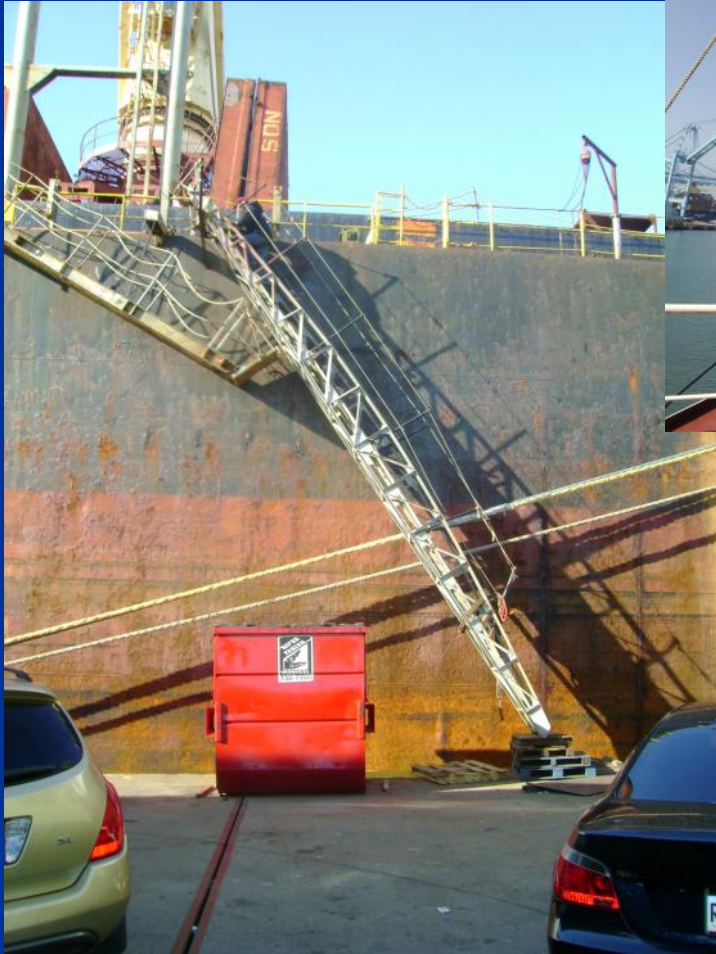




DEPARTMENT OF HOMELAND SECURITY

UNITED STATES COAST GUARD



# PORT STATE CONTROL IN THE UNITED STATES

2012 ANNUAL REPORT





**REAR ADMIRAL JOSEPH A. SERVIDIO**

Assistant Commandant for Prevention Policy  
United States Coast Guard



I am pleased to present the 2012 Annual Report on Port State Control for the United States. This annual report marks the fifteenth issue and provides key 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.

With regard to the safety performance of foreign vessels during 2012, we saw mixed results. There was a uptick in the number of safety detentions despite the fact that we conducted 6% fewer examinations. As a result, the associated annual detention ratio rose. When coupled with the 3% decrease in vessel arrivals, I find this result worrisome. Overall, we have seen the safety-related detention ratio decrease approximately 80% since the calculation of our first detention ratio in 1995. I am concerned that the 2012 detention ratio may be a leading indicator of the degradation of vessel systems, a result of deferred preventative maintenance and the financial environment. I hope that this is not the case and that these statistics are just an anomaly. With regard to maritime security compliance, we have seen sharp decreases in the number of ISPS-related major control actions (MCAs) in recent years culminating in the smallest number of MCAs and the lowest control action ratio ever. I hope that vessel owners and operators remain committed to meeting required compliance standards, relating to both safety and security items. We will monitor 2013 statistics and determine if additional Port State measures or Port State Control Officer vigilance will be required during examinations.



While maritime safety and security are always at the forefront of our efforts, I note that calendar year 2012 saw a number of requirements for the protection of the environment enter into force. The International Convention on the Control of Harmful Anti-Fouling Systems on Ships and the North American Emissions Control Area are two examples of the increasing emphasis on protecting our marine environment. We've seen generally good compliance rates for these requirements. One area of continued concern is compliance with standards relating to prevention of oil and oily water discharge. Despite the imposition of operational controls, significant fines and even criminal prosecution actions in the most egregious cases, we continue to find instances of contravention of MARPOL Annex I requirements. When presented with a false record book or given a false statement during a port state control 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. We continue to work to ensure that vessel owners, operators and those in leadership positions on a vessel clearly understand this point.

I hope you find this report a useful resource. Any questions or comments you may have on this report should be directed to my staff, who's points of contact are listed on the back cover.

A handwritten signature in blue ink that reads "Joseph A. Servidio".

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#### On the Front Cover

*Clockwise from left to right: Picture 1: An unsafe gangway, rigged with line at the top and resting on wooden pallets to create the base. Picture 2: A USCG Port State Control Officer witnesses the launching of a lifeboat during an abandon ship drill. Picture 3: A quick-closing valve, "blocked" in the open position, circumventing the hydraulic mechanism to close it.*

# Highlights in 2012

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

In 2012, a total of 9,011 individual vessels, from 87 different Flag Administrations, made 72,309 port calls to the United States. The Coast Guard conducted 9,469 SOLAS safety exams and 8,627 ISPS exams on these vessels. The total number of ships detained in 2012 for environmental protection and safety related deficiencies slightly increased from 97 to 105. The total number of ships detained in 2012 for security related deficiencies decreased from 15 to 8.

## **Flag Administration Safety Performance Mixed**

Flag Administration safety performance for 2012 slightly decreased from the previous year, with the overall annual detention rate increasing from 1.04% to 1.17%. However, the 3-year rolling detention ratio dropped from 1.53% to 1.30%; this represents the lowest three year safety detention ratio we have ever recorded. The Flag Administrations of Belize, Cook Islands, Curacao, Gibraltar, Saint Kitts and Nevis, Turkey and Venezuela were all removed from our Targeted Flag List. We also note that five new Flag Administrations are potentially qualified for our QUALSHIP 21 Program and their vessels will be entered into the program, contingent upon the Administration and the vessels meeting other required criteria. Those five Administrations are Bermuda, Gibraltar, India, Portugal and the Republic of Korea.

## **Flag Administration Security Performance Continues Improvement**

Flag Administration security performance for 2012 improved sharply, while we noted the smallest recorded number of security related detentions. In 2012, the Coast Guard annual Control Action Ratio (CAR) decreased from 0.16% to 0.09%. The 3-year rolling average CAR dropped from 0.18% to 0.14%. Due to the continued excellent Flag Administration security compliance performance, we will maintain the targeting point level for the Flag Administration Control Action Ratio at 1.50%.

