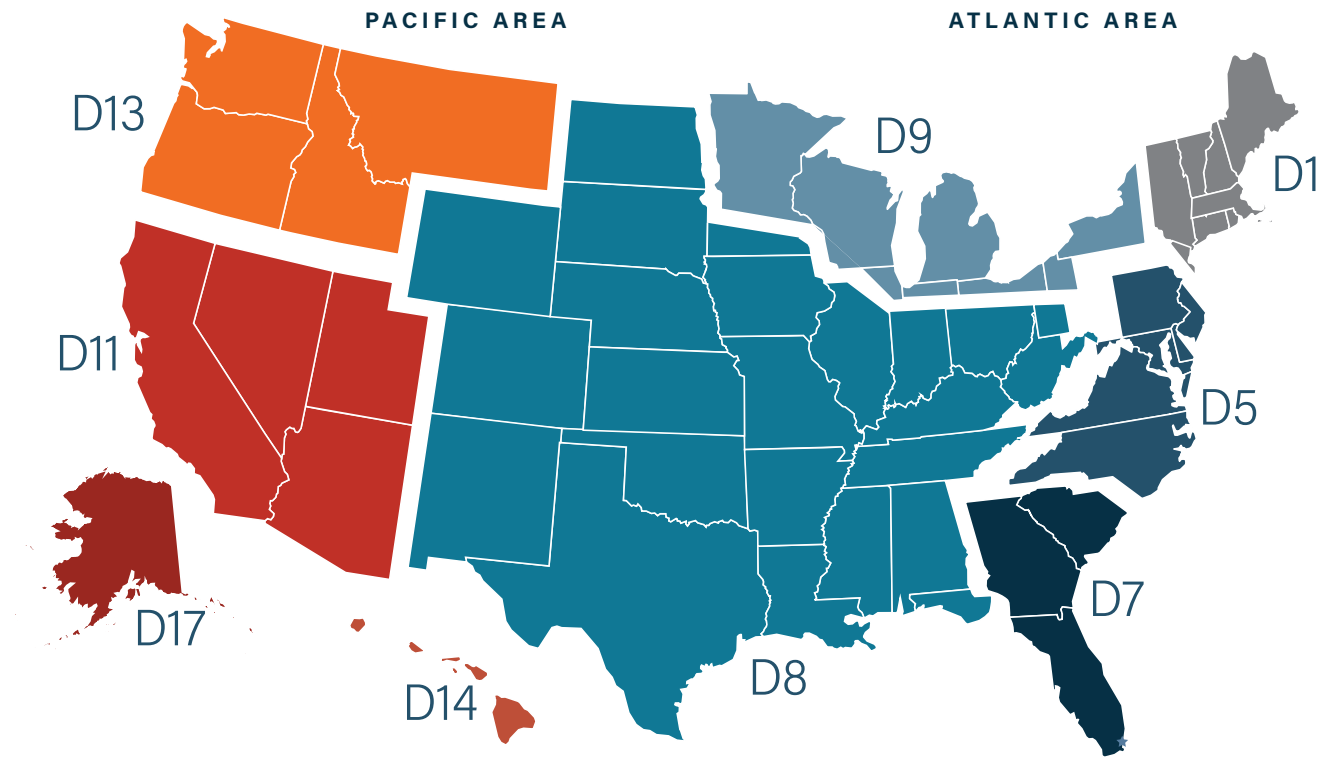
District	Ship Visits	PSC Examinations Conducted	Detentions
1st	7,411	971	12
5th	7,910	965	6
7th	24,383	1,555	29
8th	27,061	3,337	26
9th	2,721	127	1
11th	7,491	809	3
13th	3,782	665	3
14th	1,267	218	1
17th	2,008	63	1
Total	84,034	8,710	82

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

2024 Port State Control Statistics by Port

Coast Guard Officer in Charge of Marine Inspection/Port	Coast Guard District	Safety Examinations	Detentions
Sector Anchorage	17	43	1
Sector Boston	1	104	0
Sector Charleston	7	192	2
Sector Columbia River	13	398	2
Sector Corpus Christi	8	456	1
Sector Delaware Bay	5	317	1
Sector Detroit	9	40	0
MSU Duluth	9	22	1
Sector Eastern Great Lakes	9	37	0
Sector Guam	14	55	0
Sector Honolulu	14	163	1
Sector Houston/Galveston	8	1,204	13
Sector Jacksonville	7	185	2
Sector Juneau	17	20	0
Sector Key West	7	10	0
Sector Lake Michigan	9	21	0
Sector Long Island Sound	1	41	0
Sector Los Angeles/Long Beach	11	497	3
Sector Maryland-NCR	5	239	3
Sector Miami	7	421	13
Sector Mobile	8	348	2
MSU Morgan City	8	1	0
Sector New Orleans	8	885	6
Sector New York	1	705	8
Sector North Carolina	5	113	2
Sector Northern New England	1	36	0
MSU Port Arthur	8	438	4
Sector Puget Sound	13	267	1
Sector San Diego	11	86	0
Sector San Francisco	11	226	0
Sector San Juan	7	378	9
Sector Northern great Lakes	9	7	0
MSU Savannah	7	234	1
Sector Se New England	1	85	4
Sector St Petersburg	7	135	1
Sector Virginia	5	296	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 2021 through December 2023 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[1]
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%

