



DEPARTMENT OF HOMELAND SECURITY

UNITED STATES COAST GUARD



PORT STATE CONTROL IN THE UNITED STATES



2015 Annual Report



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Assistant Commandant for Prevention Policy
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I am pleased to present to you the 2015 Annual Report on Port State Control (PSC) for the United States. The releasing of this year's PSC Annual Report gives us a chance to reflect on the previous year's successes and failures and allows us to look ahead and renew our focus. Earlier this year in an article for the *Marine News* magazine, I weighed in on the challenges facing the maritime industry. I wrote about the growing demands on the marine transportation system and the need to reduce shipping's environmental footprint, and I also touched on the ever-increasing complexity of systems and technology. It's clear that these and other challenges will affect the maritime industry and every maritime nation for many years to come.

As we look forward, and to help reduce the environmental footprint, you can expect the Coast Guard to be more focused on MARPOL Annex I enforcement. We will continue to partner with other nations looking to strengthen enforcement of this international pollution prevention standard through the sharing of our MARPOL training programs. We will also continue to improve our procedures for MARPOL Annex VI enforcement as well, including the introduction of fuel oil sampling protocols for assessing the integrity of Bunker Delivery Notes. The focus on ballast water treatment systems will be a major priority for the Coast Guard. We now have 20 systems undergoing testing, and we have been told that some will submit data for type approval this year. We will also continue to work with the International Maritime Organization (IMO) to refine existing Type Approval Guidelines so most alternate management systems can achieve type approval in the United States.

Risk management and the effective application of a safety management system (SMS) continue to be a challenge to both the maritime industry and the U.S. Coast Guard. Since the adoption of the International Safety Management (ISM) Code, we have seen the SMS become the primary means for the mitigation of risk. As the design of vessel systems and associated regulations become more complex, we find a growing reliance on safety management systems. By design, an effective SMS clearly identifies the roles and responsibilities for all personnel throughout the vessel's management system. All too often, well documented procedures have given a false sense of security, leading to complacency and resulting in the types of serious incidents that the SMS was designed to prevent. Proper implementation of the SMS requires a steadfast investment throughout all levels of the vessel's organization, from upper management right down to the rank and file. Port state control officers and auditors must therefore be on guard to ensure the SMS is properly implemented and in keeping with the ISM Code objectives to ensure it remains an effective tool to identify and mitigate risk.

The recent global recession triggered a massive downturn in the world trade markets and affected the maritime shipping industry accordingly. Shipping rates for freight fell to almost historic lows and over capacity in some markets will continue to slow recovery. We expect vessel operating costs to continue to rise, and this will have a major impact on operators. The cost of maintenance and repair for a vessel rises exponentially as it grows older. At the vessel's midlife, maintenance and repair can reach up to 25% of the operating cost. If you add in the rising cost of crew wages and drydocking, vessel maintenance can take a back seat in order to minimize operating costs. As operators are challenged to keep a vessel profitable, flag administrations and recognized organizations will also be challenged to ensure their vessels are maintained and fit for service.

In closing, I would like to commend the work of my Headquarters staffs, the Captains of the Port, and most notably the dedicated work of the Coast Guard's port state control officers. Through their hard work, they have made our PSC program one of the finest in the world.





CAPTAIN KYLE P. MCAVOY
Office Chief, Commercial Vessel Compliance
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This annual report marks the eighteenth issue and details the statistics related to enforcement of the regulations under the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), and the International Ship & Port Facility Security (ISPS) Code on foreign flagged vessels trading in U.S. ports.

For 2015, our PSC activity increased by 33 exams over our 2014 totals. Despite this very small increase, we saw our detention total rise from 143 to 202, our highest total since 1998. Our three-year rolling average detention ratio that was on a steady decline between 2011 and 2013 has now risen for the second straight year from 1.31% to 1.67%. There is no one statistic or factor that can account for these increases. For instance, though bulk carriers continue to lead the detention count with almost 40% of all detentions, we found no correlation between the number of detentions and the age of the ship. Our data showed that 70% of all bulk carrier detentions were issued to vessels twelve years old or newer. Additionally, we were also surprised to find a jump in detentions on chemical tankships over the last year. We attribute these increases, in part, to our efforts in improving our initial port state control officer (PSCO) training programs, which focus on the PSCO's responsibility to recognize when deficiencies indicate a substandard condition. We've also updated our vessel specific job aids, which are used by PSCOs for reference when conducting exams. In addition, we are conducting quarterly activity quality reviews with our units. We review existing databases closely looking at exams where deficiencies were uncovered on the most critical systems, and we are verifying that our PSCOs are properly applying the detention criteria as outlined in IMO's Procedures for Port State Control. The Coast Guard will continue to study trends and modify our training initiatives accordingly.



This year we've seen a rise in detentions related to the intentional manipulation of fire protection systems. For example, several detentions have been issued due to the PSCO observing quick closing fuel shutoff valves on service tanks blocked in the open position, making them incapable of remote closure from outside the space in the event of a fire. Additionally, we continue to find vessels that have issues with their oily water separators (OWS), or where the OWS is bypassed to discharge oily waste directly overboard. While the vast majority of the maritime community is in compliance, I challenge the entire maritime community to make it a goal to eliminate unsafe practices and treat our environment with respect. Moreover, I hope our industry leaders will remain dedicated to nurturing a culture of safety and security on their ships with continued advances in the future.

Finally, I want to address the status of our QualShip21 (QS21) program. This year we lost 13 flag administrations that were previously qualified for the program. Though maintaining eligibility in the program can be difficult for administrations that record a large number of PSC exams, it can also be challenging to those administrations with very few exams. I recognize the concern from those administrations that have lost their eligibility, but QS21 eligibility is not meant to be something easily obtainable or maintained. We will continue to evaluate the program to ensure it is equitable across the board.

New this year, we have established specific dates for when a flag administration is qualified for QS21 enrollment and for when a flag administration will appear on our targeting matrixes based on their performance over the previous calendar year. The cycle for both will now run from July 1st to June 30th annually. By establishing these dates, we now provide greater transparency to our PSCOs, flag administrations, and industry.

I hope you find this report a useful resource. Any questions or comments you may have on this report should be directed to my staff whose points of contact are listed at the end.



*Greetings from U. S. Coast Guard Sector Houston/Galveston**



Sector Houston-Galveston, headquartered in Houston, Texas, covers parts of Texas and Louisiana, encompassing 180 miles of gulf coastline, from 60 miles east of Lake Charles, Louisiana, to the east bank of the Colorado River, 40 miles west of Freeport, Texas. Sector Houston-Galveston is home to the largest maritime petrochemical port, with seven major ports, all of which are listed amongst the nation's top 50 busiest ports for commerce. Ten of the top twenty gas and oil refineries in the U.S. reside within the Sector Houston-Galveston area including Motiva Enterprises, the largest U.S. refinery, located in Port Arthur, Texas and Cheniere Energy located in Sabine Pass which is the first liquefied natural gas (LNG) receiving and export terminal in the continental U.S.

There are two Captain of the Port (COTP) Zones, located in Port Arthur and Houston-Galveston. The Sector is home to three Marine Safety Units (MSUs); Lake Charles, Port Arthur, and Texas City. It also has five small boat stations, two Aids to Navigation Teams, and two Vessel Traffic Service (VTS) units. Surface assets include four Coastal Patrol Boats and two Inland Construction Tenders.

