

## DEPARTMENT OF HOMELAND SECURITY UNITED STATES COAST GUARD



# PORT STATE CONTROL IN THE UNITED STATES



2020 ANNUAL REPORT

## **Rear Admiral Richard V. Timme**

ASSISTANT COMMANDANT FOR PREVENTION POLICY

United States Coast Guard

I am pleased to present to you the 2020 U. S. Coast Guard Port State (PSC) Control Annual Report summarizing the enforcement of SOLAS, MARPOL, and other international conventions on foreign vessels trading in U.S. ports.

I want to lead off by thanking the Prevention Professionals at all levels of our organization for their dedication and perseverance in adapting to the ever-changing circumstances thrust upon them by the global pandemic. I also wish recognize and thank the maritime professionals around the world for their extraordinary efforts to maintain a safe and secure Marine Transportation System (MTS) despite the challenges posed by COVID-19.



This past year saw a worldwide reduction in shipping attributable to the COVID pandemic. The U. S. Coast Guard worked closely with the International Maritime Organization (IMO) to monitor and adjust to the changing circumstances of the pandemic. Our work to provide input and support for IMO circulars that designated protocols to conduct PSC Exams in a safe manner, designation of seafarers as key workers, and advocating for mariner repatriation helped shine a spotlight on these maritime issues.

There was a noticeable decrease in vessel arrivals to the U.S., which correlated to an overall decrease in the number of exams and resultant deficiencies and detentions. In 2020, we conducted 7,383 PSC exams with a total of 57 detentions. The annual detention rate was calculated at 0.77% with the three-year rolling average detention ratio coming in at 1.02%. Our data this year shows that fire safety, safety management systems, and lifesaving were the leading cause for detentions. There were five recognized organizations associated with detentions in 2020.

Cyber-attacks remain a threat, and on January 1, 2021, the International Maritime Organization adopted guidelines for Maritime Cyber Risk Management in Safety Management Systems. The USCG has promulgated CVC WI-027, Vessel Cyber Risk Management Work Instruction that provides guidance for our personnel and the maritime industry regarding cybersecurity risks and prevention of cyber security events.

The QUALSHIP 21 E-Zero program continues to recognize those exemplary vessels that have demonstrated an exceptional commitment to environmental stewardship. As we approach 3,500 ships enrolled in the QUALSHIP 21 program, 137 of those ships have met the stringent criteria to earn the E-Zero designation, more than double the number from last year. Congratulations to those ships and operators that have distinguished themselves with this prestigious recognition.

I want to end with again thanking mariners around the world. The Coast Guard recognizes the vital importance that mariners play in the global economy, and the burdens that they have borne in this pandemic.



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2020 ANNUAL REPORT

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## **Highlights in 2020**

### **Vessel Arrivals, Exams, and Detentions**

In 2020, a total of 10,507 individual vessels, from 79 different flag administrations, made 72,122 port calls to the U.S. 7,383 PSC exams were conducted. Due to the global pandemic, these exam numbers are down from the 2019 total of 8,622. The total number of ships detained in 2020 for environmental protection, safety, and security related deficiencies decreased from 102 to 57.

## **Flag Administration Performance**

In 2020, the Coast Guard combined safety and security compliance performance for all program measures. Flag Administration performance for 2020 increased with the overall annual detention rate decreasing from 1.10% to 0.77%. Additionally, the three-year rolling detention ratio decreased from 1.07% to 1.02%. Bolivia and Cyprus were added to the Targeted Flag List based on the 2020 data. No flag administrations were removed from the list this year.

## **Detention and Association Appeals**

In 2020, the Coast Guard received a total of twelve appeals. Three appeals challenged the overall merits of the detention. For those merit appeals, all three were denied.

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. For those parties appealing their association with a detention, nine were received. Of those nine, seven were granted and the other two were denied. For more information on the Coast Guard's appeal process, please see our process guidance on page seven of this report.

## **QUALSHIP 21 and E-Zero Programs**

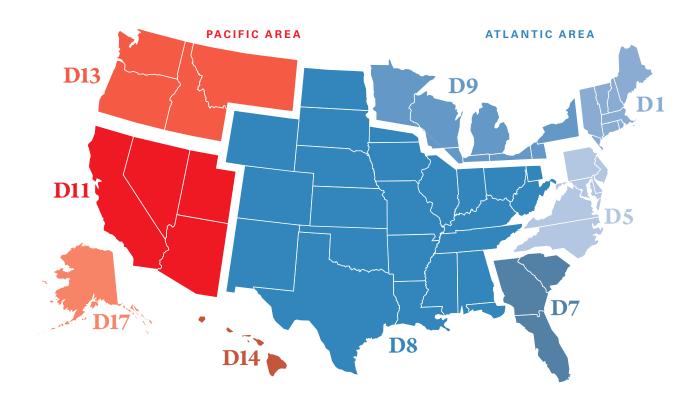
The USCG considered the impact of COVID-19 on international shipping when determining QUALSHIP 21 (QS21) eligibility. However, no changes were made to the eligibility criteria based on the reduced number of vessels trading with the United States.