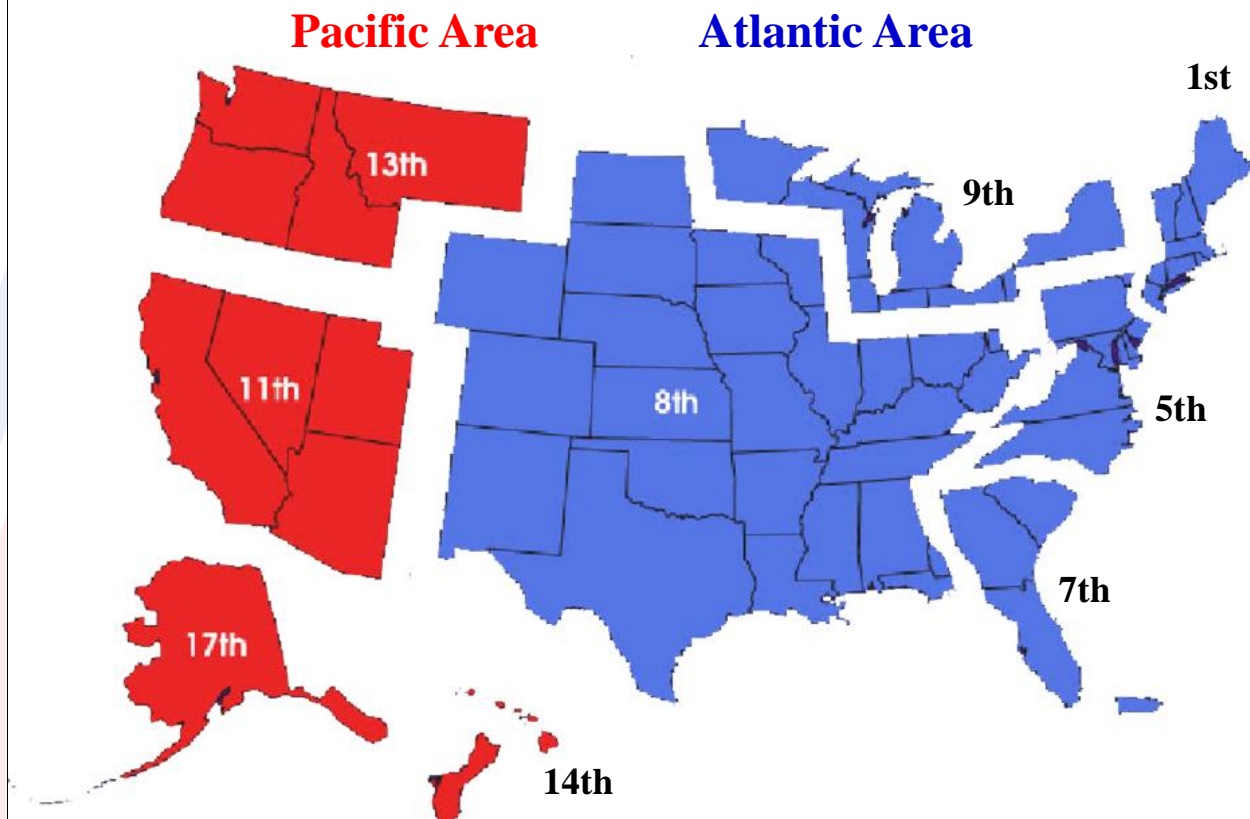
## **North American Emissions Control Area**

The enforcement of the North American Emission Control Area began on August 1, 2012. All vessels are required to use fuels with a sulfur content of less than 1.0% within 200 miles of the designated specific portions of U.S., Canadian and French waters. Despite significant outreach efforts to publicize the entry into force of the associated requirements, we have found instances of vessel personnel that are unaware of them. More than one hundred deficiencies have been issued to vessels with one egregious case resulting in detention. The U.S. Government has worked closely with owners/operators to develop workable implementation strategies and will continue these efforts. Additional information on this subject, including contact information for questions, can be found on the U.S. Environmental Protection Agency's website, <http://www.epa.gov/nonroad/marine/ci/420f10015.htm>.

## **Policy Guidance on Anti-Fouling**

The U.S. Coast Guard promulgated CG-CVC Policy Letter 12-08 on October 15, 2012, containing our guidance for enforcement of the provisions of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships. We initiated our enforcement regime on November 21, 2012 and have since found a high level of compliance with the requirements of the convention. Additional information on this U.S. implementation of this convention, including the referenced policy letter, can be found on our Homeport website (<http://homeport.uscg.mil>) under the Environmental mission.

## 2012 Port State Control Statistics By Region



District	Ship Visits	Safety Examinations	Safety Detentions	Security Examinations	Security Major Control
1st	6,405	851	2	792	0
5th	6,902	1,074	12	1,031	2
7th	21,701	1,577	25	1,355	3
8th	21,542	3,317	44	3,085	2
9th	1,700	164	0	202	0
11th	7,491	1,163	14	989	0
13th	3,596	917	5	849	0
14th	1,290	271	2	217	0
17th	1,682	135	1	107	1
<b>Total</b>	<b>72,309</b>	<b>9,469</b>	<b>105</b>	<b>8,627</b>	<b>8</b>

## 2012 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	88	1	82	1
Sector Baltimore	5	279	6	258	1
Sector Boston	1	118	1	75	0
Sector Buffalo	9	58	0	138	0
Sector Charleston	7	135	0	111	0
Sector Columbia River	13	537	4	521	0
Sector Corpus Christi	8	318	0	290	0
Sector Delaware Bay	5	358	1	346	0
Sector Detroit	9	31	0	13	0
Marine Safety Unit Duluth	9	38	0	28	0
Sector Guam	14	63	0	53	0
Sector Hampton Roads	5	322	5	322	1
Sector Honolulu	14	208	2	164	0
Sector Houston	8	1,053	7	921	0
Sector Jacksonville	7	181	1	167	0
Sector Juneau	17	47	0	25	0
Sector Key West	7	6	0	0	0
Sector Lake Michigan	9	24	0	19	0
Sector Long Island Sound	1	35	1	31	0
Sector Los Angeles	11	729	3	679	0
Sector Miami	7	399	12	350	0
Sector Mobile	8	303	1	303	0
Marine Safety Unit Morgan City	8	166	0	157	0
Sector New Orleans	8	1,160	31	1,137	1
Sector New York	1	552	0	554	0
Sector North Carolina	5	115	0	105	0
Sector Northern New England	1	94	0	90	0
Marine Safety Unit Port Arthur	8	317	5	277	1
Sector Puget Sound	13	380	1	328	0
Sector San Diego	11	103	0	69	0
Sector San Francisco	11	331	11	241	0
Sector San Juan	7	444	8	342	0
Sector Sault Ste Marie	9	13	0	4	0
Marine Safety Unit Savannah	7	271	4	252	3
Sector Southeastern New England	1	52	0	42	0
Sector St. Petersburg	7	141	0	133	0
<b>Total</b>	<b>N/A</b>	<b>9,469</b>	<b>105</b>	<b>8,627</b>	<b>8</b>

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.