Sector Houston-Galveston and their sub-units are home to over 1000 military and civilian personnel. The main Sector Port State Control (PSC) branch is composed of 31 military and civilian personnel that conduct exams on freight ships, oil tankers, chemical tankers, and gas carriers. MSU Lake Charles PSC branch comprises of 5 military and civilian personnel that deals with various freight, tankers, and LNG carriers. MSU Port Arthur has approximately 15 military and civilians that conduct PSC exams, and MSU Texas City PSC branch comprises of 14 military and civilian personnel who also conducts a majority of the offshore tank vessel exams in the Western Gulf of Mexico.

*This is a new feature for the PSC Annual Report wherein we will put a spotlight on one of the thirty-two Sector Commands which perform the port state control mission in the United States.



Greetings from U. S. Coast Guard Sector Houston/Galveston



In March 2014, Sector Houston-Galveston moved into a state of the art \$43 million eco-friendly building. It's was designed to withstand category-3 hurricane conditions. The building also houses the Houston-Galveston VTS which is manned full-time by both military and civilian personnel. The VTS guides hundreds of vessels a day in a 530 feet wide and 45 feet deep channel that runs for approximately 52 miles, the Houston Ship Channel. Sector Houston-Galveston also has a multitude of local, state, and federal agencies housed in its new interagency command center to coordinate responses throughout its vast area of responsibility.

This interagency cooperation was an instrumental factor in the successful response, clean-up, and salvage operation during the “Texas City Y Incident” in March of 2014. This incident resulted in the release of approximately 168,000 gallons of fuel oil in the congested Houston Ship Channel. The channel was closed for several days resulting in billions of dollars of economic loss. One year later the channel suffered a similar casualty when the chemical tanker CARLA MAERSK and the bulk freighter CONTI PERODOT collided resulting in the release of approximately 216,000 barrels of Methyl Tertiary Butul into the waterway. Coordinated interagency efforts ensured that the impact to the environment, infrastructures, and citizens were mitigated and the port quickly brought back to normalcy. In December 2015, again, the joint agency cooperation paid off in a big way in the response to a shipboard fire on an liquefied petroleum gas (LPG) carrier by local waterside and shore fire teams that quickly doused the flames preventing a catastrophic explosion and potential losses of life of shipboard crew and emergency response teams.

Sector Houston-Galveston continues to see increased activity both in the maritime shipping and waterfront facilities. Future projections indicate that given the expansion of the oil and gas industry throughout its area of responsibility, the port will see significantly increase in exports of LPG/LNG well over historic averages. Current projections indicate 49 total facilities will be built or expanded in Lake Charles, Port Arthur, Houston, Galveston, Texas City, and Freeport. In the coming years, it is projected that tens of billions will be spent to construct new terminals, refining capability and liquefaction trains. Liquefied gas exports coupled with the Panama Canal Expansion project will significantly increase Sector Houston-Galveston's Ports, Waterways, and Coastal Security mission workload.



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On the Front Cover

The Canadian freight ship ALGOMA DISCOVERY transiting up-bound on the St. Mary's River through the Soo Locks in Sault Sainte Marie, Michigan.

Highlights in 2015

Vessel Arrivals and Examinations Decreased, Detentions Increased

In 2015, a total of 8,925 individual vessels, from 81 different flag administrations, made 73,752 port calls to the United States. The Coast Guard conducted 9,265 SOLAS safety exams and 8,655 ISPS exams on these vessels. The total number of ships detained in 2015 for environmental protection and safety related deficiencies increased from 143 to 202. The total number of ships detained in 2015 for security related deficiencies slightly increased from 10 to 11. An overview of the safety related detainable deficiencies issued in 2015 can be found on page twelve of this report.

Flag Administration Safety and Security Performance

Flag administration safety performance for 2015 decreased for the second straight year, with the overall annual detention rate increasing from 1.55% to 2.18%. The three-year rolling detention ratio also increased from 1.31% to 1.67%. The flag administrations of Egypt, Germany, Lithuania, and Mexico were all removed from our Targeted Flag List. Flag administration security performance for 2015 remained almost steady, with the annual Control Action Ratio (CAR) only increasing from 0.12% to 0.13%. The three-year rolling average CAR has remained almost steady as well going from 0.10% to 0.11%. Additionally, the flag administrations of Honduras and Tanzania were added to our 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 2015, Coast Guard Headquarters received a total of twenty detention appeals. Seven appeals were submitted challenging the overall merits of the detention. Of those seven appeals, three were granted, three were denied, and in one case where there were two detainable deficiencies in question, one was granted and the other was denied. For those parties appealing their association with a detention, thirteen were granted and one was denied. Generally, the detention appeals that were overturned had only a single deficiency resulting from the PSC exam. In these cases the deficiency didn't show an overall substandard condition on the vessel. For more information on the Coast Guard's appeal process, please see our process guidance on page 5 of this report.

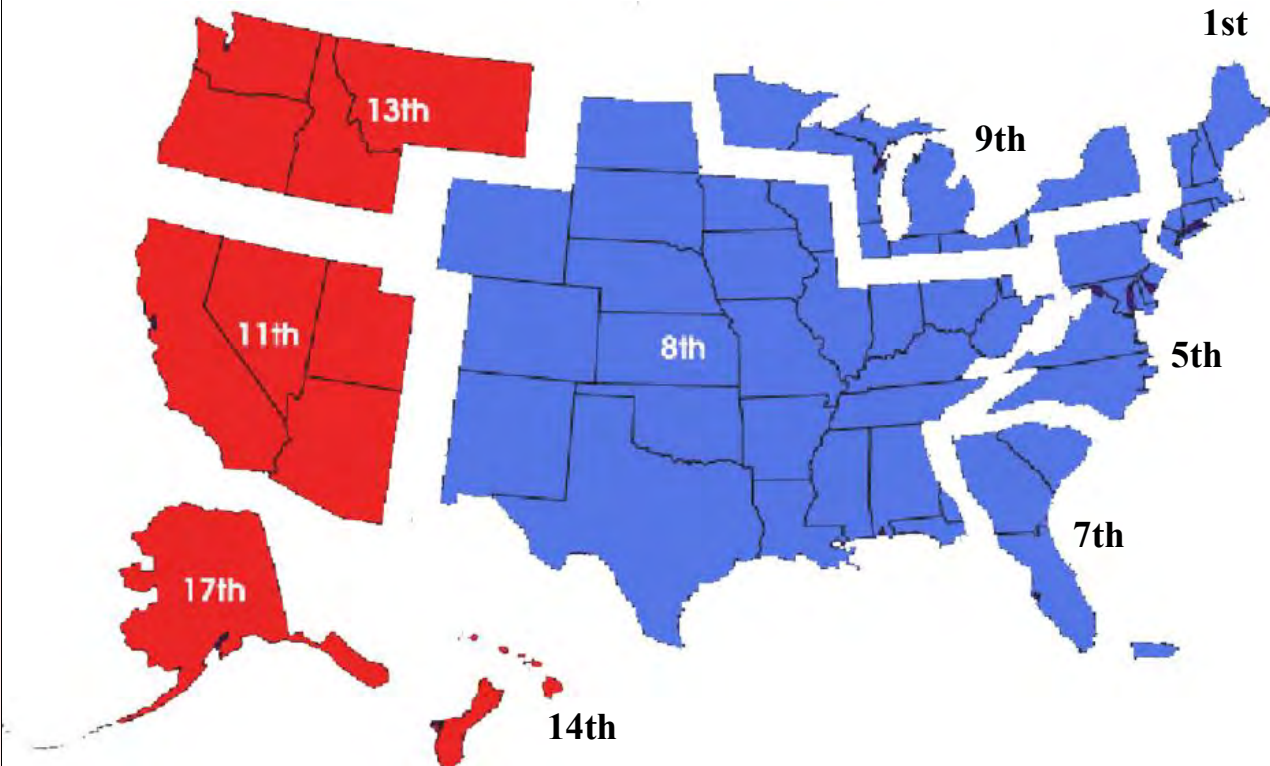
QUALSHIP 21 Program

The continued upward trend in detentions over last several years has started to have an effect on flag administration QualShip21 (QS21) eligibility. This year we had thirteen flag administrations drop their QS21 eligibility over 2015. Twelve were lost based on their three-year detention ratio exceeding 1.0% and one due to having fewer than ten distinct arrivals in 2015. We would like to welcome the flag administration of Italy, Mexico, and the Philippines for becoming QS21 eligible in 2016. From time to time there have been calls to change the criteria for entry into QS21 program. As comprised, the strict enrollment criteria provides a major incentive to vessels calling on U.S. ports. We feel any changes to diminish the criteria would not provide any additional incentives to increase quality standards in ships. We invite you to take a moment to see the full list of QS21 flag administrations in Chapter 2 of this report.

