

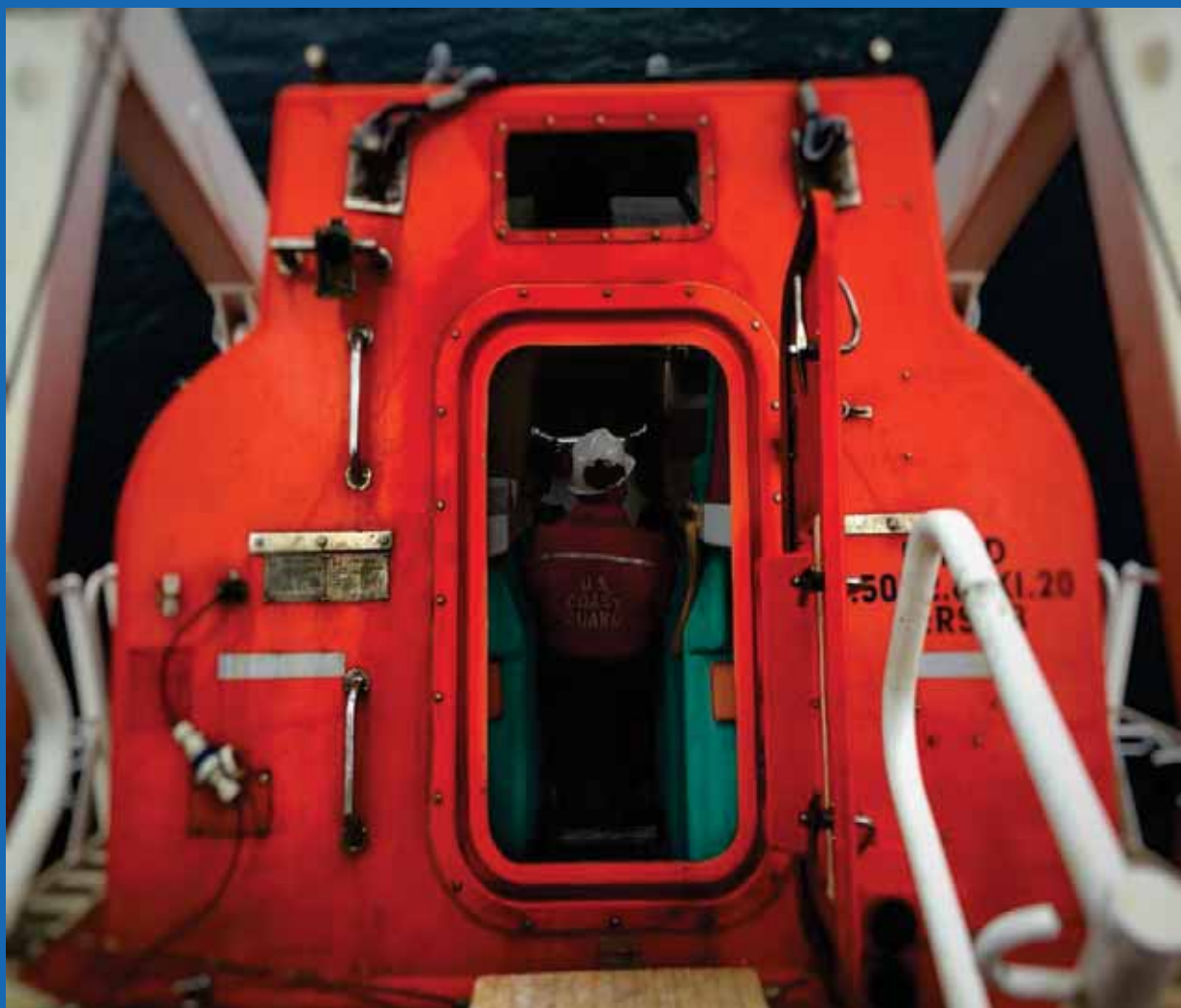


DEPARTMENT OF HOMELAND SECURITY

UNITED STATES COAST GUARD



# PORT STATE CONTROL IN THE UNITED STATES



## 2016 Annual Report



**REAR ADMIRAL PAUL F. THOMAS**  
Assistant Commandant for Prevention Policy  
United States Coast Guard



I am pleased to present to you the 2016 Annual Report on Port State Control (PSC) for the United States. 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 2016, our PSC activity increased by 125 safety exams over our 2015 totals. Though our exam totals increased, I am pleased to report that we saw our detention total decrease significantly from 202 to 103, our lowest total in five years. Our three-year rolling average detention ratio that was on the rise over the last two years has made a slight drop from 1.67% to 1.63%. Though the drop in detentions is encouraging overall and may be a sign that owners and operators are putting greater emphasis on ship maintenance, we are seeing a rise in the percentage of detentions related to fire fighting and fire protection systems for the third straight year. As in 2015, there were a high number of detentions issued due to Port State Control Officers (PSCOs) identifying quick closing fuel shutoff valves on fuel oil tanks blocked in the open position. Additionally, there were detentions issued for inoperable main fire pumps and instances where manual valves on hyper-mist systems located in unattended machinery spaces were discovered in the closed position, rendering the system inoperative.



I am also pleased to report that our MARPOL Annex I deficiencies have been on the decline over the past several years, and I hope that vessel owners and operators remain committed to meeting environmental compliance standards. However, despite the numerous detentions, civil penalties, and even criminal prosecution actions in the most egregious cases, we continue to find instances where ships crews flagrantly disregard MARPOL Annex I requirements. When an OWS is discovered to be intentionally bypassed or when PSCOs are presented with a false record book or given a false statement during a PSC examination, the United States will continue to enforce our laws and treaty obligations, as well as pursue available domestic enforcement options, whether civil or criminal.

For those exemplary vessels that have consistently adhered to environmental compliance while also demonstrating an immense commitment to environmental stewardship, the Coast Guard is expanding upon our QUALSHIP 21 (QS21) program to recognize them. The expanded program, called QUALSHIP 21 E-Zero, is based on strict environmental compliance criteria and provides additional benefits to those ships that are able to qualify. Full details on this new expanded QS21 program, including eligibility requirements, are presented later in this report.

On a personal note, this report will be my last as the Assistant Commandant for Prevention Policy. Later this summer I will assume duties as the Commander, Coast Guard Eighth District in New Orleans, Louisiana. As I embark on my next assignment, I am pleased to commend the work of my Headquarters staffs, the Captains of the Port, and most notably the dedicated work of the Coast Guard's PSCOs. Through their hard work and dedication, they continue to make our PSC program one of the finest in the world.

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

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### On the Front Cover

*LT Adam Paz, a port state control officer from Coast Guard Sector Puget Sound, examines the interior of a free-fall lifeboat as part of a port state control safety examination.*

## Highlights in 2016

### **Vessel Arrivals and Examinations Increased, Detentions Decreased**

In 2016, a total of 9,859 individual vessels, from 83 different flag administrations, made 81,877 port calls to the United States. The Coast Guard conducted 9,390 SOLAS safety exams and 8,818 ISPS exams on these vessels. The total number of ships detained in 2016 for environmental protection and safety related deficiencies decreased from 202 to 103. The total number of ships detained in 2016 for security related deficiencies slightly decreased from 11 to 8.

### **Flag Administration Safety and Security Performance**

Flag administration safety performance for 2016 increased, with the overall annual detention rate dropping from 2.18% to 1.09%. The three-year rolling detention ratio also decreased from 1.67% to 1.63%. The flag administrations of Honduras and Malta were both removed from our Targeted Flag List. Flag administration security performance for 2016 increased as well, with the annual Control Action Ratio (CAR) decreasing from 0.13% to 0.09%. The three-year rolling average CAR has remained steady at 0.11%. Additionally, the flag administrations of Egypt, Honduras, and Tanzania were all removed from our ISPS/MTSA targeted matrix.

### **Detention Appeals**

In addition to receiving appeals contesting the overall merits of a detention, we also receive appeals requesting the removal of a party's association to a detention. In 2016, Coast Guard Headquarters received a total of 13 detention appeals. Four appeals were submitted challenging the overall merits of the detention. All four were denied. For those parties appealing their association with a detention, nine total, all nine were granted. For more information on the Coast Guard's appeal process, please see our process guidance on page 5 of this report.

