



DEPARTMENT OF HOMELAND SECURITY

UNITED STATES COAST GUARD



PORT STATE CONTROL IN THE UNITED STATES

2011 ANNUAL REPORT



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In my role as Director of Inspections and Compliance I have oversight of numerous U.S. Coast Guard programs, including the investigation of marine casualties, inspection of marine facilities and inspection of commercial vessels. Our Port State Control (PSC) efforts form a significant part of our commercial vessel inspection program and calendar year 2011 saw the beginnings of significant changes to PSC in the United States.

Many of these changes reflect continued work in the area of environmental protection. Particularly noteworthy were the efforts internationally and domestically to reduce air pollution through implementation and enforcement of the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI. Utilizing the procedures found in this convention, the International Maritime Organization (IMO) amended MARPOL, designating specific portions of U.S., Canadian and French waters as an Emission Control Area (ECA). These amendments entered into force on 1 August 2011 and the ECA covers the east, west and Gulf coasts of the U.S. and extends out about 200 miles. Allowing for the lead time associated with the IMO process, the North American ECA will become enforceable in August 2012. Our enforcement regime will be based upon the documentary proof available on the vessel, such as statutory certificates, bunker delivery notes and logs. In cases where any ambiguity exists, fuel samples will be taken, tested and actions will be taken in cases of non-compliance. Information on the ECA and its requirements are easily accessible and I hope that all parties involved with the operation of the vessel will be fully educated prior to the implementation date.



I wish to conclude by recognizing the 10 year anniversary of our Qualship 21 Program in 2011. The first Qualship 21 certificates to nearly 400 vessels were awarded in March 2001 when this fledgling program was launched. In the last decade we've seen the program ascend to a key indicator of quality vessel performance used in ship vetting schemes, online databases and by Flag Administrations to show their commitment to continual improvement. The number of eligible Flag Administrations has nearly doubled with many unqualified Administrations expressing their commitment to achieving eligibility. The intent of the program was to reward quality vessels for their exceptional performance and we are encouraged by the continued efforts of individual vessels and Administrations to improve their performance and be part of our Qualship 21 Program.

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 on the back cover.

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Annual Report 2011

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Highlights in 2011

Vessel Arrivals and Examinations Increased, Detentions Decreased

In 2011, a total of 9,326 individual vessels, from 85 different Flag Administrations, made 79,031 port calls to the United States. The Coast Guard conducted 10,129 SOLAS safety exams and 8,909 ISPS exams on these vessels. The total number of ships detained in 2011 for environmental protection and safety related deficiencies decreased from 156 to 97. The total number of ships detained in 2011 for security related deficiencies decreased from 17 to 15.

Flag Administration Safety Performance Improved

Flag Administration safety performance for 2011 improved sharply from the previous year, with the annual detention rate decreasing from 1.67% to 1.04%. The 3-year rolling detention ratio also dropped from 1.86% to 1.53%. The Flag Administrations of Antigua and Barbuda, Belgium, Croatia, India and the Republic of Korea were all removed from our Targeted Flag List. We also note that we have added three new Administrations to 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 three Administrations are the Bahamas, China and the Netherlands. Notification letters have been sent to these Administrations which contain the details of the application process.

Flag Administration Security Performance Continues Improvement

Flag Administration security performance for 2011 continued to improve. The annual Control Action Ratio (CAR) decreased from 0.18% to 0.16%. The 3-year rolling average CAR dropped from 0.23% to 0.18%. 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%.