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

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.
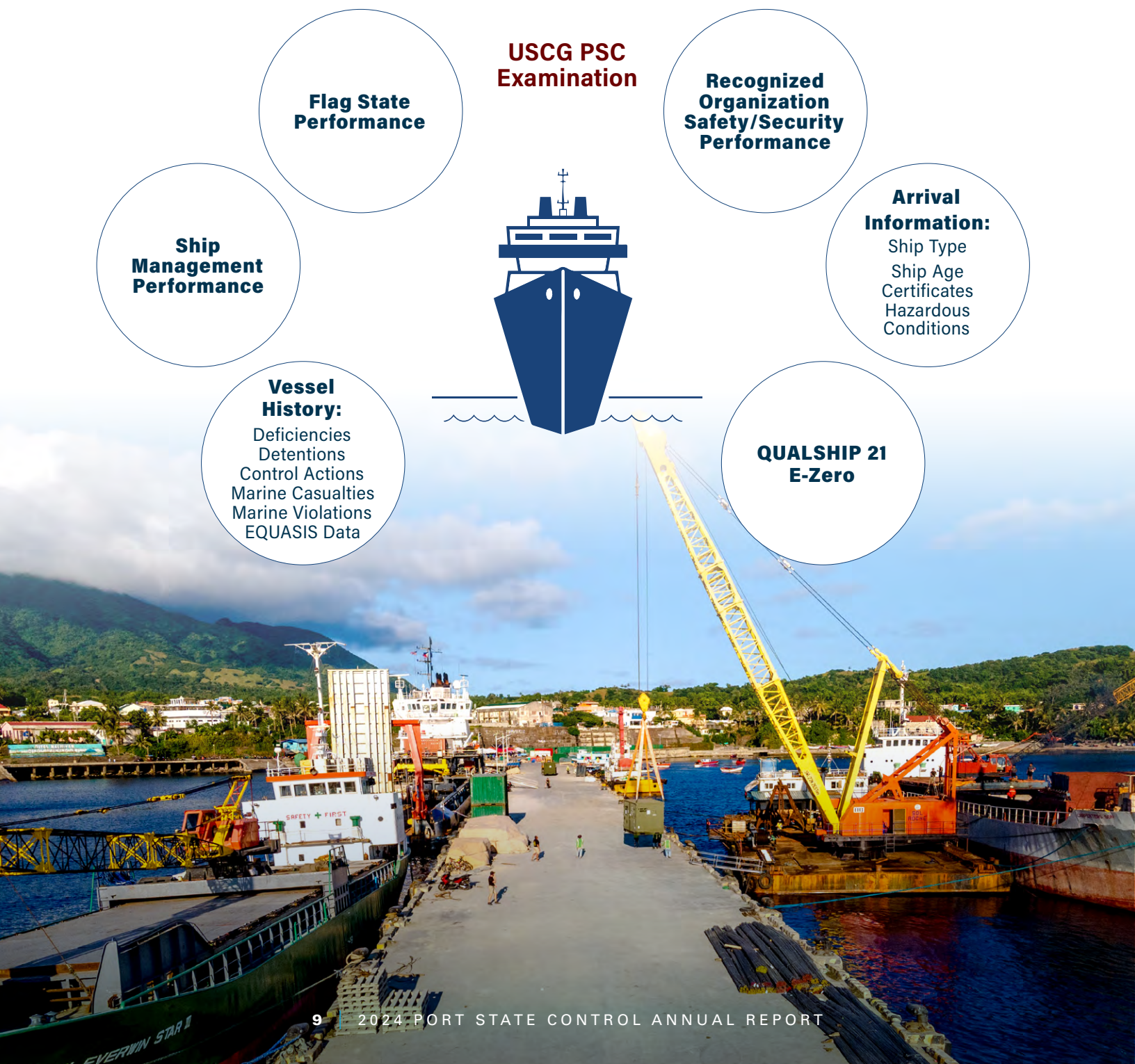
CHAPTER

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 Manual: Port State Control, COMDTINST M16000.73 which is available online at: ***https://www.uscg.mil/Resources/Library/***

USCG PSC Examination

Flag State Performance

Recognized Organization Safety/Security Performance

Ship Management Performance

Arrival Information:
Ship Type
Ship Age
Certificates
Hazardous
Conditions

Vessel History:
Deficiencies
Detentions
Control Actions
Marine Casualties
Marine Violations
EQUASIS Data

QUALSHIP 21 E-Zero

2024 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	2022-2024 DETENTION RATIO
Bolivia	13.64%
Comoros	50.00%
Curacao	7.69%
Latvia	33.33%
Tanzania	15.38%
Togo	15.60%
Vanuatu	3.54%

Medium Risk Flag Administrations

FLAG	2022-2024 DETENTION RATIO
Antigua and Barbuda	1.11%
Bahamas	1.01%
China	1.87%
Cyprus	1.43%
Italy	1.99%
Liberia	1.13%
Panama	1.33%
Portugal	1.28%
Republic of Korea	1.66%
Saint Vincent and the Grenadines	1.80%

Flag Administrations Removed from Last Year's Targeted List

Belize		

2024 Flag Administration Compliance Performance Statistics

FLAG [1]	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2022-2024 Detention Ratio
Antigua and Barbuda	234	78	205	0	1.11%
Azerbaijan	1	1	1	0	0.00%
Bahamas	555	165	543	5	1.01%
Bangladesh	4	5	6	0	0.00%
Barbados	17	4	31	0	0.00%
Belgium	15	2	21	0	0.00%
Belize	3	2	4	0	11.11%
Bermuda	67	29	53	0	0.51%
Bolivia	17	10	4	2	13.64%
Brazil	7	2	8	0	0.00%
British Virgin Islands	6	2	12	0	0.00%
Cameroon	2	1	1	0	0.00%
Canada	81	18	129	2	0.78%
Cayman Islands	164	18	324	0	0.44%
China	73	12	93	1	1.87%
Columbia	4	3	2	0	0.00%
Comoros	0	0	0	0	50.00%
Cook Islands	5	3	6	0	4.35%
Croatia	5	1	6	0	0.00%
Curacao	2	0	1	0	7.69%
Cyprus	204	55	214	3	1.43%
Denmark	139	30	151	0	0.45%
Dominican Republic	4	1	5	0	0.00%
Faroe Islands	1	0	1	0	0.00%
Finland	5	2	4	1	5.56%
France	55	14	57	0	0.76%
Germany	20	3	20	0	1.69%
Gibraltar	8	1	10	0	0.00%
Greece	165	21	206	0	0.64%
Honduras	10	5	4	0	0.00%
Hong Kong	510	82	755	3	0.83%
India	17	1	26	0	0.00%
Indonesia	7	3	9	0	0.00%
Ireland	1	1	2	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 three-year detention ratio may need to be revised as a result.

2024 Flag Administration Compliance Performance Statistics

FLAG [1]	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2022-2024 Detention Ratio
Isle of Man	76	10	104	0	0.40%
Israel	3	2	1	0	5.56%
Italy	53	13	44	0	1.99%
Jamaica	18	0	53	0	0.00%
Japan	62	7	120	0	0.49%
Jersey	1	0	1	0	0.00%
Latvia	3	0	2	0	33.33%
Liberia	1,359	292	1,826	18	1.13%
Libya	3	0	5	0	0.00%
Lithuania	0	0	2	0	0.00%
Luxembourg	10	0	9	0	0.00%
Malaysia	6	3	4	0	0.00%
Malta	491	95	639	2	0.40%
Marshall Islands	1,365	252	2,000	9	0.56%
Mexico	17	6	22	0	1.69%
Montenegro	2	0	3	0	0.00%
Netherlands	103	45	176	0	0.54%
New Zealand	1	0	1	0	0.00%
Nigeria	2	2	2	0	0.00%
Norway	203	44	263	3	0.83%
Pakistan	1	1	1	1	33.33%
Palau	1	0	1	0	0.00%
Panama	1,270	274	1,598	13	1.33%
Philippines	23	3	25	0	1.25%
Portugal	196	41	244	3	1.28%
Qatar	1	0	1	0	0.00%
Republic of Korea	78	18	99	0	1.66%
Saint Kitts and Nevis	6	3	7	0	0.00%
Saint Vincent and the Grenadines	53	14	32	0	1.80%
Samoa	6	4	3	1	6.25%
Saudi Arabia	22	1	40	0	0.00%
Seychelles	1	1	2	0	20.00%
Singapore	689	105	820	2	0.37%
Spain	12	4	14	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 three-year detention ratio may need to be revised as a result.