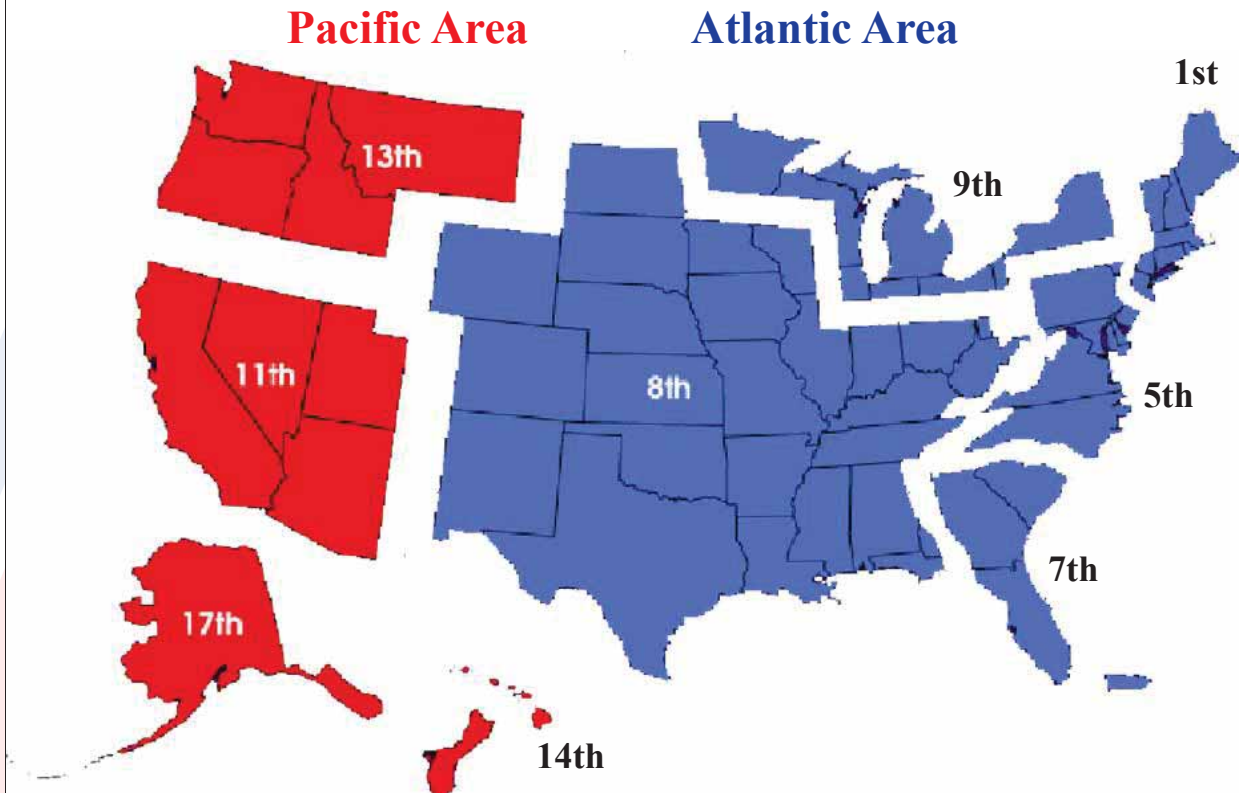
### **QUALSHIP 21 Program**

The QUALSHIP 21 program ended calendar year 2016 with an enrollment of 1,493 vessels. Last year we had thirteen flag administrations lose their QS21 eligibility over the previous year. With the considerable drop in detentions, only one flag administration lost their eligibility and an additional six became eligible. We would like to welcome the flag administrations of Bahamas, China, Germany, Isle of Man, Portugal, and Singapore for becoming QS21 eligible in 2017. We invite you to take a moment to see the full list of QS21 flag administrations in Chapter 2 of this report.

### **QUALSHIP 21 E-Zero Program (New for 2017)**

The Coast Guard is introducing QS21 E-Zero, a new program that incorporates environmental stewardship into the existing QS21 program. The QS21 E-Zero program focuses on compliance with international environmental conventions and U.S. ballast water regulations. The E-zero designation is intended to provide a higher level of recognition within the existing QS21 program. Details on the benefits of the new QS21 E-Zero program, including eligibility requirements, are presented in Chapter 2 of this report. Process wise, all existing QUALSHIP 21 ships that are coming due for renewal in the coming months will be automatically screened for eligibility based on renewals falling within the period of July 1, 2017 to December 1, 2017. For all other QUALSHIP 21 ships which presently meet the E-Zero criteria, shipping companies are welcome to submit applications in order to have the E-Zero designation added to their vessels' current certificates for reissuance.

## 2016 Port State Control Statistics By Region



District	Ship Visits	Safety Examinations Conducted	Safety Detentions	Security Examinations Conducted	Security Major Control Actions
1st	7,333	1,011	0	948	0
5th	7,696	851	9	873	0
7th	24,139	1,646	27	1,365	1
8th	24,337	3,405	42	3,315	7
9th	2,462	173	0	169	0
11th	8,627	1,003	9	957	0
13th	4,353	903	10	868	0
14th	1,502	255	6	203	0
17th	1,428	143	0	120	0
<b>Total</b>	<b>81,877</b>	<b>9,390</b>	<b>103</b>	<b>8,818</b>	<b>8</b>

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

## 2016 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	104	0	95	0
Sector Boston	1	92	0	77	0
Sector Buffalo	9	43	0	94	0
Sector Charleston	7	128	0	136	0
Sector Columbia River	13	513	2	527	0
Sector Corpus Christi	8	260	2	254	0
Sector Delaware Bay	5	369	4	372	0
Sector Detroit	9	54	0	26	0
Marine Safety Unit Duluth	9	39	0	29	0
Sector Guam	14	84	0	61	0
Sector Hampton Roads	5	182	0	184	0
Sector Honolulu	14	171	6	142	0
Sector Houston/Galveston	8	1,114	9	1,080	2
Sector Jacksonville	7	233	4	214	1
Sector Juneau	17	39	0	25	0
Sector Key West	7	9	0	1	0
Sector Lake Michigan	9	30	0	20	0
Sector Long Island Sound	1	52	0	43	0
Sector Los Angeles/Long Beach	11	641	4	642	0
Sector Maryland-NCR	5	222	5	232	0
Sector Miami	7	417	11	345	0
Sector Mobile	8	320	4	311	1
Marine Safety Unit Morgan City	8	149	0	141	0
Sector New Orleans	8	1,231	21	1,208	3
Sector New York	1	679	0	694	0
Sector North Carolina	5	78	0	85	0
Sector Northern New England	1	64	0	52	0
Marine Safety Unit Port Arthur	8	331	6	321	1
Sector Puget Sound	13	390	8	341	0
Sector San Diego	11	108	1	75	0
Sector San Francisco	11	254	4	240	0
Sector San Juan	7	488	9	319	0
Sector Sault Ste Marie	9	7	0	0	0
Marine Safety Unit Savannah	7	201	2	198	0
Sector Southeastern New England	1	124	0	82	0
Sector St. Petersburg	7	170	1	152	0

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

## Flag Administration Safety and Security Performance

The following definitions apply to the table below:

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

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

**Three-Year Average Detention Ratio:** The cumulative sum of safety related detentions from January 2014 through December 2016 divided by the cumulative sum of port state control examinations during those three years, multiplied by one hundred.

**ISPS Major Control Action:** A control measure (e.g., detention, denial of entry, or expulsion) imposed by the U.S. on a foreign vessel when clear grounds exist indicating that a ship is not in compliance with the requirements of SOLAS Chapter XI or part A of the ISPS Code.

**Annual ISPS Control Action Ratio (CAR):** The yearly sum of ISPS major control actions divided by the yearly sum of ISPS compliance examinations, multiplied by one hundred.

**Average ISPS Control Action Ratio (CAR):** The average of the Annual ISPS Control Action Ratio data from January 2014 to December 2016.

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 <sup>(1)</sup>
2004	176	2.43%	2.30%	92	1.51% <sup>(2)</sup>	
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%
2016	103	1.09%	1.63%	8	0.09%	0.11%

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

<sup>2</sup> Average based upon 6,093 distinct arrivals from July 1, 2004 - December 31, 2004.