The QS21 program ended calendar year 2020 with an impressive 3,283 vessels enrolled. In 2019, we welcomed two additional flag administrations into the program with four losing their QS21 eligibility. For 2020, five flag administrations lost their eligibility while three additional flags became eligible. We would like to welcome the flag administrations of Greece, Saudi Arabia, and Spain for becoming QS21 eligible this year. The full list of QS21 flag administrations is located in Chapter 2 of this report.

The E-Zero program focuses on environmental stewardship and worldwide compliance with international environmental conventions. By the end of 2020, 137 ships received the E-Zero designation.



## 2020 Port State Control Statistics By Region



District	Ship Visits	Safety Examinations Conducted	Safety Detentions
1st	6,352	746	4
5th	6,764	714	14
7th	20,161	1,234	16
8th	23,951	2,945	11
9th	2,848	117	0
11th	6,942	647	2
13th	3,580	706	9
14th	1,086	193	1
17th	438	81	0
Total	72,122	7,383	57

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

## 2020 Port State Control Statistics by Port

Coast Guard Officer in Charge of Marine Inspection/Port	Coast Guard District	Safety Examinations	Detentions
Sector Anchorage	17	69	0
Sector Boston	1	53	2
Sector Buffalo	9	33	0
Sector Charleston	7	110	2
Sector Columbia River	13	419	6
Sector Corpus Christi	8	334	0
Sector Delaware Bay	5	246	1
Sector Detroit	9	36	0
MSU Duluth	9	22	0
Sector Guam	14	68	1
Sector Honolulu	14	125	0
Sector Houston/Galveston	8	1,067	4
Sector Jacksonville	7	142	2
Sector Juneau	17	12	0
Sector Key West	7	17	0
Sector Lake Michigan	9	21	0
Sector Long Island Sound	1	42	0
Sector Los Angeles/Long Beach	11	438	2
Sector Maryland-NCR	5	186	7
Sector Miami	7	310	9
Sector Mobile	8	270	5
MSU Morgan City	8	6	0
Sector New Orleans	8	931	2
Sector New York	1	524	2
Sector North Carolina	5	83	4
Sector Northern New England	1	36	0
MSU Port Arthur	8	337	0
Sector Puget Sound	13	287	3
Sector San Diego	11	64	0
Sector San Francisco	11	145	0
Sector San Juan	7	346	3
Sector Sault Ste Marie	9	0	0
MSU Savannah	7	188	0
Sector SE New England	1	91	0
Sector St Petersburg	7	121	0
Sector Virginia	5	199	2

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

## Flag Administration Historical Performance

The following definitions apply to the table below:

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

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

**Three-Year Average Detention Ratio:** The cumulative sum of safety-related detentions from January 2018 through December 2020 divided by the cumulative sum of PSC examinations

during those three years multiplied by one hundred.

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

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

Average ISPS Control Action Ratio (CAR): The average of the Annual ISPS Control Action Ratio data from the previous three years.

\*\*\* This table contains revised data based on appeal decisions and may not reflect the data that was previously published in past reports.

Calendar Year	Number of Safety Exams	Safety Related Detentions	Annual Detention Ratio	3-Year Average Detention Ratio	Major ISPS Control Actions	Annual ISPS Control Action Ratio	Rolling Average ISPS Control Action Ratio <sup>1</sup>
2010	9,907	156	1.67%	1.86%	17	0.18%	0.23%
2011	10,129	97	1.04%	1.53%	15	0.16%	0.18%
2012	9,469	105	1.17%	1.30%	8	0.09%	0.14%
2013	9,394	121	1.29%	1.11%	8	0.09%	0.12%
2014	9,232	143	1.55%	1.31%	10	0.12%	0.10%
2015	9,265	201	2.17%	1.67%	11	0.13%	0.11%
2016	9,390	98	1.04%	1.58%	8	0.09%	0.11%
2017	9,105	91	0.99%	1.40%	6	0.06%	0.10%
2018	9,025	103	1.14%	1.06%	8	0.09%	0.08%
2019	8,622	95	1.10%	1.07%	7	0.08%	0.08%

<sup>&</sup>lt;sup>1</sup> Targeting thresholds for vessel security was fixed at 1.5% in 2005 and has remained fixed since them.

In 2020, the Coast Guard combined safety and security compliance for all performance measures.