2024 Flag Administration Compliance Performance Statistics

FLAG [1]	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2022-2024 Detention Ratio
Sweden	13	4	13	0	0.00%
Switzerland	6	0	8	0	0.00%
Taiwan	8	4	25	0	0.00%
Tanzania	5	3	3	0	15.38%
Thailand	12	4	17	0	0.00%
Togo	25	12	10	5	15.60%
Turkey	17	4	15	0	0.00%
Tuvalu	1	1	2	0	0.00%
United Kingdom	30	11	55	1	0.83%
Vanuatu	45	17	38	3	3.54%
Vietnam	1	0	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 three-year detention ratio may need to be revised as a result.

2024 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
		2022	2023	2024	Total	2022	2023	2024	Total	
American Bureau of Shipping	ABS	1,747	1,737	1,846	5,330	-	-	-	-	0.00%
Biro Klasifikasi Indonesia	BKI	-	-	8	8	-	-	-	-	0.00%
Bulgarian Register of Shipping	BKR	9	8	12	29	-	-	-	-	0.00%
Bureau Veritas	BV	1,309	1,250	1,342	3,901	1	-	2	3	007%
China Classification Society	CCS	272	238	250	760	-	-	-	-	0.00%
China Corporation Register of Shipping		-	-	2	2	-	-	-	-	0.00%
CR Classification Society	CR	18	12	15	45	-	-	-	-	0.00%
Croatian Register of Shipping	CRS	15	16	20	51	-	-	-	-	0.00%
DNV GL	DNV	3,376	3,392	3,336	10,104	1	1	-	2	0.01%
Hellenic Register of Shipping	HRS	4	4	3	11	-	-	-	-	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	2	4	-	6	-	-	-	-	0.00%
Indian Register of Shipping	IRS	15	13	15	43	-	-	-	-	0.00%
International Register of Shipping	IROS	2	2	1	3	-	-	-	-	0.00%
Korean Register	KR	387	381	400	1,168	-	-	-	-	0.00%
Lloyd's Register	LR	2,542	2,282	2,402	7,226	1	5	3	9	0.12%
Macosnar Corporation	MC	-	1	3	3	-	-	-	-	0.00%
National Shipping Adjusters Inc	NASHA	21	18	17	56	-	-	-	-	0.00%
Nippon Kaiji Kyokai	NKK	2,286	2,097	2,090	6,473	-	3	3	6	0.09%
Overseas Marine Certification Services, Inc	OCS	6	5	10	21	-	-	-	-	0.00%
Panama Bureau of Shipping	PBS	-	1	2	3	-	-	-	-	0.00%
Panama Maritime Documentation Service	PMDS	30	28	32	90	1	-	-	1	1.11%
Panama Maritime Surveyors Bureau	PMS	16	7	8	31	-	-	-	-	0.00%
Polski Rejestr Statkow	PRS	25	19	17	61	-	-	-	-	0.00%
Qualitas Register of Shipping	QRS	2	-	2	4	-	-	-	-	0.00%
RINA Services S.P.A.	RINA	500	529	569	1,598	1	-	-	1	0.06%
Rinava Portuguesa	RP	10	8	6	24	-	-	-	-	0.00%
Russian Maritime Register of Shipping	RS	32	19	15	66	-	-	-	-	0.00%
United Registration and Clasification		-	-	12	12	-	-	-	-	0.00%
Universal Shipping Bureau	USB	3	2	2	7	-	-	-	-	0.00%
Conarina Group	CNRIN	49	44	47	140	1	1	2	4	2.85%
Intermaritime Certification Services	IMC	15	9	15	39	-	1	-	1	2.56%
Isthmus Bureau of Shipping	IBS	29	21	32	82	-	2	1	3	3.65%
International Naval Surveys Bureau	INSB	10	9	12	31	-	2	-	2	6.45%
VG Register of Shipping	VGRS	5	-	2	7	1	-	-	1	14.28%
Dromon Bureau of Shipping	DBS	3	1	-	4	2	-	-	2	50.00%

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

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 2024 with an enrollment of 5,141 vessels. One previously qualified flag Administrations lost their QUALSHIP 21 eligibility over this past year. Vessels from that flag Administration which are currently enrolled in the program will remain enrolled until their QUALSHIP 21 certificate expires.

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 2024, 462 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, 2025, through June 30, 2026, there are 22 eligible Flag Administrations for the QUALSHIP 21 Program:

Qualified Flag Administrations

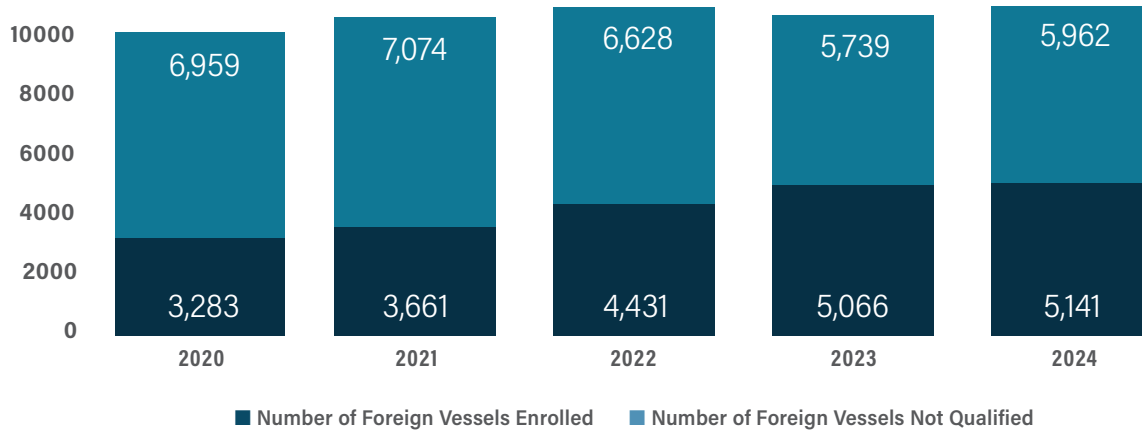|			
Barbados	France	Japan	Singapore
Belgium	Greece	Malta	Spain
Bermuda	Hong Kong	Marshall Islands	Turkey
Canada	India	Netherlands	United Kingdom
Cayman Islands	Isle of Man	Norway	
Demark	Jamaica	Saudi Arabia	

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:

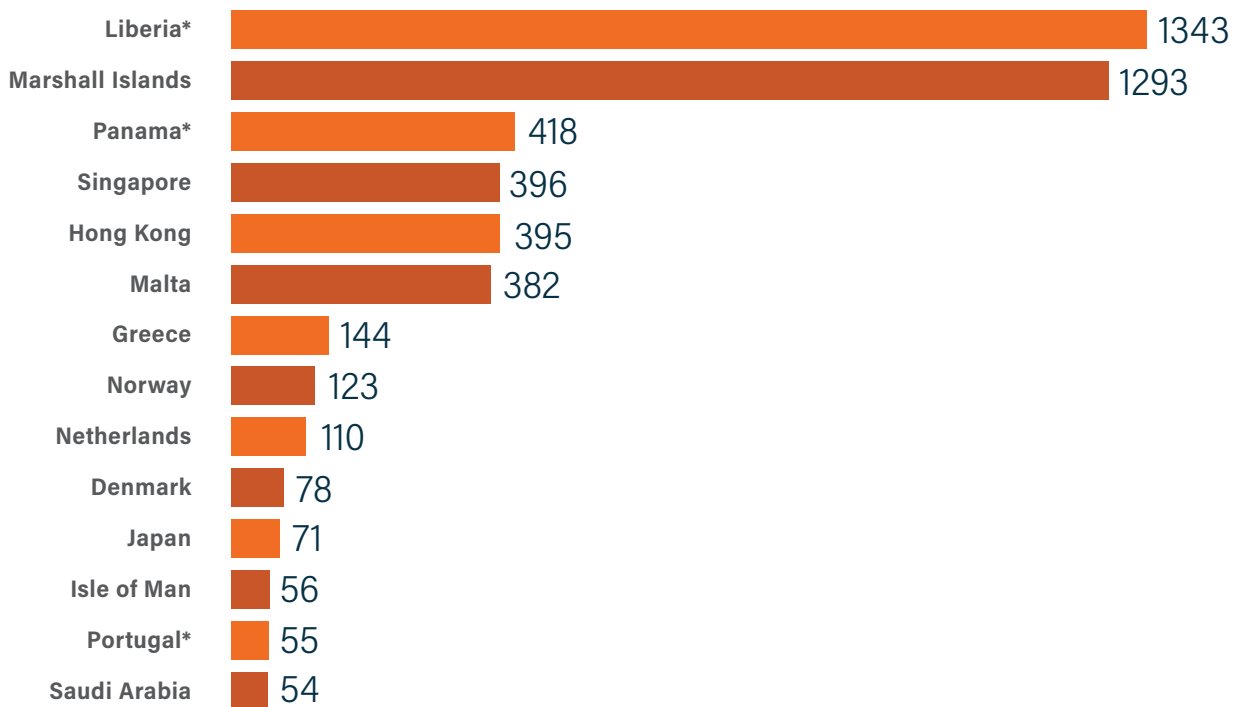|			
Bangladesh	Honduras	Saint Kitts & Nevis	Thailand
Brazil	Indonesia	Sweden	
British Virgin Islands	Luxembourg	Switzerland	
Croatia	Malaysia	Taiwan	

On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2024.

Quality Shipping for the 21st Century

## Yearly QUALSHIP 21 Enrollment (2020-2024)

Year	Number of Foreign Vessels Not Qualified	Number of Foreign Vessels Enrolled
2020	6,959	3,283
2021	7,074	3,661
2022	6,628	4,431
2023	5,739	5,066
2024	5,962	5,141

■ Number of Foreign Vessels Enrolled ■ Number of Foreign Vessels Not Qualified

QUALSHIP 21 Vessels by Flag Administration[1]

Flag Administration	Vessels
Liberia*	1343
Marshall Islands	1293
Panama*	418
Singapore	396
Hong Kong	395
Malta	382
Greece	144
Norway	123
Netherlands	110
Denmark	78
Japan	71
Isle of Man	56
Portugal*	55
Saudi Arabia	54

[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.
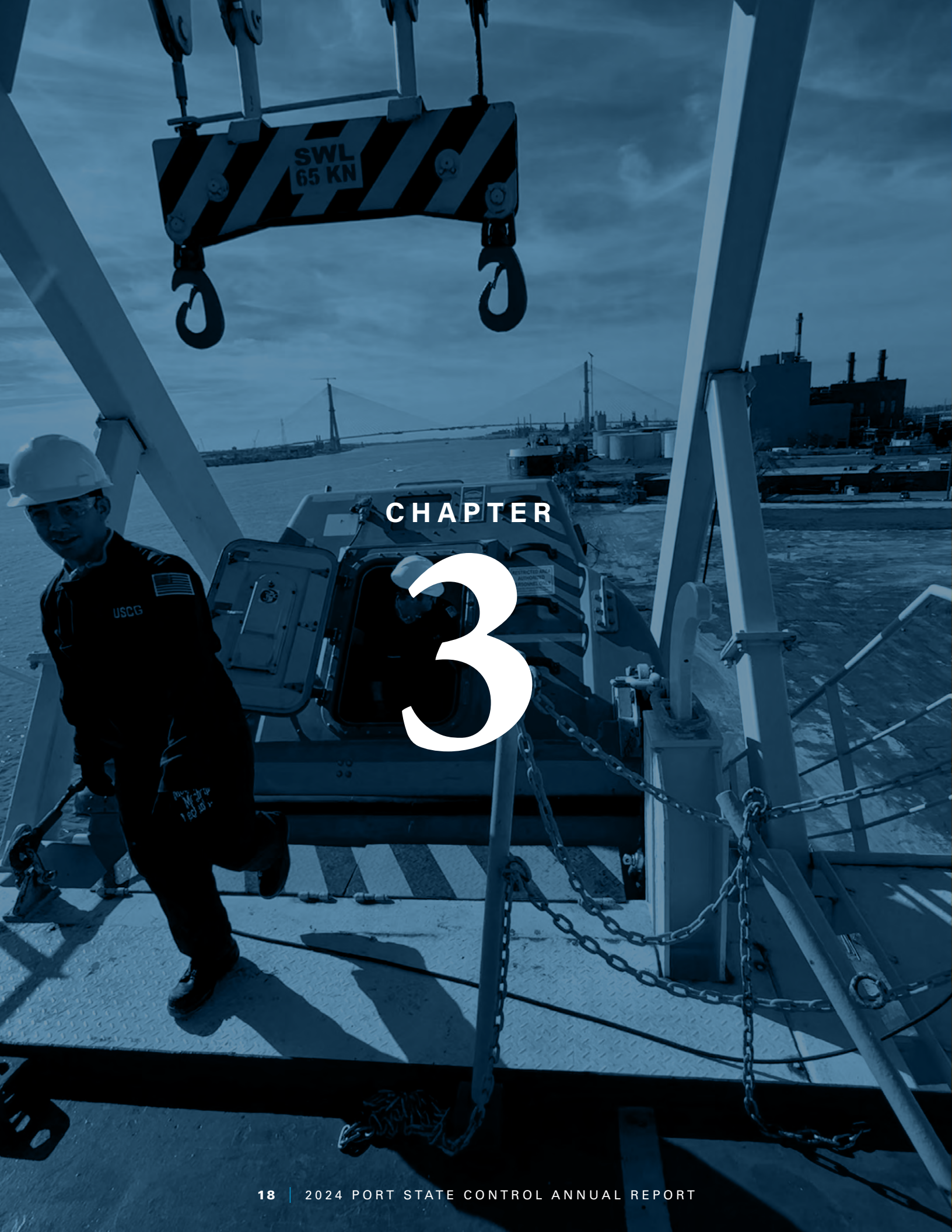
CHAPTER