## 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. PSC Program, which called upon at least one U.S. port during the calendar year. A vessel that called upon numerous U.S. ports in 2012 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 cumulative sum of safety related detentions from the previous three calendar years divided by the cumulative sum of distinct arrivals from the previous three calendar years, multiplied by one hundred. This serves as the targeting threshold for Flag Administration performance.

**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 2010 to December 2012. If the CAR is lower than 1.5%, it will be set at 1.5% for targeting purposes.

Calendar Year	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 <sup>2</sup>
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% <sup>1</sup>	
2005	7,850	127	1.61%	2.00%	51	0.65%	0.89%
2006	8,178	110	1.35%	1.78%	35	0.43%	0.80%
2007	8,281	152	1.82%	1.60%	42	0.51%	0.53%
2008	8,661	176	2.03%	1.75%	27	0.31%	0.41%
2009	8,557	161	1.88%	1.92%	18	0.21%	0.34%
2010	9,260	156	1.67%	1.86%	17	0.18%	0.23%
2011	9,326	97	1.04%	1.53%	15	0.16%	0.18%
2012	9,011	105	1.17%	1.30%	8	0.09%	0.14%

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

<sup>2</sup> Targeting threshold for vessel security was fixed at 1.5% in 2005 and has remained fixed since that time.



## Port State Control Appeal Process

Any directly affected party wishing to dispute the validity of, or their association with, a detention should follow the appeal procedures outlined in Title 46, Code of Federal Regulations, Subpart 1.03. The appeal process allows for three separate levels of appeal at our Sectors, Districts, and finally Headquarters. At each level, the appellant has an opportunity to raise new arguments or provide additional information as to why the appeal should be granted. Coast Guard officials responsible for the review and response to an appeal remain objective to both the Coast Guard and Industry positions. We value the role of the appeal process in the overall health of our Port State Control Program, and emphasize that there will be no repercussions to the appellant for seeking reconsideration or requesting an appeal.

### For Recognized Organization (RO) Related Detentions

Appeals from ROs must be submitted within 30 days of detention notification or a formal request for an extension to this deadline should be submitted to CG-CVC-2. All appeals shall be in written format, contain mitigating information and be sent 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**

Appeals may also be submitted electronically to the following email address:

### For All Other Detentions

**PortStateControl@uscg.mil**

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

<https://homeport.uscg.mil/mycg/portal/ep/home.do?tabId=1>

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

## Port State Control Safety and Environmental Protection Compliance Targeting Matrix



### Priority (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 (PSC) 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 (2010-2012). Flags with only one detention in the past three years are removed from the targeted flag list. Overall Flag Administration performance improved, with the three-year running detention ratio decreasing from 1.53% to 1.30%. The tables below contain Administrations that are on the 2013 PSC Safety Targeting Matrix and those that are removed.

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

	2010-2012 Detention Ratio
Bolivia	52.38%
Dominica	50.00%
Egypt *	8.70%
Honduras	40.00%
Lithuania	15.79%
Mexico	11.36%
New Zealand	25.00%
Peru	33.33%
Saint Vincent and the Grenadines	12.08%
Sierra Leone	60.00%
Tuvalu *	33.33%

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

	2010-2012 Detention Ratio
Antigua and Barbuda *	1.47%
Cyprus	1.73%
Italy	1.72%
Malta	1.82%
Panama	1.76%

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

	Number of Detentions (2010-2012)	2010-2012 Detention Ratio
Belize	0	0.00%
Cook Islands	0	0.00%
Curacao	1	1.23%
Gibraltar	1	0.90%
Saint Kitts and Nevis **	1	8.33%
Turkey	2	1.26%
Venezuela	0	0.00%

\* Administration not targeted last year

\*\* Administration removed due to only having one safety-related detention in the previous three years

## Flag Administration Safety Compliance Performance Statistics

Flag ^	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2010-2012 Detention Ratio
Anguilla	6	3	1	0	0.00%
Antigua and Barbuda	337	126	312	6	1.47%
Australia	0	0	0	0	0.00%
The Bahamas	643	176	551	4	0.69%
Bahrain	1	1	2	0	0.00%
Bangladesh	0	0	0	0	0.00%
Barbados	21	3	18	0	0.00%
Belgium	18	4	17	0	1.59%
Belize	6	3	5	0	0.00%
Bermuda	111	26	73	0	0.44%
Bolivia	14	10	6	3	52.38%
British Virgin Islands	12	6	2	0	0.00%
Bulgaria	1	0	1	0	0.00%
Canada	122	21	95	0	0.33%
Cayman Islands	89	18	146	1	0.56%
Chile	7	1	4	0	0.00%
China	92	29	104	0	0.57%
Colombia	3	2	2	1	16.67%
Comoros	1	1	1	0	50.00%
Cook Islands	6	5	7	0	0.00%
Croatia	32	9	24	0	1.59%
Curacao	27	5	24	0	1.23%
Cyprus	275	85	278	5	1.73%
Denmark	92	26	92	1	0.66%
Dominica	2	0	2	0	50.00%
Ecuador	5	3	4	0	0.00%
Egypt	4	1	5	1	8.70%
Faroe Islands	2	0	1	0	0.00%
Finland	10	3	6	0	0.00%
France	26	11	26	0	0.00%
Georgia	0	0	0	0	0.00%
Germany	115	38	123	3	0.76%

^ 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	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2010-2012 Detention Ratio
Gibraltar	32	14	32	0	0.90%
Greece	312	68	329	1	0.86%
Honduras	12	9	6	2	40.00%
Hong Kong	586	165	620	3	0.81%
India	21	2	22	0	0.00%
Indonesia	3	2	2	0	0.00%
Ireland	6	2	5	1	7.69%
Isle of Man	130	30	123	0	0.00%
Israel	7	3	5	0	0.00%
Italy	112	33	117	2	1.72%
Jamaica	4	0	6	0	0.00%
Japan	59	22	81	0	0.00%
Kiribati	7	3	6	0	7.14%
Kuwait	1	0	2	0	0.00%
Latvia	0	0	0	0	0.00%
Liberia	1111	307	1086	11	0.84%
Libya	3	0	3	0	0.00%
Lithuania	22	13	9	2	15.79%
Luxembourg	4	2	3	0	0.00%
Madagascar	0	0	0	0	0.00%
Malaysia	34	11	25	0	0.00%
Malta	416	121	411	5	1.82%
Marshall Islands	830	220	807	6	0.75%
Mexico	20	10	15	2	11.36%
Montenegro	1	0	1	0	0.00%
Netherlands	240	93	211	2	0.48%
New Zealand	0	0	0	0	25.00%
Norway	255	47	208	2	0.86%
Pakistan	1	1	1	0	0.00%
Panama	2080	607	1893	27	1.76%
Peru	1	1	2	0	33.33%
Philippines	61	21	64	1	1.29%