Calendar Year	Number of PSC Exams	Number of Detentions	Annual Detention Ratio	3-Year Average Detention Ratio
2020	7,383	57	0.77%	1.02%

## **Port State Control Appeal Process**

Any directly affected party wishing to dispute the validity of or their association with a detention should follow the appeal procedures outlined in Title 46 Code of Federal Regulations Subpart 1.03—Rights of Appeal. The appeal process allows for three separate levels of review starting with the cognizant Officer in Charge, Marine Inspection (OCMI) / Captain of the Port (COTP), District, and finally Headquarters. At each level, the appellant has an opportunity to present new or additional information, as to why the appeal should be granted. Coast Guard officials responsible for the review and determination of an appeal remain objective as both positions are reviewed and weighed carefully. We value the role of the appeal process in the overall fairness of our Port State Control program, and emphasize that there will be no repercussions to the appellant for seeking reconsideration or requesting to appeal a decision or detention.

## For Recognized Organization (RO) Related Detentions

Appeals from ROs must be submitted within 30 days of detention notification. All appeals shall be in writing and can be submitted electronically to: <u>PortStateControl@uscg.mil</u>

Appeals may also be submitted to the following postal address:

## Commandant (CG-CVC-2) Attn: Office of Commercial Vessel Compliance

U.S. Coast Guard STOP 7501 2703 Martin Luther King Jr Ave S.E. Washington, D.C. 20593-7501

## **For All Merit Detentions**

Any person affected by a decision or action (e.g., PSC detention), may request reconsideration without delay by communicating directly with the OCMI/COTP especially if a delay caused by submitting an appeal in writing would have an adverse impact. Any person who receives an unfavorable decision, may then submit a formal appeal in writing to the District Commander via the OCMI/COTP. The same process follows for submitting a formal appeal in writing to the Headquarters Office of Commercial Vessel Compliance (CG-CVC) via the District Commander. CG-CVC serves as the final agency action for appeals involving vessel inspection issues and will consider any additional information that was not included in the former appeals.

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





## Port State Control Safety, Security, and Environmental Examination Factors

The U.S. Coast Guard (USCG) administers a comprehensive Port State Control (PSC) examination program in order to ensure safe, secure, and environmentally responsible shipping that supports the global objective of eliminating substandard ships. The USCG screens vessels prior to arrival in U.S. ports and assesses a multitude of regulatory and risk-based factors in order to determine foreign vessel examination requirements. For more information on the USCG PSC examination program, please refer to Marine Safety Manual Volume II: Material Inspection, COMDTINST M16000.7B (series) which is available online at: <a href="https://www.uscg.mil/Resources/Library/">https://www.uscg.mil/Resources/Library/</a>



## 2020 Flag Administration Compliance Performance

The Coast Guard targets Flag Administrations for additional PSC examinations if their detention ratio scores higher than the overall three-year rolling average detention ratio and if an Administration is associated with more than one detention in the past three years. Flags are categorized as medium risk if their detention ratio is between the overall average and up to two times the overall average and high risk if their detention ratio is two or more times the overall average for all flag administrations. We calculate detention ratios using the most current three years of PSC data. Flags with only one detention in the past three years are removed from the targeted flag list. The overall Flag Administration three-year running detention ratio decreased from 1.07% to 1.02%.

## **High Risk Flag Administrations**

Flag	2018-2020 Detention Ratio
Barbados	4.95%
Belgium	2.50%
Bolivia*	15.38%
Cook Islands	3.51%
Israel	15.38%
Mexico	5.57%
Saint Kitts and Nevis	20.00%
Saint Vincent and the Grenadines	5.03%
Tanzania	19.57%
Togo	4.44%
Turkey	3.28%

## **Medium Risk Flag Administrations**

Flag	2018-2020 Detention Ratio
Antigua and Barbuda	1.70%
Cyprus*	1.60%
Liberia	1.11%
Malta	1.19%
Panama	1.03%
Philippines	1.48%
Portugal	1.45%
Vanuatu	1.62%

<sup>\*</sup> Administration not targeted last year.