3

Detainable Deficiencies Overview

Fire Safety: The prevention of fires on board ships is always an area of particular concern for our PSC program. For the fourth straight year fire safety deficiencies lead all deficiency categories. Oil accumulation in the engine room once again led the deficiency total, 18 deficiencies. However, this was a significant reduction from last year's total of 31 deficiencies. In addition to the usual oil-soaked lagging, fuel leaks, excessive oil in the bilge, PSCOs discovered on one ship the emergency escape from the officer's lounge completely bolted shut. On another ship the PSCO discovered over 200 gallons of fuel oil being stored in trash cans scattered throughout the engine room and purifier spaces. A chemical tanker was found to have an entire hyper mist zone disabled with the ship's crew having no knowledge of it being disabled. Several deficiencies were identified related to multiple ventilation dampers unable to be closed due to being stuck in the open position or missing handles for manual operation. There was also an exam where the PSCO observed the crew's lack of proficiency for conducting tests of the heat detectors. During that exam, the crewmember used an open flame gas torch to demonstrate the operational readiness of the heat detection system.

Safety Management Systems (SMS): There was a significant decline in the number of SMS detainable deficiencies for 2024 with the total deficiency count dropping from 85 to 65. Deficiencies related to maintenance of the ship and equipment 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. Instances where the crew failed to implement the SMS as it relates to the maintenance of the ship and equipment lead all stand-alone SMS related deficiencies. For deficiencies related to shipboard operations, the PSCO collected objective evidence showing how the crew failed to inspect, maintain, and report non-conformities relating to excessive oil leaks and accumulation of oil throughout the ship's engine room.

Lifesaving Appliances: Detainable deficiencies related to lifesaving systems remained consistent with last year's totals of 20 deficiencies being issued. Once again, deficiencies related to rescue boats and inflatable liferafts lead this category of deficiencies. Most deficiencies related to the proper stowage of rescue boats and ability to deploy them. Several liferaft deficiencies were issued for expired servicing, poor condition of, or the lack of any rations.

Propulsion and Auxiliary Machinery: 17 deficiencies were cited under this category. PSCO observed significant exhaust leaks from generator exhaust manifolds and significant deterioration of M/E exhaust manifolds near the turbo chargers. On one ship, the main engine fuel piping was found leaking with approximately 5 feet of pipe missing. The crew had installed a clear plastic hose to drain fuel from the pipe to a collection point. The vessel's port main engine did not function, and the vessels starboard main engine was found overheating. PSCO observed the main engine was inoperable from the bridge and engine control room. The crew stated they had been operating the main engine from the local (emergency) platform for over a month.

International Ship & Port Facility Security (ISPS): With 16 total deficiencies related to ISPS this year, several were related to access control to the ship while others related to the competency of the ship's security officer and the ability of the ship's crew to conduct proper security drills.