## Port State Control Appeal Process

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

### For Recognized Organization (RO) Related Detentions

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

**[PortStateControl@uscg.mil](mailto:PortStateControl@uscg.mil)**

Appeals may also be submitted to the following postal address:

**Commandant (CG-CVC-2)  
Attn: Office of Commercial Vessel Compliance  
U.S. Coast Guard STOP 7501  
2703 Martin Luther King Jr Ave S.E.  
Washington, D.C. 20593-7501**

### For All Other Detentions

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

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

I	II	III	IV	V
<b>SHIP MANAGEMENT</b>	<b>FLAG STATE</b>	<b>RECOGNIZED ORGANIZATIONS</b>	<b>VESSEL HISTORY</b>	<b>SHIP PARTICULARS (SEE NOTE)</b>
<b>5 POINTS</b> Listed Owner, Operator, or Charterer	<b>7 POINTS</b> Flag State has a detention ratio 2 or more times the overall average for all flag states.  <b>2 POINTS</b> Flag State has a detention ratio between the overall average and up to 2 times the overall average for all flag states	<b>PRIORITY I</b> Detention ratio equal to or greater than 2%  <b>5 POINTS</b> Detention ratio less than 2% but greater than or equal to 1%  <b>3 POINTS</b> Detention ratio less than 1% but greater than .5%  <b>NO POINTS</b> Detention ratio less than .5%	<b>PRIORITY II</b> First time to U.S. or no port State control exam in the previous 12 months  <b>5 POINTS EACH</b> Detention, denial of entry, or expulsion in the previous 12 months  <b>1 POINT EACH</b> COTP restricted the operations of the vessel for safety related issues in the previous 12 months (including LODs)  <b>1 POINT EACH</b> Reportable marine casualty in the previous 12 months  <b>1 POINT EACH</b> Marine violation in the previous 12 months	<b>4 POINTS</b> General Cargo Ship Ro-Ro Cargo Ship Vehicle Carrier Passenger Ship involved in "day trips" or ferry service  <b>2 POINTS</b> Bulk Carrier Refrigerated Cargo  <b>1 POINT</b> Oil or Chemical Tanker  <b>SHIP AGE (USE DELIVERY DATE)</b> 0-4 years - subtract 3 5-9 years - subtract 2 10-14 years - add 0 15-19 years - add 3 20-24 years - add 5 25+ years - add 7  <i>Note: For Qualship 21 vessels only; points should not be added in this column, but points can be subtracted for</i>
<b>Total Targeting Score</b> (Sum of Columns I-V) determines vessels priority (PI, PII, or NPV)				

### 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.

## Flag Administration Safety Compliance Performance

The tables below contain Administrations that are on the PSC Safety Targeting Matrix effective July 1, 2017 - June 30, 2018

The Coast Guard targets Flag Administrations for additional PSC examinations if their detention ratio scores higher than 1.63% and if an Administration is associated with more than one detention in the past three years. This is represented in Column II of the PSC Safety Targeting Matrix on the previous page. We calculate detention ratios using three years of PSC data (2014-2016) based on the total number of detentions divided by the total number of examinations during that period. Flags with only one detention in the past three years are removed from the targeted flag list. The overall Flag Administration performance has risen slightly with the three-year running detention ratio decreasing slightly from 1.67% to 1.63%.

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

	2014-2016 Detention Ratio
Barbados (*)	4.26%
Belize	18.18%
Bolivia	24.53%
India (*)	4.35%
Saint Vincent and the Grenadines	6.97%
Samoa	9.09%
Taiwan	24.00%
Tanzania	10.14%
Thailand	4.08%
Vanuatu	4.19%

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

	2014-2016 Detention Ratio
Antigua and Barbuda	2.74%
Cyprus	2.82%
Greece	2.19%
Panama	2.31%
Turkey	3.16%

### Flag Administrations Removed From Last Year's Targeted List

	Number of Detentions (2014-2016)	2014-2016 Detention Ratio
Honduras	1	8.33%
Malta	23	1.55%

\* Administration not targeted last year.

## 2016 Flag Administration Safety Compliance Performance Statistics

Flag <sup>(1)</sup>	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2014-2016 Detention Ratio
Algeria	1	0	2	0	0.00%
Anguilla	2	2	1	0	0.00%
Antigua and Barbuda	285	112	280	3	2.74%
Bahamas, The	609	157	584	2	0.82%
Bahrain	0	0	2	0	0.00%
Bangladesh	0	0	0	0	0.00%
Barbados	12	3	16	1	4.26%
Belgium	21	4	22	0	0.00%
Belize	1	0	2	0	18.18%
Bermuda	100	29	70	1	0.36%
Bolivia	9	6	8	0	24.53%
British Virgin Islands	21	11	9	0	0.00%
Bulgaria	0	0	0	0	0.00%
Canada	127	24	123	1	0.27%
Cayman Islands	216	33	254	0	0.00%
Chile	8	4	5	1	0.93%
China	49	10	61	0	0.93%
Colombia	0	0	0	0	0.00%
Comoros	0	0	0	0	0.00%
Cook Islands	13	6	8	0	0.00%
Croatia	14	6	15	0	2.50%
Curacao	18	3	12	0	1.75%
Cyprus	242	60	234	4	2.82%
Denmark	82	21	88	0	0.37%
Dominica	3	2	2	0	0.00%
Ecuador	0	0	0	0	0.00%
Egypt	0	0	0	0	33.33%
Finland	11	5	3	0	0.00%
France	25	9	24	0	1.43%
Germany	65	12	71	0	0.84%
Gibraltar	33	8	36	0	0.87%
Greece	234	55	271	2	2.19%
Guyana	0	0	0	0	0.00%
Honduras	3	2	1	0	8.33%

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

## 2016 Flag Administration Safety Compliance Performance Statistics (cont.)

Flag <sup>(1)</sup>	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2014-2016 Detention Ratio
Hong Kong	630	121	770	2	0.75%
India	15	4	17	1	4.35%
Indonesia	0	0	0	0	0.00%
Ireland	0	0	1	0	0.00%
Isle Of Man	118	21	139	0	0.76%
Israel	6	2	5	0	5.26%
Italy	83	29	82	2	1.39%
Jamaica	13	2	16	0	0.00%
Japan	62	14	89	0	0.55%
Kiribati	0	0	1	0	0.00%
Kuwait	1	0	1	0	0.00%
Latvia	1	0	1	0	0.00%
Lebanon	0	0	0	0	25.00%
Liberia	1,051	280	1,114	9	1.47%
Libya	4	1	5	0	0.00%
Lithuania	0	0	0	0	0.00%
Luxembourg	9	3	10	0	0.00%
Malaysia	7	0	8	0	0.00%
Malta	546	160	559	8	1.55%
Marshall Islands	1,224	288	1,341	9	0.98%
Mexico	28	10	26	0	0.00%
Moldova	5	4	2	0	0.00%
Netherlands	164	63	177	2	1.23%
New Zealand	1	0	2	0	0.00%
Nigeria	3	0	3	0	0.00%
Norway	209	45	217	3	1.44%
Pakistan	1	1	1	0	0.00%
Palau	2	1	1	0	0.00%
Panama	1,708	456	1,808	32	2.31%
Peru	0	0	0	0	0.00%
Philippines	47	14	53	1	0.85%
Poland	0	0	0	0	0.00%
Portugal	99	26	91	0	1.00%
Qatar	3	0	5	0	7.69%

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

## 2016 Flag Administration Safety Compliance Performance Statistics (cont.)

Flag <sup>(1)</sup>	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2014-2016 Detention Ratio
Republic Of Korea	32	10	34	1	1.00%
Russian Federation	3	1	6	0	0.00%
Saint Kitts and Nevis	8	2	3	0	6.25%
Saint Vincent and the Grenadines	68	24	31	3	6.97%
Samoa	7	3	2	1	9.09%
Saudi Arabia	16	6	20	0	1.69%
Seychelles	2	0	2	0	0.00%
Singapore	682	166	706	5	1.04%
Spain	12	2	9	0	0.00%
Sri Lanka	3	1	3	0	16.67%
Sweden	11	0	17	0	2.33%
Switzerland	17	6	23	0	0.00%
Taiwan	15	1	19	0	24.00%
Tanzania	27	15	6	3	10.14%
Thailand	15	7	19	0	4.08%
Togo	25	15	2	2	3.03%
Tonga	0	0	0	0	0.00%
Trinidad And Tobago	0	0	0	0	0.00%
Turkey	31	13	29	1	3.16%
Tuvalu	1	1	1	0	0.00%
United Arab Emirates	2	0	3	0	0.00%
United Kingdom	89	16	117	0	0.00%
Uruguay	1	1	1	0	0.00%
Vanuatu	68	23	52	4	4.19%
Venezuela	11	3	2	0	7.69%
Vietnam	0	0	0	0	0.00%

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

## 2016 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%	<b>0 points</b>
A detention ratio equal to 0.5% or less than 1%	<b>3 points</b>
A detention ratio equal to 1% or less than 2%	<b>5 points</b>
A detention ratio equal to or greater than 2%	<b>Priority 1</b>

