



Department of Homeland Security
United States Coast Guard



PORT STATE CONTROL IN THE UNITED STATES

ANNUAL REPORT 2008



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I am pleased to present the 2008 Annual Port State Control (PSC) Report for the United States. The Coast Guard is strongly committed to sharing our PSC targeting methodology and compliance performance statistics with the maritime community, in an effort to reach our common goals of eliminating substandard shipping and enhancing global partnerships.

In our fourteenth year of PSC, the Coast Guard has seen a slight increase in the three year rolling average of detentions and major control actions on foreign vessels in the United States. This is the second year in a row that has reflected an increase in detentions and major control actions. This increase reflects the results of the combined efforts of the Coast Guard's commitment to maintaining a high quality of standard within the PSC program, and its effect on the changing maritime industry.



The results of implementing new training initiatives to improve the professional development of our marine inspectors are being seen. The Coast Guard recently created a very robust PSC Officer Course at our training center in Yorktown, VA that focuses on providing extensive knowledge to all future PSC Officers. Additionally, the Coast Guard revamped performance qualification standards and inspector job aids. These new tools ensure our PSC Officers are knowledgeable in international ship standards, procedures for effective targeting, ship equipment, crew competency and in identifying shipboard conditions or operations that are deemed substandard which effect proper corrective actions.

In 2008, the Coast Guard stood up two National Centers of Expertise (NCOE), a Cruise Ship NCOE located in Florida and a Suspension and Revocation NCOE located in West Virginia. These centers provide a repository of Coast Guard expertise and best practices associated with those particular activities. Other NCOEs planned to be established in 2009 will focus on liquefied gas carriers, vintage (steam) vessels, towing vessels, outer continental shelf activities and marine casualty investigations. These centers will ensure the Coast Guard continues to offer the highest level of service possible to the maritime industry and the general public, while keeping pace with ever-increasing growth and complexity in the maritime industry.

I know you will find this report useful. If you have any recommendations or concerns regarding this report, or our PSC program, please do not hesitate to contact my staff listed on the back cover of this report.

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United States Port State Control Contact Information Back cover

On the Front Cover

Foreign vessel under detention in Port of Baltimore. USCG Photo by MST1 Devine and MST3 May of Sector Baltimore.

Chapter 1

Port State Control Overview



Foreign flag merchant vessel with environmental deficiencies. Photo provided by Royal Danish Navy.

Highlights in 2008

Vessels Detentions Increased

In 2008, a total of 8,661 individual vessels, from 86 different Flag Administrations, made 82,103 port calls to the United States. The Coast Guard conducted 11,578 SOLAS safety exams and 9,489 ISPS exams on these vessels. The total number of ships detained in 2008 for safety related deficiencies increased from 152 to 176. The total number of ships detained in 2008 for security related deficiencies decreased from 42 to 27. At the same time, the number of distinct arrivals from 2007 to 2008 increased from 8,281 to 8,661.

Flag Administration Safety Performance Decreased

Flag Administration safety performance for 2008 decreased from the previous year, with the annual detention rate increasing from 1.82% to 2.03%. And for the first time since 1995, the 3-year rolling detention rate rose from 1.60% to 1.75%. Due to their improved vessel performance, the Bahamas, Cyprus, Japan, Portugal and Thailand were removed from the Flag Administration Safety Compliance targeted list.

Flag Administration Security Performance Increased

Flag Administration security performance for 2008 was at its highest compliance rate ever, with the annual Control Action Ratio (CAR) decreasing from 0.51% to 0.31%. The Rolling Average CAR dropped from 0.53% to 0.41% for performance from January 1, 2006 to December 31, 2008. Due to the continued excellent flag Administration security compliance performance, we will maintain the targeting Control Action Ratio at 1.50%. As a result of their performance, Cambodia, Cook Islands, Honduras and the Russian Federation were removed from the Flag Administration Security Compliance targeted list. We will be reviewing our assessment criteria in the coming year and take the necessary actions to refine our process for 2010.

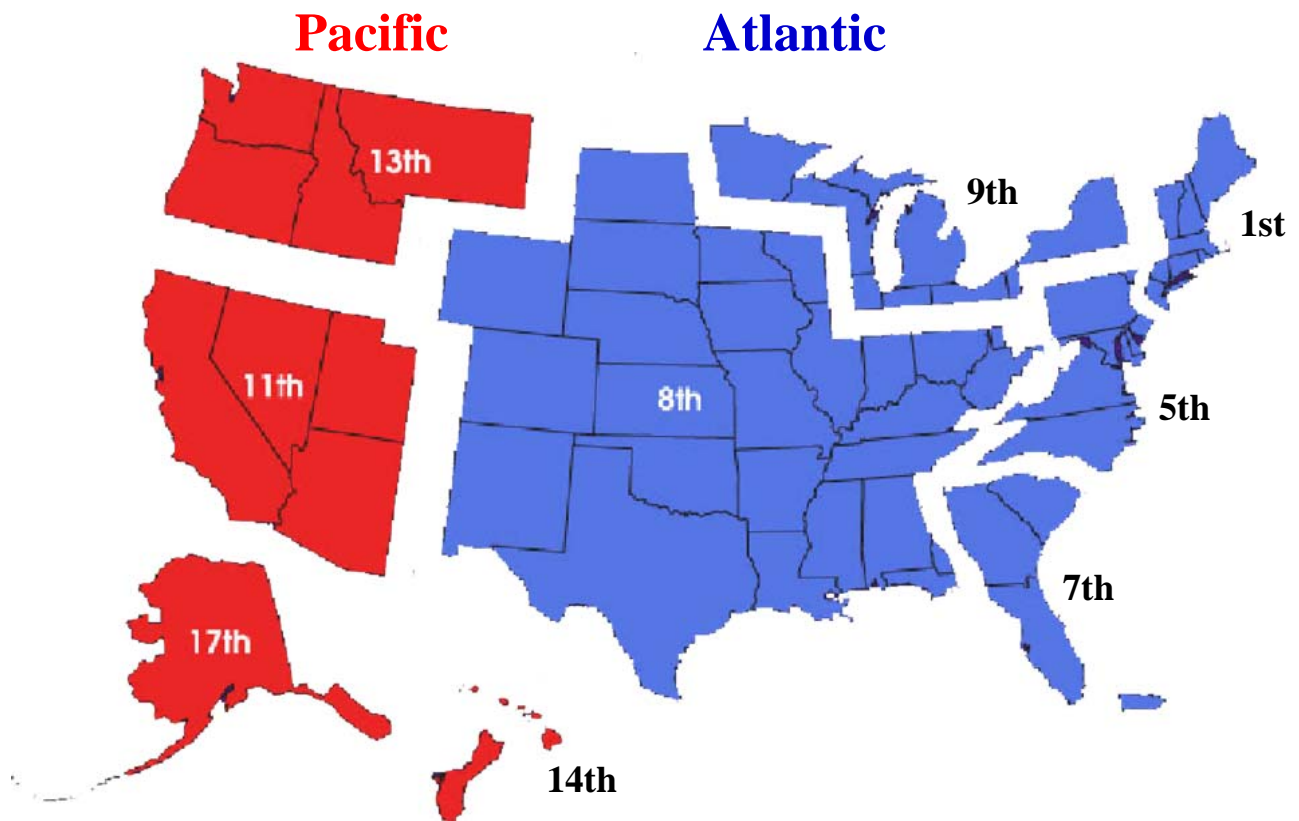
National Centers of Expertise (NCOE)

National Centers of Expertise (NCOE) are one of the most visible components of the Coast Guard's efforts to increase competency in the marine inspections and investigation disciplines. Cruise Ship, and Suspension and Revocation NCOEs were formally established September 30, 2008, with the following five: Towing Vessel, Liquefied Gas Carrier, Outer Continental Shelf, Investigations, and Vintage Vessel, to be established in 2009. The NCOEs will provide key venues for professional development and exchanges between industry and Coast Guard personnel. Some responsibilities of the NCOEs are to provide technical expertise on unique designs, enhance working relationships and partnerships with industry, ensure nationwide consistency and develop training courses and on the job training opportunities.

