



DEPARTMENT OF HOMELAND SECURITY

UNITED STATES COAST GUARD



PORT STATE CONTROL IN THE UNITED STATES

2013 ANNUAL REPORT



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I am pleased to present the 2013 Annual Report on Port State Control for the United States. This annual report marks the sixteenth 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.

Overall, our port state control activity has remained relatively steady over the last four years, with between 9,000 and 10,000 exams annually. Our 3-year rolling average detention ratio continues to drop and is now at an all time-low of 1.11%. However, the number of detentions for environmental protection and safety related deficiencies actually increased from 97 in 2011, to 105 in 2012, and then to 121 in 2013. Part of the reason for the decrease in the rolling average is that the 156 detentions from 2010 are no longer part of the 3-year average. Regardless, a major driving factor for the detention increase this last year is a troubling trend where crews are intentionally disabling required safety equipment. For example, we have found vessels with blocked-open remote quick-close fuel oil shutoff valves intended to isolate engine fuel supplies from a machinery space fire. In the event of an engine room fire, these fuel valves could not be closed remotely. We also found vessels with periodically unattended machinery spaces that have disabled fixed water mist systems by closing water supply valves or by placing the system in manual mode, thus preventing automatic operation in the event of an engine room fire. These types of actions place crews, ships, and the environment at risk, and cast doubt on the vessel's safety culture and implementation of the ISM Code. The Coast Guard is detaining vessels which have serious fire safety deficiencies such as these and we look for owners, operators, crews, flags, and class societies to eradicate such unsafe practices.



We remain focused on the importance of detaining substandard vessels as outlined in IMO's Procedures for Port State Control and Coast Guard policy. However, we understand that even properly maintained equipment and machinery on ships may break. If a ship discovers a deficiency during a voyage, handles it appropriately in accordance with their safety management system (SMS), makes proper notifications, and takes actions to mitigate additional risk, the ship would not be subject to an IMO-reportable detention. Such actions are characteristic of a properly-functioning SMS that facilitates a needed safety culture with the crew and shore side management.

Lastly, the current detention ratio has led us to reevaluate port state control targeting and QUALSHIP 21 criteria and is discussed in more detail on page 1 of this report. In the coming months, we will further analyze historical data and determine whether we can improve our targeting of vessels that pose a higher safety, security and environmental risk while also rewarding quality vessels associated with high performing flag Administrations, Recognized Organizations and ship management companies. We will keep the international community informed of any changes.

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.

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On the Front Cover

Clockwise from left to right: Picture 1: A USCG Port State Control Officer witnesses a fire drill. Picture 2: A ruptured fire main discovered during a PSC examination.. Picture 3: A USCG Port State Control Officer with a vessel at dry-dock.

Highlights in 2013

Vessel Arrivals and Examinations Decreased, Detentions Increased

In 2013, a total of 9,278 individual vessels, from 89 different Flag Administrations, made 83,535 port calls to the United States. The Coast Guard conducted 9,394 SOLAS safety exams and 8584 ISPS exams on these vessels. The total number of ships detained in 2013 for environmental protection and safety related deficiencies slightly increased from 105 to 121. The total number of ships detained in 2013 for security related deficiencies remained at 8.

Flag Administration Safety Performance Mixed

Flag Administration safety performance for 2013 slightly decreased from the previous year, with the overall annual detention rate increasing from 1.17% to 1.29%. However, the 3-year rolling detention ratio dropped from 1.30% to 1.11%, representing the lowest three year safety detention ratio we have ever recorded. The Flag Administrations of Antigua and Barbuda, Sierra Leone, Tuvalu, Italy, and Dominica were all removed from our Targeted Flag List. We also note that vessels from the Flag Administrations of Belgium, British Virgin Islands, Croatia, Saudi Arabia, Singapore and Spain 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.

Flag Administration Security Performance Continues Improvement

Flag Administration security performance for 2013 remained very high and tied with 2012 for the lowest recorded number of security related detentions. In 2013, the Coast Guard annual Control Action Ratio (CAR) remained at 0.09%. The 3-year rolling average CAR dropped from 0.14% to 0.12%. 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%.