Recognized Organization (RO)	Abbreviation	Vessel Examinations				RO-Related Detentions				Ratio
		2014	2015	2016	Total	2014	2015	2016	Total	
American Bureau of Shipping	ABS	1,603	1,677	1,836	5,116	-	-	-	0	0.00%
Bulgarian Register of Shipping	BKR	-	3	6	9	-	-	-	0	0.00%
Bureau Veritas	BV	1,310	1,038	1,113	3,461	1	2	-	3	0.08%
China Classification Society	CCS	280	234	231	745	-	-	-	0	0.00%
CR Classification Society	CR	6	2	1	9	-	-	-	0	0.00%
Croatian Register of Shipping	CRS	37	17	17	71	-	-	-	0	0.00%
Det Norske Veritas/Germanischer Lloyd	DNV GL	3,622	2,687	2,122	8,431	2	1	-	3	0.04%
Dromon Bureau of Shipping	DBS	-	-	-	-	-	-	-	0	0.00%
Hellenic Register of Shipping	HRS	2	-	-	2	-	-	-	0	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	4	1	2	7	-	-	-	0	0.00%
Indian Register of Shipping	IRS	12	13	13	38	-	-	-	0	0.00%
International Naval Surveys Bureau	INSB	8	8	6	22	-	-	-	0	0.00%
Isthmus Bureau of Shipping	IBS	11	8	6	25	-	-	-	0	0.00%
Korean Register of Shipping	KRS	293	287	242	822	-	-	-	0	0.00%
Lloyd's Register	LR	2,310	2,143	2,403	6,856	-	-	-	0	0.00%
Nippon Kaiji Kyokai	NKK	2,590	2,203	2,296	7,089	-	-	-	0	0.00%
Panama Bureau of Shipping	PBS	4	3	4	11	-	-	-	0	0.00%
Panama Maritime Surveyors Bureau	PMS	5	-	3	8	-	-	-	0	0.00%
Polski Rejestr Statkow	PRS	14	22	17	53	-	-	-	0	0.00%
Registro Italiano Navale	RINA	387	355	284	1,026	1	-	-	1	0.10%
Rinava Portuguesa	RP	12	7	14	33	-	-	-	0	0.00%
Russian Maritime Register of Shipping	RS	47	43	34	124	-	-	-	0	0.00%
Universal Shipping Bureau	USB	10	2	1	13	-	-	-	0	0.00%
VG Register of Shipping	VGRS	6	2	1	9	-	-	-	0	0.00%
Panama Maritime Documentation Service	PMDS	95	15	31	141	1	-	3	4	2.83%
National Shipping Adjusters Inc	NASHA	20	9	11	40	-	-	1	1	2.50%
Compania Nacional de Registro y Inspecciones de Navas	CNRIN	12	-	12	24	1	3	2	6	25.00%
Intermaritime Certification Services	IMC	47	10	-	57	1	3	-	4	7.02%
International Register of Shipping	IROS	9	4	4	17	-	1	-	1	5.88%
Macosnar Corporation	MC	1	-	1	2	1	-	1	2	100.00%
Panama Register Corporation	PRC	3	2	3	8	-	-	1	1	12.50%
Panama Shipping Registrar	PSR	5	-	1	6	1	-	-	1	16.66%

## Detainable Deficiencies Overview\*

In 2016, we witnessed a substantial decrease in the number of detentions from 2015. This is a positive development; however, some common themes repeated this year for detainable deficiencies found during PSC examinations.



**Fire Fighting and Protection Systems:** Though not as prevalent as last year, our PSCOs still continued to discover fire safety issues as the most common area for detainable deficiencies. Once again, there were a significant number of required remote-operable fuel shutoff valves on various fuel and lube oil tanks disabled in the open position, which could not be operated from outside the space in the event of a fire. Additionally, our PSCOs still find fire dampers inoperable and fire hoses that are damaged or dry rotted.

**Safety Management Systems (SMS):** The number of SMS related deficiencies has remained fairly consistent over the last two years. In many cases, multiple uncorrected material deficiencies were noted, indicating failures in the implementation of the vessel's SMS. Several SMS related detentions noted that the vessel and company were not following shipboard and SMS procedures for the upkeep of critical lifesaving equipment, including the maintenance of lifeboat engines and expired SART batteries.



**Lifesaving Equipment:** PSCOs continue to observe lifesaving equipment in an unacceptable state of readiness. There were instances where steering systems on lifeboats were discovered inoperable, winches for launching lifesaving appliances on davits found frozen, and hydrostatic releases and painters on float-free life rafts were incorrectly installed.

**MARPOL Annex I:** MARPOL Annex I deficiencies have decreased steadily over the last five years. Historically, these types of deficiencies made up nearly one quarter of all deficiencies issued annually, for 2016 they made up only 7%. Inoperable oily water separating (OWS) equipment remains the most common detention deficiencies under this category.

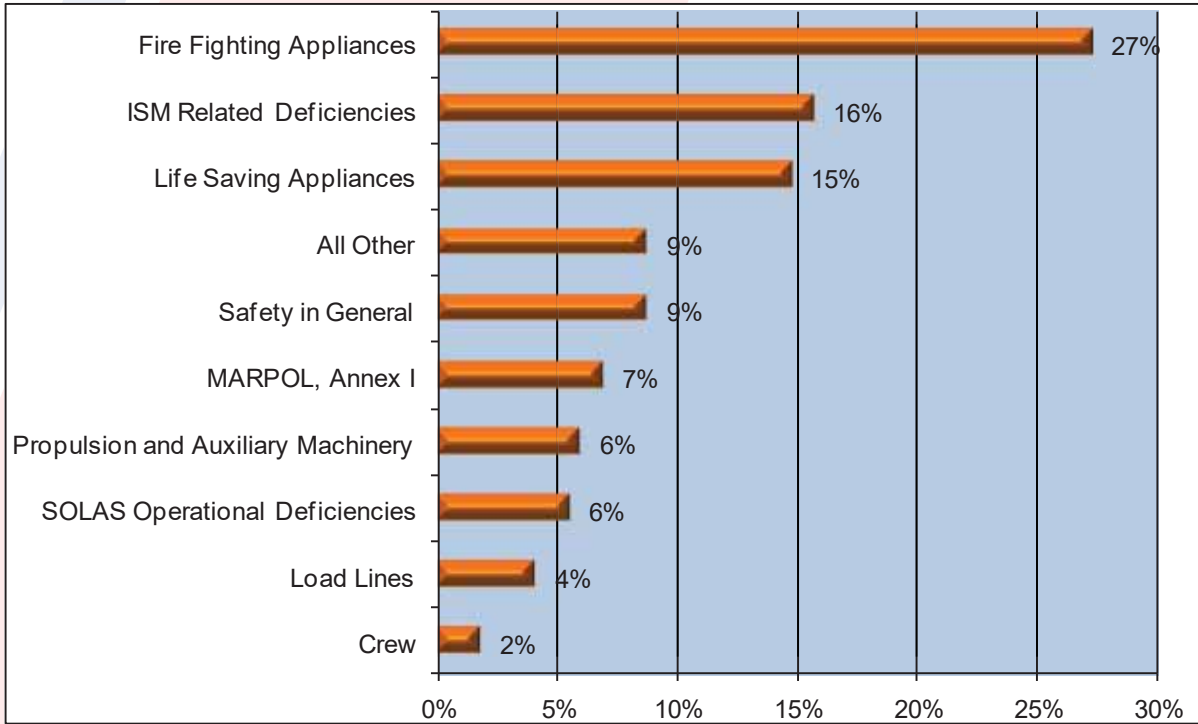
**Safety in General:** This topic can cover almost any area throughout a ship and if not addressed immediately can lead to serious injury or loss of life. During one exam PSCOs discovered an inoperable ventilation fan leading to low oxygen atmospheric conditions in the vessel's steering gear room. Another ship was observed to have excessive worn anchor chain dogs and a failed hydraulic power system on the main deck due to failed seals.



\*This overview highlights only a small fraction of the detainable deficiencies discovered in 2016. The Coast Guard stresses that if any ship's system required by international conventions is not in working condition, the master and crew should take necessary actions to remedy the situation in accordance with their SMS before the ship enters port and report any unresolved issues on their advance notice of arrival.

## Statistics Derived from USCG Port State Control Examinations

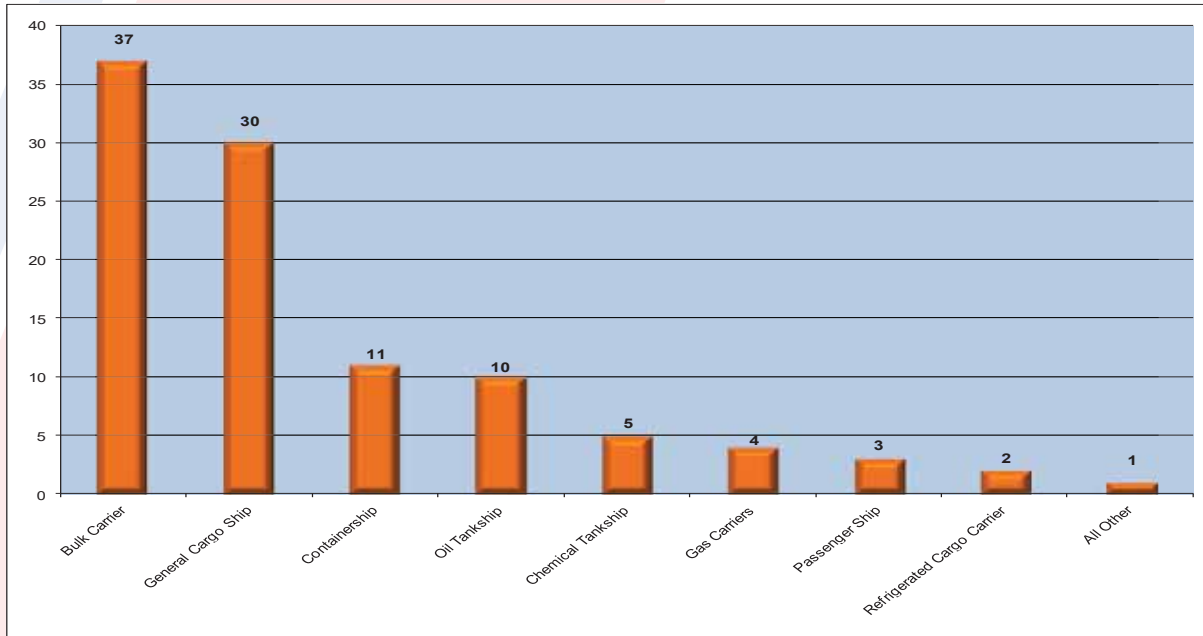
### Types of Safety Deficiencies Leading to Detentions