New QUALSHIP 21 Flag Administrations

Five new Administrations are now eligible for our QUALSHIP 21 Program and their vessels will be entered into the program automatically, contingent upon the Administration and the vessels themselves meeting other required criteria. The five Administrations are Denmark, Japan, Netherlands Antilles, Portugal and Switzerland. For full qualification, Administrations are required to submit their Self-Assessment Form to the IMO and provide a copy to us. Notification letters have been sent to these Administrations which contain the details of the process. Please accept our congratulations in qualifying for this program.

Port State Control Statistics By Region



District	Ship Visits	Safety Examinations Conducted	Detentions	Security Examinations Conducted	Major Control Actions
1st	7,603	1,214	8	968	3
5th	7,558	1,296	29	1,134	3
7th	25,388	2,166	31	1,668	4
8th	22,934	3,931	52	3,243	13
9th	2,385	199	1	188	0
11th	8,530	1,288	27	1,066	2
13th	3,972	990	18	859	2
14th	1,569	357	8	254	0
17th	2,164	137	2	109	0
Total	82,103	11,578	176	9,489	27

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	92	1	75	0
Sector Baltimore	5	283	13	231	1
Sector Boston	1	169	2	99	0
Sector Buffalo	9	77	1	102	0
Sector Charleston	7	154	1	124	0
Sector Corpus Christi	8	401	5	353	1
Sector Delaware Bay	5	535	9	464	1
Sector Detroit	9	42	0	22	0
Marine Safety Unit Duluth	9	45	0	43	0
Sector Guam	14	97	3	59	0
Sector Hampton Roads	5	389	6	354	0
Sector Honolulu	14	260	5	195	0
Sector Houston	8	1,375	20	1,103	5
Sector Jacksonville	7	340	6	263	0
Sector Juneau	17	45	1	34	0
Sector Key West	7	3	0	0	0
Sector Lake Michigan	9	32	0	19	0
Sector Long Island Sound	1	68	1	67	2
Sector Los Angeles	11	825	5	692	2
Sector Miami	7	449	10	358	2
Sector Mobile	8	352	2	314	0
Marine Safety Unit Morgan City	8	177	0	135	0
Sector New Orleans	8	1,402	25	1,164	7
Sector New York	1	749	4	623	1
Sector North Carolina	5	28	0	32	0
Sector Northern New England	1	143	0	113	0
Marine Safety Unit Port Arthur	8	224	0	174	0
Sector Portland	13	557	9	499	1
Sector San Diego	11	99	0	80	0
Sector San Francisco	11	364	22	294	0
Sector San Juan	7	613	11	406	2
Sector Sault Ste Marie	9	3	0	2	0
Marine Safety Unit Savannah	7	340	3	281	0
Sector Seattle	13	433	9	360	1
Sector Southeastern New England	1	85	1	66	0
Sector St. Petersburg	7	267	0	236	0
Marine Safety Unit Wilmington	5	61	1	53	1
Total	N/A	11,578	176	9,489	27

Note: Due to the reorganization 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.

History of Safety and Security Performance for All Flag Administrations

The following definitions apply to the table below:

Distinct Arrival: A vessel subject to the U.S. Port State Control Program, which called upon at least one U.S. port during the calendar year. A vessel that called upon numerous U.S. ports in 2008 only counts as one distinct arrival.

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 distinct arrivals, multiplied by one hundred.

3-Year Average Detention Ratio: The three year average performance unless lower than 1.5%.

ISPS Major Control Action: A control measure (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 distinct arrivals, multiplied by one hundred.

Average ISPS Control Action Ratio (CAR): The average of the Annual ISPS Control Action Ratio data from January 2006 to December 2008. If the average is lower than 1.5%, the CAR will be set at 1.5%.

Year (Jan 1-Dec 31st)	Distinct Arrivals	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
1996	7,608	476	6.26%	-	-	-	-
1997	7,686	547	7.12%	6.64%	-	-	-
1998	7,880	373	4.73%	6.02%	-	-	-
1999	7,617	257	3.37%	5.08%	-	-	-
2000	7,657	193	2.52%	3.55%	-	-	-
2001	7,842	172	2.19%	2.69%	-	-	-
2002	7,106	178	2.50%	2.40%	-	-	-
2003	7,673	153	1.99%	2.22%	-	-	-
2004	7,241	176	2.43%	2.30%	92	1.51% ¹	-
2005	7,850	127	1.61%	2.00%	51	0.65%	0.89% ²
2006	8,178	110	1.35%	1.78%	35	0.43%	0.80% ²
2007	8,281	152	1.82%	1.60%	42	0.51%	0.53% ²
2008	8,661	176	2.03%	1.75%	27	0.31%	0.41% ²

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

² Port State Control program fixed the annual security performance 1.5%

Port State Control Appeal Process

For Class Related Detentions (Safety and Security)

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. Affected parties must appeal any detention within 30 days of notification or must formally request from CG-5432 an extension to this deadline.

Appeals must be submitted in written format, along with mitigating information, to the following address:

**United States Coast Guard Headquarters
Foreign and Offshore Compliance Division (CG-5432)
2100 2nd Street S.W. Stop 7581
Washington, D.C. 20593-7581**

Appeals, along with mitigating information, may also be submitted electronically to the following email address:

HQS-PF-flr-CG-543@uscg.mil

For All Other Detentions (Safety and Security)

All other operational controls (those not class-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 District addresses are located on the back page of this report.

If still not satisfied, final consideration of the appeal can be forwarded to the Commandant of the Coast Guard, Office of Vessel Activities (CG-543). Commandant is the final agency action for appeals and will consider any additional evidence not contained in the original appeal.

Chapter 2

Safety and Environmental Compliance Performance



Photo credit to MSTI Vinson of Sector Anchorage and other Coast Guard members.

Port State Control Safety and Environmental Protection Compliance Targeting Matrix



Priority (PI) 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 (PII) 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 Coast Guard targets flag Administrations for additional Port State Control examinations if their detention ratio scores higher than the overall average for all flags, and if an Administration is associated with more than one detention in the past three years. We calculate detention ratios using three years of Port State Control data (2006-2008). Flags with only one detention in the past three years are removed from the targeting flag list.