## **2020 Flag Administration Compliance Performance Statistics**

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2018-2020 Detention Ratio
Algeria	1	0	2	0	0.00%
Anguilla	2	0	1	0	11.11%
Antigua and Barbuda	165	54	194	2	1.70%
Bahamas	353	74	514	2	0.35%
Bahrain	1	0	1	0	0.00%
Barbados	30	6	28	0	4.95%
Belgium	28	4	29	0	2.50%
Belize	4	1	4	0	0.00%
Bermuda	53	9	71	0	0.00%
Bolivia	6	3	3	2	15.38%
Brazil	4	2	3	0	0.00%
British Virgin Islands	3	1	8	0	0.00%
Canada	94	19	141	1	0.28%
Cayman Islands	162	19	294	0	0.00%
Chile	2	1	2	0	0.00%
China	20	4	31	0	1.45%
Columbia	0	0	0	0	0.00%
Comoros	0	0	1	0	0.00%
Cook Islands	25	14	11	1	3.51%
Croatia	7	1	10	0	0.00%
Curacao	9	3	7	0	0.00%
Cyprus	155	36	200	4	1.60%
Denmark	126	19	137	0	0.00%
Dominica	1	0	1	0	0.00%
Dominican Republic	0	0	1	0	0.00%
Faroe Islands	3	0	3	0	0.00%
Finland	8	4	5	0	5.00%
France	25	4	36	0	0.00%
Germany	32	7	50	0	0.00%
Gibraltar	15	4	19	0	0.00%
Greece	167	21	195	0	0.92%
Hong Kong	487	77	770	4	0.72%
India	7	2	11	0	0.00%

<sup>&</sup>lt;sup>1</sup> If an Administration has only one distinct arrival with no exams and a 0.00% detention ratio, that Administration may not be listed.

<sup>\*</sup> One or more detention appeals are under adjudication. The listed 3-year detention ratio may need to be revised as a result.

## **2020 Flag Administration Compliance Performance Statistics**

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2018-2020 Detention Ratio
Ireland	1	1	1	0	0.00%
Isle of Man	112	20	148	1	0.52%
Israel	11	3	6	1	15.38%
Italy	33	6	48	0	0.00%
Jamaica	20	6	36	0	0.00%
Japan	44	8	99	0	0.95%
Latvia	0	0	1	0	0.00%
Liberia	981	165	1,355	5	1.11%
Libya	4	1	5	0	0.00%
Luxembourg	7	3	10	0	0.00%
Malaysia	4	0	5	0	0.00%
Malta	458	75	629	4	1.19%
Marshall Islands	1,093	149	1,709	3	0.74%
Mauritius	0	0	1	0	0.00%
Mexico	30	15	27	1	5.75%
Moldova	12	7	4	0	0.00%
Montenegro	1	0	2	0	20.00%
Netherlands	65	17	185	1	0.23%
New Zealand	0	0	1	0	0.00%
Norway	197	32	258	0	0.48%
Pakistan	3	1	2	1	16.67%
Palau	6	5	1	0	4.76%
Panama	1,175	235	1,652	13	1.03%
Papua New Guinea	1	0	1	0	0.00%
Philippines	48	10	48	0	1.48%
Portugal	158	25	310	0	1.45%
Qatar	4	0	5	0	0.00%
Republic of Korea	28	5	46	0	0.00%
Russian Federation	1	1	2	0	0.00%
Saint Kitts and Nevis	2	1	2	0	20.00%
Saint Vincent and the Grenadines	62	22	39	3	5.03%
Samoa	4	3	2	0	0.00%
Saudi Arabia	28	2	36	0	0.00%
Seychelles	1	0	1	0	0.00%

<sup>&</sup>lt;sup>1</sup> If an Administration has only one distinct arrival with no exams and a 0.00% detention ratio, that Administration may not be listed.

<sup>\*</sup> One or more detention appeals are under adjudication. The listed 3-year detention ratio may need to be revised as a result

## **2020 Flag Administration Compliance Performance Statistics**

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2018-2020 Detention Ratio
Singapore	592	104	799	4	0.98%
Spain	13	3	16	0	0.00%
Sri Lanka	1	0	2	0	0.00%
Sweden	5	0	10	0	0.00%
Switzerland	5	1	11	0	0.00%
Taiwan	16	8	28	0	0.00%
Tanzania	8	5	4	0	19.57%
Thailand	4	1	11	0	0.00%
Togo	32	14	12	3	4.44%
Turkey	21	5	20	1	3.28%
United Kingdom	43	7	90	0	0.00%
Vanuatu	53	8	43	0	1.62%
Venezuela	1	0	1	0	0.00%

<sup>&</sup>lt;sup>1</sup> If an Administration has only one distinct arrival with no exams and a 0.00% detention ratio, that Administration may not be listed.

<sup>\*</sup> One or more detention appeals are under adjudication. The listed 3-year detention ratio may need to be revised as a result.



## 2020 Recognized Organization Safety Compliance Performance

Recognized Organizations with a detention ratio greater than 2.00% will be considered as Priority I for the approval requirements outlined in 46 CFR 2.45-15(2).