Leading detentions

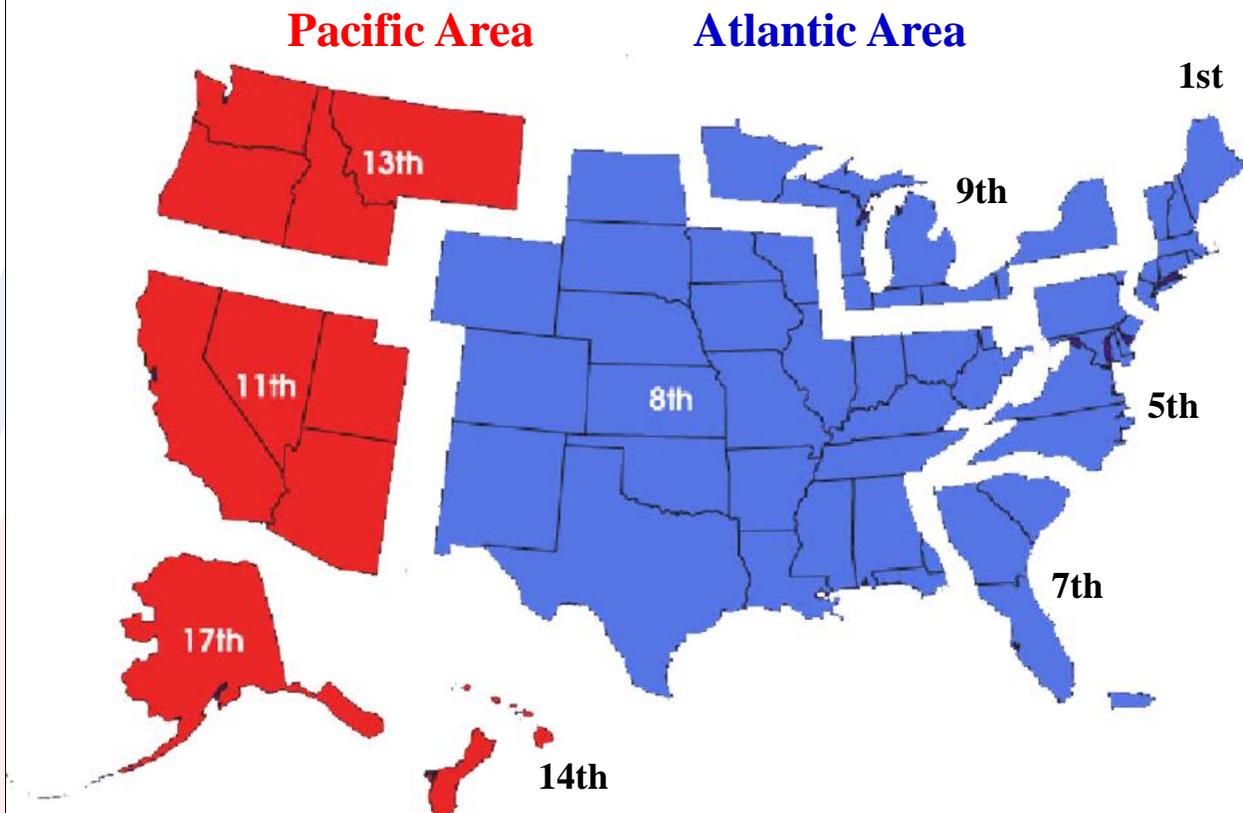
In 2013 a large number of detainable deficiencies were attributed to Fixed Water-Based Fire Fighting Systems and Quick-Closing Valves. In many of these cases crews had intentionally shut off the water supply to the Fixed Water Based Systems or secured the quick-closing valves open, thus rendering the systems inoperable in an emergency. Information concerning Fixed Water Based Fire-Fighting Systems can be found in Marine Safety Information Bulletin 41-13 at: <http://www.uscg.mil/msib/>. More information on Quick-Closing Valves can be found in Safety Alert 01-11 at: <http://marineinvestigations.us>.

Targeting and QUALSHIP 21 standards

The small margin between our QUALSHIP 21 eligibility criteria and Flag Administration detention ratio for PSC targeting led us to reevaluate both thresholds. In 2013, for Flag Administrations to enroll in QUALSHIP 21, they must not have had a detention ratio over 1.0%. If we continued with our traditional targeting scheme in 2014, based on the 3-year average detention ratio, 2 additional points would be added when the flag State detention ratio exceeded 1.11%. This left a very small margin between QUALSHIP 21 eligibility and PSC targeting. Therefore, as reflected in this report, we are setting a fixed 1.25% detention ratio as the point at which 2 additional points will be added and a fixed 2.5% as the point at which 7 points will be added. This is shown in column II of the targeting matrix on page 6.

For QUALSHIP 21, we are also considering lowering flag state eligibility for the program to 0.8% by 2018. This would be done by lowering the ratio by 0.05% per year starting at 0.95% for 2015. Comments on these program changes are requested and may be submitted via e-mail to PortStateControl@uscg.mil.