## Statistics Derived from USCG Port State Control Examinations

### Detentions by Ship Type



### Detention Percentage by Ship Type

Ship Type	Number of Exams	Number of Detentions	Detention %
General Dry Cargo	1,302	30	2.30%
Refrigerated Cargo	153	2	1.31%
Bulk Carrier	3,086	37	1.20
Gas Carrier	353	4	1.13%
Oil Tanker	1,120	10	0.89%
Container Ship	1,299	11	0.85%
Passenger Ship	373	3	0.80%
Chemical Tanker	1,204	5	0.42%
Other	500	1	0.20%

## Quality Shipping for the 21<sup>st</sup> Century (QUALSHIP21)

The Quality Shipping for the 21<sup>st</sup> Century program, or QUALSHIP 21, recognizes and rewards vessels, as well as their owners and Flag Administrations, for their commitment to safety and quality. To encourage maritime entities to participate, incentives such as certificates, name recognition, and a reduction in PSC examination frequency are rendered to participants. The criteria for inclusion are very strict and only a small percentage of all foreign-flagged ships that operate in the United States have earned the QUALSHIP 21 designation. The QUALSHIP 21 program ended calendar year 2016 with an enrollment of 1,493 vessels. Only one previously qualified flag administration 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. The 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 desires 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. Alternatively, if an Administration has not yet undergone the audit, the Administration should submit a letter attesting to this fact and that they have formally requested an audit be performed. If the Administration has neither undergone or requested the member state audit, they will not be eligible.

For the period of July 1, 2017 through June 30, 2018, we have 21 eligible Flag Administrations for the QUALSHIP 21 Program:

### Qualified Flag Administrations

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

In 2011, we created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations per calendar year for the previous three years. The list below contains Flag Administrations that have had at least three PSC safety examinations in each of the previous three years and have not been subject to any PSC detention in that same time period:

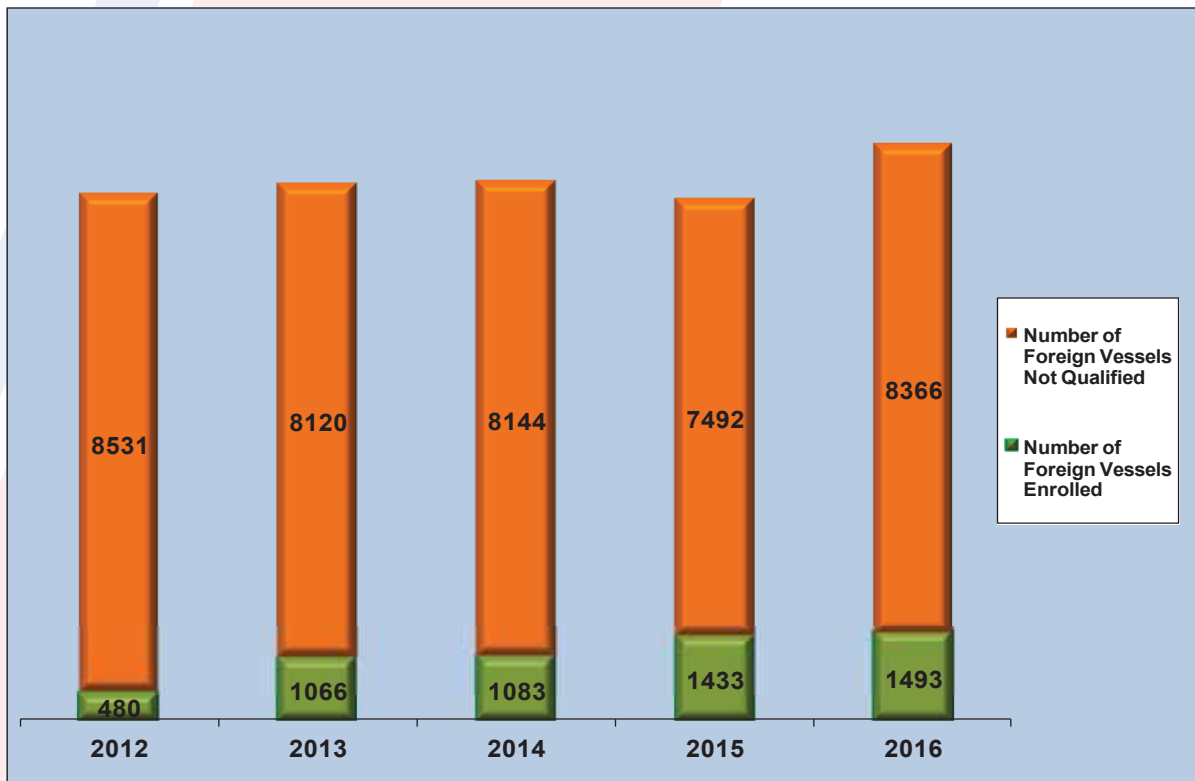
Cook Islands	Jamaica	Malaysia
Finland	Luxembourg	Spain

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

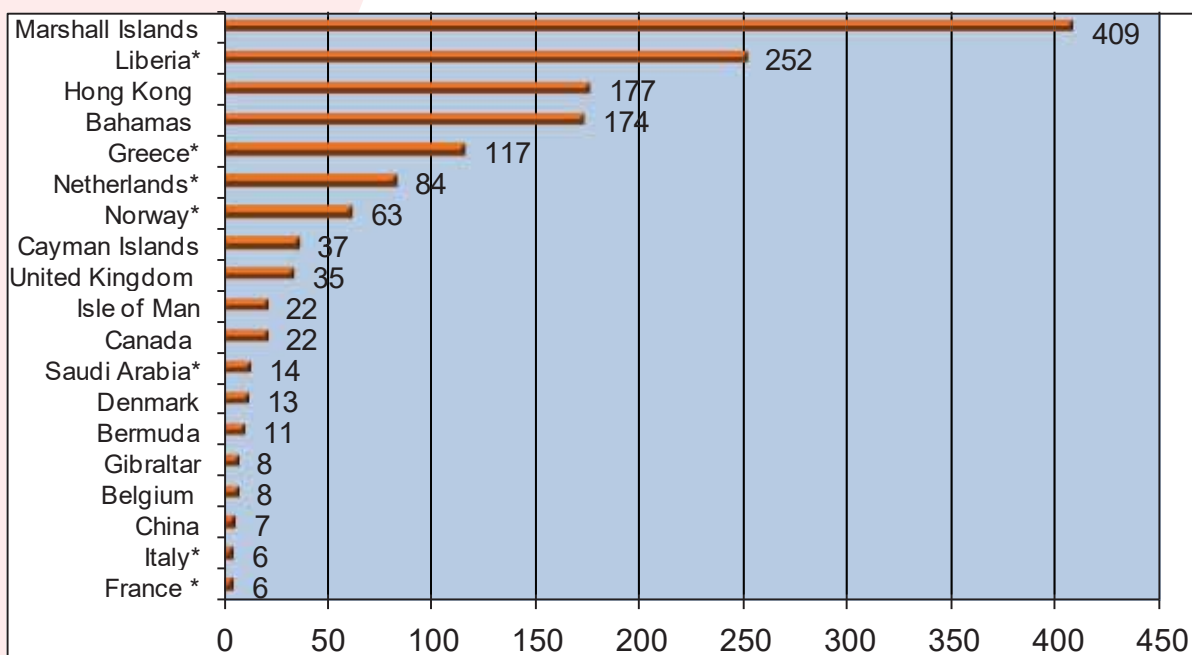
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2016.

## Quality Shipping for the 21<sup>st</sup> Century (continued)

### Yearly QUALSHIP 21 Enrollment (2012-2016)



### Number of QUALSHIP 21 Vessels by Flag Administration<sup>1</sup>



<sup>1</sup> Flag Administrations with 5 or less vessels enrolled are not listed.