2015 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	6,492	977	7	948	0
5th	6,972	958	17	976	1
7th	20,677	1,607	49	1,375	4
8th	23,359	3,237	78	3,031	4
9th	2,340	185	3	206	0
11th	7,570	1,083	24	1,010	1
13th	3,657	836	14	806	0
14th	1,349	251	7	189	1
17th	1,336	131	3	114	0
Total	73,752	9,265	202	8,655	11

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

2015 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	99	3	96	0
Sector Baltimore	5	287	10	299	0
Sector Boston	1	88	0	85	0
Sector Buffalo	9	66	1	131	0
Sector Charleston	7	122	1	122	0
Sector Columbia River	13	447	2	461	0
Sector Corpus Christi	8	312	6	305	0
Sector Delaware Bay	5	360	5	360	0
Sector Detroit	9	48	0	26	0
Marine Safety Unit Duluth	9	33	1	30	0
Sector Guam	14	76	4	52	1
Sector Hampton Roads	5	219	1	232	1
Sector Honolulu	14	175	3	137	0
Sector Houston/Galveston	8	1,159	9	1,015	0
Sector Jacksonville	7	232	6	218	0
Sector Juneau	17	32	0	18	0
Sector Key West	7	0	0	0	0
Sector Lake Michigan	9	33	1	18	0
Sector Long Island Sound	1	38	1	37	0
Sector Los Angeles/Long Beach	11	704	7	690	0
Sector Miami	7	458	31	366	2
Sector Mobile	8	296	9	271	0
Marine Safety Unit Morgan City	8	97	0	86	0
Sector New Orleans	8	1,082	53	1,066	4
Sector New York	1	685	5	674	0
Sector North Carolina	5	92	1	85	0
Sector Northern New England	1	86	0	80	0
Marine Safety Unit Port Arthur	8	291	1	288	0
Sector Puget Sound	13	389	12	345	0
Sector San Diego	11	110	1	76	0
Sector San Francisco	11	269	16	244	1
Sector San Juan	7	391	4	280	1
Sector Sault Ste Marie	9	5	0	1	0
Marine Safety Unit Savannah	7	223	3	233	0
Sector Southeastern New England	1	80	1	72	0
Sector St. Petersburg	7	181	4	156	1

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 2013 through December 2015 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. upon 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 2013 to December 2015.

Calendar Year	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 ⁽²⁾
2003	153	1.99%	2.22%			
2004	176	2.43%	2.30%	92	1.51% ⁽¹⁾	
2005	127	1.61%	2.00%	51	0.65%	0.89%
2006	110	1.35%	1.78%	35	0.43%	0.80%
2007	152	1.82%	1.60%	42	0.51%	0.53%
2008	176	2.03%	1.75%	27	0.31%	0.41%
2009	161	1.88%	1.92%	18	0.21%	0.34%
2010	156	1.67%	1.86%	17	0.18%	0.23%
2011	97	1.04%	1.53%	15	0.16%	0.18%
2012	105	1.17%	1.30%	8	0.09%	0.14%
2013	121	1.29%	1.11%	8	0.09%	0.12%
2014	143	1.55%	1.31%	10	0.12%	0.10%
2015	202	2.18%	1.67%	11	0.13%	0.11%

¹ Average based upon 6,093 distinct arrivals from 1 July 2004 - 31 December 2004

² 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 at our Sectors, Districts, and finally Headquarters. At each level, the appellant has an opportunity to raise new arguments or provide additional information as to why the appeal should be granted. Coast Guard officials responsible for the review and response to an appeal remain objective to both the Coast Guard and Industry positions. We value the role of the appeal process in the overall health of our Port State Control Program, and we emphasize that there will be no repercussions to the appellant for seeking reconsideration or requesting an 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 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/mycg/portal/ep/home.do?tabId=1>

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 Sector Commander/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 past 6 months with no serious deficiencies, the Sector Commander may downgrade the vessel to NPV. If the Sector Commander downgrades a vessel, it will be added to the pool of random examinations.

2015 Flag Administration Safety Compliance Performance

The Coast Guard targets Flag Administrations for additional Port State Control (PSC) examinations if their detention ratio scores higher than 1.67% 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 Port State Control data (2013-2015) 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 increasing slightly from 1.31% to 1.67%. The tables below contain Administrations that are on the PSC Safety Targeting Matrix effective July 1, 2016 - June 30, 2017.

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

	2013-2015 Detention Ratio
Belize	25.00%
Bolivia	26.32%
Honduras	12.50%
Saint Vincent and the Grenadines	8.42%
Samoa	7.41%
Taiwan	15.38%
Tanzania (*)	10.87%
Thailand (*)	5.45%

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

	2013-2015 Detention Ratio
Antigua and Barbuda	2.69%
Cyprus	2.53%
Greece (*)	2.14%
Malta	1.85%
Panama	2.28%
Turkey	2.59%
Vanuatu	2.58%

Flag Administrations Removed From Last Year's Targeted List

	Number of Detentions (2013-2015)	2013-2015 Detention Ratio
Egypt	1	12.50%
Germany	1	1.08%
Lithuania	0	0.00%
Mexico	0	0.00%

* Administration not targeted last year.

2015 Flag Administration Safety Compliance Performance Statistics

Flag ⁽¹⁾	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2013-2015 Detention Ratio
Algeria	3	2	3	0	0.00%
Anguilla	4	2	1	0	0.00%
Antigua and Barbuda	393	93	289	12	2.69%
Bahamas, The	612	163	559	6	1.07%
Bahrain	2	0	2	0	0.00%
Bangladesh	0	0	0	0	0.00%
Barbados	21	10	20	1	1.89%
Belgium	17	3	20	0	0.00%
Belize	3	1	2	0	25.00%
Bermuda	92	31	60	0	0.00%
Bolivia	20	17	7	8	26.32%
British Virgin Islands	13	8	21	0	0.00%
Bulgaria	0	0	0	0	0.00%
Canada	127	24	149	0	0.00%
Cayman Islands	114	23	87	0	0.31%
Chile	3	1	3	0	0.00%
China	74	17	83	2	1.20%
Colombia	0	0	1	0	0.00%
Comoros	0	0	0	0	0.00%
Cook Islands	14	10	8	0	0.00%
Croatia	12	3	14	1	2.44%
Curacao	19	5	16	1	1.61%
Cyprus	243	78	234	10	2.53%
Denmark	94	24	99	1	0.69%
Dominica	6	3	3	0	0.00%
Ecuador	0	0	0	0	0.00%
Egypt	0	0	0	0	12.50%
Finland	15	5	6	0	0.00%
France	24	4	28	0	1.35%
Germany	82	21	87	0	1.08%
Gibraltar	45	15	43	1	0.85%
Greece	233	57	278	12	2.14%
Guyana	1	0	1	0	0.00%
Honduras	6	4	2	0	12.50%