2013 Port State Control Statistics By Region



District	Ship Visits	Safety Examinations Conducted	Safety Detentions	Security Examinations Conducted	Security Major Control Actions
1st	7,781	763	4	764	1
5th	7,817	1,058	16	1,021	1
7th	24,085	1,616	29	1,354	1
8th	25,722	3,316	59	3,123	4
9th	2,141	144	1	158	0
11th	8,529	1,185	7	1020	1
13th	4,176	911	3	859	0
14th	1,541	263	1	174	0
17th	1,743	138	1	111	0
Total	83,535	9,394	121	8,584	8

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

2013 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	97	1	89	0
Sector Baltimore	5	246	7	219	0
Sector Boston	1	97	1	66	0
Sector Buffalo	9	40	0	103	0
Sector Charleston	7	122	1	112	0
Sector Columbia River	13	532	2	515	0
Sector Corpus Christi	8	305	3	282	0
Sector Delaware Bay	5	366	8	363	1
Sector Detroit	9	34	0	17	0
Marine Safety Unit Duluth	9	28	1	22	0
Sector Guam	14	116	0	73	0
Sector Hampton Roads	5	357	1	348	0
Sector Honolulu	14	147	1	101	0
Sector Houston/Galveston	8	1,159	5	1043	1
Sector Jacksonville	7	212	2	199	0
Sector Juneau	17	41	0	22	0
Sector Key West	7	6	0	0	0
Sector Lake Michigan	9	40	0	16	0
Sector Long Island Sound	1	24	0	23	0
Sector Los Angeles	11	712	1	643	0
Sector Miami	7	486	20	349	1
Sector Mobile	8	278	3	285	0
Marine Safety Unit Morgan City	8	130	0	120	0
Sector New Orleans	8	1,128	46	1,108	3
Sector New York	1	529	3	558	1
Sector North Carolina	5	89	0	91	0
Sector Northern New England	1	60	0	73	0
Marine Safety Unit Port Arthur	8	316	2	285	0
Sector Puget Sound	13	379	1	344	0
Sector San Diego	11	110	0	79	0
Sector San Francisco	11	363	6	298	1
Sector San Juan	7	411	5	322	0
Sector Sault Ste Marie	9	2	0	0	0
Marine Safety Unit Savannah	7	241	1	247	0
Sector Southeastern New England	1	53	0	44	0
Sector St. Petersburg	7	138	0	125	0
Total	N/A	9,394	121	8,584	8

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

Flag Administration Safety and Security Performance

The following definitions apply to the table below:

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 the calendar year 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 port state control examinations, multiplied by one hundred.

3-Year Average Detention Ratio: The cumulative sum of safety related detentions from January 2011 through December 2013 divided by the cumulative sum of port state control examinations during those three years, multiplied by one hundred. **ISPS Major Control Action:** A control measure (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 ISPS compliance examinations, multiplied by one hundred.

Average ISPS Control Action Ratio (CAR): The average of the Annual ISPS Control Action Ratio data from January 2011 to December 2013.

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
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%
2012	9,011	105	1.17%	1.30%	8	0.09%	0.14%
2013	9,278	121	1.29%	1.11%	8	0.09%	0.12%

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

Port State Control Appeal Process

Any directly affected party wishing to dispute the validity of, or their association with, a detention should follow the appeal procedures outlined in Title 46, Code of Federal Regulations, Subpart 1.03. The appeal process allows for three separate levels of appeal 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:

PortStateControl@uscg.mil

For All Other Detentions

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

I	II	III	IV	V
SHIP MANAGEMENT	FLAG STATE	RECOGNIZED ORGANIZATIONS	VESSEL HISTORY	SHIP PARTICULARS (SEE NOTE)
5 POINTS Listed Owner, Operator, or Charterer	7 POINTS Flag State has a detention ratio of 2.5% or higher 2 POINTS Flag State has a detention ratio between 1.25% and up to 2.5%	PRIORITY I Detention ratio equal to or greater than 2% 5 POINTS Detention ratio less than 2% but greater than or equal to 1% 3 POINTS Detention ratio less than 1% but greater than .5% NO POINTS Detention ratio less than .5%	PRIORITY II First time to U.S. or no port State control exam in the previous 12 months 5 POINTS EACH Detention, denial of entry, or expulsion in the previous 12 months 1 POINT EACH COTP restricted the operations of the vessel for safety related issues in the previous 12 months (including LODs) 1 POINT EACH Reportable marine casualty in the previous 12 months 1 POINT EACH Marine violation in the previous 12 months	4 POINTS General Cargo Ship Ro-Ro Cargo Ship Vehicle Carrier Passenger Ship involved in "day trips" or ferry service 2 POINTS Bulk Carrier Refrigerated Cargo 1 POINT Oil or Chemical Tanker SHIP AGE (USE DELIVERY DATE) 0-4 years - subtract 3 5-9 years - subtract 2 10-14 years - add 0 15-19 years - add 3 20-24 years - add 5 25+ years - add 7 <i>Note: For Qualship 21 vessels only; points should not be added in this column, but points can be subtracted for age.</i>
Total Targeting Score (Sum of Columns I-V) determines vessels priority (PI, PII, or NPV)				

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 1.25%¹, 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 (2011-2013), based on the total number of detentions divided by the total number of examinations during that period. Flags with only one detention in the past three years are removed from the targeted flag list. The overall Flag Administration performance has improved with the three-year running detention ratio decreasing from 1.30% to 1.11%². The tables below contain Administrations that are on the 2014 PSC Safety Targeting Matrix and those that are removed.