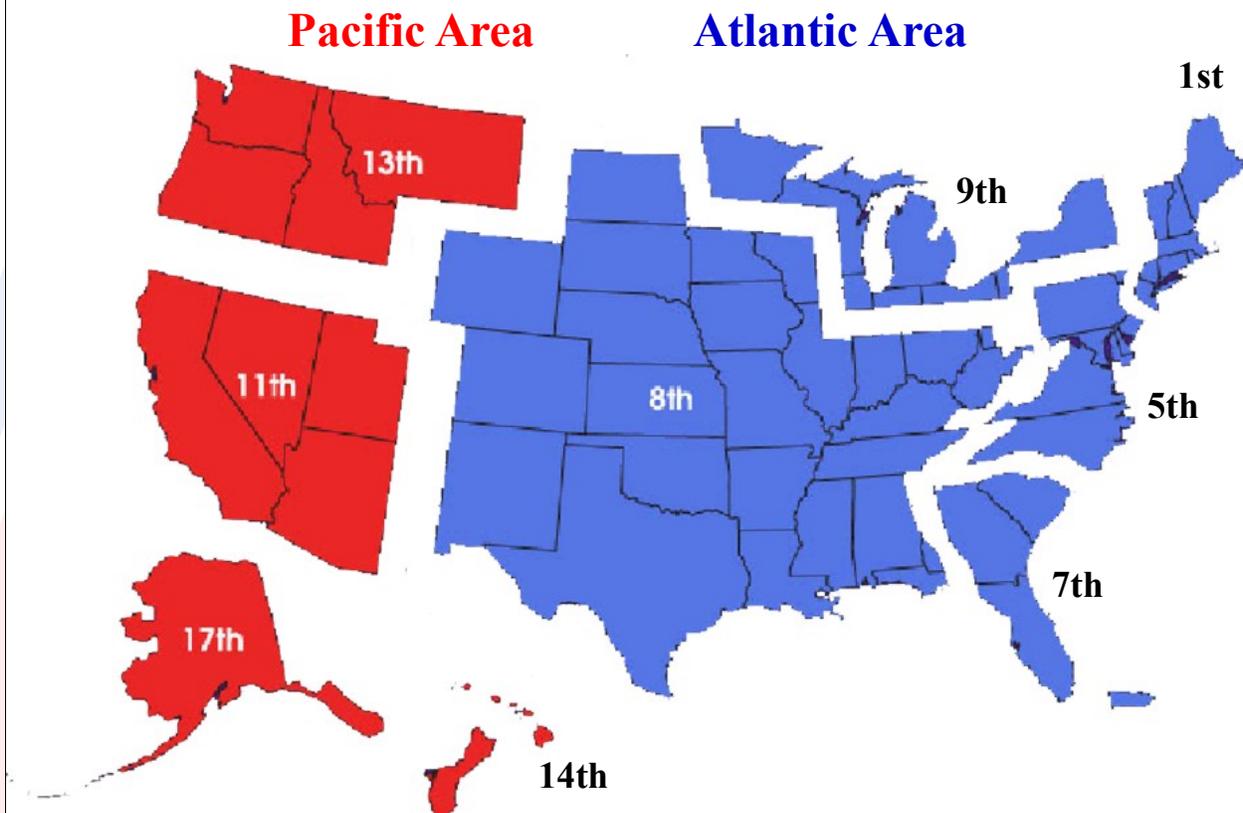
Vessel General Permit Implementation

On March 14, 2011 the U.S. Coast Guard implemented our enforcement regime for the Vessel General Permit (VGP). The VGP identifies 28 different discharges incidental to the normal operation of a vessel. For each discharge, the VGP sets parameters which ships must meet to ensure compliance with our Clean Water Act (CWA). U.S. Coast Guard Port State Control Officers review documentary items to ensure vessels meet the VGP requirements. Approximately 170 deficiencies were issued to foreign flag vessels from the beginning of enforcement to the end of calendar year 2011. We hope for improvement in this area, as understanding of the VGP requirements improves.

North American and United States Caribbean Sea Emissions Control Areas

The amendments to Annex VI of the International Convention for the Prevention of Pollution From Ships, 1973 as modified by the Protocol of 1978 (MARPOL) which created the North American Emission Control Area came into force on August 1, 2011. As per MARPOL Annex VI, vessels have one year from the entry into force to fully comply with the requirements. As of August 1, 2012 vessels to which Annex VI applies will be 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. It should be noted that amendments to create the United States Caribbean Sea Emission Control Area were adopted in July 2011. However, these amendments will not enter into force until January 1, 2013 and will not become enforceable until January 1, 2014. Additional information on this subject can be found on the U.S. Environmental Protection Agency's website, <http://www.epa.gov/nonroad/marine/ci/420f10015.htm>.

Port State Control Statistics By Region



District	Ship Visits	Safety Examinations Conducted	Detentions	Security Examinations Conducted	Major Control Actions
1st	7,041	1,082	3	920	2
5th	7,454	1,099	7	1,009	1
7th	24,777	1,715	22	1,410	5
8th	22,431	3,467	42	3,131	3
9th	2,184	149	1	182	0
11th	8,212	1,211	9	984	1
13th	3,865	966	9	929	1
14th	1,384	285	4	228	2
17th	1,683	155	0	116	0
Total	79,031	10,129	97	8,909	15

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	111	0	91	0
Sector Baltimore	5	289	3	259	1
Sector Boston	1	146	0	86	0
Sector Buffalo	9	51	0	127	0
Sector Charleston	7	124	1	110	0
Sector Columbia River	13	569	6	562	1
Sector Corpus Christi	8	373	0	319	1
Sector Delaware Bay	5	397	3	367	0
Sector Detroit	9	32	0	20	0
Marine Safety Unit Duluth	9	22	0	16	0
Sector Guam	14	46	0	42	0
Sector Hampton Roads	5	324	1	292	0
Sector Honolulu	14	239	4	186	2
Sector Houston	8	1,106	16	968	0
Sector Jacksonville	7	223	1	193	0
Sector Juneau	17	44	0	25	0
Sector Key West	7	1	1	0	0
Sector Lake Michigan	9	31	0	17	0
Sector Long Island Sound	1	52	0	51	0
Sector Los Angeles	11	763	5	655	1
Sector Miami	7	416	8	343	2
Sector Mobile	8	324	2	308	0
Marine Safety Unit Morgan City	8	209	1	171	0
Sector New Orleans	8	1,102	21	1,073	2
Sector New York	1	727	3	634	2
Sector North Carolina	5	54	0	59	0
Sector Northern New England	1	87	0	83	0
Marine Safety Unit Port Arthur	8	353	2	292	0
Sector Puget Sound	13	397	3	367	0
Sector San Diego	11	92	0	63	0
Sector San Francisco	11	356	4	266	0
Sector San Juan	7	506	11	371	2
Sector Sault Ste Marie	9	13	1	2	0
Marine Safety Unit Savannah	7	264	0	231	0
Sector Southeastern New England	1	70	0	66	0
Sector St. Petersburg	7	181	0	162	1
Marine Safety Unit Wilmington	5	35	0	32	0
Total	N/A	10,129	97	8,909	15

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 2011 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 2009 to December 2011. 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 ²
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%
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%

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

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

Port State Control Appeal Process

For Recognized Organization (RO) 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-CVC-2 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 Vessel Compliance Division (CG-CVC-2)
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:

cgCVC@uscg.mil

For All Other Detentions (Safety and Security)

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 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 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 (2009-2011). 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 1.86% to 1.53%. The tables below contain Administrations that are on the 2012 PSC Safety Targeting Matrix and those that are removed.

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

	2009-2011 Detention Ratio
Belize **	3.17%
Bolivia	50.00%
Cook Islands	24.00%
Curacao *	3.23%
Dominica	37.50%
Honduras	52.17%
Lithuania	8.89%
Mexico	8.11%
New Zealand *	16.67%
Peru *	37.50%
Saint Kitts and Nevis	12.50%
Saint Vincent and the Grenadines	15.95%
Sierra Leone	80.00%
Venezuela	40.00%

* Administration not targeted last year

** Administration on 2 point list last year.

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

	2009-2011 Detention Ratio
Cyprus *	1.62%
Gibraltar	1.79%
Italy	1.69%
Malta	2.73%
Panama	2.18%
Turkey	2.50%

* Administration not targeted last year

Flag Administrations Removed From Last Year's Targeted List

	Number of Detentions (2009-2011)	2009-2011 Detention Ratio
Antigua and Barbuda	14	1.49%
Belgium	1	1.52%
Croatia	1	1.59%
India	1	1.10%
Republic of Korea	3	1.48%