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

2015 Flag Administration Safety Compliance Performance Statistics (cont.)

Flag ⁽¹⁾	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2013-2015 Detention Ratio
Hong Kong	638	132	700	9	0.91%
India	13	3	17	0	2.13%
Indonesia	0	0	0	0	0.00%
Ireland	2	1	1	0	0.00%
Isle Of Man	140	37	152	2	1.66%
Israel	8	3	7	1	5.00%
Italy	105	37	101	1	0.97%
Jamaica	5	2	6	0	0.00%
Japan	61	11	57	1	0.53%
Kiribati	0	0	3	0	0.00%
Kuwait	2	0	1	0	0.00%
Lebanon	2	1	1	1	12.50%
Liberia	1,109	309	1,158	26	1.47%
Libya	6	2	6	0	0.00%
Lithuania	3	2	2	0	0.00%
Luxembourg	9	1	8	0	0.00%
Malaysia	5	1	8	0	0.00%
Malta	513	149	513	9	1.85%
Marshall Islands	1,019	273	1,120	15	0.97%
Mexico	21	9	21	0	0.00%
Moldova	3	3	1	0	0.00%
Netherlands	196	57	190	3	1.14%
New Zealand	0	0	0	0	0.00%
Nigeria	2	2	2	0	0.00%
Norway	207	54	208	4	1.09%
Pakistan	1	1	1	0	0.00%
Palau	2	1	2		0.00%
Panama	1,872	516	1,833	48	2.28%
Peru	1	0	1	0	0.00%
Philippines	34	10	48	0	0.79%
Poland	0	0	0	0	0.00%
Portugal	62	14	58	1	1.63%
Qatar	5	0	4	0	6.25%
Republic Of Korea	38	15	40	0	0.00%

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

2015 Flag Administration Safety Compliance Performance Statistics (cont.)

Flag ⁽¹⁾	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2013-2015 Detention Ratio
Russian Federation	5	1	5	0	0.00%
Saint Kitts and Nevis	4	2	3	1	10.00%
Saint Vincent and the Grenadines	61	21	36	4	8.42%
Samoa	5	2	3	0	7.41%
Saudi Arabia	18	4	17	1	1.82%
Seychelles	1	0	1	0	0.00%
Singapore	610	161	640	8	1.14%
Spain	8	3	7	0	0.00%
Sri Lanka	3	2	2	1	20.00%
Sweden	19	5	21	1	2.17%
Switzerland	26	11	24	0	0.00%
Taiwan	8	3	11	0	15.38%
Tanzania	23	22	7	4	10.87%
Thailand	18	8	20	2	5.45%
Togo	3	2	1	0	0.00%
Tonga	0	0	1		0.00%
Trinidad And Tobago	0	0	0	0	0.00%
Turkey	24	10	25	1	2.59%
Tuvalu	0	0	0	0	0.00%
United Arab Emirates	3	2	5	0	0.00%
United Kingdom	98	21	127	0	0.00%
Vanuatu	42	20	55	2	2.58%
Venezuela	2	1	1	1	16.67%
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 is not listed.

2015 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
		2013	2014	2015	Total	2013	2014	2015	Total	
American Bureau of Shipping	ABS	1,833	1,603	1,677	5,113	-	-	-	0	0.00%
Bulgarian Register of Shipping	BKR	-	-	3	3	-	-	-	0	0.00%
Bureau Veritas	BV	1,331	1,310	1,038	3,679	-	1	2	3	0.08%
China Classification Society	CCS	278	280	234	792	-	-	-	0	0.00%
China Corporation Register of Shipping	CR	3	6	2	11	-	-	-	0	0.00%
Croatian Register of Shipping	CRS	17	37	17	71	-	-	-	0	0.00%
Det Norske Veritas/Germanischer Lloyd	DNV GL	4,048	3,622	2,687	10,357	-	2	1	3	0.02%
Dromon Bureau of Shipping	DBS	-	-	-	0	-	-	-	0	0.00%
Hellenic Register of Shipping	HRS	5	2	-	7	-	-	-	0	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	4	4	1	9	-	-	-	-	0.00%
Indian Register of Shipping	IRS	16	12	13	41	-	-	-	0	0.00%
International Naval Surveys Bureau	INSB	18	8	8	34	-	-	-	0	0.00%
Isthmus Bureau of Shipping	IBS	17	11	8	36	-	-	-	0	0.00%
Korean Register of Shipping	KRS	353	293	287	933	-	-	-	0	0.00%
Lloyd's Register	LR	2,539	2,310	2,143	6,992	-	-	-	0	0.00%
Nippon Kaiji Kyokai	NKK	2,580	2,590	2,203	7,373	1	-	-	1	0.01%
Panama Bureau of Shipping	PBS	7	4	3	14	-	-	-	0	0.00%
Panama Maritime Surveyors Bureau	PMS	4	5	-	9	-	-	-	0	0.00%
Panama Register Corporation	PRC	4	3	2	9	-	-	-	0	0.00%
Polski Rejestr Statkow	PRS	29	14	22	65	-	-	-	0	0.00%
Registro Italiano Navale	RINA	313	387	355	1,055	-	1	-	1	0.09%
Rinava Portuguesa	RP	-	12	7	19	-	-	-	0	0.00%
Russian Maritime Register of Shipping	RS	80	47	43	170	-	-	-	0	0.00%
Universal Shipping Bureau	USB	13	10	2	25	-	-	-	0	0.00%
VG Register of Shipping	VGRS	-	6	2	8	-	-	-	0	0.00%
Panama Maritime Documentation Service	PMDS	64	95	15	174	-	1	-	1	0.57%
National Shipping Adjusters Inc	NASHA	32	20	9	61	1	-	-	1	1.64%
Compania Nacional de Registro y Inspecciones de Naves	CNRIN	3	12	-	15	1	1	3	5	33.33%
Intermaritime Certification Services	IMC	46	47	10	103	1	1	3	4	3.88%
International Register of Shipping	IROS	14	9	4	27	-	-	1	1	3.70%
Macosnar Corporation	MC	-	1	-	1	-	1	-	1	100.00%
Panama Shipping Registrar	PSR	-	5	-	5	-	1	-	1	20.00%

Detainable Deficiencies Overview

2015 saw a substantial increase in the number of detention over 2014. After reviewing the deficiencies associated with those detentions we have made the following observations concerning the most common areas of detainable deficiencies.

Fire Protection Systems: PSCOs have observed fixed water based fire-fighting systems that protect periodically-unattended machinery spaces secured either by closing supply valves or otherwise placing the system in a manual mode of operation. In addition, PSCOs have observed required remotely-operated fuel shutoff valves fitted on storage, service, or day tanks situated above the double bottom blocked in the open position in such a way these could not be closed from outside the space in the event of a fire. These and other fire safety deficiencies of similar gravity are also deemed detainable by the Coast Guard.

Firefighting Detection: Though there have been a few detentions issued for the fixed gas detection system failing to alarm at the required levels, the most common item leading to a detention for firefighting detection involves required smoke detectors that are inoperative or disabled or a fire detection system that is inoperative

Maintenance of Ship and Equipment: Various types of deficiencies that relate back to the vessel's safety management system (SMS) have lead to the Coast Guard PSCO to conclude that the vessel had not substantially implemented its Safety Management System. In such cases, a major non-conformity was deemed to exist and the vessel was detained.