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

	2011-2013 Detention Ratio
Belize ³	7.69%
Bolivia	16.33%
Egypt	10.00%
Honduras	13.16%
Lithuania	5.45%
Mexico	4.65%
New Zealand	28.57%
Peru	33.33%
Saint Vincent and the Grenadines	5.63%

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

	2011-2013 Detention Ratio
Cyprus	1.36%
Malta	1.74%
Panama	1.48%
Philippines ³	1.43%
Turkey ³	1.75%
Vanuatu ³	1.53%

Flag Administrations Removed From Last Year's Targeted List

	Number of Detentions (2011-2013)	2011-2013 Detention Ratio
Antigua and Barbuda	12	1.15%
Dominica ⁴	1	14.29%
Italy	4	1.08%
Sierra Leone ⁴	1	25.00%
Tuvalu ⁴	1	16.67%

¹ New for this year

² Using distinct arrivals for 2011—2013, detention ratio would have been 1.11%.

³ Administration not targeted last year

⁴ Administration removed due to only having one safety-related detention in the previous three years

Flag Administration Safety Compliance Performance Statistics

Flag ¹	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2011-2013 Detention Ratio
Anguilla	3	0	1	0	0.00%
Antigua and Barbuda	339	143	294	4	1.15%
Bahamas, The	656	207	563	7	0.74%
Bahrain	2	0	1	0	0.00%
Barbados	18	6	22	0	0.00%
Belgium	13	5	15	0	0.00%
Belize	6	2	6	2	7.69%
Bermuda	85	32	68	0	0.00%
Bolivia	13	6	6	2	16.33%
British Virgin Islands	14	14	4	0	0.00%
Bulgaria	0	0	0	0	0.00%
Canada	121	24	100	0	0.00%
Cayman Islands	98	18	172	1	0.99%
Chile	3	1	3	0	0.00%
China	84	19	93	1	0.37%
Colombia	1	3	2	0	14.29%
Comoros	0	0	0	0	0.00%
Cook Islands	10	6	8	0	0.00%
Croatia	15	5	18	0	0.00%
Curacao	23	4	4	0	1.20%
Cyprus	248	83	257	2	1.36%
Denmark	104	32	95	1	0.65%
Dominica	1	0	1	0	14.29%
Ecuador	1	0	3	0	0.00%
Egypt	5	2	5	0	10.00%
Faroe Islands	3	1	2	0	0.00%
Finland	8	4	5	0	0.00%
France	26	15	23	0	0.00%
Germany	106	34	105	1	1.09%
Gibraltar	36	11	36	0	0.00%
Greece	301	74	330	3	0.90%
Honduras	7	3	4	1	13.16%

On the following pages please find the Flag Administration Safety Compliance Performance Statistics.

¹ 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 ¹	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2011-2013 Detention Ratio
Hong Kong	620	162	675	5	0.62%
India	16	7	23	0	0.00%
Indonesia	1	1	1	0	0.00%
Ireland	2	1	2	0	8.33%
Isle Of Man	143	46	139	4	0.99%
Israel	7	3	7	0	0.00%
Italy	103	41	111	1	1.08%
Jamaica	7	4	7	0	0.00%
Japan	66	21	99	0	0.00%
Kiribati	4	3	5	0	5.00%
Kuwait	1	0	1	0	0.00%
Lebanon	4	2	2	0	0.00%
Liberia	1117	400	1124	10	0.87%
Libya	4	3	5	0	0.00%
Lithuania	6	2	6	0	5.45%
Luxembourg	3	2	7	0	0.00%
Malaysia	15	2	17	0	0.00%
Malta	410	129	436	10	1.74%
Marshall Islands	839	275	899	5	0.60%
Mexico	17	11	19	0	4.65%
Netherlands	209	80	186	2	0.72%
Netherlands Antilles	11	4	20	0	0.00%
New Zealand	3	0	1	0	28.57%
Norway	228	74	210	1	0.65%
Pakistan	1	1	3	0	0.00%
Panama	2127	678	1967	40	1.48%
Peru	2	2	1	0	33.33%
Philippines	56	18	45	1	1.43%
Portugal	22	9	24	0	0.00%
Qatar	6	1	5	0	0.00%
Republic Of Korea	48	22	43	0	0.62%