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



# QUALSHIP 21 & E-ZERO

REWARDING YOUR COMMITMENT TO QUALITY, SAFETY AND THE ENVIRONMENT

## QUALSHIP 21

In our continued efforts to ensure safe, secure, and environmentally sound maritime commerce, we offer this program to reward those companies, operators, and vessels that demonstrate the highest commitment to quality and safety through the highest level of compliance with International standards and United States law and regulation.

## E-ZERO (ZERO ENVIRONMENTAL DEFICIENCIES OR VIOLATIONS)

Beginning July 1st, 2017, vessels enrolled in the QUALSHIP 21 program may also seek the E-Zero designation if they meet the requirements set forth below. The E-Zero program is a new addition to the existing QUALSHIP 21 program, and the intent of this program is to recognize those exemplary vessels that have consistently adhered to environmental compliance, while also demonstrating an immense commitment to environmental stewardship. These vessels will receive the E-Zero designation on their QUALSHIP 21 certificate.



## Present Incentives for QUALSHIP 21 Vessels

### All Vessels

- **QUALSHIP 21** enrollment valid for 3 years.
- **Vessel name** posted on U.S. Coast Guard website & EQUASIS.

### Tank Vessels

- **Certificate of Compliance (COC)** annual examination reduced in scope. (For tank vessels, the COC annual examination occurs at the mid-period of the COC's two-year validity.)

### Freight Vessels

- **Three years** of limited Port State Control (PSC) oversight.

### Passenger Vessels

- **No reduced** PSC examination, but vessel will receive QUALSHIP 21 certificate and recognition on the QUALSHIP 21 web page & EQUASIS.

## New Incentives For QUALSHIP 21/E-Zero Vessels

### All Vessels

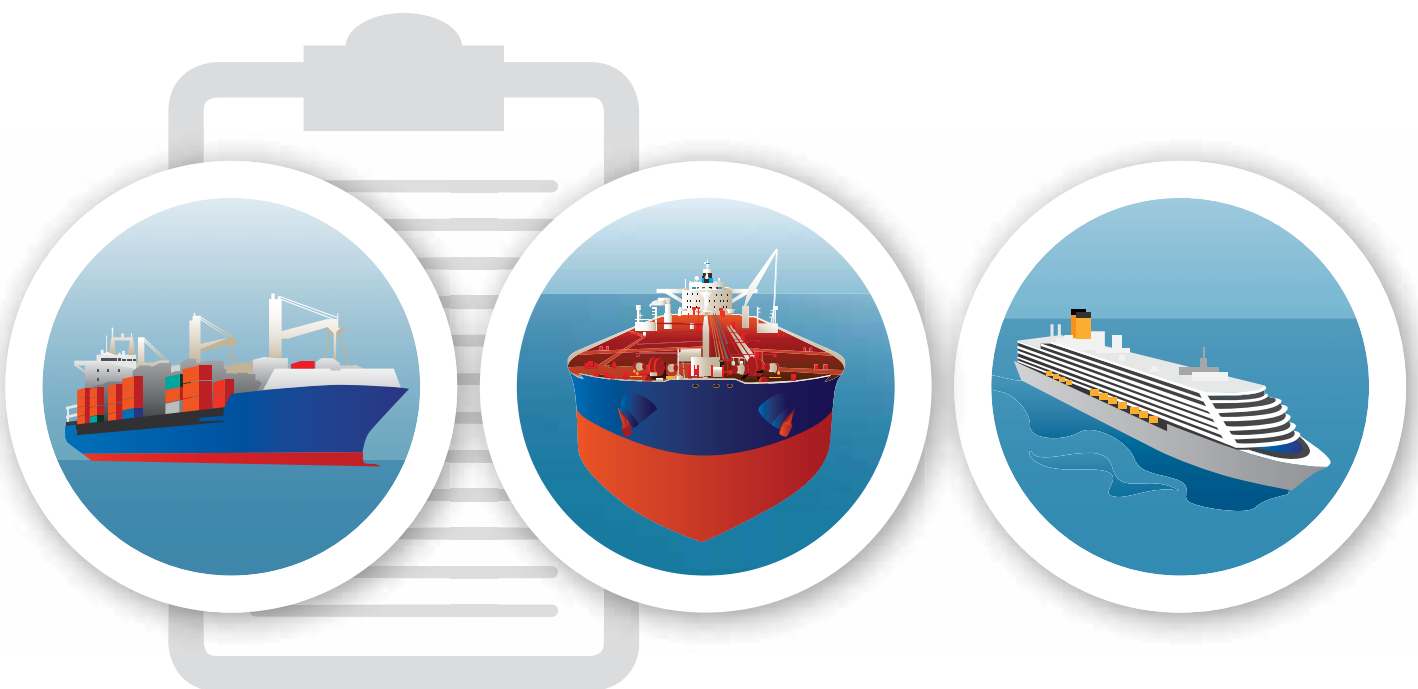
- **Special recognition** denoted on QUALSHIP 21 certificate
- **Vessel name** posted on U.S. Coast Guard website & EQUASIS.

### Tank Vessels

- **Vessel permitted** to conduct cargo operations within six months of both the COC annual examination due date and the COC expiration date. OCMI's must, at a minimum, must verify cargo-specific statutory documents (e.g., IOPP, International Certificate of Fitness) and confirm all cargo systems are operational with the master prior to allowing cargo operations. Tank vessels must still receive a full COC renewal examination prior to the issuance of the COC and the vessel's departure from the Captain of the Port Zone.

### Passenger Vessels

- **Reduced scope** for the environmental portion of the examination during COC periodic examinations.



## Vessel Eligibility for QUALSHIP 21

For the purpose of QUALSHIP 21, the initial eligibility criteria are:

- **Must be** a non-U.S. flagged vessel.
- **The vessel** must be registered to a QUALSHIP 21 qualified flag administration.
- **No substandard** vessel detentions in the U.S. within the previous 36 months.
- **No marine** violations or serious marine casualties and no more than one Notice of Violation (NOV) ticket in the U.S. within the previous 36 months.
- **A successful** U.S. PSC safety exam within the previous 24 months.
- **Not owned** or operated by any company (listed on vessel's Continuous Synopsis Record) that has been associated with more than one PSC detention in U.S. waters within the previous 24 months.
- **Vessels cannot** have their statutory convention certificates issued by a targeted recognized organization (RO). Targeted ROs are those that have points assigned in the U.S. Port State Control Matrix as listed in the most recent PSC Annual Report.
- **The Coast Guard** reserves the right to restrict eligibility in the QUALSHIP 21 program to any vessel because of special circumstances. This includes but is not limited to significant overseas casualties or detentions and pending criminal or civil investigations.



## Vessel Eligibility for E-Zero designation

- **Must be** a vessel enrolled in QUALSHIP 21, maintain certification for the past three years and remain eligible for reenrollment.
- **Zero worldwide** MARPOL detentions for the vessel in the past three (3) years.
- **Zero environmental** deficiencies (MARPOL, 33 CFR Subchapter O, Ballast Water Management, Vessel General Permit, Antifouling) in the U.S. over the past three (3) years.
- **Zero Letters** of Warning, Notices of Violation or Civil Penalties related to Right Whale Mandatory Ship Reporting or speed restriction violations over the past 5 (five) years.
- **Installed** CG type-approved Ballast Water Management (BWM) system or operating without a BWM compliance date extension letter granted in accordance with 33 CFR 151.2036.

## Qualifying Flag Administrations

For flag administrations to qualify for the QUALSHIP 21 program, they must:

- **Not have** a three-year detention ratio greater than 1.0%.
- **Have at** least 10 PSC examinations in the U.S. in each of the previous 3 years.
- **Submit a** Self-Assessment of Flag Administration (State) Performance to the IMO and provide a copy to the U.S. Coast Guard.
- **Submit an** Executive Summary from their Member State Audit Scheme audit to the U.S. Coast Guard or submit a letter or email attesting to the fact that they have not yet undergone the audit but have submitted their request to be audited.

## Vessel Enrollment

Vessel owners and/or operators are required to submit the name of the vessel, IMO number, registered flag administration, company name, and company IMO number to the Coast Guard's Office of Commercial Compliance (CG-CVC-2). After receiving this information, the Coast Guard will screen the information and make a determination of eligibility. Once accepted into the program, a QUALSHIP 21 Certificate will be issued to the company and the vessel. The vessel will then be listed on the CG-CVC-2's QUALSHIP 21 web page.

Vessel owners that have ships enrolled in QUALSHIP 21 but do not see their vessels on the QUALSHIP 21 web page should notify the Coast Guard at the address noted on this pamphlet.

Applications for enrollment are processed in the order in which they are received. Our goal is to process each application within 30 days of receipt.