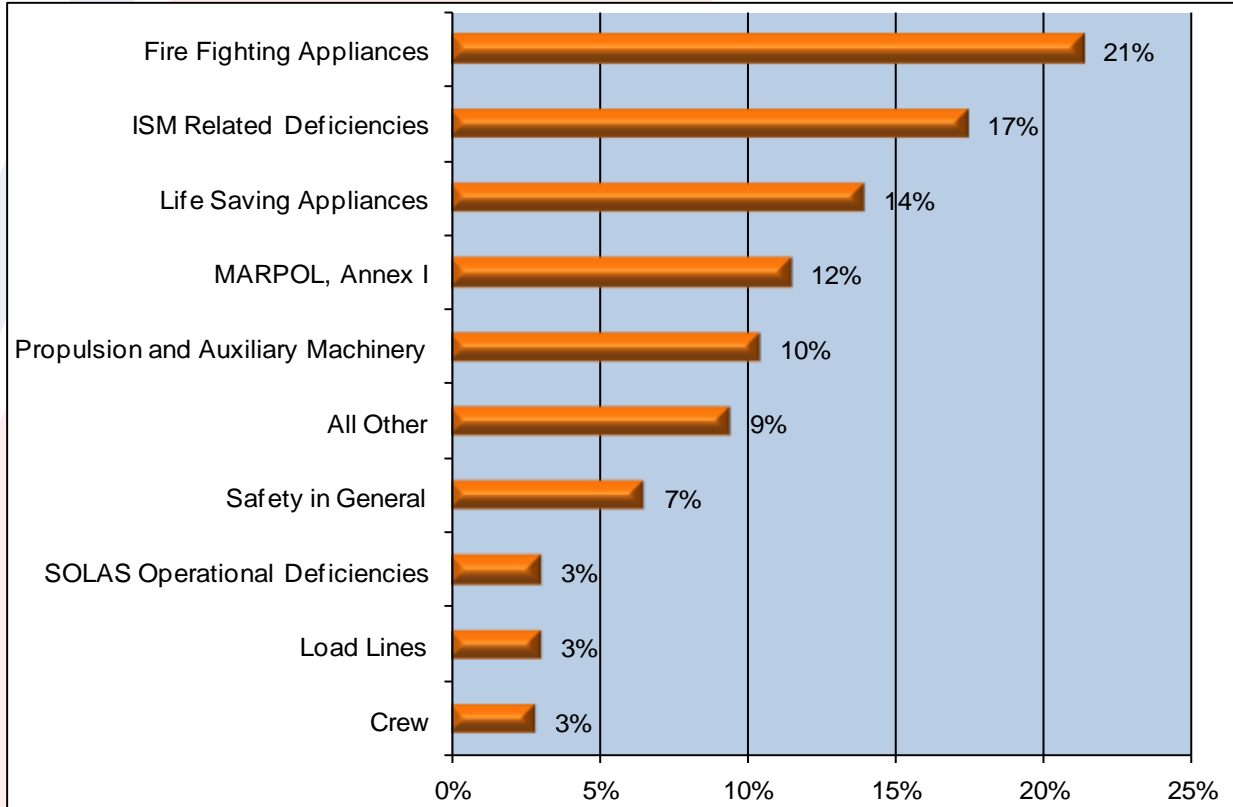
Rescue Boats: Rescue boats must be in a state of continuous readiness for launching within 5 minutes. PSCOs have discovered a number of vessels' rescue boats where the engine would not start, or once started the engine would cease running almost immediately. In addition, PSCOs have discovered that rescue boat launching arrangements were inoperative and unable to launch or retrieve rescue boat. Any deficiency that compromises a rescue boat's ability to be launched, operate effectively, and be recovered is deemed detainable by the Coast Guard.

Oily Water Separating (OWS) Equipment: In many instances, OWS equipment was found not capable of producing a sample below 15ppm, a required oil content monitor or alarm was not functional, or the vessel's crew was unable to demonstrate proper operation of the system. Additionally, Coast Guard PSCO's have discovered bypasses of the OWS intended to discharge oily waste directly overboard. These and other deficiencies of similar gravity are deemed detainable deficiencies. Note, in cases of bypassed OWS equipment and instances of falsified oil record books may also result in criminal prosecution of the vessel and its crew by the U.S. Department of Justice.

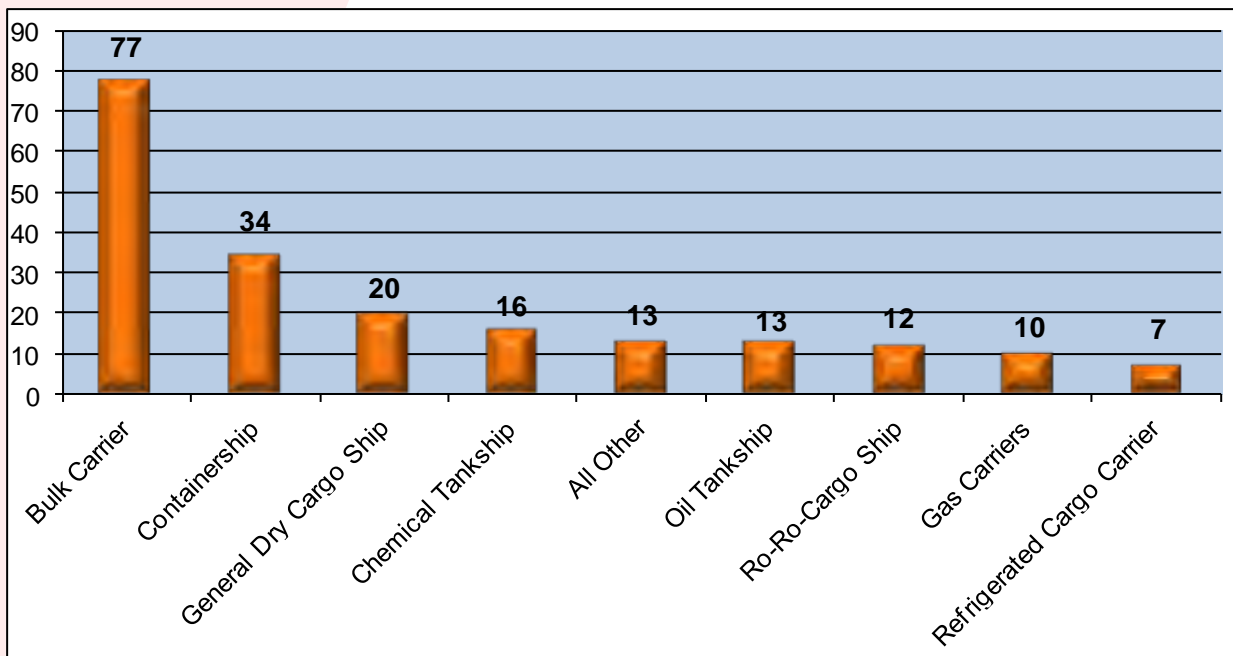
The items described above provide a snapshot of the five most common types of detainable deficiencies discovered by Coast Guard PSCOs in 2015. They in no way cover the entire range of detainable deficiencies found during PSC examinations this past year. The Coast Guard would like to stress that if any system required by the international Conventions on board a ship is not in working condition, the master and crew should undertake the necessary actions to remedy the situation in accordance with their safety management system 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



Detentions by Ship Type



Quality Shipping for the 21st Century (QUALSHIP21)

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 given 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 2015 with an enrollment of 1,433 vessels. Thirteen 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.