Flag Administration Safety Compliance Performance Statistics

Flag ^	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2009-2011 Detention Ratio
Algeria	0	0	0	0	0.00%
Anguilla	3	1	1	0	0.00%
Antigua and Barbuda	371	154	324	2	1.49%
Australia	0	0	0	0	0.00%
The Bahamas	718	206	584	4	1.02%
Bahrain	4	2	3	0	0.00%
Bangladesh	0	0	1	0	0.00%
Barbados	14	4	18	0	0.00%
Belgium	24	6	23	0	1.52%
Belize	14	8	14	0	3.17%
Bermuda	104	27	74	0	1.33%
Bolivia	22	16	7	3	50.00%
British Virgin Islands	16	10	3	0	0.00%
Bulgaria	8	0	2	0	0.00%
Burma	0	0	0	0	0.00%
Cambodia	0	0	0	0	0.00%
Canada	122	17	109	0	0.33%
Cayman Islands	117	19	156	1	0.59%
Chile	9	5	4	0	0.00%
China	93	23	108	0	0.55%
Colombia	3	0	2	0	0.00%
Comoros	0	0	0	0	100.00%
Cook Islands	6	2	7	0	24.00%
Croatia	29	7	23	0	1.59%
Curacao	33	13	28	1	3.23%
Cyprus	285	83	286	4	1.62%
Denmark	112	28	110	0	0.65%
Dominica	5	2	1	1	37.50%
Ecuador	2	0	3	0	0.00%
Egypt	11	3	10	1	4.00%
Faroe Islands	0	0	0	0	0.00%
Finland	3	1	3	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 Safety Compliance Performance Statistics (cont.)

Flag ^	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2009-2011 Detention Ratio
France	32	11	30	0	0.00%
Georgia	0	0	0	0	0.00%
Germany	146	52	134	0	0.24%
Gibraltar	38	14	35	0	1.79%
Greece	391	91	413	5	0.74%
Honduras	19	12	5	2	52.17%
Hong Kong	565	136	579	3	0.95%
India	37	13	35	0	1.10%
Indonesia	2	1	3	0	0.00%
Ireland	4	2	4	0	0.00%
Isle of Man	130	36	135	0	0.00%
Israel	8	3	8	0	0.00%
Italy	154	44	152	1	1.69%
Jamaica	8	3	6	0	0.00%
Japan	46	8	86	0	0.00%
Kiribati	9	5	6	1	9.09%
Kuwait	2	0	3	0	0.00%
Latvia	0	0	0	0	0.00%
Liberia	1,218	355	1,157	9	0.75%
Libya	1	0	3	0	0.00%
Lithuania	27	14	14	1	8.89%
Luxembourg	3	1	3	0	0.00%
Madagascar	0	0	0	0	0.00%
Malaysia	19	2	25	0	0.00%
Malta	435	138	406	7	2.73%
Marshall Islands	818	228	771	4	0.78%
Mexico	6	1	10	0	8.11%
Netherlands	250	89	204	1	0.50%
New Zealand	4	3	5	2	16.67%
Norway	283	72	233	2	0.79%
Pakistan	2	1	1	0	0.00%
Panama	2,080	618	1,859	26	2.18%

^ 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	2009-2011 Detention Ratio
Peru	3	2	2	2	37.50%
Philippines	93	36	86	1	1.24%
Portugal	21	7	16	0	2.63%
Qatar	5	2	4	0	0.00%
Republic of Korea	71	30	58	0	1.48%
Russian Federation	13	4	13	0	0.00%
Saint Kitts and Nevis	13	7	5	0	12.50%
Saint Vincent and the Grenadines	92	43	53	4	15.95%
Samoa	6	3	2	0	0.00%
Saudi Arabia	14	4	7	0	3.85%
Seychelles	2	1	2	0	0.00%
Sierra Leone	3	3	1	1	80.00%
Singapore	516	147	470	5	1.18%
Slovakia	0	0	0	0	0.00%
South Africa	0	0	0	0	0.00%
Spain	12	3	6	0	0.00%
Sri Lanka	0	0	1	0	0.00%
Sweden	29	7	27	0	0.00%
Switzerland	21	7	22	0	0.00%
Taiwan	8	7	8	0	0.00%
Thailand	11	4	15	0	0.00%
Togo	3	2	1	0	0.00%
Tonga	0	0	0	0	0.00%
Trinidad and Tobago	6	4	2	0	0.00%
Turkey	76	28	63	2	2.50%
Tuvalu	4	2	2	0	12.50%
Ukraine	1	1	1	0	0.00%
United Arab Emirates	1	1	1	0	0.00%
United Kingdom	152	38	156	0	0.60%
Vanuatu	82	40	64	1	0.49%
Venezuela	0	0	1	0	40.00%
Vietnam	6	2	8	0	3.85%
Total	10,129	3,025	9,326	97	1.53%

^ 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%	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
		2009	2010	2011	Total	2009	2010	2011	Total	
American Bureau of Shipping	ABS	1,422	1,433	1,708	4,563	-	-	-	0	0.00%
Bulgarian Register of Shipping	BKR	1	3	1	5	-	-	-	0	0.00%
Bureau Veritas	BV	912	784	1,098	2,794	1	-	-	1	0.04%
China Classification Society	CCS	278	253	284	815	-	-	-	0	0.00%
China Corporation Register of Shipping	CR	4	5	9	18	-	-	-	0	0.00%
Classification Bureau of Indonesia	CBI	2	-	-	2	-	-	-	0	0.00%
Croatian Register of Shipping	CRS	27	20	29	76	-	-	-	0	0.00%
Det Norske Veritas	DNV	1,951	1,679	2,175	5,805	1	-	-	1	0.02%
Germanischer Lloyd	GL	1,174	1,112	1,561	3,847	-	-	-	0	0.00%
Hellenic Register of Shipping	HRS	25	31	55	111	-	-	-	0	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	3	8	3	14	-	-	-	0	0.00%
Indian Register of Shipping	IRS	24	19	32	75	-	-	-	0	0.00%
International Register of Shipping	IROS	12	4	8	24	-	-	-	0	0.00%
Korean Register of Shipping	KRS	264	306	263	833	-	-	-	0	0.00%
Lloyd's Register	LR	1,703	1,626	2,275	5,604	1	1	-	2	0.04%
Nippon Kaiji Kyokai	NKK	1,805	2,195	2,009	6,009	-	1	-	1	0.02%
Panama Bureau of Shipping	PBS	55	3	8	66	-	-	-	0	0.00%
Panama Maritime Documentation Service	PMDS	37	18	23	78	-	-	-	0	0.00%
Panama Maritime Survey and Certification	PMSCS	33	-	1	34	-	-	-	0	0.00%
Panama Maritime Surveyors Bureau	PMS	-	1	-	1	-	-	-	0	0.00%
Panama Register Corporation	PRC	4	1	4	9	-	-	-	0	0.00%
Panama Shipping Register	PSR	44	-	-	44	-	-	-	0	0.00%
Polski Rejestr Statkow	PRS	30	24	24	78	-	-	-	0	0.00%
Registro Italiano Navale	RINA	183	212	243	638	-	-	-	0	0.00%
Rinava Portuguesa	RP	3	-	4	7	-	-	-	0	0.00%
Romanian Naval Register	RNR	11	-	-	11	-	-	-	0	0.00%
Russian Maritime Register of Shipping	RS	128	110	89	327	-	-	-	0	0.00%
Turkish Lloyd	TL	-	1	-	1	-	-	-	0	0.00%
Vietnam Register	VR	6	4	6	16	-	-	-	0	0.00%
Compania Nacional de Registro y Inspecciones de Naves	CNRIN	-	2	4	6	-	1	1	2	33.33%
Dromon Bureau of Shipping	-	-	-	1	1	-	-	1	1	100.00%
Intermaritime Certification Services	IMC	14	6	16	35	-	1	-	1	2.86%
International Naval Surveys Bureau	INSB	6	2	4	12	-	1	-	1	8.33%
Isthmus Bureau of Shipping	IBS	17	12	12	41	-	1	-	1	2.44%
National Shipping Adjusters Inc	-	-	-	1	1	-	-	1	1	100.00%
Tsunami Marine Limited	TML	-	7	-	7	-	2	-	2	28.57%
Universal Shipping Bureau	USB	7	1	5	13	6	1	-	7	53.85%
VG Register of Shipping	VGRS	-	1	4	5	-	1	1	2	40.00%