¹If 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 ¹	Safety Exams	Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2011-2013 Detention Ratio
Russian Federation	5	5	7	0	0.00%
Saint Kitts And Nevis	5	4	2	0	0.00%
Saint Vincent And The Grenadines	69	27	37	6	5.63%
Samoa	12	5	3	1	4.55%
Saudi Arabia	12	6	19	0	0.00%
Serbia And Montenegro	1	0	1	0	0.00%
Seychelles	1	0	1	0	0.00%
Sierra Leone	0	0	0	0	25.00%
Singapore	522	135	530	5	0.97%
Spain	12	4	9	0	0.00%
Sri Lanka	2	0	2	0	0.00%
Sweden	14	1	17	0	0.00%
Switzerland	20	6	18	0	0.00%
Taiwan	3	2	6	1	5.26%
Tanzania	4	3	2	1	25.00%
Thailand	21	6	20	1	2.13%
Togo	1	0	1	0	0.00%
Trinidad And Tobago	0	0	0	0	0.00%
Turkey	52	16	45	1	1.75%
Tuvalu	1	0	1	0	16.67%
Ukraine	0	0	0	0	0.00%
United Arab Emirates	0	0	2	0	0.00%
United Kingdom	136	41	153	0	0.46%
Vanuatu	56	19	60	1	1.53%
Venezuela	4	1	2	0	0.00%
Vietnam	3	2	2	0	0.00%
Totals	9394	3022	9278	121	1.11%

¹ 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	Vessel Examinations ¹				RO-Related Detentions				
		2011	2012	2013	Total	2011	2012	2013	Total	Ratio
American Bureau of Shipping	ABS	1,908	1,816	1,833	5,557	-	-	-	0	0.00%
Bulgarian Register of Shipping	BKR		1		1	-	-	-	0	0.00%
Bureau Veritas	BV	1,337	1,229	1,331	3,897	-	-	-	0	0.00%
China Classification Society	CCS	280	281	278	839	-	-	-	0	0.00%
China Corporation Register of Shipping	CR	10	2	3	15	-	-	-	0	0.00%
Croatian Register of Shipping	CRS	38	35	17	90	-	-	-	0	0.00%
Det Norske Veritas	DNV	2,536	2,507	2,510	7,553	-	-	-	0	0.00%
Germanischer Lloyd	GL	1,845	1,767	1,538	5,150	-	-	-	0	0.00%
Hellenic Register of Shipping	HRS	55	41	5	101	-	-	-	0	0.00%
Indian Register of Shipping	IRS	37	22	16	75	-	-	-	0	0.00%
International Naval Surveys Bureau	INSB	8	10	18	36	-	-	-	0	0.00%
International Register of Shipping	IROS	19	10	14	43	-	-	-	0	0.00%
Isthmus Bureau of Shipping	IBS	9	16	17	42	-	-	-	0	0.00%
Korean Register of Shipping	KRS	300	300	353	953	-	-	-	0	0.00%
Lloyd's Register	LR	2,742	2,566	2,539	7,847	-	-	-	0	0.00%
Nippon Kaiji Kyokai	NKK	2,128	2,575	2,580	7,283	-	-	1	1	0.01%
Panama Bureau of Shipping	PBS	10	9	7	26	-	-	-	0	0.00%
Panama Maritime Survey and Certification	PMSCS	3			3	-	-	-	0	0.00%
Panama Maritime Surveyors Bureau	PMS		2	4	6	-	-	-	0	0.00%
Panama Register Corporation	PRC	7	3	4	14	-	-	-	0	0.00%
Polski Rejestr Statkow	PRS	26	18	29	73	-	-	-	0	0.00%
Registro Italiano Navale	RINA	290	256	313	859	-	-	-	0	0.00%
Rinava Portuguesa	RP	5	2		7	-	-	-	0	0.00%
Russian Maritime Register of Shipping	RS	118	99	80	297	-	-	-	0	0.00%
Universal Shipping Bureau	USB	6	2	13	21	-	-	-	0	0.00%
Vietnam Register	VR	4	2	2	8	-	-	-	0	0.00%
Panama Maritime Documentation Service	PMDS	79	101	64	244	-	1	-	0	0.41%
Intermaritime Certification Services	IMC	36	35	46	117	-	-	1	1	0.85%
Compania Nacional de Registro y Inspecciones de Naves	CNRIN	8	4	3	15	1	-	1	2	13.33%
Dromon Bureau of Shipping	DBS	3			3	1	-	-	1	33.33%
Horizon International Naval Survey and Inspection Bureau	HNS	9	15	4	28	-	1	-	1	3.57%
National Shipping Adjusters Inc	NASHA	4		32	36	1	-	1	2	5.56%
Tsunami Marine Limited	TML			13	13	-	-	1	1	7.69%
VG Register of Shipping	VGRS	13	13		26	1	-	-	1	3.85%

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 2013 with an enrollment of only 1073 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. However, based on the very small margin between QUALSHIP 21 eligibility and PSC targeting, we are considering lowering Flag Administration eligibility for QUALSHIP 21. Please see the Highlights on page 1 of this report for more information.