The stringent eligibility criteria for entry into QUALSHIP 21 has remained primarily unchanged since the program's inception. Those criteria can be found on our website. In 2011, we made the decision to amend our Flag Administration qualification procedures to include the submittal of information relating to the International Maritime Organization's Voluntary Member State Audit Scheme (VMSAS). As of January 1, 2016, the once VMSAS became mandatory. If an eligible Flag Administration wishes to be part of the QUALSHIP 21 Program, they must submit the executive summary from their member state audit to the U.S. Coast Guard. Or if the Administration has not yet undergone the audit, submittal of a letter/e-mail attesting to this fact, with a statement that the Administration has requested the audit. If the Administration has neither undergone or requested the member state audit, they will not be eligible.

For the period of July 1, 2016 through June 30, 2017, we have sixteen eligible Flag Administrations for the QUALSHIP 21 Program:

Qualified Flag Administrations for 2016

Belgium	Cayman Islands	Italy	Philippines
Bermuda	Denmark	Japan	Republic of Korea
British Virgin Islands	Gibraltar	Marshall Islands	Switzerland
Canada	Hong Kong	Mexico	United Kingdom

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 port state control examinations per calendar year for the previous three years. The list below contains Flag Administrations that have had at least three port state control safety examinations in each of the previous three years and have not been subject to any Port State Control detention in that same time period:

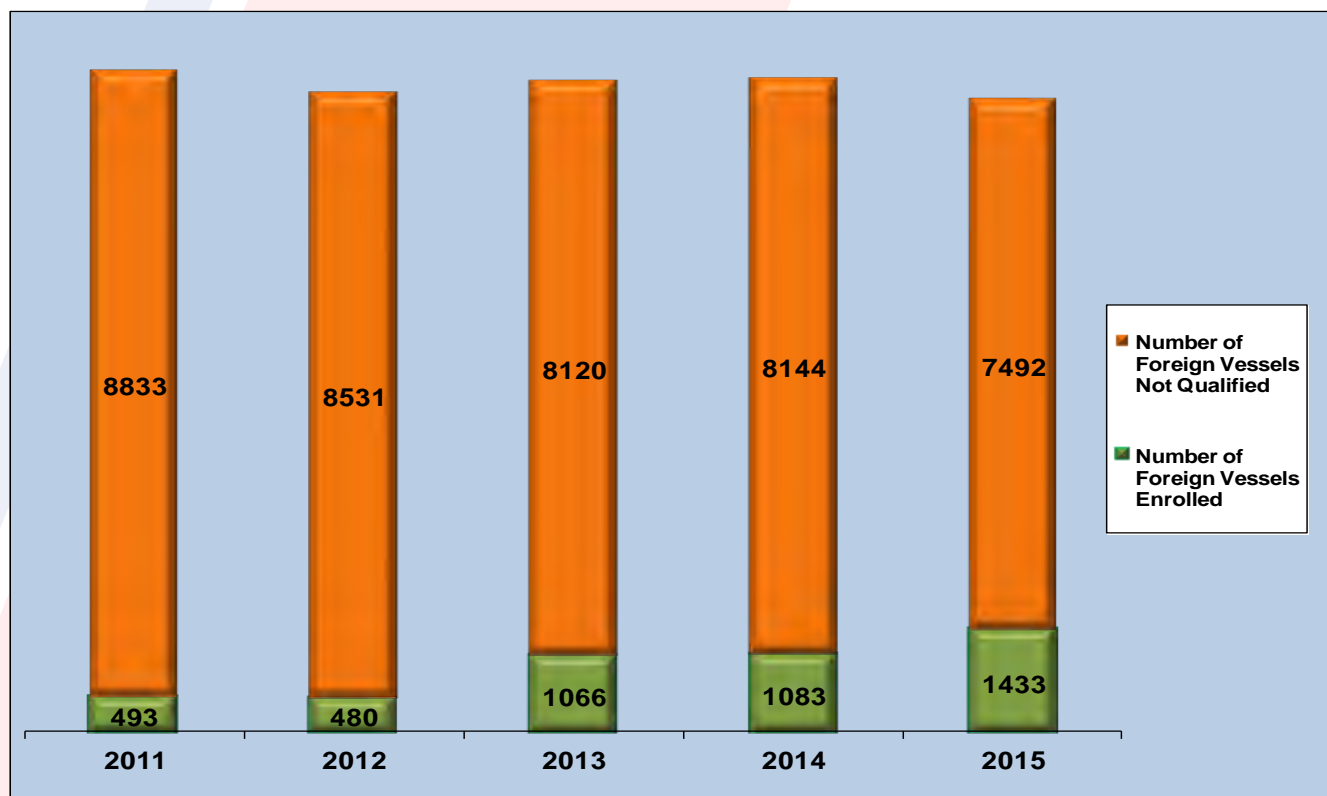
Anguilla	Finland	Luxembourg
Chile	Jamaica	Malaysia
Cook Islands	Lithuania	Spain

For more information on the QUALSHIP 21 program, including a complete listing of qualifying vessels, please consult our website at: <http://www.uscg.mil/hq/cgcvc/cvc2/psc/safety/qualship.asp>

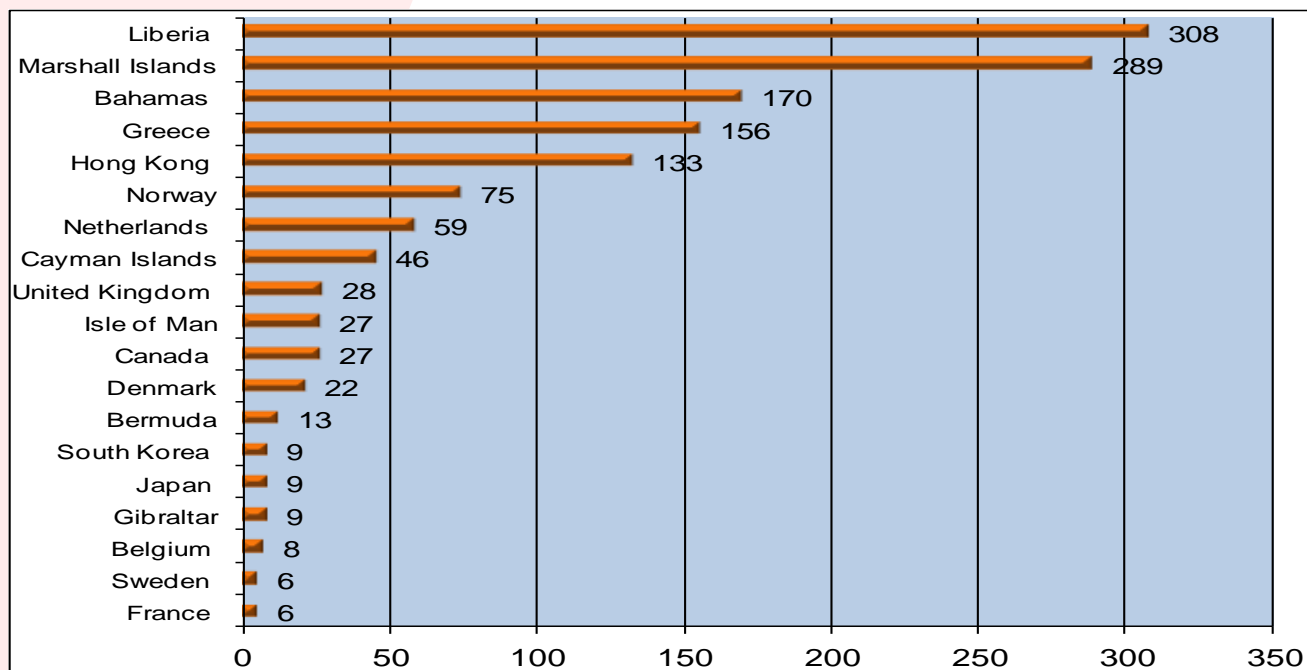
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2015.