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 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 2011 with an enrollment of only 493 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-three eligible Flag Administrations for the QUALSHIP 21 Program:

Preliminarily Qualified Flag Administrations for 2012

The Bahamas	Greece	Norway
Barbados	Hong Kong	Russian Federation
Canada	Isle of Man	Sweden
Cayman Islands	Japan	Switzerland
China	Liberia	Thailand
Denmark	Malaysia	United Kingdom
France	Marshall Islands	Vanuatu
Germany	The Netherlands	

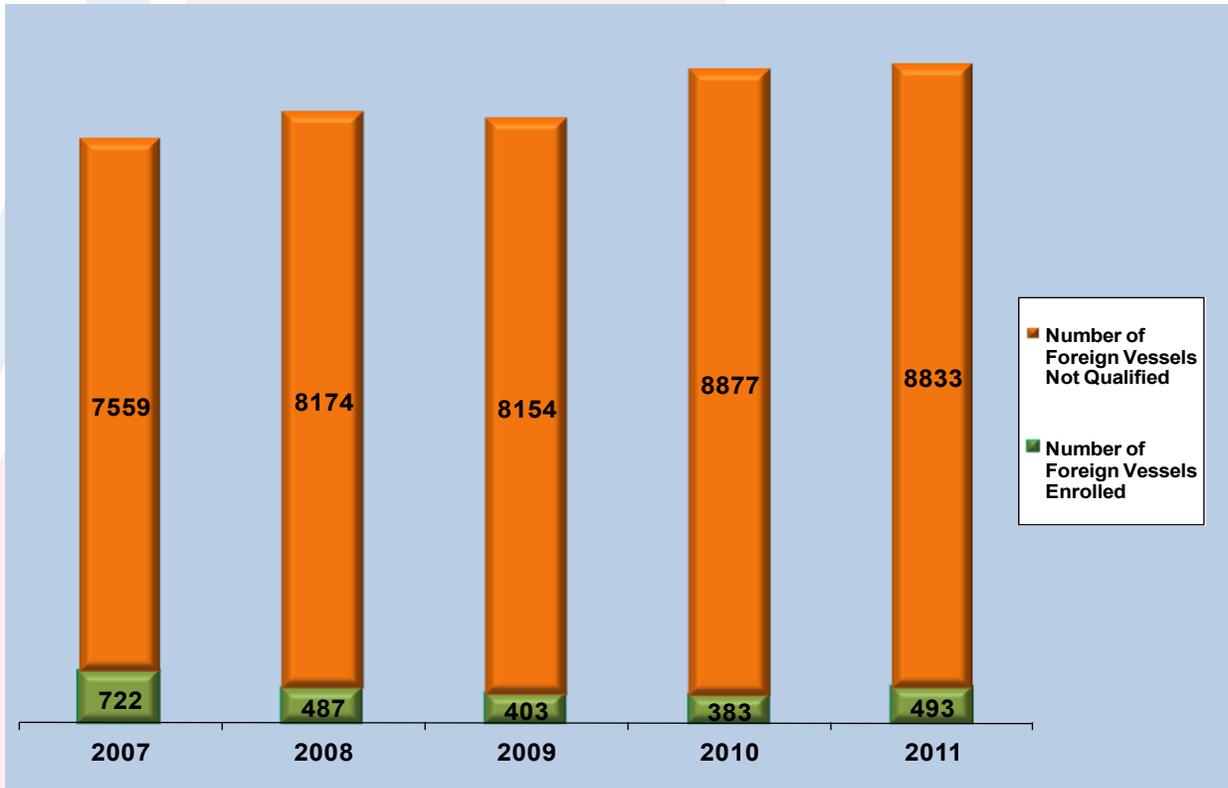
In 2011, we created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 distinct arrivals per 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:

Chile	Israel	Luxembourg
Finland	Jamaica	Spain
Ireland	Libya	Taiwan

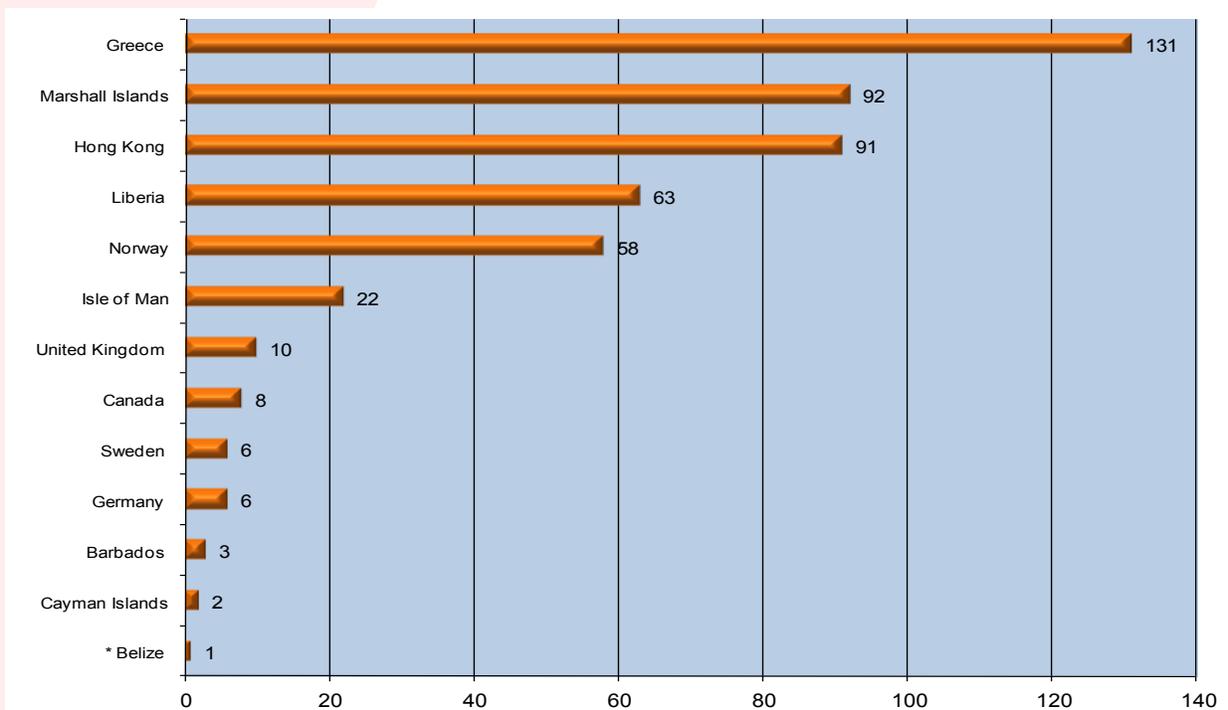
For more information the QUALSHIP 21 program, including a complete listing of qualifying vessels, please consult our website at <http://homeport.uscg.mil/Qualship21>

Quality Shipping for the 21st Century (continued)

Yearly QUALSHIP 21 Enrollment (2007-2011)



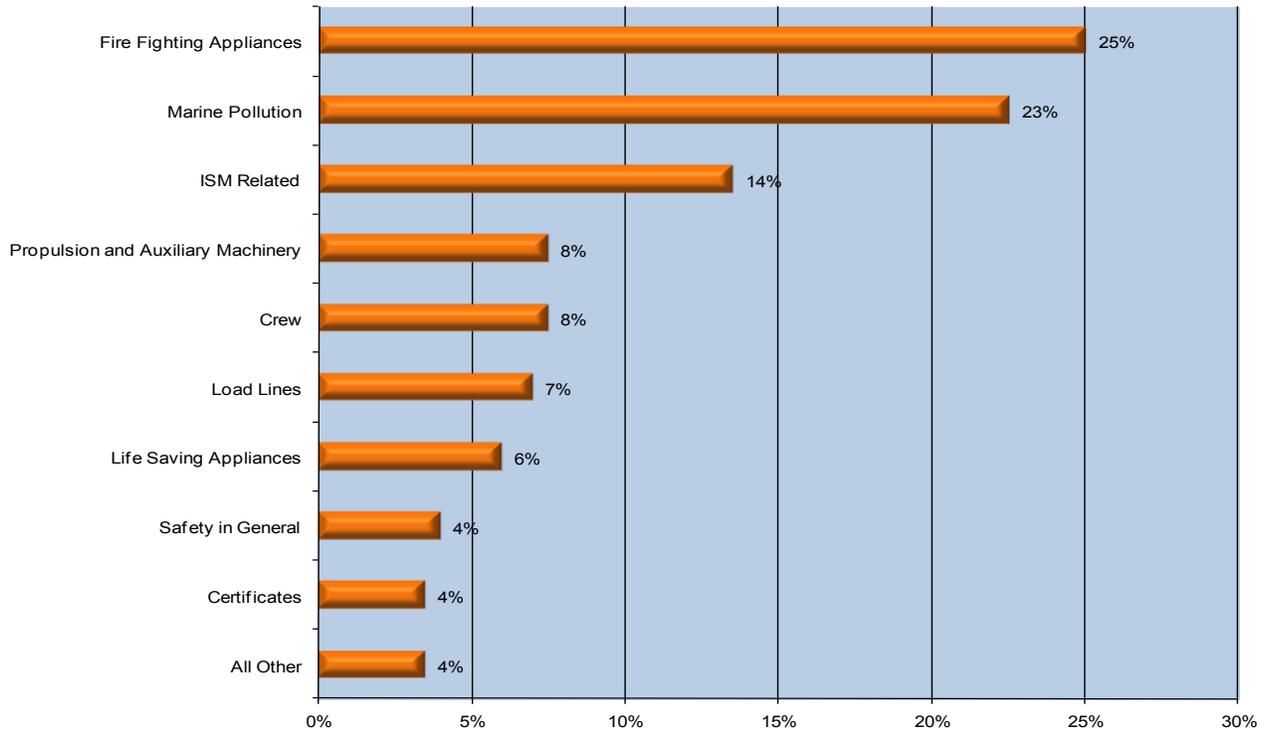
Number of Qualship 21 Vessels by Flag Administration