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 2014

The Bahamas	Croatia	Japan	Saudi Arabia
Barbados	Denmark	Liberia	Singapore
Belgium	France	Malaysia	Spain
Bermuda	Gibraltar	Marshall Islands	Sweden
British Virgin Islands	Greece	The Netherlands	Switzerland
Canada	Hong Kong	Norway	United Kingdom
Cayman Islands	India	Portugal	
China	Isle of Man	Republic of Korea	

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

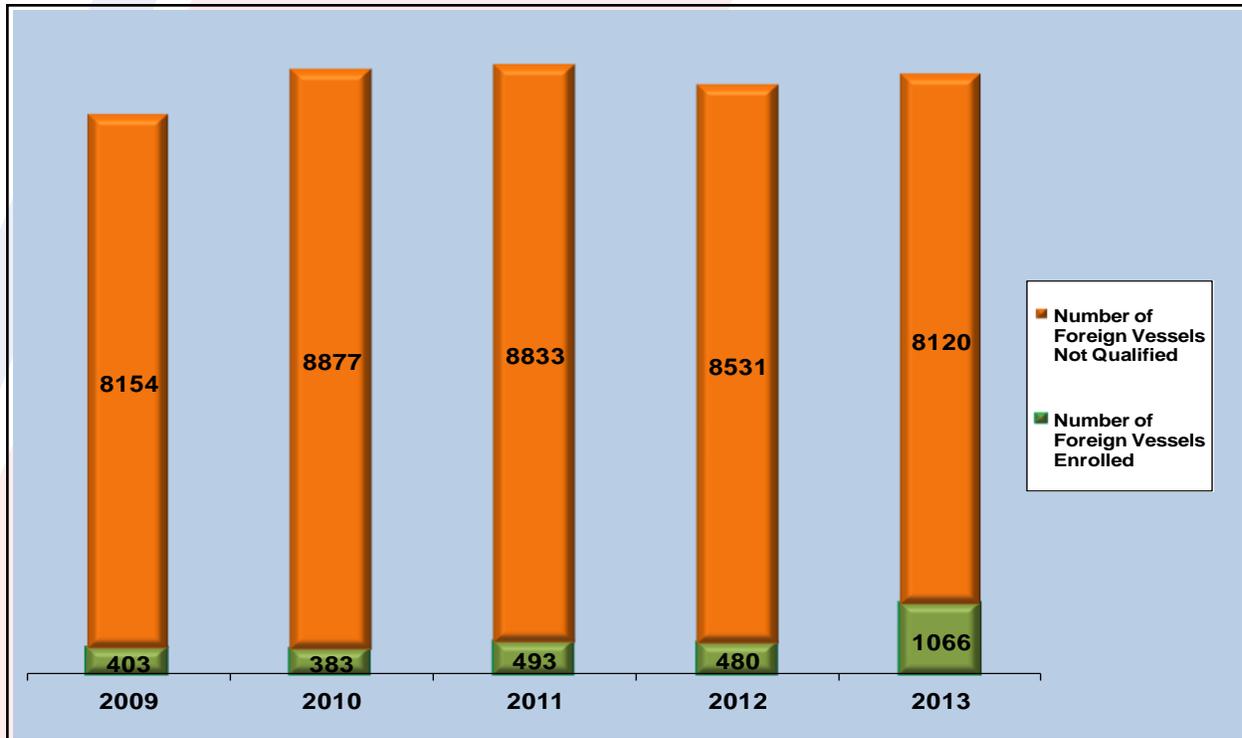
Chile	Jamaica	Russian Federation	Taiwan
Cook Islands	Libya	Finland	Vietnam
Israel	Luxembourg	Spain	