Quality Shipping for the 21st Century (continued)

Yearly QUALSHIP 21 Enrollment (2011-2015)



Number of QUALSHIP 21 Vessels by Flag Administration*



* Flag administrations with less than 5 vessels enrolled are not listed

ISPS/MTSA Security Compliance Targeting Matrix

I	II	III	IV	V
<p>SHIP MANAGEMENT</p>	<p>FLAG STATE</p>	<p>RECOGNIZED SECURITY ORGANIZATION</p>	<p>SECURITY COMPLIANCE HISTORY</p>	<p>PORT OF CALL HISTORY ⁽⁵⁾</p>
<p>ISPS II Owner, if new owner since last ISPS exam</p>	<p>ISPS II If new flag since last ISPS exam</p>	<p>ISPS I 3 or more RSO related major control actions in the past twelve months</p>	<p>ISPS I Vessel with an ISPS related denial of entry/expulsion from port in past 12 months ⁽³⁾</p>	<p>CONDITIONS OF ENTRY PRIOR TO ENTERING U.S.</p>
<p>5 POINTS Owner, operator, or charterer associated with one ISPS related denial of entry or ISPS related expulsion from port in the past 12 months, or 2 or more ISPS/MTSA control actions in a twelve month period</p>	<p>7 POINTS SOLAS Vessels ⁽¹⁾</p>	<p>5 POINTS 2 RSO related major control actions in the past twelve months</p>	<p>ISPS II If matrix score does not result in ISPS I priority & no ISPS compliance exam within the past 12 months</p>	<p>For last 5 ports, list of countries and/or port facilities, as specified by Federal Register, found without effective anti-terrorism measures</p>
<p>2 POINTS Flag State has a CAR 2 or more times the overall CAR average for all flag States</p>	<p>2 POINTS SOLAS Vessels ⁽¹⁾</p>	<p>2 POINTS 1 RSO related major control action in the past twelve months</p>	<p>5 POINTS Vessel with an ISPS/MTSA related detention in the past twelve months</p>	
<p>7 POINTS Non-SOLAS Vessels ⁽¹⁾⁽²⁾</p>	<p>7 POINTS Flag State has a CAR between the overall CAR average and up to 2 times overall CAR average for all flag States</p>		<p>2 POINTS Vessel with 1 or more other ISPS/MTSA control actions in the past twelve months ⁽⁴⁾</p>	
	<p>7 POINTS Flag State has a CAR 2 or more times the overall CAR average for all flag States</p>			
<p>TOTAL TARGETING SCORE</p>				
<ul style="list-style-type: none"> • Vessels that score 17 points or higher are ISPS I vessels examined at sea prior to entering port. • Vessels that score between 7-16 points are ISPS II vessels are examined in port. • Vessels scoring fewer than 7 points are ISPS III vessels usually not subject to examination unless selected randomly. 				

- (1) Pertains solely to flag States 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.
- (5) After July 1, 2014 the Coast Guard no longer targeted vessels for ISPS exams based on their port call history. This column will be removed in future PSC annual reports.

2015 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 Control Action Ratios based upon three years of enforcement data (January 2013-December 2015).

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

	2013-2015 Control Action Ratio
Egypt	16.67%
Honduras (*)	9.09%
Tanzania (*)	3.57%

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

	2013-2015 Control Action Ratio
None	N/A

Flag Administrations Removed From Last Year's Targeted List

	Number of ISPS Detentions (2013-2015)	2013-2015 Control Action Ratio
None		

* Administration not targeted last year.

2015 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	4	0	3	0	0.00%
Anguilla	0	0	1	0	0.00%
Antigua and Barbuda	274	5	289	0	0.12%
Bahamas	551	8	559	1	0.06%
Bahrain	2	0	2	0	0.00%
Bangladesh	0	0	0	0	0.00%
Barbados	23	0	20	0	0.00%
Belgium	15	0	20	0	0.00%
Belize	2	0	2	0	0.00%
Bermuda	79	0	60	0	0.00%
Bolivia	16	4	7	0	0.00%
British Virgin Islands	7	1	21	0	0.00%
Bulgaria	0	0	0	0	0.00%
Canada	45	0	149	0	0.00%
Cayman Islands	74	2	87	0	0.00%
Chile	2	0	3	0	0.00%
China	69	0	83	0	0.00%
Colombia	0	0	1	0	0.00%
Comoros	0	0	0	0	0.00%
Cook Islands	10	1	8	0	0.00%
Croatia	12	0	14	0	0.00%
Curacao	17	0	16	0	0.00%
Cyprus	236	5	234	1	0.14%
Denmark	96	1	99	0	0.00%
Dominica	3	0	3	0	0.00%
Ecuador	0	0	0	0	0.00%
Egypt	0	0	0	0	14.29%
Finland	1	1	6	0	0.00%
France	17	0	28	0	0.00%
Germany	71	1	87	0	0.00%
Gibraltar	40	0	43	0	0.00%
Greece	232	2	287	0	0.13%
Guyana	0	0	1	0	0.00%
Honduras	4	0	2	0	9.09%

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

2015 Flag Administration Security Compliance Performance Statistics (cont.)

Flag ⁽¹⁾	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Hong Kong	658	15	700	1	0.11%
India	15	0	17	0	0.00%
Indonesia	0	0	0	0	0.00%
Ireland	2	0	1	0	0.00%
Isle of Man	129	2	152	0	0.26%
Israel	8	0	7	0	0.00%
Italy	96	1	101	0	0.00%
Jamaica	4	0	6	0	0.00%
Japan	41	0	57	0	0.00%
Kiribati	0	0	3	0	0.00%
Kuwait	1	0	1	0	0.00%
Lebanon	1	0	1	0	0.00%
Liberia	1,056	15	1,158	0	0.03%
Libya	4	0	6	0	0.00%
Lithuania	2	0	2	0	0.00%
Luxembourg	11	1	8	0	0.00%
Malaysia	6	0	8	0	0.00%
Malta	500	5	513	2	0.23%
Marshall Islands	1,007	16	1,120	1	0.04%
Mexico	15	0	21	0	0.00%
Moldova	2	1	1	0	0.00%
Netherlands	196	2	190	0	0.00%
New Zealand	0	0	0	0	0.00%
Nigeria	2	1	2	0	0.00%
Norway	201	2	208	0	0.00%
Pakistan	1	0	1	0	0.00%
Palau	1	0	2	0	0.00%
Panama	1,718	54	1,833	4	0.20%
Peru	1	0	1	0	0.00%
Philippines	36	0	48	0	0.00%
Poland	0	0	0	0	0.00%
Portugal	66	1	58	0	0.00%
Qatar	4	0	4	0	0.00%
Republic of Korea	39	0	40	0	0.91%