Vessel Examinations **RO-Related Detentions** Recognized Organization (RO)\* Abbreviations 2018 2020 Total Ratio 2019 2018 2019 2020 Total **ABS** 1,936 1,639 1,833 5,408 0.00% American Bureau of Shipping  $\cap$ **BKR** 27 23 17 67 0.00% **Bulgarian Register of Shipping** 0 **Bureau Veritas** BV 1,191 1,150 1,041 3,382 2 1 1 4 0.11% **China Classification Society CCS** 240 204 176 620 1 1 0.16% **CR Classification Society** CR 22 12 41  $\cap$ 0.00% **Croatian Register of Shipping** 44 **CRS** 20 16 8  $\cap$ 0.00% DNV DNV 3.658 2.577 3.149 9.384 3 3 6 0.06% **DBS** 2 0 0.00% **Dromon Bureau of Shipping HRS** 6 5 9 20 0 0.00% **Hellenic Register of Shipping** Horizon International Naval Survey and Inspection Bureau **HNS** 6 4 4 14 0 0.00% **Indian Register of Shipping IRS** 22 23 5 50 0 0.00% **Intermaritime Certification Services IMC** 8 8 16 32 0 0.00% 29 **International Register of Shipping IROS** 15 8 6 0 0.00% 20 71 **Isthmus Bureau of Shipping IBS** 23 28 0 0.00% 839 **Korean Register of Shipping KRS** 269 296 274 0 0.00% Lloyd's Register LR 2,684 2.457 2.042 7,183 5 1 6 0.08% **Macosnar Corporation** MC 8 0 0.00% 64 **National Shipping Adjusters Inc** NASHA 24 22 18 0 0.00% 1,875 6.809 2 5 Nippon Kaiji Kyokai NKK 2.478 2.456 2 1 0.07% **Overseas Certification Services, Inc OCS**  $\cap$ 0.00% Panama Bureau of Shipping **PBS** 1 2 5 0.00% **PMDS** 37 30 22 89  $\cap$ 0.91% **Panama Maritime Documentation Service PMS** 9 11 6 26 0.00% Panama Maritime Surveyors Bureau **PRS** 32 18 19 69 Polski Rejestr Statkow 0 0.00% 0 0 0 0.00% **Qualitas Register of Shipping QRS** 1 Registro Italiano Navale **RINA** 431 420 285 1,136 0 0.00% Rinava Portuguesa RP 19 20 17 56 0 0.00% **Russian Maritime Register of Shipping** RS 32 30 41 103 1.09%

**Universal Shipping Bureau** 

**International Naval Surveys Bureau** 

**VG Register of Shipping** 

**Conarina Group** 

**USB** 

**VGRS** 

**INSB** 

**CNRIN** 

3

8

6

2

60

0

10

13

3

26

110

4

1

0.00%

0.00%

3.84%

4.54%

1

<sup>\*</sup>Organizations with fewer than five total exams and no detentions may not be listed.



## QUALSHIP 21 & E-ZERO

## REWARDING YOUR COMMITMENT TO QUALITY, SAFETY AND THE ENVIRONMENT

Information on the eligibility criteria for the QUALSHIP 21 and E-Zero programs, including a listing of qualifying ships, can be found on our website:

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

## **QUALSHIP 21**

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

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

The E-Zero program recognizes those exemplary vessels that have consistently adhered to environmental compliance, while also demonstrating an immense commitment to environmental stewardship.



## Quality Shipping for the 21st Century (QUALSHIP21) and E-Zero Programs

The Quality Shipping for the 21st Century program, or QUALSHIP 21, recognizes and rewards vessels, as well as their owners and Flag Administrations, for their commitment to safety and quality. To encourage maritime entities to participate, incentives such as certificates, name recognition, and a reduction in PSC examination frequency are offered to participants. The criteria for inclusion are very strict and only a small percentage of all foreign-flagged ships that operate in the U.S. have earned the QUALSHIP 21 designation. The QUALSHIP 21 program ended calendar year 2020 with an enrollment of 3,283 vessels. Five 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.

In 2017, the Coast Guard introduced a new designation within the existing QUALSHIP 21 program called E-Zero. The E-Zero program focuses on environmental stewardship and worldwide compliance with international environmental conventions. Qualifying ships receive a special E-Zero designation on their QUALSHIP 21 certificate. The E-Zero designation is intended to provide a higher level of recognition within the existing QUALSHIP 21 program. By the end of 2020, 137 ships received the E-Zero designation.