Overall flag Administration performance declined, with the three-year running detention ratio increasing from 1.60% to 1.75%. The tables below illustrate Administrations that are on the 2009 Port State Control Safety Targeting Matrix, and Administrations that are removed.

Flag Administrations Receiving 7 points in Column II of the Port State Control Safety Targeting Matrix

	2006-2008 Detention Ratio
Cambodia	28.57%
Chile *	9.09%
Cook Islands	12.77%
Croatia *	5.33%
Egypt	9.52%
Honduras	14.63%
Mexico	6.90%
Russian Federation	3.95%
Saint Vincent and the Grenadines	9.23%

* Administrations not targeted last year

Flag Administrations Receiving 2 points In Column II of the Port State Control Safety Targeting Matrix

	2006-2008 Detention Ratio
Antigua and Barbuda *	2.08%
Cayman Islands *	1.82%
Italy	2.59%
Lithuania **	3.39%
Malta	2.74%
Netherlands *	2.46%
Panama	2.46%
Turkey	2.60%

* Administrations not targeted last year

** Administrations that were on the seven point list last year

Flag Administrations Removed From Last Year's Targeted List

	Number of Detentions (2006-2008)	2006-2008 Detention Ratio
The Bahamas	33	1.75%
Cyprus	15	1.58%
Japan	1	0.99%
Portugal	0	0.00%
Thailand	2	1.48%

Flag Administration Safety Compliance Performance Statistics

Flag ^	Safety Exams	Distinct Arrivals	Safety Detentions	2006-2008 Detention Ratio
Algeria	1	1	0	0.00%
Antigua and Barbuda	413	287	11	2.08%
Argentina	0	0	0	0.00%
Austria	0	1	0	0.00%
The Bahamas	893	615	10	1.75%
Bahrain	1	1	0	0.00%
Barbados	25	19	0	0.00%
Belgium	22	21	1	1.64%
Belize	34	27	0	0.00%
Bermuda	100	72	0	0.47%
Bolivia	8	3	0	0.00%
Brazil	0	0	0	33.33%
Bulgaria	19	15	0	0.00%
Burma	0	1	0	0.00%
Cambodia	5	2	0	28.57%
Canada	145	95	2	1.26%
Cayman Islands	132	122	2	1.82%
Chile	11	9	1	9.09%
China	119	107	2	0.88%
Colombia	4	3	0	0.00%
Cook Islands	37	18	2	12.77%
Croatia	31	29	3	5.33%
Cyprus	371	285	6	1.58%
Denmark	130	102	0	0.72%
Dominica	21	7	1	3.45%
Ecuador	2	3	0	0.00%
Egypt	10	6	0	9.52%
Faroe Islands	1	1	0	0.00%
Finland	2	2	0	0.00%
France	24	26	0	0.00%
Germany	160	124	1	0.52%
Gibraltar	45	42	1	1.67%
Greece	441	379	4	0.73%
Guyana	2	1	1	100.00%
Honduras	24	12	2	14.63%
Hong Kong	515	482	3	1.03%
India	48	51	1	0.69%
Ireland	4	3	0	0.00%
Isle of Man	136	113	1	1.10%
Israel	8	8	0	0.00%
Italy	155	118	3	2.59%
Jamaica	9	8	0	5.88%
Japan	62	40	0	0.99%
Kiribati	3	4	1	20.00%
Kuwait	14	5	0	7.14%
Latvia	5	4	0	6.67%

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

Flag Administration Safety Compliance Performance Statistics (cont.)

Flag ^	Safety Exams	Distinct Arrivals	Safety Detentions	2006-2008 Detention Ratio
Liberia	1,301	976	7	1.23%
Lithuania	31	18	0	3.39%
Luxembourg	8	10	0	0.00%
Malaysia	40	33	0	0.00%
Malta	520	399	15	2.74%
Marshall Islands	749	589	4	0.80%
Mexico	35	24	2	6.90%
Netherlands	256	176	6	2.46%
Netherlands Antilles	63	45	0	0.70%
New Zealand	1	1	0	0.00%
Norway	425	275	4	0.82%
Panama	2,480	1,759	56	2.46%
Peru	2	1	0	0.00%
Philippines	82	65	1	1.41%
Poland	1	1	0	0.00%
Portugal	18	13	0	0.00%
Qatar	8	7	0	0.00%
Republic of Korea	105	89	3	1.62%
Russian Federation	22	18	0	3.95%
Saint Kitts and Nevis	20	7	1	10.00%
Saint Vincent and the Grenadines	105	63	5	9.23%
Samoa	7	4	0	9.09%
Saudi Arabia	17	5	0	0.00%
Seychelles	2	4	0	0.00%
Singapore	496	359	5	1.10%
Slovakia	2	2	0	0.00%
South Africa	2	1	0	0.00%
Spain	24	7	1	4.00%
Sri Lanka	0	0	0	0.00%
Sweden	68	39	0	0.00%
Switzerland	26	21	0	0.00%
Taiwan	13	12	1	5.00%
Thailand	54	46	0	1.48%
Tonga	1	1	0	0.00%
Trinidad and Tobago	2	1	0	0.00%
Turkey	49	49	1	2.60%
Tuvalu	2	1	0	0.00%
Ukraine	3	1	0	0.00%
United Arab Emirates	10	5	0	0.00%
United Kingdom	230	178	2	0.78%
Vanuatu	89	70	2	1.54%
Venezuela	8	5	1	6.25%
Vietnam	9	7	0	0.00%
Total	11,578	8,661	176	1.75%

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

Filtering Guidelines for Relating Recognized Organizations with Vessel Safety Non-compliance

Coast Guard field units report all vessel detentions they impose on foreign-flagged vessels to Coast Guard Headquarters for review. Staff at Coast Guard Headquarters review the reports before forwarding to the International Maritime Organization. During the review process, the Coast Guard determines whether the vessel detention is related to the statutory activities conducted by a Recognized Organization (RO) on behalf of the vessel's flag State. At the end of each calendar year, the Coast Guard evaluates each Recognized Organization's performance and calculates their detention ratio. The Coast Guard uses the following guidelines to determine if a vessel's detention relates to a Recognized Organization:

If the vessel was detained within 90 days of an applicable survey performed by a Recognized Organization, the following detainable deficiencies or ISM Code non-conformities will be considered RO-related:

- ◆ Serious deficiencies relating to safety equipment or arrangement (e.g., missing or improperly maintained equipment);
- ◆ Serious wastage or structural deficiencies; or
- ◆ Lack of effective and systematic implementation of a requirement of the ISM Code.

The following detainable deficiencies will be considered RO-related regardless of the elapsed time from the last applicable survey:

- ◆ Equipment outdated or not serviced at the time of the last survey (e.g. expired flares, non-serviced extinguishing systems); or
- ◆ Long standing, serious wastage or structural deficiencies.

The following deficiencies are not considered RO-related:

- ◆ Voyage damage, unless other RO-related deficiencies are noted during the course of the damage survey;
- ◆ Missing a small quantity of highly pilferable equipment, such as fire hose nozzles or fire extinguishers;
- ◆ Expired Certificates, unless the certificates were not issued or endorsed properly;
- ◆ Manning issues; and
- ◆ Failure of human factor issues, such as operational drills and tests.