This highlights only a portion of the detainable deficiencies discovered in 2024. 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
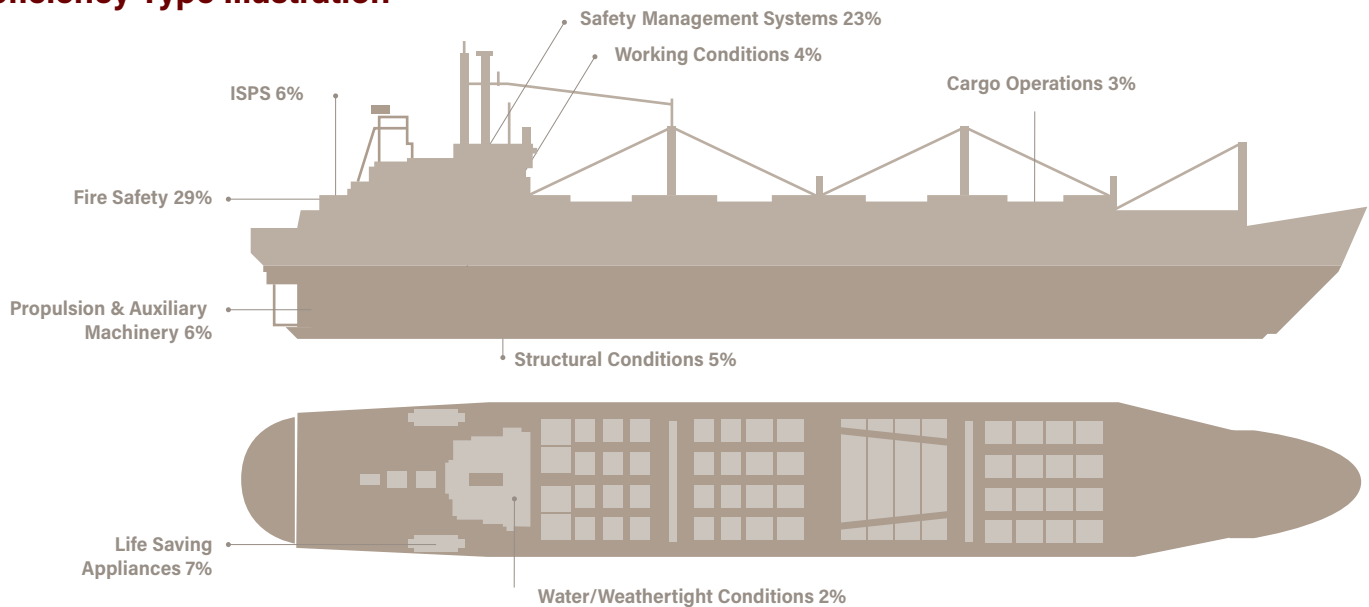
Number of Detentions
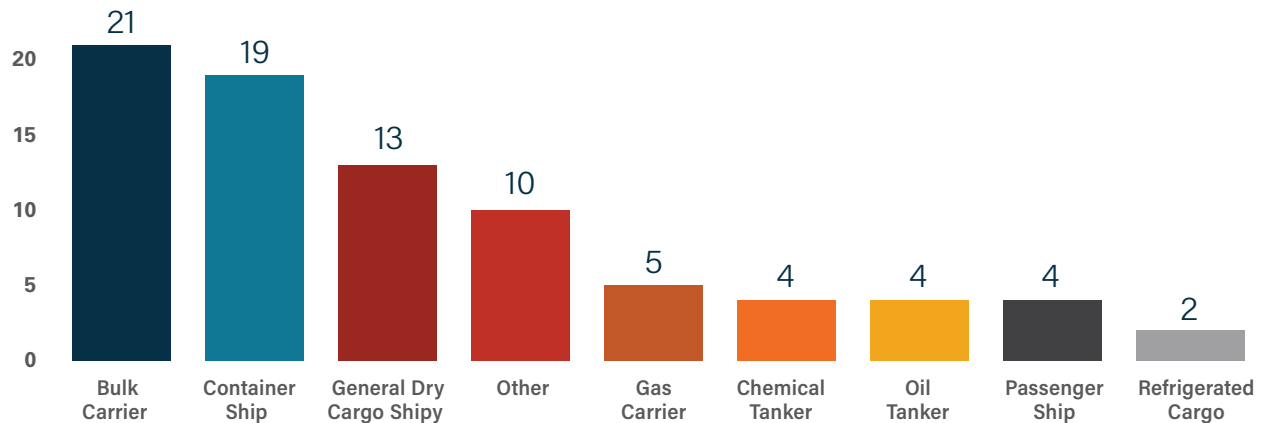
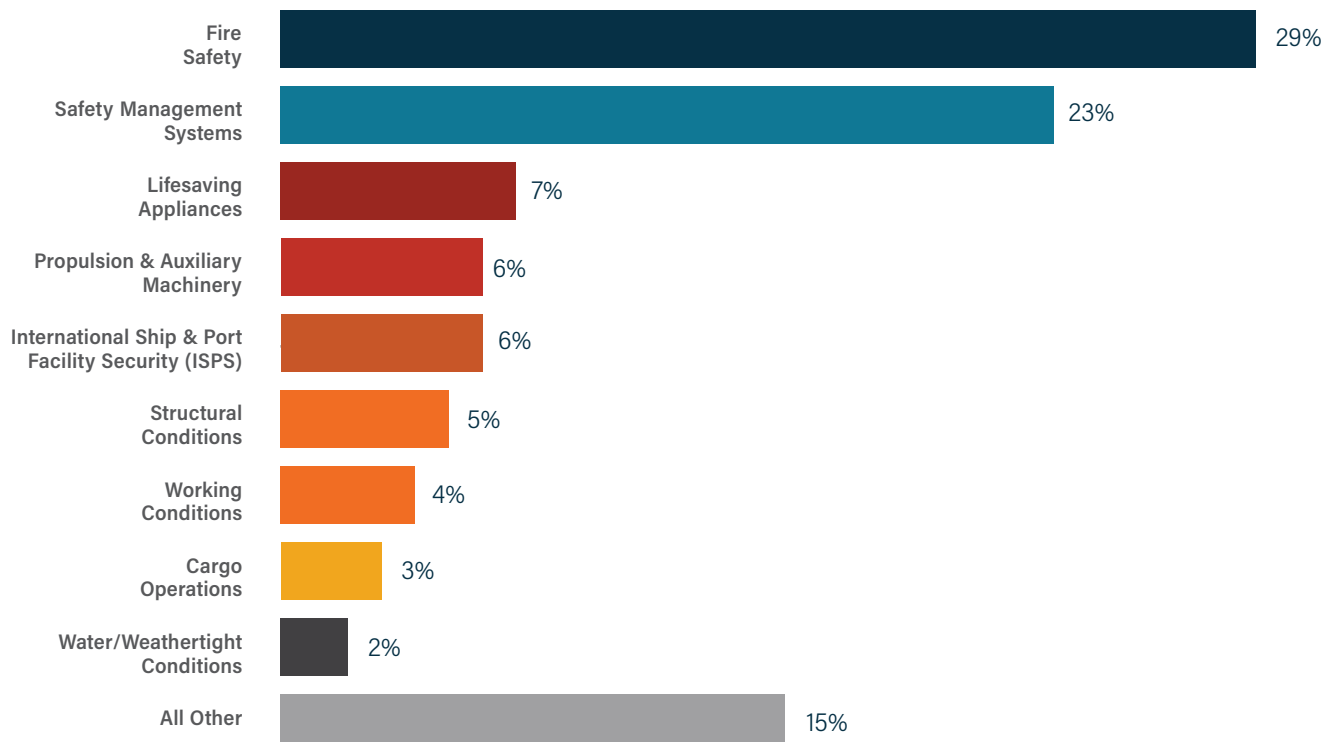## Deficiency and Detention Percentage by Ship Type

Ship Type	Number of Exams	Exams with Deficiencies	Number of Deficiencies	Percent of Exams with Deficiencies	Number of Detentions	Detention %
Bulk Carrier	2,360	499	1,076	21.14%	21	0.89%
Container Ship	1,366	324	805	23.72%	19	1.39%
General Dry Cargo	957	252	643	26.33%	13	1.36%
Other	639	140	298	21.91%	10	1.56%
Gas Carrier - LPG	488	66	165	13.52%	5	1.02%
Gas Carrier - LNG	260	23	47	8.85%	0	0.00%
Chemical Tanker	1,252	205	431	16.37%	4	0.32%
Oil Tanker	930	140	312	15.05%	4	0.43%
Passenger Ship	374	203	748	54.28%	4	1.07%
Refrigerated Cargo	86	22	50	25.58%	2	2.33%

Statistics Derived from USCG Port State Control Examinations

Deficiency Type Illustration

Safety Management Systems 23%

Working Conditions 4%

Cargo Operations 3%

ISPS 6%

Fire Safety 29%

Propulsion & Auxiliary Machinery 6%

Structural Conditions 5%

Life Saving Appliances 7%

Water/Weathertight Conditions 2%

Detentions by Deficiency Type

Deficiency Type	Percentage
Fire Safety	29%
Safety Management Systems	23%
Lifesaving Appliances	7%
Propulsion & Auxiliary Machinery	6%
International Ship & Port Facility Security (ISPS)	6%
Structural Conditions	5%
Working Conditions	4%
Cargo Operations	3%
Water/Weathertight Conditions	2%
All Other	15%