Information on the eligibility criteria for the QUALSHIP 21 and E-Zero programs, including a complete listing of qualifying ships, can be found on our website at: <a href="https://www.dco.uscg.mil/cvc">https://www.dco.uscg.mil/cvc</a>

For the period of July 1, 2021 through June 30, 2022, there are 23 eligible Flag Administrations for the QUALSHIP 21 Program:

## **Qualified Flag Administrations**

Bahamas	Gibraltar	Marshall Islands	Taiwan
Bermuda	Greece	Netherlands	United Kingdom
Canada	Hong Kong	Norway	
Cayman Islands	Isle of Man	Republic of Korea	
Demark	Italy	Saudi Arabia	
France	Jamaica	Singapore	
Germany	Japan	Spain	

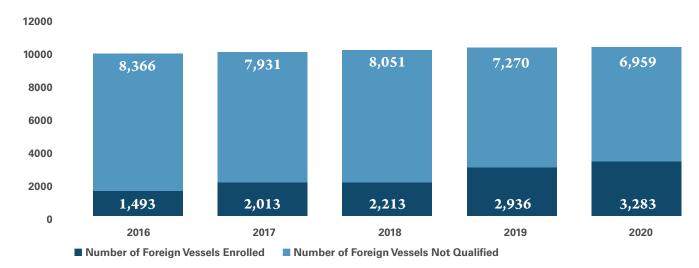
In 2011, the Coast Guard created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards, but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations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

Belize	Curacao	Malaysia	Sweden
Brazil	India	Moldova	Switzerland
British Virgin Islands	Libya	Qatar	Thailand
Croatia	Luxemboura	Samoa	

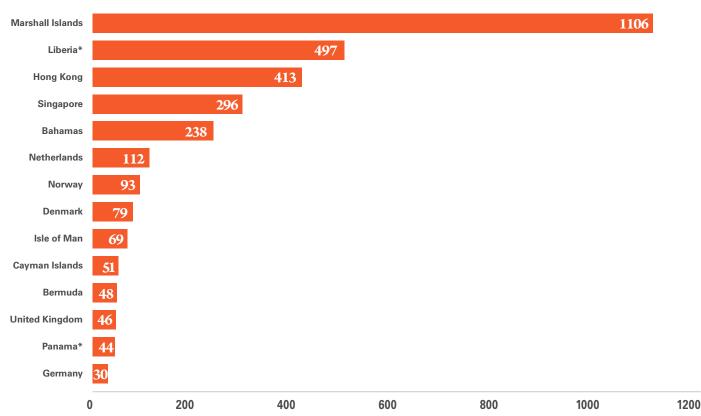
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2020.

## **Quality Shipping for the 21st Century**

## Yearly QUALSHIP 21 Enrollment (2016-2020)



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



<sup>&</sup>lt;sup>1</sup> Flag Administrations with 20 or less ships enrolled are not listed.

 $<sup>^</sup>st$  Flag Administrations no longer eligible but still have ships with valid QS21 certification.

## CHAPTER

## **Detainable Deficiencies Overview**

Below is an overview of some detainable deficiencies found during PSC examinations in 2020.

Safety Management Systems (SMS): SMS deficiencies evidenced by multiple uncorrected material and/or operational deficiencies are often the most cited. The most common SMS deficiency is where the crew failed to implement the SMS as it relates to the maintenance of the ship and equipment. SMS related detentions usually resulted from the failure of the master and or crew to report non-conformities to the company. Expanded ISM exams also turned up instances of logs not accurately reflecting the condition of lifesaving and firefighting equipment. In one case, the master provided documentation of regular testing of the ship's water spray system despite the PSCO observing several nozzles that were corroded and clogged. During another exam, despite the ship's records indicating weekly checks were performed on the low-pressure CO2 system, the PSCO identified a valve on the service line left in the open position with no blanking flange. Any release of CO2 from the system would have immediately caused that space to fill with CO2 and present a danger to life.

Fire Safety: The prevention of fires on board ships remains an area of particular concern for our PSC program. Deficiencies related to oil soaked lagging coupled with excessive fuel leaks were the most common cause of detentions in areas under fire safety. Several deficiencies related to fixed firefighting installations were also observed. During one exam, the PSCO noted all five of the vessel water mist system discharge valves in the closed position. Although the system was in automatic mode, in the event of a fire, the closed valves would not have supplied fire-fighting water as designed. On another ship, rags were found stuffed into all of the sprinkler heads of the fixed water sprinkling firefighting system in a paint locker. There were several issues related to the operation of the ship's fire pumps. In one case, each of the ship's required fire pumps were not





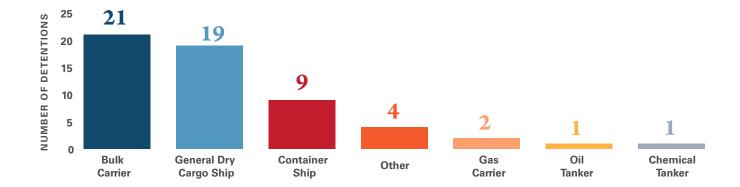
able to deliver the required two jets of water due to malfunctioning impellers. The ship had to run both pumps simultaneously to supply enough pressure. Finally, despite only two issues related to inoperable smoke detectors, there were still a few deficiencies related to smoke detectors being found covered with plastic bags.