The Coast Guard shall notify the Recognized Organization in writing of each RO-related detention and inform them of their right to appeal. The actual date of the survey, not the certificate issuance date, is used to determine the elapsed time between detention and a survey.

Recognized Organization Safety Compliance Performance

The following guidelines explain point assignment (Points Column below) 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	Distinct Vessel Arrivals				RO-Related Detentions*				Ratio
		2006	2007	2008	Total	2006	2007	2008	Total	
American Bureau of Shipping	ABS	1,300	1,015	1,475	3,790	2	-	1	3	0.08%
Bulgarian Register of Shipping	BKR	8	7	3	18	-	-	-	0	0.00%
Bureau Veritas	BV	695	1,015	975	2,685	-	1	1	2	0.08%
China Classification Society	CCS	185	174	280	639	1	-	-	1	0.16%
China Corporation Register of Shipping	CR	24	9	21	54	-	-	-	0	0.00%
Classification Bureau of Indonesia	-	2	-	-	2	-	-	-	0	0.00%
Det Norske Veritas	DNV	1,320	1,426	2,136	4,882	-	1	-	1	0.02%
Germanischer Lloyd	GL	918	944	1,138	3,000	-	-	-	0	0.00%
Hellenic Register of Shipping	HRS	3	1	33	37	-	-	-	0	0.00%
Indian Register of Shipping	IRS	26	17	38	81	-	-	-	0	0.00%
Intermaritime Certification Services	IMC	-	-	7	7	-	-	-	0	0.00%
International Register of Shipping	IROS	4	2	7	13	-	-	-	0	0.00%
Isthmus Maritime Classification S.A.	-	1	1	1	3	-	-	-	0	0.00%
Korean Register of Shipping	KRS	187	203	253	643	-	-	-	0	0.00%
Lloyd's Register	LR	1,391	1,498	2,042	4,931	1	1	2	4	0.08%
Nippon Kaiji Kyokai	NKK	1,737	1,795	1,958	5,490	1	1	2	4	0.07%
Panama Maritime Surveyors Bureau	PMS	1	-	1	2	-	-	-	0	0.00%
Panama Register Corporation	PRC	-	-	8	8	-	-	-	0	0.00%
Polski Rejestr Statkow	PRS	21	36	42	99	-	-	-	0	0.00%
Phoenix Register of Shipping	PHRS	3	2	-	5	-	-	-	0	0.00%
Registro Italiano Navale	RINA	202	211	237	650	-	-	-	0	0.00%
Rinava Portuguesa	-	2	1	3	6	-	-	-	0	0.00%
Russian Maritime Register of Shipping	RS	146	174	144	464	-	1	1	2	0.43%
Turkish Lloyd	TL	-	2	2	4	-	-	-	0	0.00%
Vietnam Register of Shipping	VR	-	1	7	8	-	-	-	0	0.00%
Croatian Register of Shipping	CRS	34	39	33	106	-	-	1	1	0.94%
Global Marine Bureau	GMB	1	-	3	4	1	-	-	1	25.00%
Honduras International Naval Survey and Inspection Bureau	HINSB	7	5	4	16	2	1	1	4	25.00%
Horizon International Naval Survey and Inspection Bureau	HNSB	8	7	7	22	1	2	-	3	13.64%
International Naval Surveys Bureau	INSB	-	3	7	10	-	-	1	1	10.00%
Isthmus Bureau of Shipping	IBS	2	14	24	40	1	-	1	2	5.00%
Panama Maritime Documentation Service	PMDS	6	8	24	38	-	3	-	3	7.89%
Universal Shipping Bureau	USB	-	21	18	39	-	1	-	1	2.56%

*RO-Related detentions are those detentions that were determined to have been related to the Recognized Organization's activities.

Quality Shipping for the 21st Century

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 less than ten percent of all foreign-flagged ships that operate in the United States have earned the QUALSHIP 21 designation.

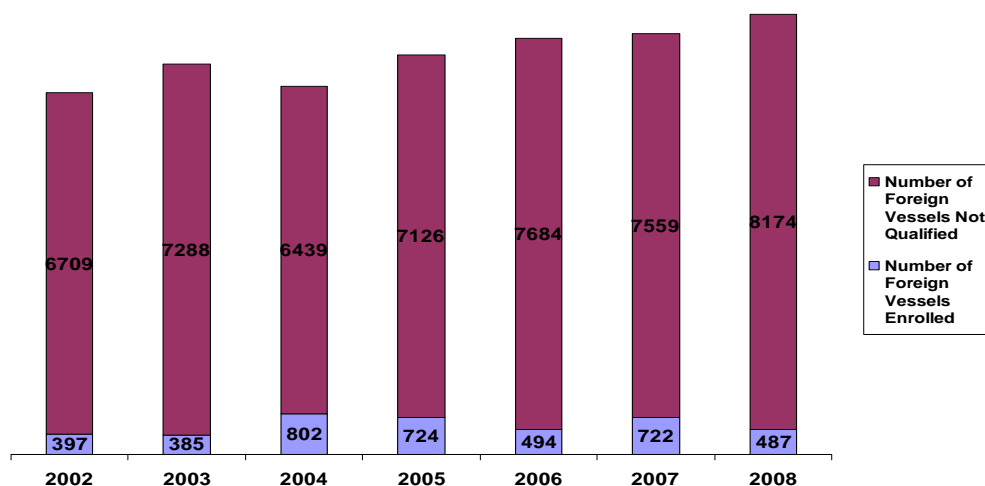
One of the eligibility requirements for a vessel to be enrolled into the program is for the vessel’s flag Administration to also be qualified. Only those Administrations that have demonstrated the highest commitment to the safety and quality of their vessels will be eligible and recognized as a QUALSHIP 21 flag Administration. They must have at least 10 distinct U.S. arrivals a year and have a three-year average detention ratio of 1.0% or less to qualify for the program and be recognized. The three-year average detention ratio is determined by dividing the total number of safety and environmental IMO detentions by the number of each Administration’s annual distinct vessel arrivals. The QUALSHIP 21 program evaluates each flag Administration for eligibility on an annual basis.

The QUALSHIP 21 program ended calendar year 2008 with an enrollment of 487 vessels. There were twenty-one eligible registries last year; five did not fully qualify because they did not provide a copy of their IMO Self-Assessment Form (SAF) to the U.S. For the upcoming year, the number of qualifying registries has decreased to twenty. This is contingent upon some registries providing us a copy of their SAF. Those marked with an “*” below require submission of an SAF to be fully qualified.