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

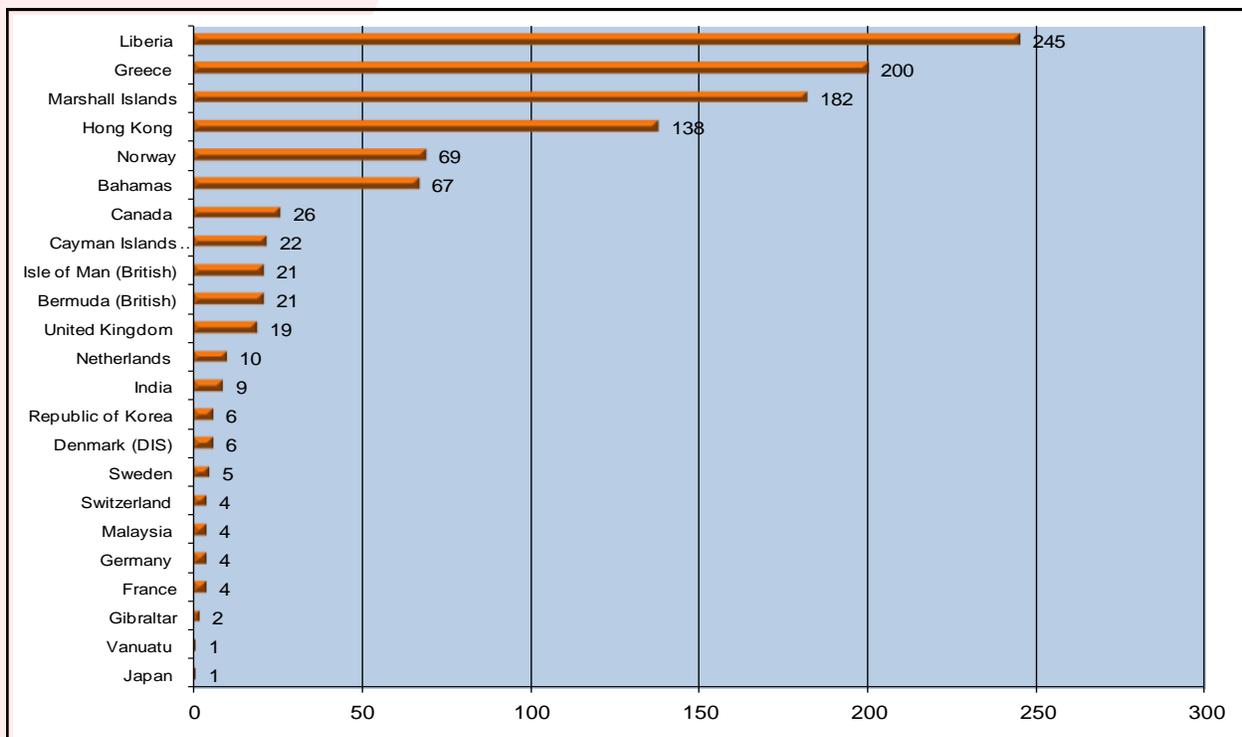
On the following pages, please find tables and graphs that show yearly QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration.

Quality Shipping for the 21st Century (continued)

Yearly QUALSHIP 21 Enrollment (2008-2012)