Detention Deficiency Breakdown

## Fire Safety
(81 Deficiencies)

- Oil accumulation in engine room
- Fixed Fire Extinguishing Installation
- Ready Availability of Fire Fighting Equipment
- Fire doors/openings in fire-resisting division
- Fire detection and alarm system
- Fire pumps and its pipes
- Fire-dampers
- Operation of Fire protection systems
- Fire fighting equipment and appliances
- All Other
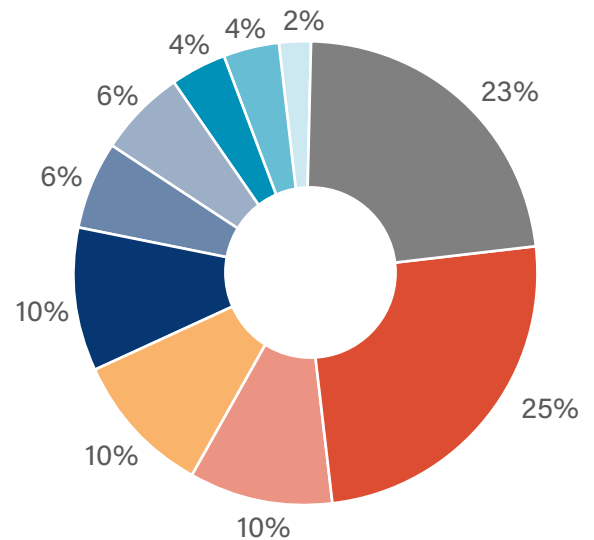
Safety Management Systems
(66 Deficiencies)

- Maintenance of Ship & Equipment
- Company Responsibility and Authority
- Resources and Personnel
- Reports of Non-Conformities)
- Safety & Environmental Policy
- Company Responsibility and Authority
- Shipboard operations
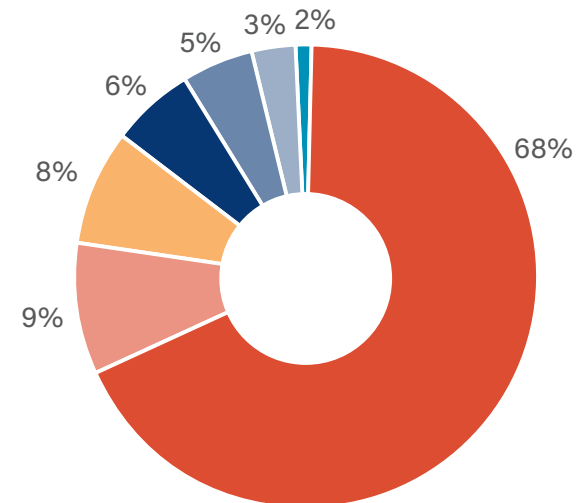
Life Saving Systems
(20 Deficiencies)

- Rescue Boats
- Inflatable liferafts
- Stowage of rescue boats
- Operational readiness of lifesaving appliances
- Lifeboats
- Launching arrangements for survival craft
- Stowage and provision of Lifeboats
- All Other
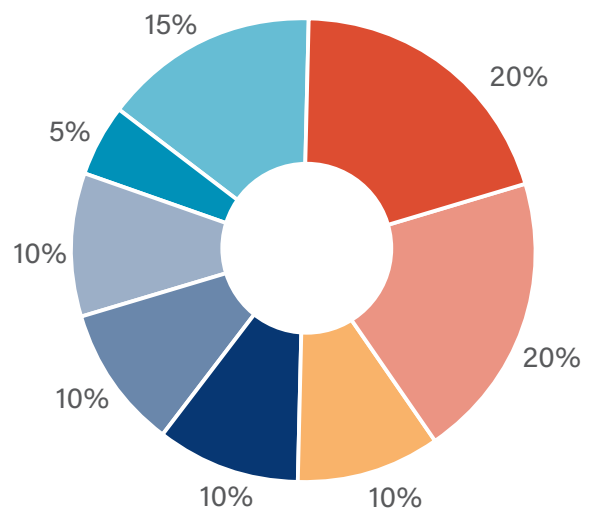
Deficiencies by Categories

PSC Exam Data Per Category of Deficiencies

Category of deficiency		Number of deficiencies	Percent of total deficiencies
Ship's certificates and documents		180	3.93%
SOLAS	Stability, structure and related equipment	382	8.34%
	Propulsion and auxiliary machinery	359	7.83%
	Alarm signals	52	1.13%
	Fire safety measures	1,589	34.69%
	Life-saving appliances	529	11.55%
	Radiocommunications	36	0.78%
	Safety of navigation	126	2.75%
	Operational deficiencies	58	1.26%
	ISM-related deficiencies	228	4.97%
	ISPS	71	1.55%
	Other	262	5.72%
MARPOL	Annex I	98	2.13%
	Annex II	2	0.04%
	Annex III	1	0.02%
	Annex V	40	0.87%
	Annex VI	54	1.17%
	Operational deficiencies	9	0.19%
STCW	Certification and watchkeeping for seafarers	43	0.93%
Load Lines		61	1.33%
AFS Convention		24	0.52%
ILO		323	7.05%
Other		53	1.15%

Ballast Water Management (BWM)

BWM Compliance Statistics: In 2024, ballast water management continued to be a key regulatory challenge for the maritime industry, and compliance remained a critical issue for vessels operating in U.S. waters. While the United States is not signatory to the International Ballast Water Convention, the U.S. Coast Guard enforces strict ballast water laws and regulations to safeguard the nation's waterways from invasive species.

This year, the Coast Guard observed an overall increase of 6% in ballast water related deficiencies compared to 2023, signaling persistent compliance issues that need to be addressed. The most common deficiencies were related to inoperable ballast water management systems (BWMS), failure to report non-functional systems to the Captain of the Port (COTP), and concerns over the structural integrity of these systems. The rise in untreated discharges stands out as particularly concerning, showing a 200 % increase from the previous year. This upward trend highlights the urgent need for vessel operators to prioritize proper operation of BWMS as designed, along with prioritizing maintenance and proactive inspections of components to address vulnerabilities before they result in violations.

While there was not an Enhanced Examination Program (EEP) topic related to ballast water systems in 2024, the Coast Guard is never-the-less closely monitoring these trends. Given the increase in deficiencies, the service anticipates focusing heavily on ballast water in the near term to mitigate non-compliance and support improved system performance across the fleet.

As we move into 2025, the Coast Guard remains committed to working with industry stakeholders to strengthen compliance efforts and ensure the continued protection of our marine environment.