Qualifying Registries for 2009

Barbados	Germany	Netherlands Antilles *
Belize	Greece	Norway
Bermuda	Hong Kong	Portugal *
Bulgaria *	India *	Sweden
China	Japan *	Switzerland
Denmark	Malaysia *	United Kingdom
France *	Marshall Islands	

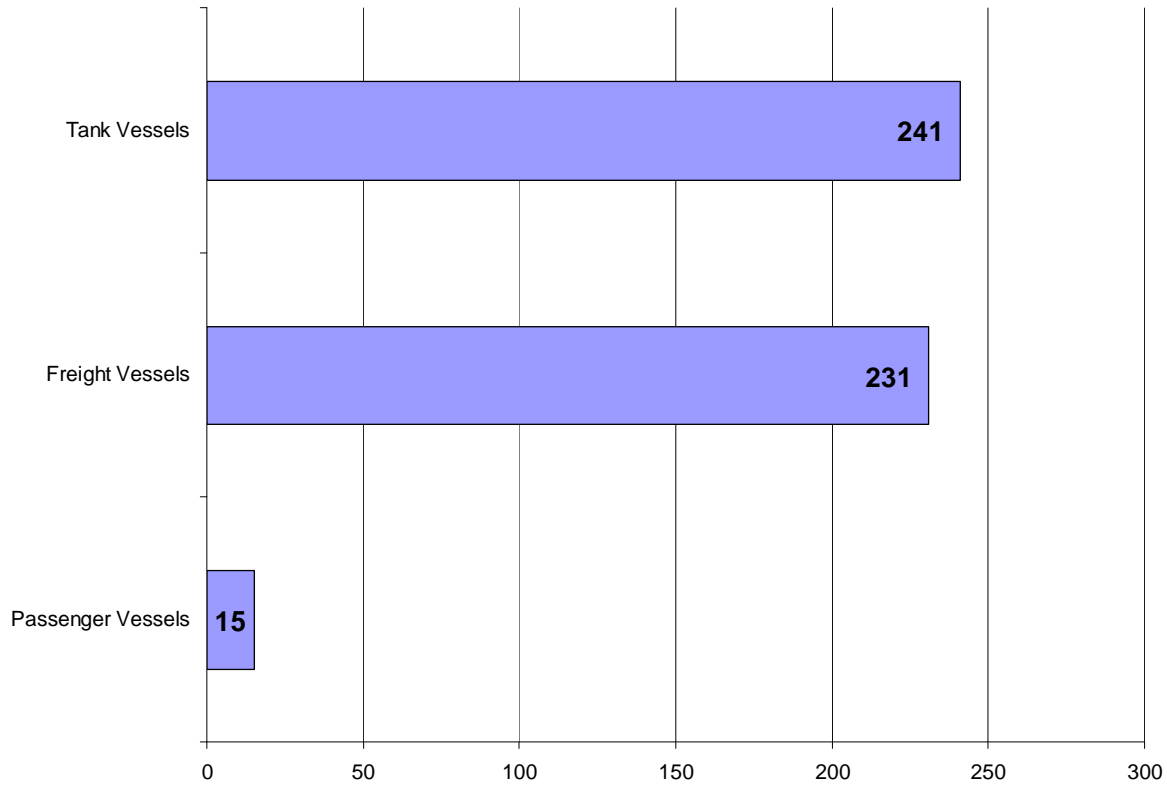
YEARLY QUALSHIP 21 ENROLLMENT (2002-2008)



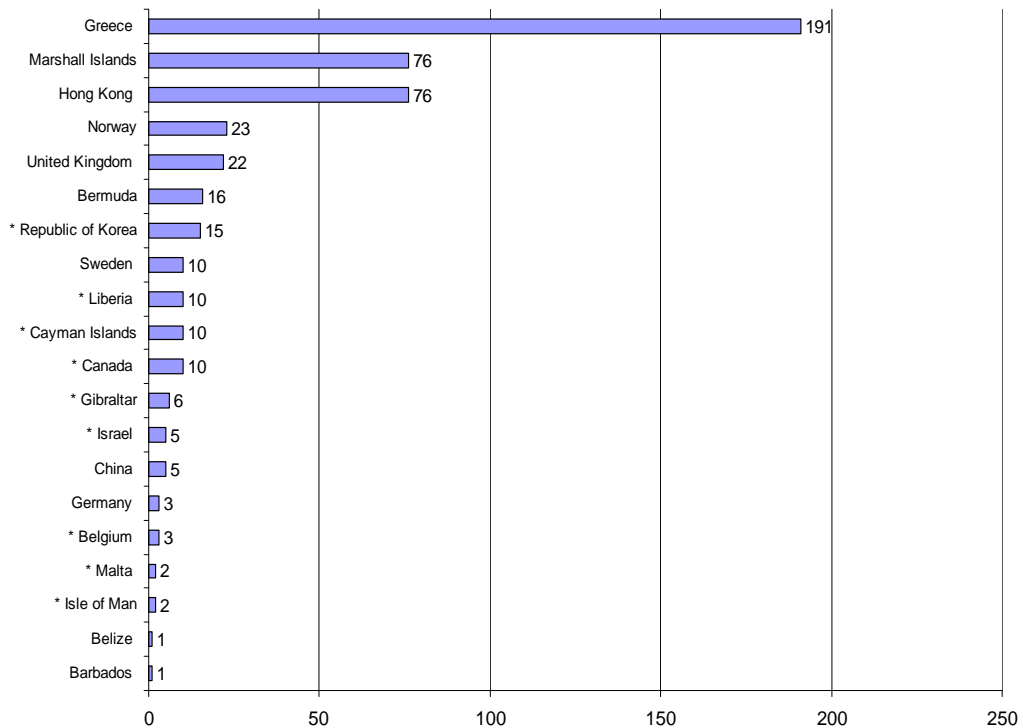
For more information the QUALSHIP 21 program, including a complete listing of qualifying vessels, please consult our website at <http://homeport.uscg.mil/psc>

Quality Shipping for the 21st Century (continued)