^ 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	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2010-2012 Detention Ratio
Portugal	13	0	16	0	0.00%
Qatar	3	0	3	0	0.00%
Republic of Korea	43	17	44	1	0.61%
Russian Federation	8	5	5	0	0.00%
Saint Kitts and Nevis	2	2	1	0	8.33%
Saint Vincent and the Grenadines	70	30	38	3	12.08%
Samoa	4	4	3	0	0.00%
Saudi Arabia	17	3	11	0	0.00%
Seychelles	4	1	3	0	0.00%
Sierra Leone	0	0	1	0	60.00%
Singapore	514	133	510	5	1.16%
Slovakia	0	0	0	0	0.00%
South Africa	0	0	0	0	0.00%
Spain	14	4	8	0	0.00%
Sri Lanka	1	1	1	0	0.00%
Sweden	23	5	20	0	0.00%
Switzerland	15	4	19	0	0.00%
Taiwan	8	6	9	0	0.00%
Thailand	15	4	13	0	0.00%
Togo	2	2	1	0	0.00%
Tonga	0	0	0	0	0.00%
Trinidad and Tobago	4	2	2	0	0.00%
Turkey	43	13	43	0	1.26%
Tuvalu	1	1	1	1	33.33%
Ukraine	0	0	0	0	0.00%
United Arab Emirates	2	2	3	0	0.00%
United Kingdom	150	36	169	2	0.40%
Vanuatu	58	18	55	1	1.01%
Venezuela	0	0	0	0	0.00%
Vietnam	4	2	5	0	0.00%
<b>Total</b>	<b>9,469</b>	<b>2,718</b>	<b>9,011</b>	<b>105</b>	<b>1.30%</b>

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

## 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%	<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	Distinct Vessel Arrivals				RO-Related Detentions				Ratio
		2010	2011	2012	Total	2010	2011	2012	Total	
American Bureau of Shipping	ABS	1,433	1,708	1,682	4,823	-	-	-	0	0.00%
Bulgarian Register of Shipping	BKR	3	1	1	5	-	-	-	0	0.00%
Bureau Veritas	BV	784	1,098	1,079	2,961	-	-	-	0	0.00%
China Classification Society	CCS	253	284	307	844	-	-	-	0	0.00%
China Corporation Register of Shipping	CR	5	9	3	17	-	-	-	0	0.00%
Croatian Register of Shipping	CRS	20	29	26	75	-	-	-	0	0.00%
Det Norske Veritas	DNV	1,679	2,175	2,298	6,152	-	-	-	0	0.00%
Germanischer Lloyd	GL	1,112	1,561	1,587	4,258	-	-	-	0	0.00%
Hellenic Register of Shipping	HRS	31	55	35	121	-	-	-	0	0.00%
Indian Register of Shipping	IRS	19	32	22	73	-	-	-	0	0.00%
International Register of Shipping	IROS	4	8	8	20	-	-	-	0	0.00%
Korean Register of Shipping	KRS	306	263	283	852	-	-	-	0	0.00%
Lloyd's Register	LR	1,626	2,275	2,295	6,196	1	-	-	1	0.02%
Nippon Kaiji Kyokai	NKK	2,195	2,009	2,537	6,741	1	-	-	1	0.01%
Panama Bureau of Shipping	PBS	3	8	8	19	-	-	-	0	0.00%
Panama Maritime Survey and Certification	PMSCS	-	1	-	1	-	-	-	0	0.00%
Panama Maritime Surveyors Bureau	PMS	1	-	1	2	-	-	-	0	0.00%
Panama Register Corporation	PRC	1	4	3	8	-	-	-	0	0.00%
Polski Rejestr Statkow	PRS	24	24	15	63	-	-	-	0	0.00%
Registro Italiano Navale	RINA	212	243	226	681	-	-	-	0	0.00%
Rinava Portuguesa	RP	-	4	3	7	-	-	-	0	0.00%
Russian Maritime Register of Shipping	RS	110	89	73	272	-	-	-	0	0.00%
Turk Loydu	TL	1	-	-	1	-	-	-	0	0.00%
Vietnam Register	VR	4	6	3	13	-	-	-	0	0.00%
Panama Maritime Documentation Service	PMDS	18	23	26	67	-	-	1	0	1.49%
Compania Nacional de Registro y Inspecciones de Naves	CNRIN	2	4	2	8	1	1	-	2	25.00%
Dromon Bureau of Shipping	DBS	-	1	-	1	-	1	-	1	100.00%
Horizon International Naval Survey and Inspection Bureau	HNS	8	3	9	20	-	-	1	1	5.00%
Intermaritime Certification Services	IMC	6	16	15	37	1	-	-	1	2.70%
International Naval Surveys Bureau	INSB	2	4	2	8	1	-	-	1	12.50%
Isthmus Bureau of Shipping	IBS	12	12	12	36	1	-	-	1	2.78%
National Shipping Adjusters Inc	NASHA	-	1	-	1	-	1	-	1	100.00%
Tsunami Marine Limited	TML	7	-	-	7	2	-	-	2	28.57%
Universal Shipping Bureau	USB	1	5	3	9	1	-	-	1	11.11%
VG Register of Shipping	VGRS	1	4	4	9	1	1	-	2	22.22%

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

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 given to participants. The criteria for inclusion are very strict and only a small percentage of all foreign-flagged ships that operate in the United States have earned the QUALSHIP 21 designation. The QUALSHIP 21 program ended calendar year 2012 with an enrollment of only 480 vessels.

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

This year we have twenty-seven eligible Flag Administrations for the QUALSHIP 21 Program:

### Preliminarily Qualified Flag Administrations for 2013

<b>The Bahamas</b>	<b>France</b>	<b>Japan</b>	<b>Republic of Korea</b>
<b>Barbados</b>	<b>Germany</b>	<b>Liberia</b>	<b>Sweden</b>
<b>Bermuda</b>	<b>Gibraltar</b>	<b>Malaysia</b>	<b>Switzerland</b>
<b>Canada</b>	<b>Greece</b>	<b>Marshall Islands</b>	<b>Thailand</b>
<b>Cayman Islands</b>	<b>Hong Kong</b>	<b>The Netherlands</b>	<b>United Kingdom</b>
<b>China</b>	<b>India</b>	<b>Norway</b>	<b>Vanuatu</b>
<b>Denmark</b>	<b>Isle of Man</b>	<b>Portugal</b>	

