



## Port State Information Exchange

### Introduction

In this issue of the *Drill Down*, we will discuss the USCG's Port State Information Exchange (PSIX) system as a tool to assist owner/operators (O/O) with the management of their fleet by using the information available in PSIX. We will also discuss how to correct or resolve any errors with the information that is available in PSIX.

**Note:** While PSIX covers both U.S. and foreign vessels, this issue of the *Drill Down* focuses on U.S. flagged vessels only.

### PSIX

The Port State Information Exchange system contains vessel-specific information derived from the USCG's Marine Information for Safety and Law Enforcement (MISLE) system.

The information contained in PSIX represents a weekly snapshot of Freedom of Information Act (FOIA) data on U.S. flag vessels, foreign vessels operating in U.S. waters and USCG contact with those vessels.

PSIX is a forward-facing public website, meaning anyone has access to a vessel's history, which includes its CG inspections and associated deficiencies, pollution incidents and marine casualties.

The deficiency information written on a USCG Vessel Inspection Requirements Form CG-835V, informally known as an "835", is a result of a certificated vessel failing to meet statutory requirements. The deficiencies are public record and are available on PSIX. However, deficiencies issued with the "self-reported" or "work list item" boxes checked will not be reflected in PSIX.

**Note:** The "self-reported" box included on the CG-835V enables consideration to be given to a vessel owner or operator on future risk-based or targeted inspection programs. See the Coast Guard Maritime Commons blog post "[New Form CG-835V Vessel Inspection Requirements](#)" for further information.

Current PSIX data reflects vessel information since December 21, 2001, the date that MISLE came online.

### Manage Your Data

It is common for an O/O to have a fleet management database storing information, including everything from ship's maintenance to crew changes. There are degrees of sophistication based on the O/O capabilities, but due to International Safety Management Code documentation requirements, many companies operating on the Outer Continental Shelf have a thorough, online record-keeping system.

Copies of 835s are often retained with company documentation per individual policy, but what happens when information in company records conflicts with PSIX?

### Solutions

There are instances when an O/O elects to appeal an 835, or the information written on the 835 is not reflective of the actual deficiency, or the deficiency may have been issued in error. When these events occur, and the 835 has been successfully appealed or rescinded/corrected, you should engage with the OCMI to ensure the resolution is accurately reflected in PSIX.

**Note:** 835s appropriately issued by the USCG and subsequently resolved by the O/O (including deficiencies corrected on the spot) will still appear in PSIX as a matter of public record. Corrected deficiencies or any event meeting the FOIA guidelines, are not removed from MISLE.

An O/O can utilize PSIX to regularly check their fleet's data. However, inspection results will only appear in PSIX after a MISLE activity has been reviewed and closed by the Coast Guard unit that conducted the inspection or examination.

In rare instances, and for a variety of reasons, the information on PSIX and O/O records can conflict. Despite an OCMI's vigorous MISLE case review process, errors may occur. If an O/O identifies a potential error in PSIX, or if PSIX is not showing the latest information, they are encouraged to contact the issuing OCMI for resolution.

To learn how to access a vessel's PSIX data, and for additional information regarding PSIX, please visit the U.S. Coast Guard's official PSIX page at <https://cgmix.uscg.mil/PSIX/Default.aspx>.