Number of Qualship Vessels by Type

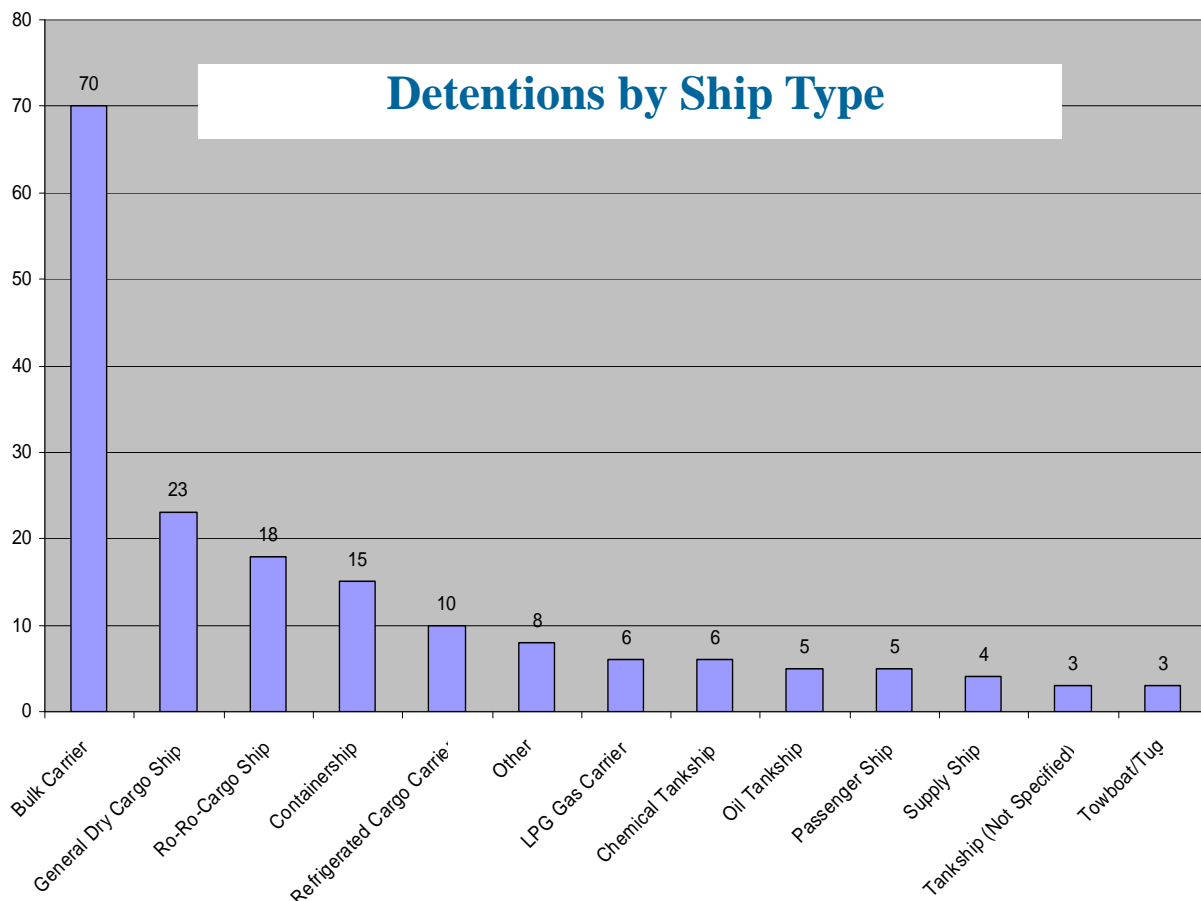
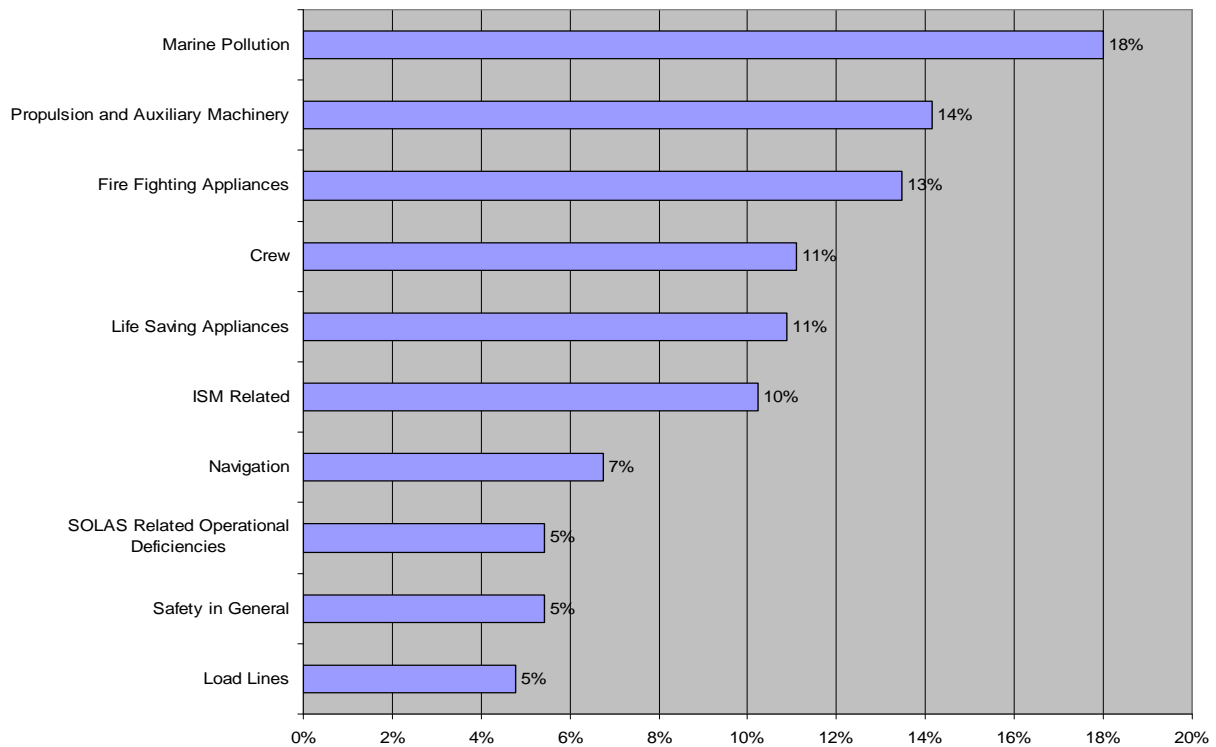


Number of Qualship Vessels by Flag Administration



* Vessels registered under these Flag Administrations will fall out of the program when their QS21 certificate expires

Types of Safety Deficiencies



Chapter 3

Security Compliance Performance



Coast Guard Station Los Angeles crewmembers escort a 3,000 passenger cruise ship from the Port of Los Angeles. USCG photo by PA1 Daniel Tremper.

ISPS/MTSA Security Compliance Targeting Matrix

I	II	III	IV	V
SHIP MANAGEMENT	FLAG STATE	RECOGNIZED SECURITY ORGANIZATION	SECURITY COMPLIANCE HISTORY	PORT OF CALL HISTORY
ISPS II Owner, if new owner since last ISPS exam	ISPS II If new flag since last ISPS exam	ISPS I 3 or more RSO related major control actions in the past twelve months	ISPS I Vessel with an ISPS related denial of entry/expulsion from port in past 12 months ⁽³⁾	ISPS I Vessels having called upon, in their last 5 ports of call, ports listed in the Federal Register as not compliant with the ISPS code. Also refer to CG-543 monthly targeting update
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	7 POINTS SOLAS Vessels ⁽¹⁾ Flag State has a CAR 2 or more times the overall CAR average for all flag States	5 POINTS 2 RSO related major control actions in the past twelve months	ISPS II If matrix score does not result in ISPS I priority & no ISPS compliance exam within the past 12 months	ISPS II If matrix score does not result in ISPS I priority above and if the port or country is designated ISPS II per the CG-543 monthly targeting update
	2 POINTS SOLAS Vessels ⁽¹⁾ Flag State has a CAR between the overall CAR average and up to 2 times overall CAR average for all flag States	2 POINTS 1 RSO related major control action in the past twelve months	5 POINTS Vessel with an ISPS/MTSA related detention in the past twelve months	ISPS II If matrix score does not result in ISPS I priority above and if the port or country is designated ISPS II per the CG-543 monthly targeting update
	7 POINTS Non-SOLAS Vessels ⁽¹⁾⁽²⁾ Flag State has a CAR 2 or more times the overall CAR average for all flag States		2 POINTS Vessel with 1 or more other ISPS/MTSA control actions in the past twelve months ⁽⁴⁾	CONDITIONS OF ENTRY PRIOR TO ENTERING U.S. For last 5 ports, list of countries and/or port facilities, as specified by Federal Register, found without effective anti-terrorism measures
TOTAL TARGETING SCORE				
<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.

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 2006-December 2008).

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.

Compliance with the ISPS Code has reached his highest point since entry into force in July 2004. As a result, only one Administration will be targeted in 2009.