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

COTP Reporting: Deficiencies are issued when a vessel fails to report an inoperable system to the USCG.
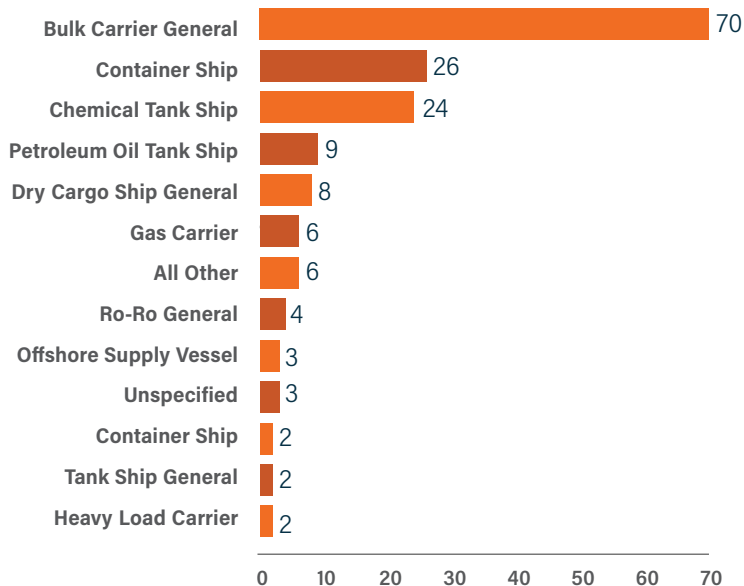
Discharge: Deficiencies are issued when a vessel discharges non-compliant ballast water.

Implementation Schedule: Deficiencies involve vessels that are past their compliance date and using an unapproved BWM method.
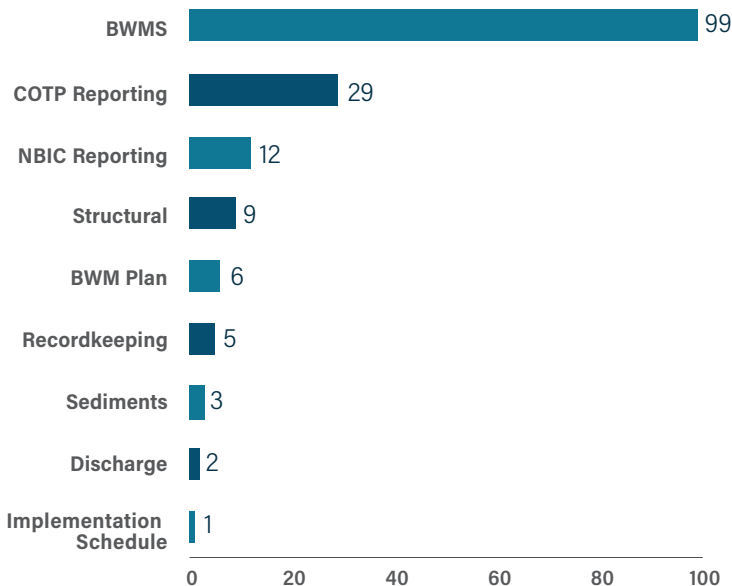
Mandatory Practices: Deficiencies include failures to remove hull fouling organisms and marine growth as well as improper uptake of ballast water.

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

2024 Ballast Water Deficiencies

Vessel Type	Deficiencies
Bulk Carrier General	70
Container Ship	26
Chemical Tank Ship	24
Petroleum Oil Tank Ship	9
Dry Cargo Ship General	8
Gas Carrier	6
All Other	6
Ro-Ro General	4
Offshore Supply Vessel	3
Unspecified	3
Container Ship	2
Tank Ship General	2
Heavy Load Carrier	2

Annual Trend in Ballast Water Deficiencies

Category	Deficiencies
BWMS	99
COTP Reporting	29
NBIC Reporting	12
Structural	9
BWM Plan	6
Recordkeeping	5
Sediments	3
Discharge	2
Implementation Schedule	1

Captain Mark Neeland
CHIEF, OFFICE OF COMMERCIAL VESSEL COMPLIANCE (CG-CVC)

Commander Brian Hall
CHIEF, PORT STATE CONTROL DIVISION (CG-CVC-2)

Mr. Kenneth Hettler
GENERAL ENGINEER

Mr. Russel Amacher
ENVIRONMENTAL COMPLIANCE

Mr. Christopher Gagnon
INTERNATIONAL OUTREACH,
FLAG STATE AND CLASS LIAISON

Mr. David Barnes
ENVIRONMENTAL COMPLIANCE

Lieutenant Christopher Mcfarland
ENVIRONMENTAL COMPLIANCE

Mr. Steven Kwan
CYBER SECURITY

**Lieutenant Commander
Shannon Ledet**
PSC TARGETING AND POLICY MANAGER

**Lieutenant Commander
Steven Lewis**
QUALSHIP & E-ZERO PROGRAM MANAGER

MSTC Ashley Schad
ENVIRONMENTAL COMPLIANCE

https://www.dco.uscg.mil/cvc
E-MAIL: *portstatecontrol@uscg.mil*

**Lieutenant Commander
Sean Dolan**
PSC PROGRAM MANAGER

**Lieutenant Commander
Stephanie Moore**
PSCO TRAINING AND PSC
PROGRAM MANAGER

Ms. Margaret Workman
ADMINISTRATIVE MANAGER

Ms. Makeda Talley
QUALSHIP & E-ZERO ADMINISTRATOR

Mr. William Detty
INFORMATION TECHNOLOGIST SPECIALIST

MAIN OFFICES

U.S. COAST GUARD HEADQUARTERS
U.S. Coast Guard STOP 7501
2703 Martin Luther King Jr Ave S.E.
Washington, D.C. 20593-7501
PH (202) 372-1251
CG-CVC@uscg.mil
www.uscg.mil/cgcvc

ATLANTIC AREA
Atlantic Area Commander (Lant-5)
431 Crawford St.
Portsmouth, VA 23704-5004
PH (757) 398-6565
LantPrevention@uscg.mil
http://www.uscg.mil/lantarea/

PACIFIC AREA
Pacific Area Commander
Coast Guard Island, Bldg 50-1
Alameda, CA 94501-5100
PH (510) 437-5839
FAX (510) 437-5819
http://www.uscg.mil/pacarea/

DISTRICT OFFICES

1ST
408 Atlantic Ave
Boston, MA 02110
PH (617) 223-8555
FAX (617) 603-8573

5TH
431 Crawford St.
Portsmouth, VA 23704-5004
PH (757) 398-6389
EMAIL *d05dpi@uscg.mil*

7TH
909 S.E. First Ave.
Miami, FL 33131-3050
PH (305) 415-6860/1
FAX (305) 415-6875

8TH
Hale Boggs Federal Building
500 Poydras Street
New Orleans, LA 70130
PH (504) 589-2105
FAX (504) 671-2269

9TH
1240 E. 9 St.
Cleveland, OH 44199-2060
PH (216) 902-6047
FAX (216) 902-6059

11TH
Coast Guard Island, Bldg 50-7
Alameda, CA 94501-5100
PH (510) 437-2955
FAX (510) 437-3223

13TH
915 Second Ave,
Suite 3506
Seattle, WA 98174-1067
PH (206) 220-7210
FAX (206) 220-7225

14TH
300 Ala Moana Blvd.
Room 9-212
Honolulu, HI 96850-4982
PH (808) 535-3421

17TH
709 West 9th Street
Juneau, AK 99802-5517
PH (907) 463-2802
Fax (907) 463-2216

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