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

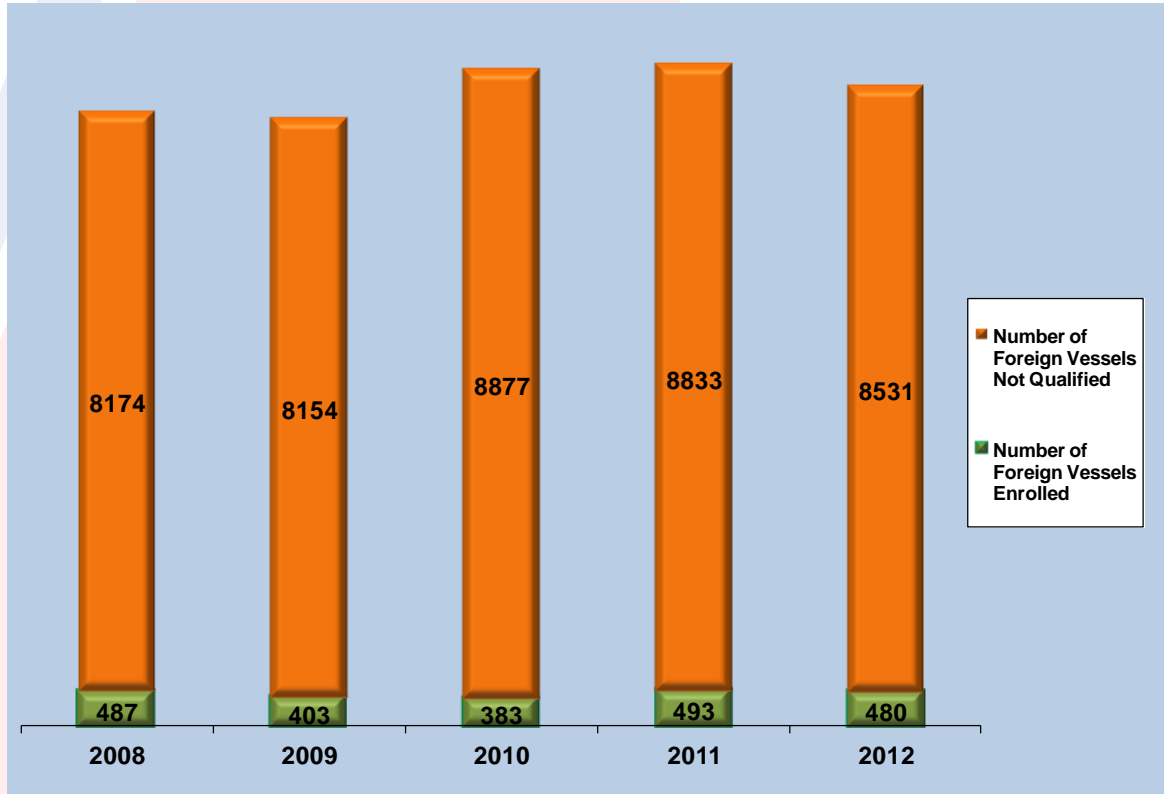
<b>Belize</b>	<b>Israel</b>	<b>Luxembourg</b>	<b>Spain</b>
<b>Chile</b>	<b>Jamaica</b>	<b>Russian Federation</b>	<b>Taiwan</b>
<b>Cook Islands</b>	<b>Libya</b>	<b>Saudi Arabia</b>	<b>Vietnam</b>
<b>Finland</b>			

For more information the QUALSHIP 21 program, including a complete listing of qualifying vessels, please consult our website at <http://homeport.uscg.mil/Qualship21>