Flag Administrations Receiving 7 points in Column II of the ISPS/MTSA Targeting Matrix

	2006-2008 Control Action Ratio
None	N/A

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

	2006-2008 Control Action Ratio
Saint Vincent and the Grenadines	1.54%

Flag Administrations Removed From Last Year's Targeted List

	2006-2008 Number of Major Control Actions	2006-2008 Control Action Ratio
Cambodia *	1	14.29%
Cook Islands *	1	2.13%
Honduras *	1	2.44%
Russian Federation	0	0.00%

* Administration removed because they were subject to only one major control action in previous 3 years.

Flag Administration Security Compliance Performance Statistics

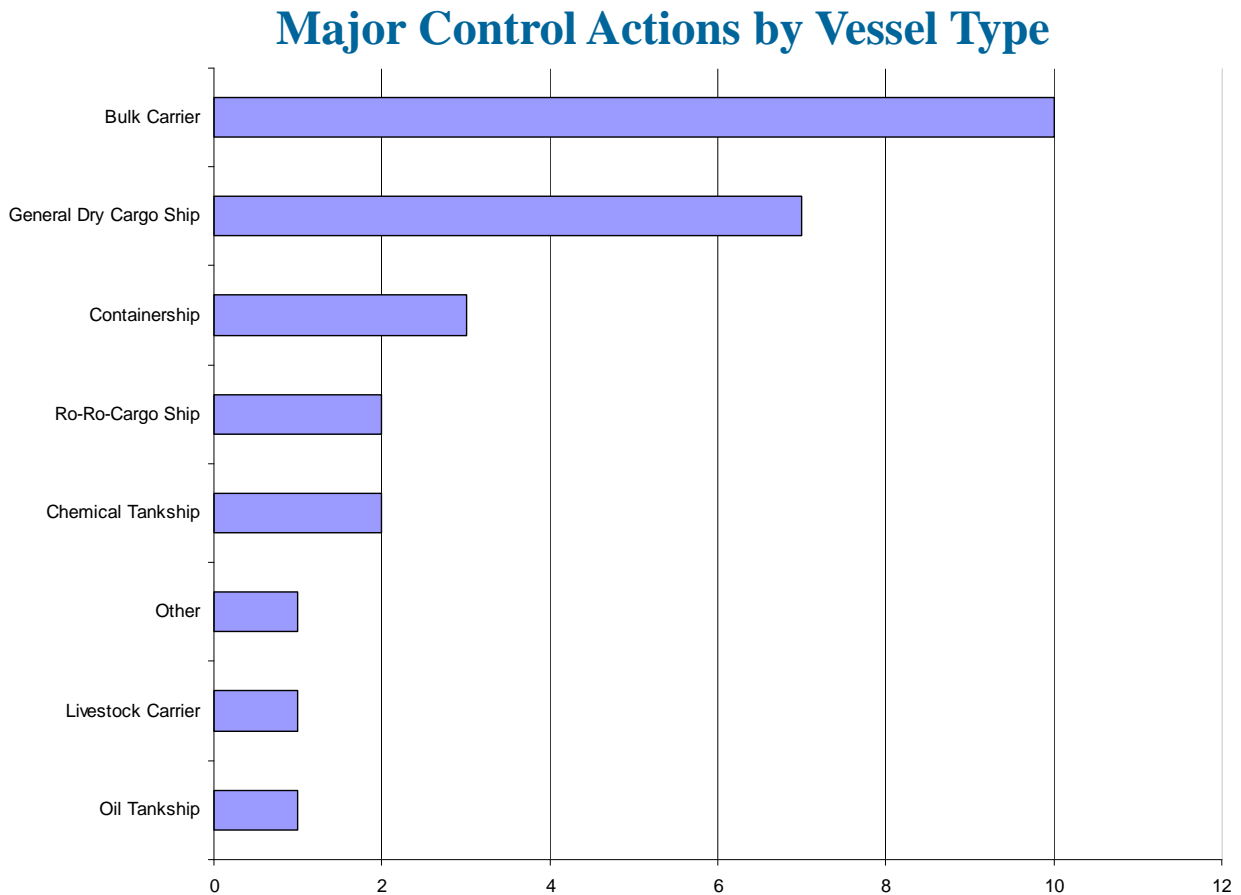
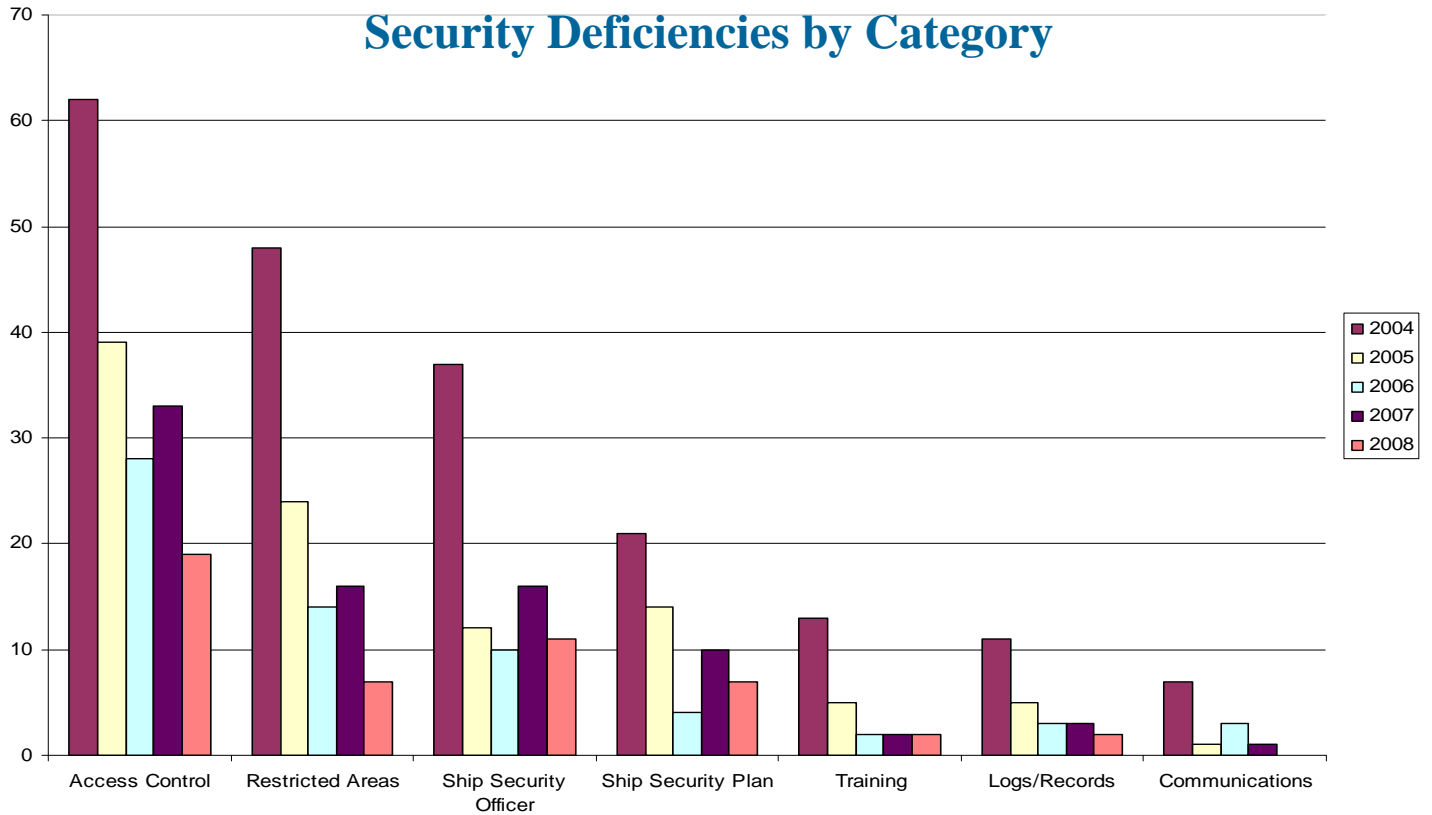
Flag *	Security Exams	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Algeria	1	1		0.00%
Antigua and Barbuda	310	287	1	0.49%
Argentina	0	0	0	0.00%
Austria	0	1	0	0.00%
Bahamas	702	615	1	0.32%
Bahrain	1	1	0	0.00%
Barbados	22	19	0	0.00%
Belgium	16	21	0	0.00%
Belize	33	27	0	0.00%
Bermuda	74	72	0	0.47%
Bolivia	6	3	0	0.00%
Brazil	0	0	0	0.00%
Bulgaria	17	15	0	2.38%
Burma	0	1	0	0.00%
Cambodia	4	2	0	14.29%
Canada	95	95	0	0.00%
Cayman Islands	106	122	0	0.36%
Chile	7	9	0	0.00%
China	106	107	1	0.29%
Colombia	3	3	0	0.00%
Cook Islands	26	18	0	2.13%
Croatia	27	29	0	1.33%
Cyprus	311	285	0	0.53%
Denmark	108	102	1	0.72%
Dominica	13	7	0	0.00%
Ecuador	2	3	0	0.00%
Egypt	8	6	0	0.00%
Faroe Islands	1	1	0	0.00%
Finland	2	2	0	0.00%
France	22	26	0	0.00%
Germany	127	124	0	0.00%
Gibraltar	38	42	0	0.00%
Greece	403	379	1	0.09%
Guyana	1	1	1	100.00%
Honduras	20	12	0	2.44%
Hong Kong	471	482	2	0.37%
India	42	51	0	0.00%
Ireland	5	3	0	0.00%
Isle of Man	109	113	0	0.55%
Israel	11	8	0	0.00%
Italy	118	118	0	0.00%
Jamaica	9	8	0	5.88%
Japan	40	40	0	0.00%
Kiribati	4	4	0	0.00%
Kuwait	8	5	0	0.00%
Latvia	3	4	0	0.00%
Liberia	1,061	976	0	0.25%