## Exit Criteria

**A vessel will no longer be eligible for incentives during the period of the QUALSHIP 21 certificate, under the following conditions:**

- **The vessel** is detained and determined to be substandard in U.S. waters.
- **The vessel** has a marine violation, more than one unpaid NOV ticket, or a reportable marine casualty that meets the definition of a serious marine incident or major marine casualty.
- **The vessel** is found with serious deficiencies (e.g., deficiencies that are considered serious enough to warrant the detention of the vessel) that are not being monitored by the vessel's flag administration or RO acting on behalf of the flag administration, or if the vessel is found to not have reported a hazardous condition prior to arrival. If the vessel is within the time limits

imposed by the flag administration or RO to correct deficiencies, the vessel will not lose eligibility for incentives.

- **The vessel** transfers to a targeted RO.
- **The vessel** changes its flag administration to one that has a detention ratio greater than 1.0%, or to a flag administration that does not have at least 10 distinct arrivals in each of the previous 3 years.
- **The vessel** is associated with a company that is required by the U.S. Department of Justice or U.S. Coast Guard to have and follow an Environmental Compliance Plan due to criminal prosecution or the vessel has any other pending criminal investigations.

A company may request reconsideration from the U.S. Coast Guard (CG-CVC-2) to remain in the QUALSHIP 21 program or retain its E- Zero designation if it owns or operates a vessel that has been associated with an IMO reportable detention or environmental deficiency.

## Renewing Eligibility

- **Vessel owners** are required to renew their enrollment in the program. There is no longer automatic reenrollment into the program. Furthermore, renewal of eligibility is established under the same conditions as initial certification, including the requirement to have completed a successful U.S. PSC safety exam within the previous 24 months. Therefore, vessel owners are encouraged to request a PSC safety exam from the local COTP during U.S. port visits during their 35th or 36th month of the term of their QUALSHIP 21 certificate.
- **When renewing** eligibility, current QUALSHIP 21 flag administrations whose 3-year rolling detention ratio has gone above 1.0% will be given a one-year extension, provided that their ratio is below 1.05%.



FOR MORE INFORMATION

Commandant (CG-CVC-2) • Foreign & Offshore Vessel Compliance Division 2703 Martin Luther King Jr. Ave. SE STOP 7501 • Washington, DC 20593-7501  
PHONE (202) 372-1587 EMAIL [portstatecontrol@uscg.mil](mailto:portstatecontrol@uscg.mil) WEBSITE <http://www.uscg.mil/hq/cgcv/cvc2/safety.asp>

## ISPS/MTSA Security Compliance Targeting Matrix

<b>I</b>	<b>II</b>	<b>III</b>	<b>IV</b>	<b>V</b>
<b>SHIP MANAGEMENT</b>	<b>FLAG STATE</b>	<b>RECOGNIZED SECURITY ORGANIZATION</b>	<b>SECURITY COMPLIANCE HISTORY</b>	<b>PORT OF CALL HISTORY <sup>(5)</sup></b>
<p><b>ISPS II</b> Owner, if new owner since last ISPS exam</p> <p><b>5 POINTS</b> 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><b>ISPS II</b> If new flag since last ISPS exam</p> <p><b>7 POINTS</b> SOLAS Vessels <sup>(1)</sup></p> <p>Flag State has a CAR 2 or more times the overall CAR average for all flag States</p> <p><b>2 POINTS</b> SOLAS Vessels <sup>(1)</sup></p> <p>Flag State has a CAR between the overall CAR average and up to 2 times overall CAR average for all flag States</p> <p><b>7 POINTS</b> Non-SOLAS Vessels <sup>(1)(2)</sup></p> <p>Flag State has a CAR 2 or more times the overall CAR average for all flag States</p>	<p><b>ISPS I</b> 3 or more RSO related major control actions in the past twelve months</p> <p><b>5 POINTS</b> 2 RSO related major control actions in the past twelve months</p> <p><b>2 POINTS</b> 1 RSO related major control action in the past twelve months</p>	<p><b>ISPS I</b> Vessel with an ISPS related denial of entry/expulsion from port in past 12 months <sup>(3)</sup></p> <p><b>ISPS II</b> If matrix score does not result in ISPS I priority &amp; no ISPS compliance exam within the past 12 months</p> <p><b>5 POINTS</b> Vessel with an ISPS/MTSA related detention in the past twelve months</p> <p><b>2 POINTS</b> Vessel with 1 or more other ISPS/MTSA control actions in the past twelve months <sup>(4)</sup></p>	<p><b>CONDITIONS OF ENTRY PRIOR TO ENTERING U.S.</b></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>
<b>TOTAL TARGETING SCORE</b>				
<ul style="list-style-type: none"> <li>• Vessels that score <b>17 points or higher</b> are <b>ISPS I</b> vessels examined at sea prior to entering port.</li> <li>• Vessels that score between <b>7-16 points</b> are <b>ISPS II</b> vessels are examined in port.</li> <li>• Vessels scoring fewer than <b>7 points</b> are <b>ISPS III</b> vessels usually not subject to examination unless selected randomly.</li> </ul>				

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



## 2016 Flag Administration Security Compliance Performance

The Coast Guard targets Flag Administrations for additional ISPS examinations if their Control Action Ratio (CAR) scores higher than the overall average for all flags and if an Administration is associated with more than one major control action in the past three years. We calculate Major CARs based upon three years of enforcement data (January 2014 to December 2016).

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

	2014-2016 Control Action Ratio
None	N/A

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

	2014-2016 Control Action Ratio
None	N/A

### Flag Administrations Removed From Last Year's Targeted List

	Number of ISPS Detentions (2014-2016)	2014-2016 Control Action Ratio
Egypt	1	50.00%
Honduras	1	10.00%
Tanzania	1	2.17%

## 2016 Flag Administration Security Compliance Performance Statistics

Flag <sup>(1)</sup>	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Algeria	1	0	2	0	0.00%
Anguilla	1	0	1	0	0.00%
Antigua and Barbuda	257	9	280	1	0.25%
Bahamas, The	582	9	584	0	0.06%
Bahrain	0	0	2	0	0.00%
Bangladesh	0	0	0	0	0.00%
Barbados	11	2	16	0	0.00%
Belgium	17	2	22	0	0.00%
Belize	0	0	2	0	0.00%
Bermuda	86	2	70	1	0.45%
Bolivia	6	0	8	0	0.00%
British Virgin Islands	5	0	9	0	0.00%
Bulgaria	0	0	0	0	0.00%
Canada	27	1	123	0	0.00%
Cayman Islands	79	3	254	0	0.00%
Chile	7	0	5	0	0.00%
China	44	0	61	0	0.00%
Colombia	0	0	0	0	0.00%
Comoros	0	0	0	0	0.00%
Cook Islands	8	1	8	0	0.00%
Croatia	13	0	15	0	0.00%
Curacao	15	0	12	0	0.00%
Cyprus	231	3	234	0	0.14%
Denmark	84	3	88	0	0.00%
Dominica	3	0	2	0	0.00%
Ecuador	0	0	0	0	0.00%
Egypt	0	0	0	0	50.00%
Finland	6	0	3	0	0.00%
France	20	0	24	0	0.00%
Germany	61	0	71	0	0.00%
Gibraltar	30	1	36	0	0.00%
Greece	230	0	271	0	0.13%
Guyana	0	0	0	0	0.00%
Honduras	3	0	1	0	10.00%

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

## 2016 Flag Administration Security Compliance Performance Statistics (cont.)

Flag <sup>(1)</sup>	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Hong Kong	655	12	770	1	0.16%
India	15	0	17	0	0.00%
Indonesia	0	0	0	0	0.00%
Ireland	0	0	1	0	0.00%
Isle of Man	122	0	139	0	0.26%
Israel	6	1	5	0	0.00%
Italy	77	0	82	0	0.00%
Jamaica	3	0	16	0	0.00%
Japan	58	2	89	0	0.00%
Kiribati	0	0	1	0	0.00%
Kuwait	1	0	1	0	0.00%
Latvia	1	0	1	0	0.00%
Lebanon	0	0	0	0	0.00%
Liberia	1,028	21	1,114	0	0.03%
Libya	3	0	5	0	0.00%
Lithuania	0	0	0	0	0.00%
Luxembourg	8	0	10	0	0.00%
Malaysia	8	0	8	0	0.00%
Malta	519	6	559	0	0.21%
Marshall Islands	1,229	13	1,341	1	0.06%
Mexico	24	0	26	0	0.00%
Moldova	4	0	2	0	0.00%
Netherlands	180	2	177	0	0.00%
New Zealand	1	0	2	0	0.00%
Nigeria	0	0	3	0	0.00%
Norway	219	2	217	0	0.00%
Pakistan	1	1	1	1	33.33%
Palau	2	1	1	0	0.00%
Panama	1,605	45	1,808	1	0.17%
Peru	0	0	0	0	0.00%
Philippines	44	4	53	1	0.88%
Poland	0	0	0	0	0.00%
Portugal	97	0	91	0	0.00%
Qatar	3	0	5	0	0.00%