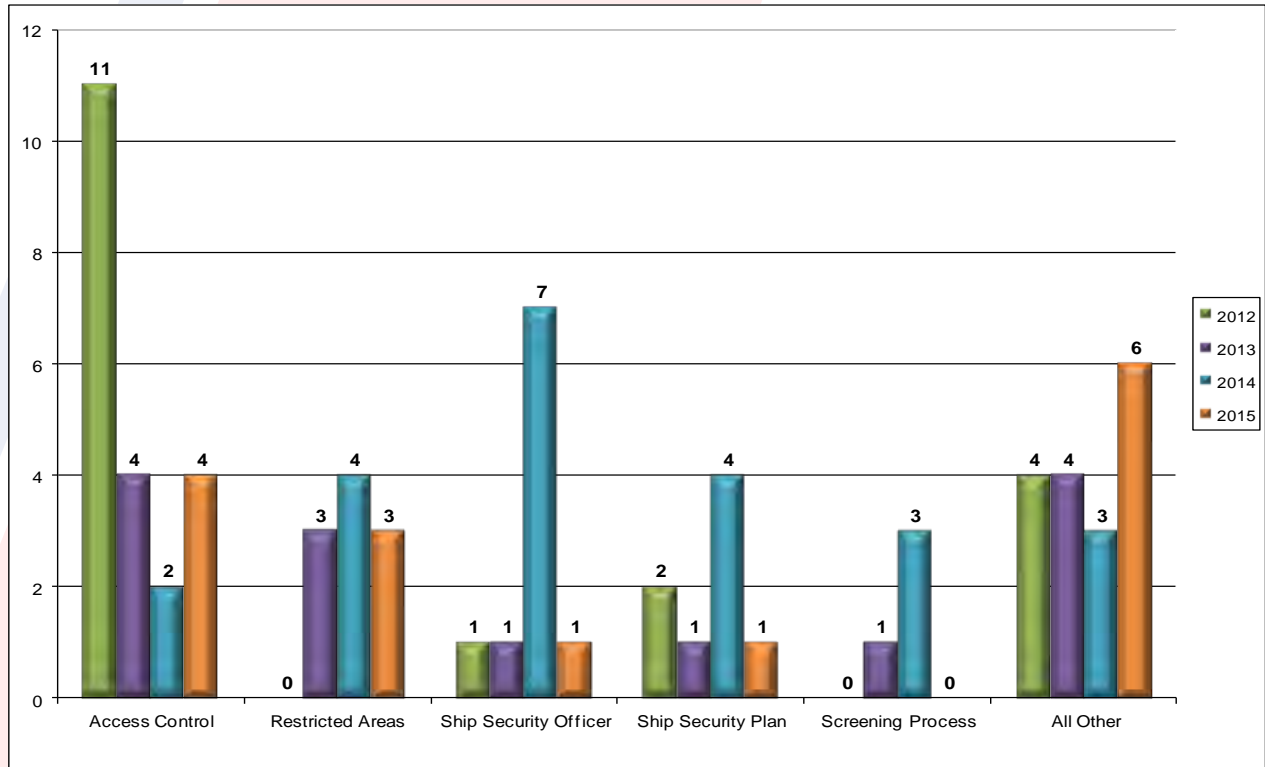
¹ If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration is not listed.

2015 Flag Administration Security Compliance Performance Statistics (cont.)

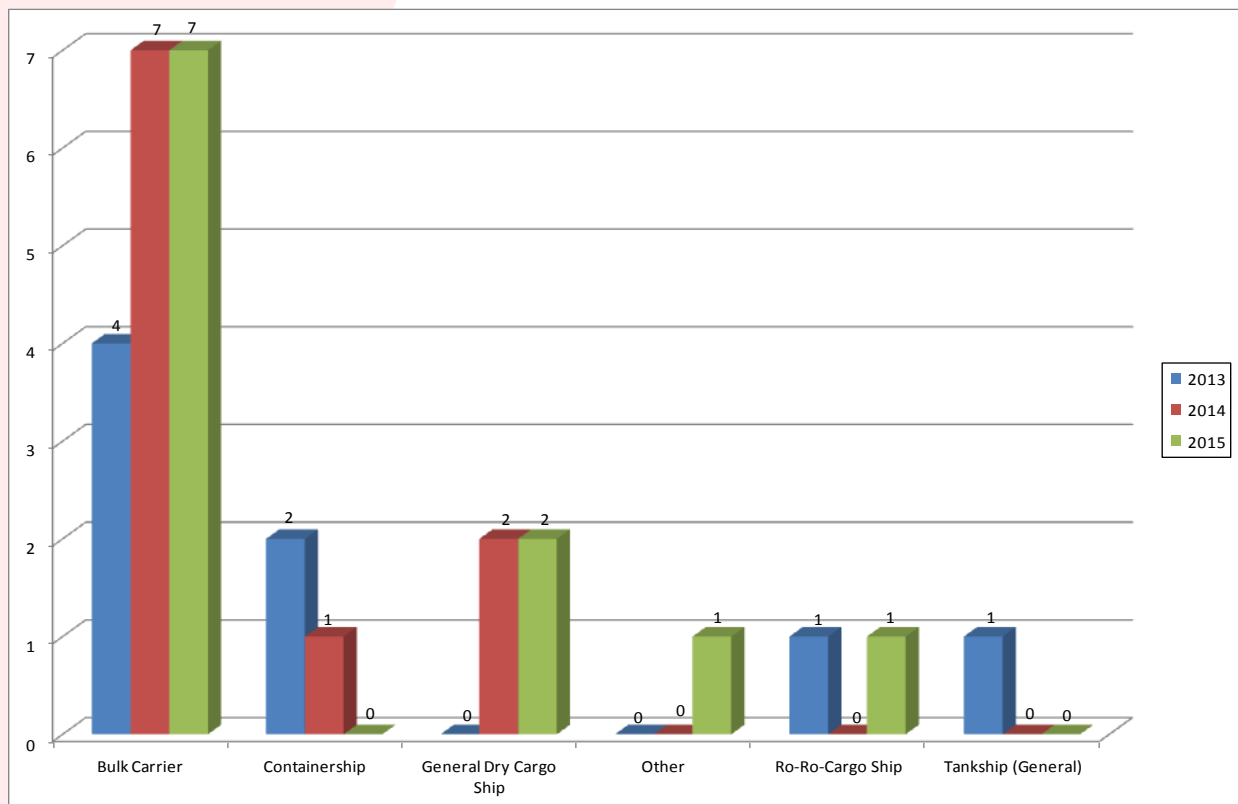
Flag ⁽¹⁾	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Russian Federation	5	0	5	0	0.00%
Saint Kitts and Nevis	4	1	3	0	0.00%
Saint Vincent and The Grenadines	44	1	36	0	0.69%
Samoa	3	2	3	0	0.00%
Saudi Arabia	15	0	17	0	0.00%
Seychelles	1	0	1	0	0.00%
Singapore	574	7	640	0	0.12%
Spain	5	0	7	0	0.00%
Sri Lanka	3	0	2	0	0.00%
Sweden	21	0	21	0	0.00%
Switzerland	25	0	24	0	0.00%
Taiwan	9	0	11	0	0.00%
Tanzania	19	7	7	1	3.57%
Thailand	18	0	20	0	0.00%
Togo	2	0	1	0	0.00%
Tonga	0	0	1	0	0.00%
Trinidad and Tobago	0	0	0	0	0.00%
Turkey	23	0	25	0	0.00%
Tuvalu	0	0	0	0	0.00%
United Arab Emirates	4	0	5	0	0.00%
United Kingdom	102	1	127	0	0.00%
Vanuatu	40	2	55	0	0.67%
Venezuela	0	0	1	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 is not listed.

Security Deficiencies by Category



Major Control Actions by Vessel



United States Port State Control Contact Information

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Commander Steven R. Keel
Chief, Foreign and Offshore Vessel Compliance Division (CG-CVC-2)

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Mr. Christopher Gagnon
International Outreach/PSC Oversight

Ms. Margaret Workman
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Lieutenant Commander Michael Lendvay
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Lieutenant Commander Tonya Lim
PSCO Training and Policy Manager
PSC Program Manager

Lieutenant Commander Michael Hjerstedt
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ISPS/MTSA Implementation

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