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

Flag Administration Security Compliance Performance Statistics (cont.)

Flag *	Security Exams	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Lithuania	35	18	0	0.00%
Luxembourg	7	10	0	0.00%
Malaysia	32	33	0	0.00%
Malta	438	399	1	0.35%
Marshall Islands	608	589	0	0.19%
Mexico	23	24	1	1.72%
Netherlands	211	176	0	1.23%
Netherlands Antilles	50	45	0	0.70%
New Zealand	0	1	0	0.00%
Norway	314	275	1	0.12%
Panama	2,074	1,759	9	0.66%
Peru	2	1	0	0.00%
Philippines	75	65	1	0.94%
Poland	1	1	0	0.00%
Portugal	22	13	0	2.70%
Qatar	5	7	0	0.00%
Republic of Korea	107	89	0	0.00%
Russian Federation	18	18	0	0.00%
Saint Kitts and Nevis	13	7	0	0.00%
Saint Vincent and the Grenadines	86	63	2	1.54%
Samoa	1	4	0	0.00%
Saudi Arabia	15	5	0	0.00%
Seychelles	2	4	0	0.00%
Singapore	409	359	0	0.00%
Slovakia	3	2	0	0.00%
South Africa	1	1	0	0.00%
Spain	8	7	0	0.00%
Sri Lanka	0	0	0	0.00%
Sweden	54	39	0	0.00%
Switzerland	22	21	0	0.00%
Taiwan	3	12	1	5.00%
Thailand	47	46	0	0.74%
Tonga	1	1	0	0.00%
Trinidad and Tobago	1	1	0	0.00%
Turkey	44	49	1	0.65%
Tuvalu	2	1	0	0.00%
Ukraine	3	1	0	0.00%
United Arab Emirates	7	5	0	0.00%
United Kingdom	186	178	1	0.19%
Vanuatu	53	70	0	0.51%
Venezuela	5	5	1	6.25%
Vietnam	8	7	0	0.00%
Total	9,489	8,661	27	0.41%

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



Filtering Guidelines for Relating Recognized Security Organizations with Vessel Security Non-compliance

Coast Guard field units report all the major control actions (i.e. denial of entry, expulsion or ISPS detention) they impose upon foreign-flagged vessels to Coast Guard Headquarters for review. Staff at Coast Guard Headquarters review the reports for forwarding to the International Maritime Organization. During the review process, the Coast Guard determines whether the major control action is related to the statutory activities conducted by the Recognized Security Organization (RSO) on behalf of the vessel's flag State. The Coast Guard uses the following guidelines to determine if a major control action relates to an RSO:

The following deficiencies will be considered RSO-related if a vessel is subject to a major control action within 90 days of an applicable survey performed by an RSO:

- ◆ Serious deficiencies relating to security equipment or arrangement (e.g., missing or improperly maintained equipment);
- ◆ Lack of effective and systematic implementation of a requirement of the Ship Security Plan;
- ◆ Ineffective Ship Security Plan approved by the RSO; or
- ◆ SSO or Master not competent in security duties (only if these specific individuals participated in the verification survey).

The following deficiencies which would lead to a major control action will be considered RSO-related regardless of the elapsed time from the last applicable survey:

- ◆ Long-standing, serious deficiencies relating to security (e.g. records, audits, training); or
- ◆ Improper interim International Ship Security Certificate (ISSC).

The following deficiencies will not be considered RSO-related:

- ◆ Expired ISSC;
- ◆ Other crew anomalies (individual incompetence, unaccounted personnel, fraudulent documents);
- ◆ Failure of human factor issues, such as operational drills and tests.

The Coast Guard will notify the RSO in writing of each RSO-related major control action, and inform them of their appeal rights. When determining elapsed time between the major control action and the survey, the Coast Guard uses the actual date of the RSO survey instead of the certificate issue date.

The Coast Guard targets RSOs based on the number of RSO-related major control actions imposed in the past 12 months. The Coast Guard updates the targeting statistics each month. For example, on September 1st, 2008, the Coast Guard targeted RSOs based on the number of RSO-related major control actions imposed since August 31st, 2007 (the previous 12 months). The number of RSO-related major control actions determines the RSO targeting score as follows:

<u>Targeting Score</u>	<u>Number of RSO-related major control actions</u>
ISPS I:	3 or more
5 Points:	2
2 Points:	1

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