MARPOL Annex I: For 2020, there were seven detainable deficiencies related to MARPOL Annex I. In addition to the usual deficiencies related to oily water separating equipment, two ships were discovered illegally discharging oily waste. In both cases, a member of the crew initially informed the Coast Guard of situations on board the ship. In the first case, the crewmember provided evidence of modifications to the oily water separator piping system, which allowed oily waste to bypass the system and be pumped directly overboard. In the second case, the crewmember demonstrated how the bilge piping arrangement was modified, including the hand wheel on the bilge isolation valve. The modifications allowed the valve to open without breaking the tamper seal. Officers on both ships were subject to criminal investigations for illegally discharging oil waste.

**Lifesaving Appliances:** Overall, detainable deficiencies related to lifesaving systems have remained steady over the years accounting for less than 10% of the total. Deficiencies related to rescue boats and lifeboats generally lead this category most due to them not being ready for immediate use. During one exam, the PSCO observed six to eight inch long cracks along the bow, center, and stern sections of the upper rails due to contact with the davits in both port and starboard life-boats. On another ship, 30 of the ship's 31 immersion suits were taken out of service due to their poor condition

\*This highlights only a portion of the detainable deficiencies discovered in 2020. 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**

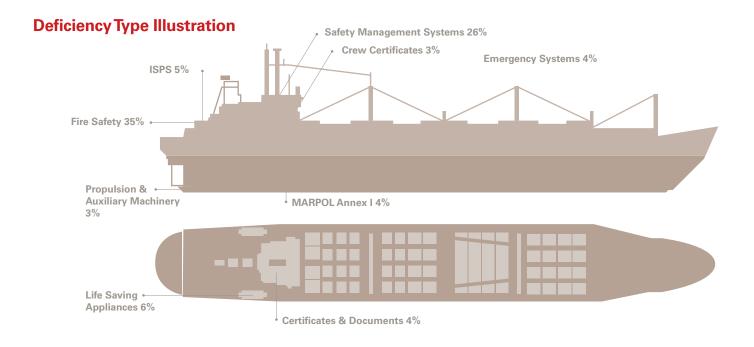


## **Deficiency and Detention Percentage by Ship Type**

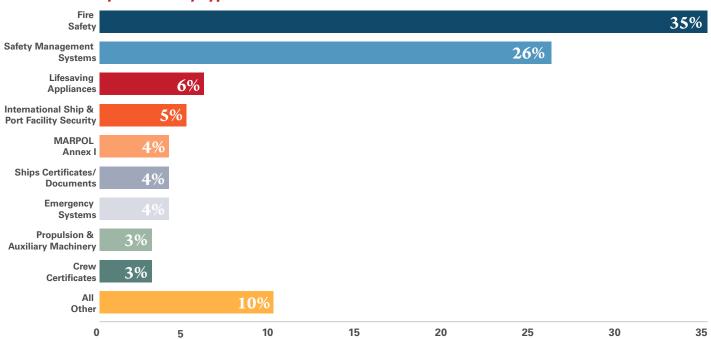
Ship Type	Number of Exams	Exams with Deficiencies	Number of Deficiencies	Percent of Exams with Deficiencies	Number of Detentions	Detention %
Bulk Carrier	2,065	405	876	19.61%	21	1.01%
Chemical Tanker	1,197	153	243	12.78%	1	0.08%
Container Ship	1,070	237	462	22.14%	9	0.84%
Oil Tanker	1,036	130	223	12.54%	1	0.09%
General Dry Cargo	841	197	526	23.42%	19	2.25%
Gas Carrier	625	98	187	15.68%	2	0.32%
Other	394	89	179	22.58%	4	1.01%
Refrigerated Cargo	88	20	41	22.72%	0	0.00%
Passenger Ship	67	34	140	50.74%	0	0.00%



## **Statistics Derived from USCG Port State Control Examinations**



## **Detentions by Deficiency Type**

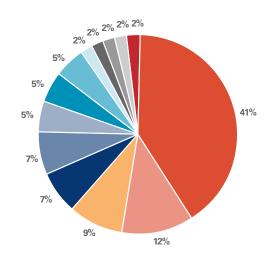


## **Detention Deficiency Breakdown**

## Fire Safety

### (58 Deficiencies)

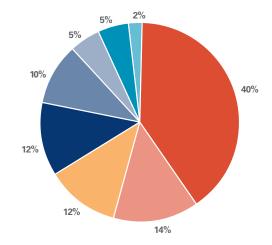
- Oil accumulation in engine room
- Other (fire safety)
- Fixed fire extinguishing installation
- Ready availability of fire fighting equipment
- Fire pumps and pipes
- Operation of fire protection systems
- Fire detection and alarm system
- Remote means of control
- Fire-dampers
- **■** Fire prevention structural integrity
- Fire doors/openings in fire-resisting division
- Inert gas system
- Maintenance of fire protection systems