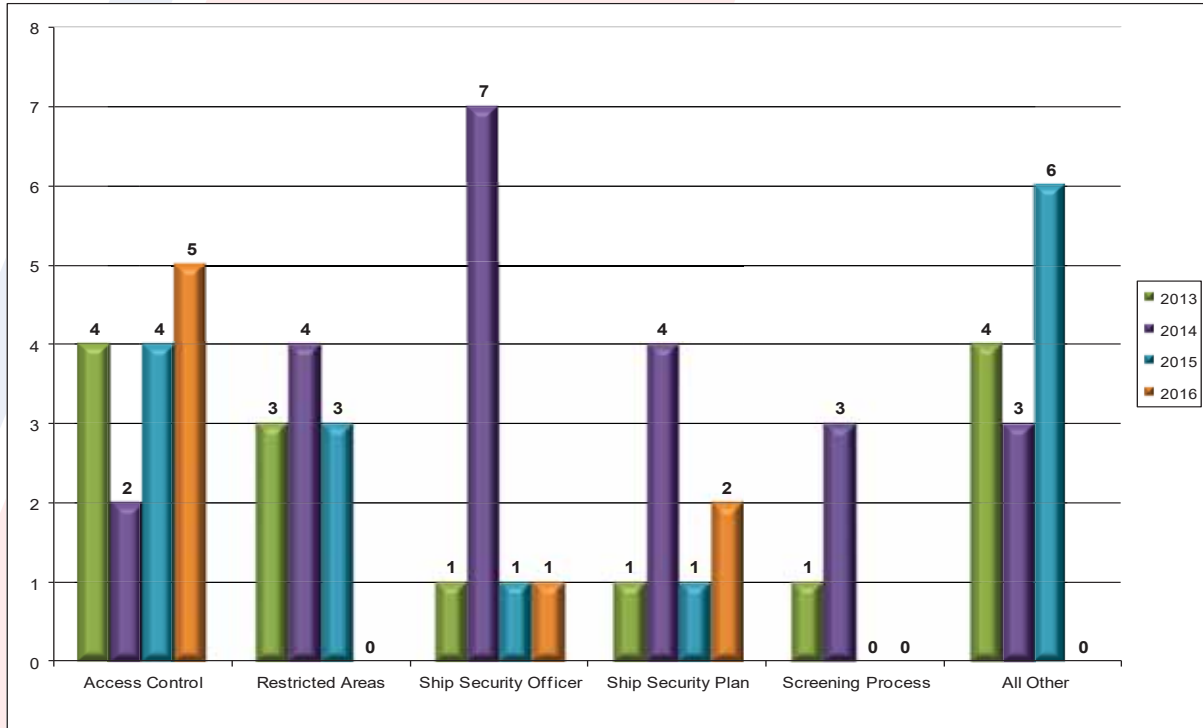
<sup>1</sup> If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration may not be listed.

## 2016 Flag Administration Security Compliance Performance Statistics (cont.)

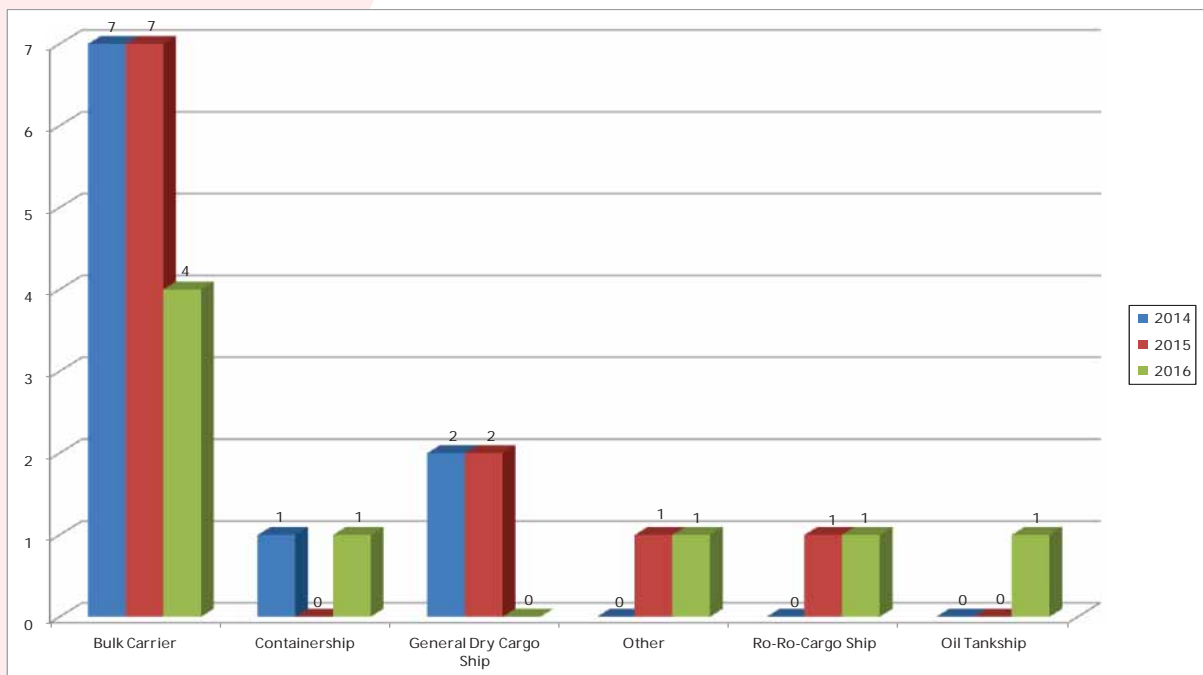
Flag <sup>(1)</sup>	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Republic of Korea	30	2	34	0	0.00%
Russian Federation	5	0	6	0	0.00%
Saint Kitts and Nevis	3	0	3	0	0.00%
Saint Vincent and The Grenadines	50	2	31	1	0.69%
Samoa	3	0	2	0	0.00%
Saudi Arabia	17	0	20	0	0.00%
Seychelles	2	0	2	0	0.00%
Singapore	673	9	706	0	0.05%
Spain	9	0	9	0	0.00%
Sri Lanka	3	0	3	0	0.00%
Sweden	17	0	17	0	0.00%
Switzerland	19	0	23	0	0.00%
Taiwan	16	0	19	0	0.00%
Tanzania	20	3	6	0	2.17%
Thailand	14	0	19	0	0.00%
Togo	14	4	2	0	0.00%
Tonga	0	0	0	0	0.00%
Trinidad and Tobago	0	0	0	0	0.00%
Turkey	29	0	29	0	0.00%
Tuvalu	1	0	1	0	0.00%
United Arab Emirates	2	0	3	0	0.00%
United Kingdom	93	0	117	0	0.00%
Uruguay	1	0	1	0	0.00%
Vanuatu	57	5	52	0	0.00%
Venezuela	0	0	2	0	0.00%
Vietnam	0	0	0	0	0.00%

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

## Security Deficiencies by Category



## Major Control Actions by Vessel





## U. S. Coast Guard Unit Spotlight Sector Puget Sound



Sector Puget Sound offices are located in Seattle, WA, and are co-located with other Coast Guard units and port partners, including Customs and Border Protection and the Washington State Patrol and home to 725 active duty and reserve military members as well as 54 civilian personnel. Specifically, the Port State Control (PSC) Branch is composed of 14 Active Duty and 32 Reserve personnel, who conduct PSC examinations on deep draft container, bulk, and ro-ro freight ships; deep draft oil, chemical, and gas tankers; and foreign tugs and yachts.

Sector Puget Sound has made national headlines in recent years for its involvement in several high-profile events. In November of 2015, PSC Officers boarded a foreign flagged bulk freight vessel to conduct an annual PSC Exam. They discovered evidence of a MARPOL Annex I violation, in which the vessel had discharged oil overboard by way of bypassing an inoperative Oily Water Separator via temporary piping to the soot collection tank. This case eventually resulted in the vessel's owners and operators being issued a fine of \$1.3 million and two of the vessel's engineers receiving prison sentences. Sector Puget Sound has also been a leader among inter-agency efforts to combat the spread of Aquatic Invasive Species (AIS). Earlier this year, PSC Officers identified a bulk freight vessel that appeared to be discharging ballast water illegally in the Port of Tacoma. Working with Investigations personnel, PSC Officers put together a strong evidence package, resulting in the prosecution of the nation's first ballast water civil penalty case since approval of ballast water management treatment systems. The ballast water management regulations came into effect in 2012.

The unit maintains a strong cooperative relationship with Transport Canada in and around the Salish Sea, promoting the harmonization of PSC efforts in the region. The Sector, and the people who carry out its operations every day, are at the forefront of the Coast Guard's core safety, security, and environmental protection missions.



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