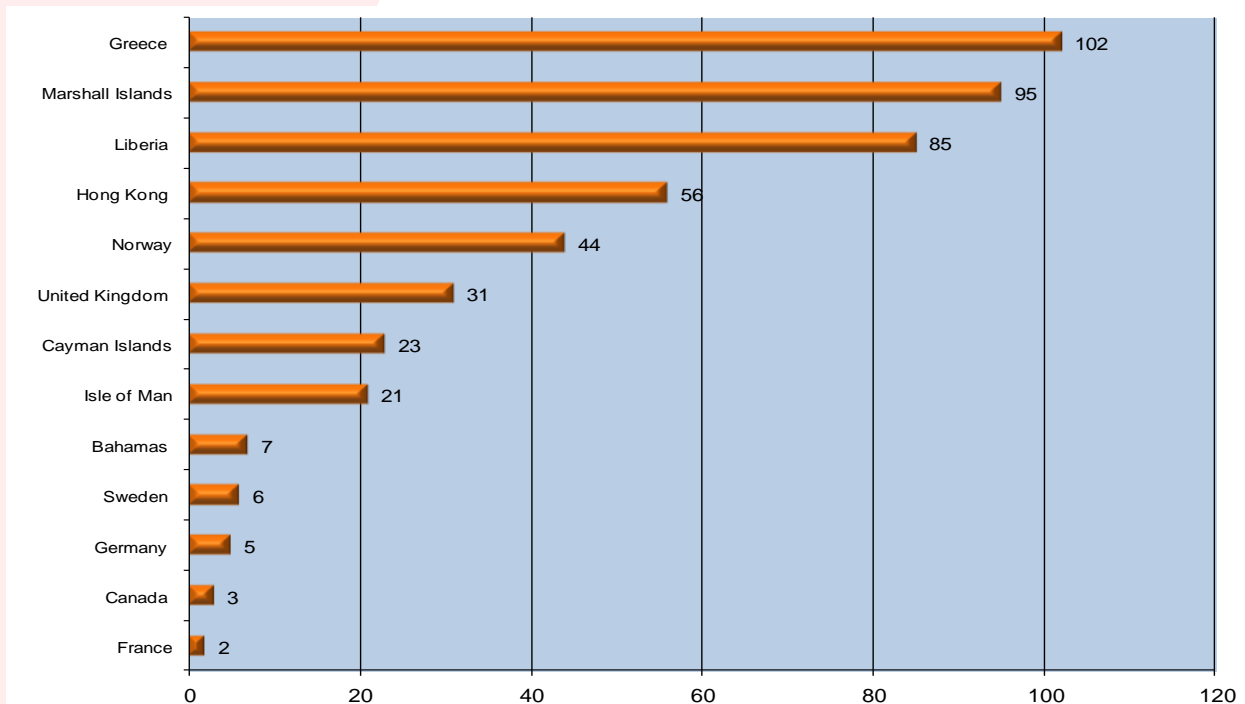


# Quality Shipping for the 21<sup>st</sup> Century (continued)

## Yearly QUALSHIP 21 Enrollment (2008-2012)

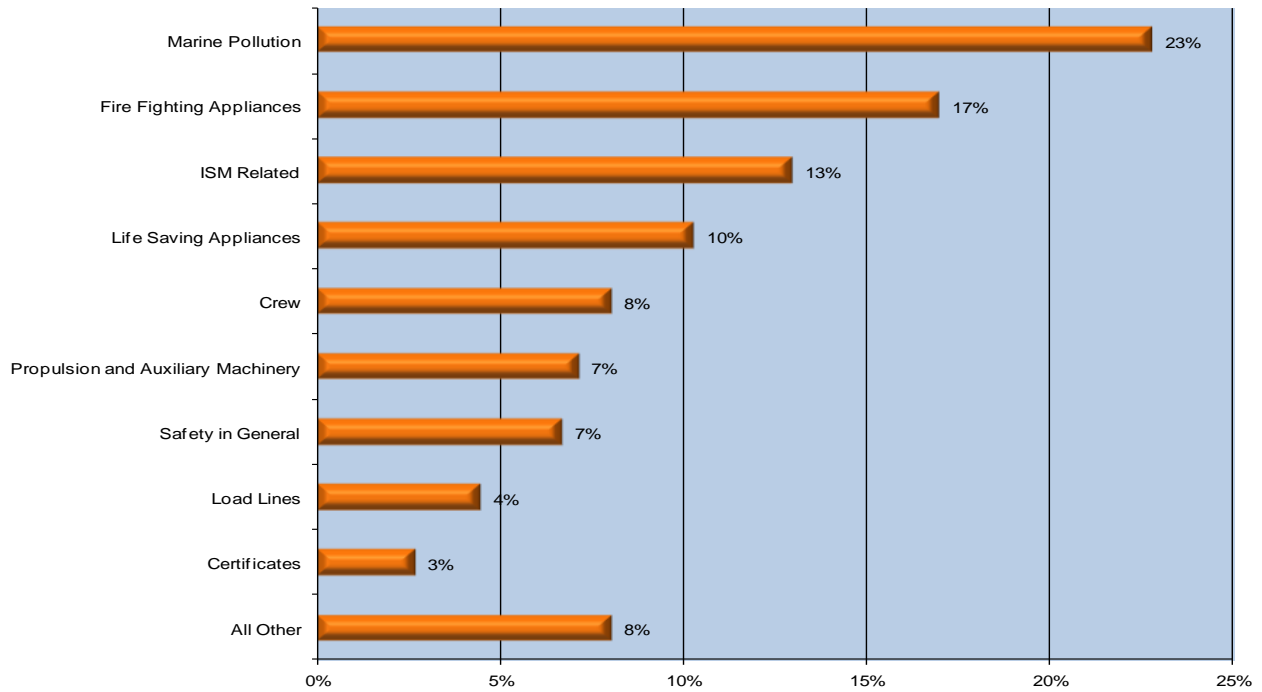


## Number of Qualship 21 Vessels by Flag Administration

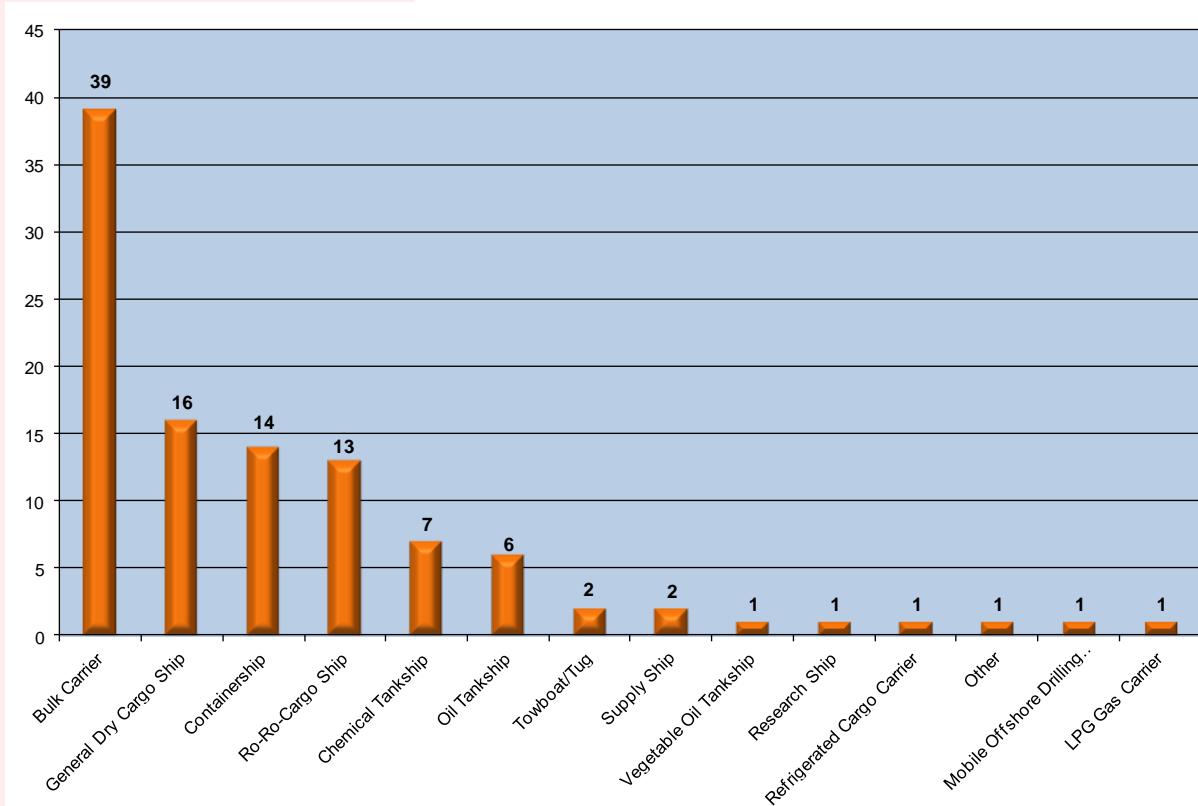


**Statistics Derived from USCG Port State Control Examinations**

**Types of Safety Deficiencies**



**Detentions by Ship Type**



## 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</b>
<b>ISPS II</b> Owner, if new owner since last ISPS exam	<b>ISPS II</b> If new flag since last ISPS exam	<b>ISPS I</b> 3 or more RSO related major control actions in the past twelve months	<b>ISPS I</b> Vessel with an ISPS related denial of entry/expulsion from port in past 12 months <sup>(3)</sup>	<b>ISPS I</b> 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
<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	<b>7 POINTS</b> SOLAS Vessels <sup>(1)</sup> Flag State has a CAR 2 or more times the overall CAR average for all flag States	<b>5 POINTS</b> 2 RSO related major control actions in the past twelve months	<b>ISPS II</b> If matrix score does not result in ISPS I priority & no ISPS compliance exam within the past 12 months	<b>ISPS II</b> 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
	<b>2 POINTS</b> SOLAS Vessels <sup>(1)</sup> Flag State has a CAR between the overall CAR average and up to 2 times overall CAR average for all flag States	<b>2 POINTS</b> 1 RSO related major control action in the past twelve months	<b>5 POINTS</b> Vessel with an ISPS/MTSA related detention in the past twelve months	<b>ISPS II</b> 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
	<b>7 POINTS</b> Non-SOLAS Vessels <sup>(1)(2)</sup> Flag State has a CAR 2 or more times the overall CAR average for all flag States		<b>2 POINTS</b> Vessel with 1 or more other ISPS/MTSA control actions in the past twelve months <sup>(4)</sup>	<b>CONDITIONS OF ENTRY PRIOR TO ENTERING U.S.</b> For last 5 ports, list of countries and/or port facilities, as specified by Federal Register, found without effective anti-terrorism measures
<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 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 2010-December 2012).