## Safety Management Systems

## (42 Deficiencies)

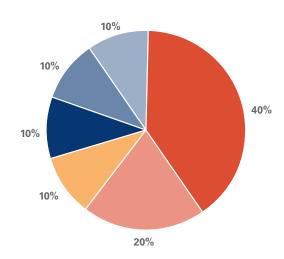
- Maintenance of Ship & Equipment
- Safety & Environmental Policy
- **■** Shipboard Operations
- Company Responsibility & Authority
- Reports of Accidents & Hazardous Occurrences
- Resources & Personnel
- Documentation



## **Life Saving Systems**

#### (10 Deficiencies)

- **■** Operational Readiness
- Rescue Boats
- Launching Arrangements
- Maintenance & Inspections
- Inflatable Liferafts
- **Immersion Suits**



## **Deficiencies by Categories**

## **PSC Exam Data Per Category of Deficiencies**

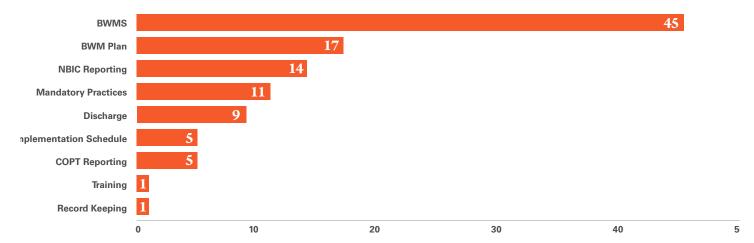
Category of deficiency		Number of deficiencies	Percent of total deficiencies	
Ship's certificates and docum	nents	162	5.63%	
SOLAS	Stability, structure and related equipment	238	8.27%	
	Propulsion and auxiliary machinery	217	7.54%	
	Alarm signals	42	1.45%	
	Fire safety measures	812	28.22%	
	Life-saving appliances	370	12.86%	
	Radiocommunications	34	1.18%	
90	Safety of navigation	102	3.54%	
	Operational deficiencies	16	0.55%	
5	ISM-related deficiencies	157	5.45%	
	ISPS	62	2.15%	
7 6	Other	268	9.31%	
MARPOL	Annex I	88	3.05%	
Z(A)	Annex II	3	0.10%	
	Annex III	1	0.03%	
	Annex V	17	0.59%	
	Annex VI	27	0.93%	
	Operational deficiencies	10 BUILDING	0.34%	
STCW	Certification and watchkeeping for seafarers	30	1.04%	
Load Lines		42	0.83%	
AFS Convention		11	0.38%	
ILO		165	5.73%	
Other		3	0.10%	

## **Ballast Water Management (BWM)**

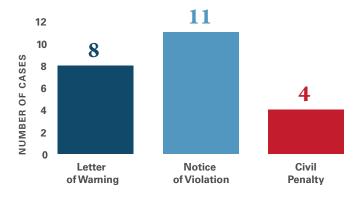
**BWM Compliance Statistics:** The Coast Guard has seen a trend towards greater foreign vessel compliance with ballast water management regulations contained in 33 Code of Federal Regulations Part 151. In 2020, the Coast Guard identified 108 BWM deficiencies onboard foreign vessels visiting ports in the United States. The majority of the deficiencies resulted from vessels arriving with inoperable ballast water management systems (BWMS). Incomplete ballast water management plans (BWM Plan) and failures to report BWM practices to the National Ballast Water Clearinghouse (NBIC Reporting) also ranked high among deficiencies noted by Coast Guard Port State Control Examiners. In the majority of cases where the discharge of ballast water could pose a threat to the marine environment, vessels were required to modify their cargo plans to facilitate safe and compliant ballast water discharges, leading to costly unforeseen port scheduling conflicts. By incorporating BWM systems into their company Safety Management System, vessel operators can more effectively maintain their crewmembers' ballast water training and competencies to help ensure the vessel is in compliance when it arrives to port.

BWM Enforcement Statistics: While the overall number of deficiencies is trending down, Coast Guard enforcement actions taken against non-compliant companies has risen. Enforcement actions in the form of Letters of Warning, Notices of Violation, and Civil Penalties may be used by the Coast Guard to ensure compliance with the mandatory ballast water requirements in order to safeguard the waters of the United States. In 2020, the majority of enforcement actions were issued to vessel operators for the illegal discharge of untreated ballast water, failing to report inoperable systems to the nearest Captain of the Port or District Commander, and failing to make complete, accurate and timely ballast water reports to the NBIC. The following graphs and chart summarize the deficiencies issued and the enforcement actions taken in 2020.

### 2020 Ballast Water Deficiencies



### **2020 Enforcement Actions**





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