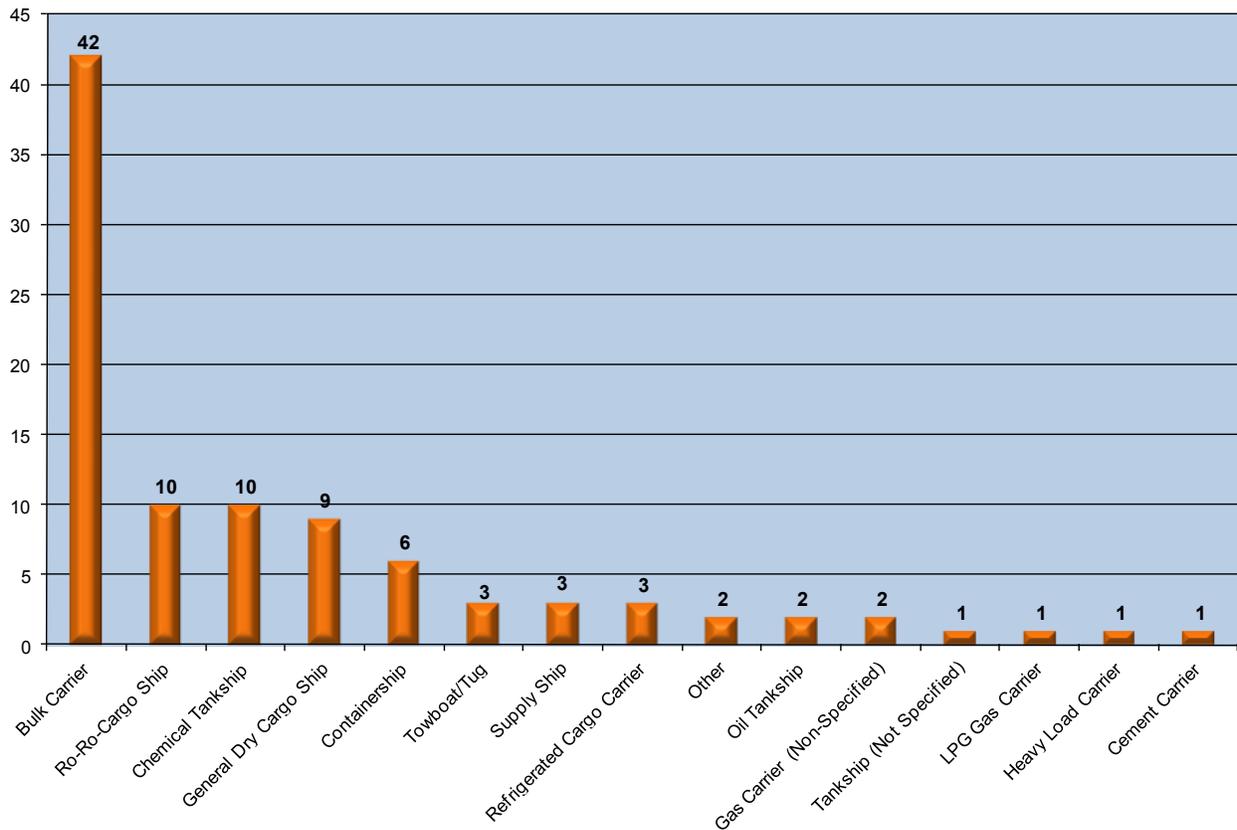
* Vessels registered under these Flag Administrations will fall out of the program when their QUALSHIP 21 certificate expires.

Statistics Derived from USCG Port State Control Examinations

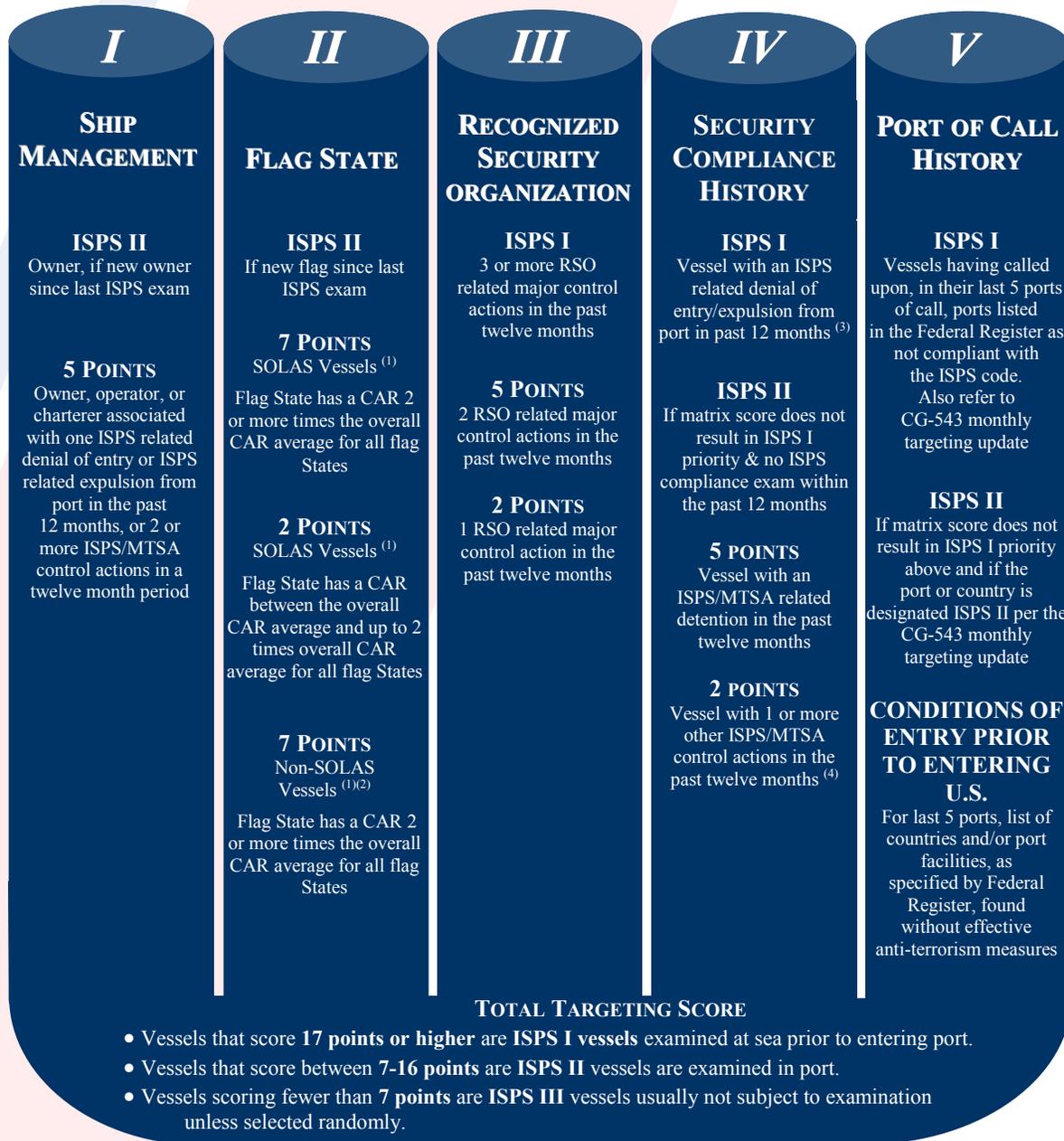
Types of Safety Deficiencies



Detentions by Ship Type



ISPS/MTSA Security Compliance Targeting Matrix



- (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 2009-December 2011).