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

	2010-2012 Control Action Ratio
Egypt *	8.70%

\* Administration not targeted last year

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

	2010-2012 Control Action Ratio
Turkey	1.89%

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

	Number of Detentions (2010-2012)	2010-2012 Control Action Ratio
Honduras **	1	5.00%
Lithuania **	1	2.63%

\*\* Administration removed due to only having one ISPS-related operational control in the previous three years

## Flag Administration Security Compliance Performance Statistics

Flag ^	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Anguilla	1	0	1	0	0.00%
Antigua and Barbuda	317	11	312	1	0.10%
Australia	0	0	0	0	0.00%
The Bahamas	596	7	551	0	0.12%
Bahrain	1	0	2	0	0.00%
Bangladesh	0	0	0	0	0.00%
Barbados	22	3	18	0	1.61%
Belgium	16	0	17	0	0.00%
Belize	5	0	5	0	0.00%
Bermuda	77	0	73	0	0.00%
Bolivia	17	3	6	0	0.00%
British Virgin Islands	6	1	2	0	0.00%
Bulgaria	1	0	1	0	0.00%
Canada	51	0	95	0	0.33%
Cayman Islands	67	0	146	0	0.19%
Chile	6	1	4	0	0.00%
China	88	2	104	0	0.28%
Colombia	1	0	2	0	0.00%
Comoros	1	0	1	0	0.00%
Cook Islands	5	0	7	0	0.00%
Croatia	30	1	24	0	0.00%
Curacao	23	0	24	0	0.00%
Cyprus	272	2	278	0	0.00%
Denmark	92	2	92	0	0.00%
Dominica	0	0	2	0	0.00%
Ecuador	3	0	4	0	0.00%
Egypt	5	2	5	1	8.70%
Faroe Islands	2	0	1	0	0.00%
Finland	7	0	6	0	0.00%
France	24	1	26	0	0.00%
Georgia	0	0	0	0	0.00%
Germany	98	1	123	0	0.00%

^ 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	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Gibraltar	31	0	32	0	0.00%
Greece	307	1	329	0	0.00%
Honduras	9	3	6	0	5.00%
Hong Kong	591	15	620	1	0.17%
India	21	2	22	0	0.00%
Indonesia	1	0	2	0	0.00%
Ireland	5	0	5	0	0.00%
Isle of Man	124	4	123	1	0.26%
Israel	5	1	5	0	5.26%
Italy	109	2	117	0	0.00%
Jamaica	5	0	6	0	0.00%
Japan	39	2	81	0	0.00%
Kiribati	4	0	6	0	0.00%
Kuwait	1	0	2	0	0.00%
Latvia	0	0	0	0	0.00%
Liberia	1017	17	1086	0	0.09%
Libya	3	0	3	0	0.00%
Lithuania	20	0	9	0	2.63%
Luxembourg	3	1	3	0	0.00%
Madagascar	0	0	0	0	0.00%
Malaysia	30	0	25	0	0.00%
Malta	401	6	411	0	0.17%
Marshall Islands	775	11	807	0	0.00%
Mexico	14	2	15	0	2.27%
Montenegro	1	0	1	0	0.00%
Netherlands	205	9	211	0	0.00%
New Zealand	0	0	0	0	0.00%
Norway	207	1	208	0	0.00%
Pakistan	1	0	1	0	0.00%
Panama	1879	61	1893	2	0.16%
Peru	1	0	2	0	0.00%
Philippines	51	0	64	0	0.43%

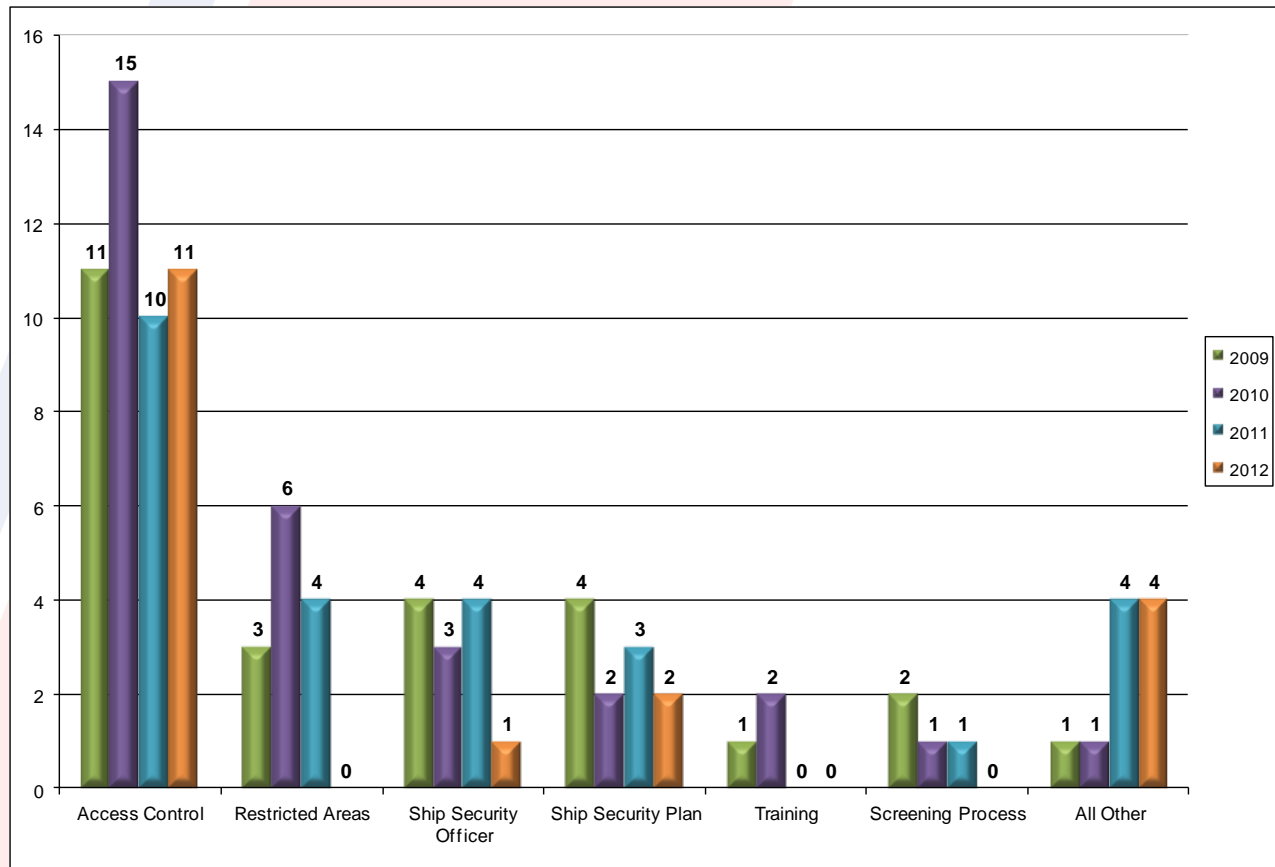
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**Flag Administration Security Compliance Performance Statistics (cont.)**