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

	2009-2011 Control Action Ratio
Honduras	8.70%
Lithuania	4.44%

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

	2009-2011 Control Action Ratio
Turkey *	1.88%

* Administration not targeted last year

Flag Administrations Removed From Last Year's Targeted List

	Number of Detentions (2009-2011)	2009-2011 Control Action Ratio
Mexico **	1	2.70%

** Administration removed due to only having one ISPS-related operational control in 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
Algeria	0	0	0	0	0.00%
Anguilla	1	0	1	0	0.00%
Antigua and Barbuda	344	11	324	0	0.00%
Australia	0	0	0	0	0.00%
The Bahamas	647	13	584	2	0.11%
Bahrain	2	0	3	0	0.00%
Bangladesh	0	0	1	0	0.00%
Barbados	15	1	18	0	1.41%
Belgium	21	0	23	0	0.00%
Belize	11	0	14	0	0.00%
Bermuda	78	1	74	0	0.00%
Bolivia	9	2	7	0	0.00%
British Virgin Islands	9	0	3	0	0.00%
Bulgaria	6	0	2	0	0.00%
Burma	0	0	0	0	0.00%
Cambodia	0	0	0	0	0.00%
Canada	55	1	109	0	0.33%
Cayman Islands	74	1	156	0	0.20%
Chile	6	0	4	0	0.00%
China	93	3	108	1	0.27%
Colombia	1	0	2	0	0.00%
Comoros	0	0	0	0	0.00%
Cook Islands	5	0	7	0	0.00%
Croatia	26	0	23	0	0.00%
Curacao	28	0	28	0	0.00%
Cyprus	275	6	286	0	0.00%
Denmark	97	0	110	0	0.00%
Dominica	4	0	1	0	0.00%
Ecuador	2	0	3	0	0.00%
Egypt	11	0	10	1	4.00%
Faroe Islands	0	0	0	0	0.00%
Finland	3	0	3	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
France	28	0	30	0	0.00%
Georgia	0	0	0	0	0.00%
Germany	115	4	134	0	0.00%
Gibraltar	32	2	35	0	0.00%
Greece	375	3	413	0	0.00%
Honduras	11	0	5	0	8.70%
Hong Kong	533	11	579	0	0.32%
India	32	0	35	0	0.00%
Indonesia	1	0	3	0	0.00%
Ireland	3	0	4	0	0.00%
Isle of Man	125	4	135	0	0.00%
Israel	7	1	8	0	4.55%
Italy	144	4	152	0	0.00%
Jamaica	7	0	6	0	0.00%
Japan	35	1	86	0	0.00%
Kiribati	5	0	6	0	0.00%
Kuwait	2	0	3	0	0.00%
Latvia	0	0	0	0	0.00%
Liberia	1067	17	1,157	2	0.13%
Libya	1	0	3	0	0.00%
Lithuania	27	1	14	0	4.44%
Luxembourg	3	0	3	0	0.00%
Madagascar	0	0	0	0	0.00%
Malaysia	19	0	25	0	0.00%
Malta	405	15	406	1	0.26%
Marshall Islands	743	14	771	0	0.05%
Mexico	6	1	10	0	2.70%
Netherlands	218	2	204	0	0.00%
New Zealand	0	0	5	0	0.00%
Norway	232	6	233	0	0.13%
Pakistan	1	0	1	0	0.00%
Panama	1826	72	1,859	3	0.25%

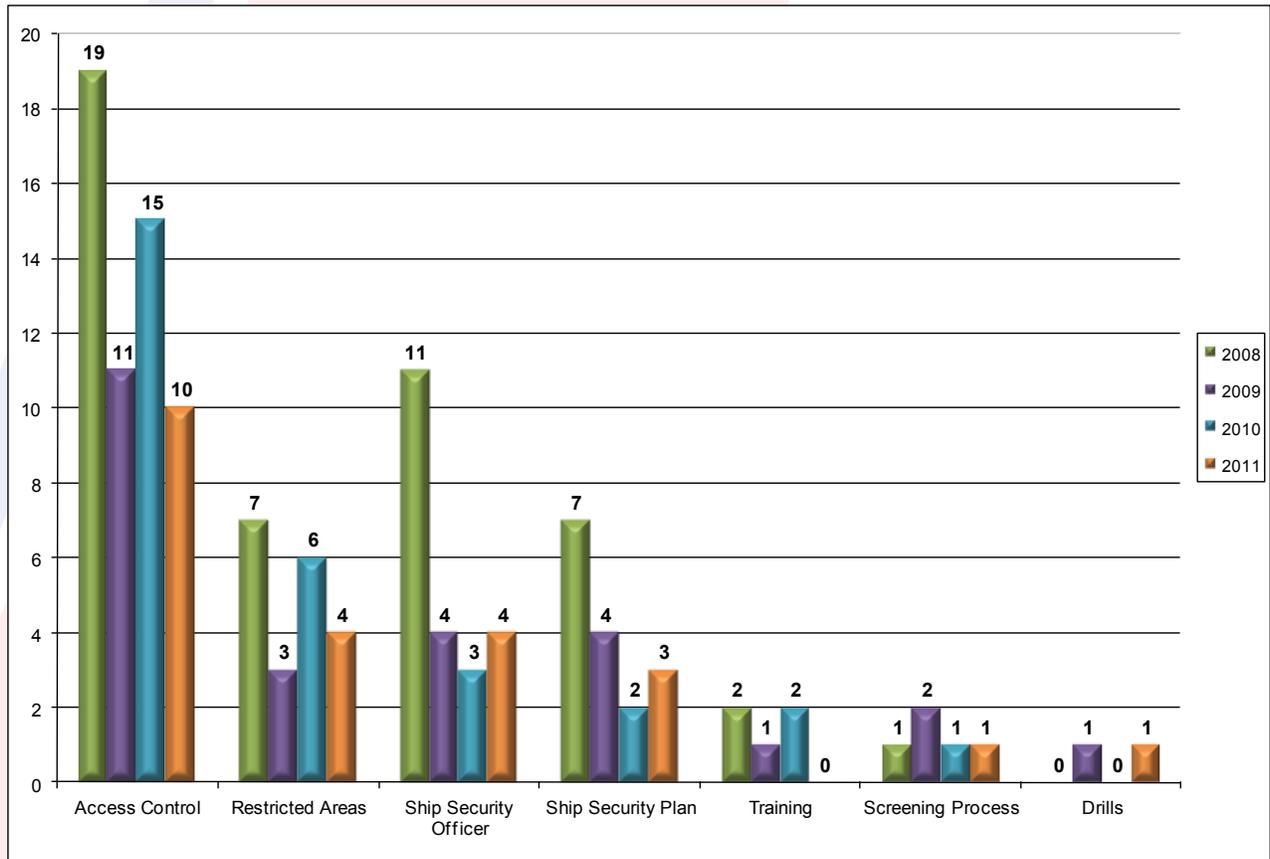
^ If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration is not listed.