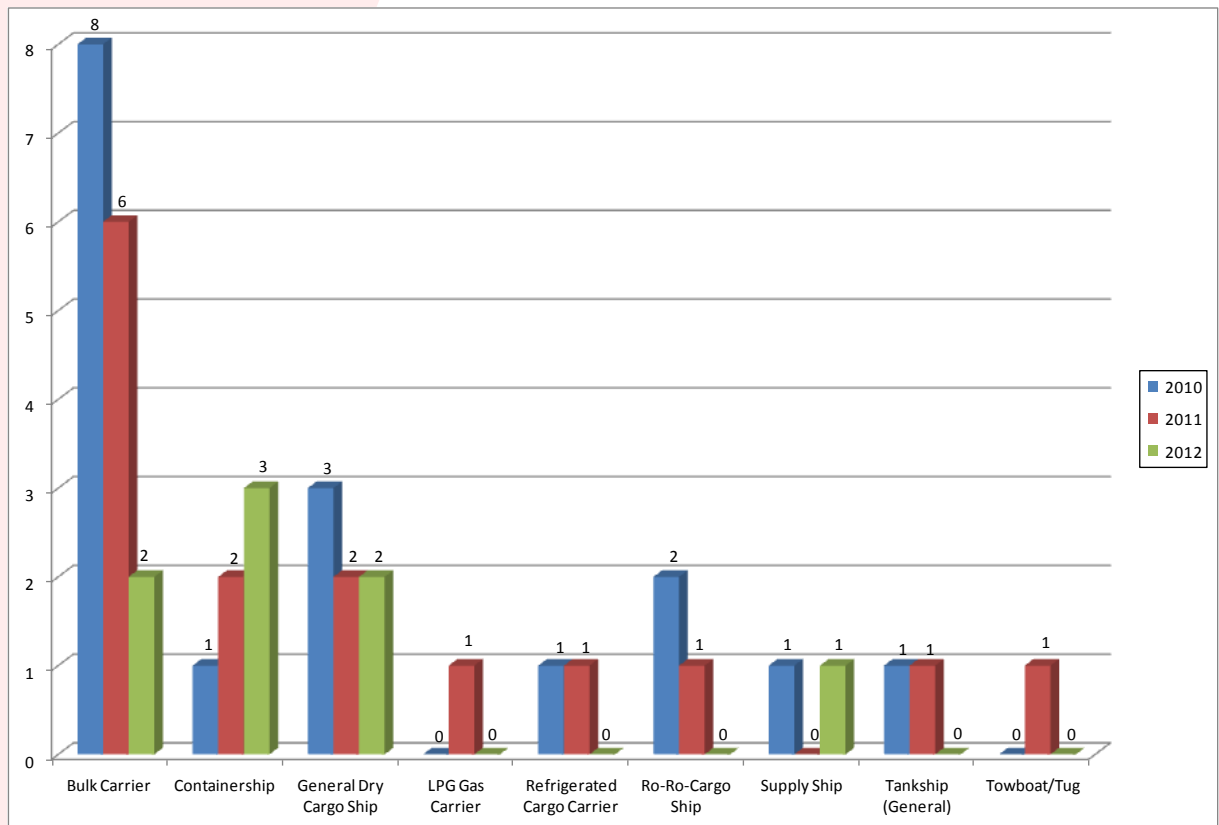
Flag ^	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Portugal	15	0	16	0	0.00%
Qatar	3	0	3	0	0.00%
Republic of Korea	42	2	44	0	0.00%
Russian Federation	6	0	5	0	0.00%
Saint Kitts and Nevis	1	0	1	0	0.00%
Saint Vincent and the Grenadines	56	6	38	0	1.34%
Samoa	2	0	3	0	0.00%
Saudi Arabia	16	0	11	0	0.00%
Seychelles	3	0	3	0	0.00%
Sierra Leone	1	0	1	0	0.00%
Singapore	483	15	510	1	0.07%
Slovakia	0	0	0	0	0.00%
South Africa	0	0	0	0	0.00%
Spain	7	1	8	0	0.00%
Sri Lanka	1	0	1	0	0.00%
Sweden	24	0	20	0	0.00%
Switzerland	17	0	19	0	0.00%
Taiwan	3	0	9	0	0.00%
Thailand	14	0	13	0	1.92%
Togo	1	0	1	0	0.00%
Tonga	3	0	0	0	0.00%
Trinidad and Tobago	0	0	2	0	0.00%
Turkey	40	0	43	0	1.89%
Tuvalu	1	0	1	0	0.00%
Ukraine	0	0	0	0	0.00%
United Arab Emirates	3	0	3	0	0.00%
United Kingdom	142	3	169	0	0.00%
Vanuatu	45	5	55	1	0.50%
Venezuela	0	0	0	0	0.00%
Vietnam	4	0	5	0	0.00%
<b>Total</b>	<b>8,627</b>	<b>207</b>	<b>9,011</b>	<b>8</b>	

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

### Security Deficiencies by Category



### Major Control Actions by Vessel Type







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<b>7<sup>th</sup> District</b>	909 S.E. First Ave. Miami, FL 33131-3050 Ph.(305) 415-6860/1 Fax (305) 415-6875	<b>14<sup>th</sup> District</b>	300 Ala Moana Blvd Honolulu, HI 96850-4982 Ph.(808) 541-2114 Fax (808) 541-2116
<b>8<sup>th</sup> District</b>	Hale Boggs Federal Building 500 Poydras Street New Orleans, LA 70130 Ph.(504) 589-2105 Fax (504) 589-2077	<b>17<sup>th</sup> District</b>	709 West 9th Street Juneau, AK 99802-5517 Ph.(907) 463-2802 Fax (907) 463-2216
<b>9<sup>th</sup> District</b>	1240 E. 9 St. Cleveland, OH 44199-2060 Ph.(216) 902-6047 Fax (216) 902-6059		