Flag Administration Security Compliance Performance Statistics (cont.)

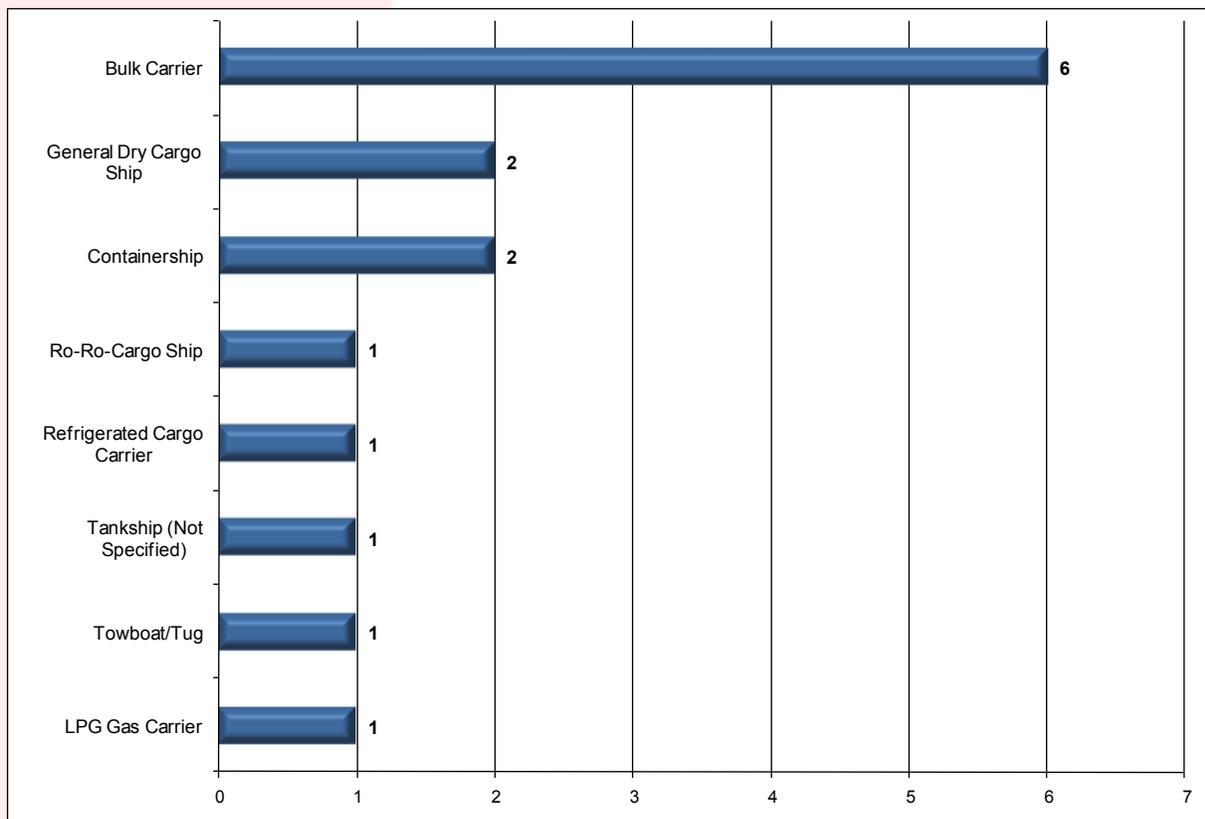
Flag ^	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Peru	3	1	2	0	0.00%
Philippines	78	0	86	0	0.41%
Portugal	19	2	16	0	0.00%
Qatar	3	0	4	0	0.00%
Republic of Korea	57	3	58	0	0.49%
Russian Federation	11	0	13	0	0.00%
Saint Kitts and Nevis	8	1	5	0	0.00%
Saint Vincent and the Grenadines	66	9	53	2	1.23%
Samoa	4	2	2	0	0.00%
Saudi Arabia	11	0	7	0	0.00%
Seychelles	2	0	2	0	0.00%
Sierra Leone	1	0	1	0	0.00%
Singapore	480	9	470	0	0.00%
Slovakia	0	0	0	0	0.00%
South Africa	0	0	0	0	0.00%
Spain	5	0	6	0	0.00%
Sri Lanka	0	0	1	0	0.00%
Sweden	27	2	27	0	0.00%
Switzerland	21	0	22	0	0.00%
Taiwan	4	0	8	0	0.00%
Thailand	11	0	15	0	1.33%
Togo	3	0	1	0	0.00%
Tonga	0	0	0	0	0.00%
Trinidad and Tobago	2	0	2	0	0.00%
Turkey	70	5	63	3	1.88%
Tuvalu	2	0	2	0	0.00%
Ukraine	1	0	1	0	0.00%
United Arab Emirates	1	0	1	0	0.00%
United Kingdom	131	3	156	0	0.00%
Vanuatu	55	3	64	0	0.00%
Venezuela	0	0	1	0	0.00%
Vietnam	7	0	8	0	3.85%
Total	8,909	237	9,326	15	

^ 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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Captain Jennifer Williams / Commander Michael Zamperini
Chief, Foreign and Offshore Vessel Compliance Division (CG-CVC-2)

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