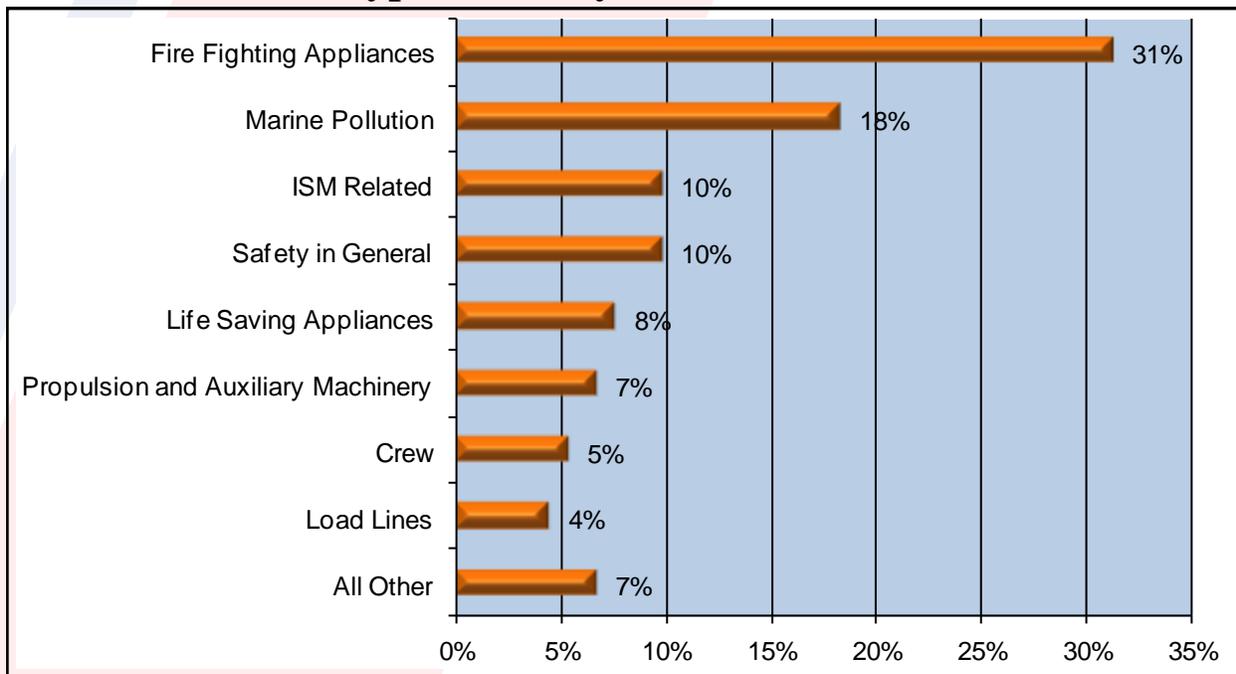


Number of QUALSHIP 21 Vessels by Flag Administration

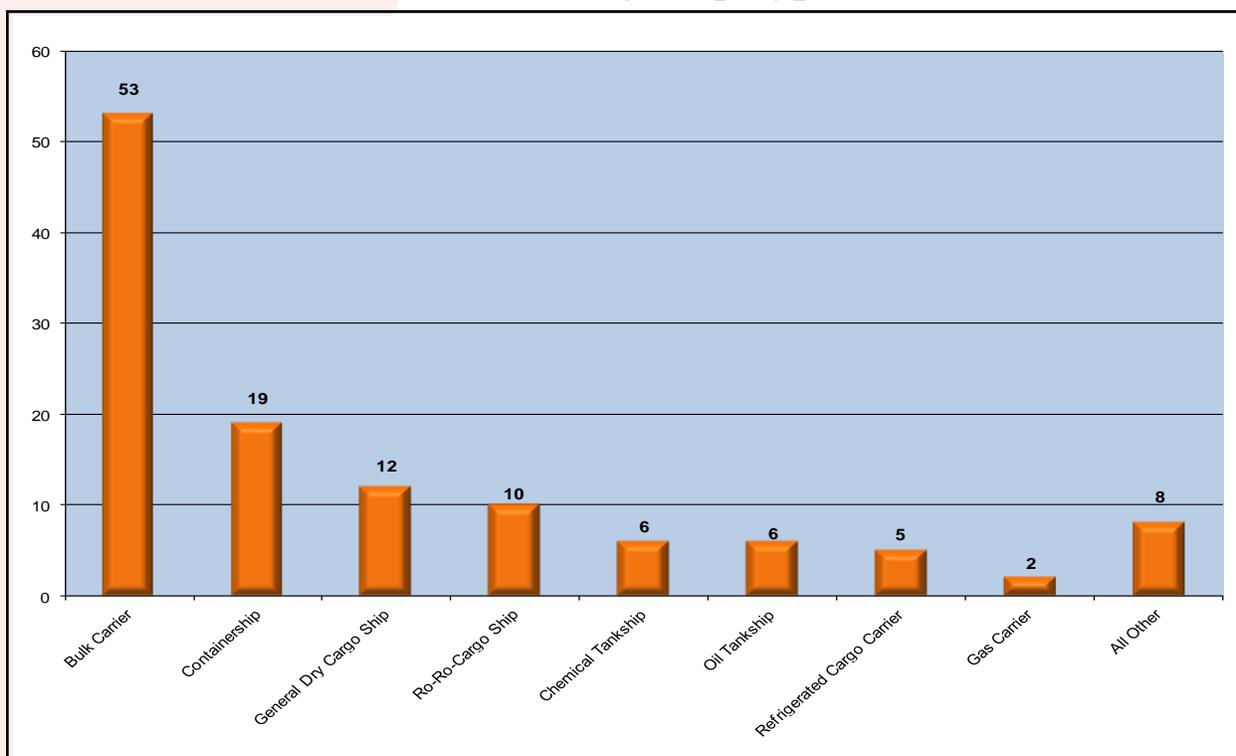


Statistics Derived from USCG Port State Control Examinations

Types of Safety Deficiencies



Detentions by Ship Type



ISPS/MTSA Security Compliance Targeting Matrix

I	II	III	IV	V
SHIP MANAGEMENT	FLAG STATE	RECOGNIZED SECURITY ORGANIZATION	SECURITY COMPLIANCE HISTORY	PORT OF CALL HISTORY
<p>ISPS II Owner, if new owner since last ISPS exam</p> <p>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</p>	<p>ISPS II If new flag since last ISPS exam</p> <p>7 POINTS SOLAS Vessels ⁽¹⁾ Flag State has a CAR 2 or more times the overall CAR average for all flag States</p> <p>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</p> <p>7 POINTS Non-SOLAS Vessels ⁽¹⁾⁽²⁾ Flag State has a CAR 2 or more times the overall CAR average for all flag States</p>	<p>ISPS I 3 or more RSO related major control actions in the past twelve months</p> <p>5 POINTS 2 RSO related major control actions in the past twelve months</p> <p>2 POINTS 1 RSO related major control action in the past twelve months</p>	<p>ISPS I Vessel with an ISPS related denial of entry/expulsion from port in past 12 months ⁽³⁾</p> <p>ISPS II If matrix score does not result in ISPS I priority & no ISPS compliance exam within the past 12 months</p> <p>5 POINTS Vessel with an ISPS/MTSA related detention in the past twelve months</p> <p>2 POINTS Vessel with 1 or more other ISPS/MTSA control actions in the past twelve months ⁽⁴⁾</p>	<p>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</p> <p>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</p> <p>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</p>
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 2011-December 2013).

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

	2011-2013 Control Action Ratio
Egypt *	9.52%

* Administration not targeted last year

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

	2011-2013 Control Action Ratio
Turkey	1.89%
Saint Vincent and The Grenadines	1.75%

Flag Administrations Removed From Last Year's Targeted List

	Number of Detentions (2010-2012)	2011-2013 Control Action Ratio
None	-	-

Flag Administration Security Compliance Performance Statistics

Flag ¹	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Anguilla	2	0	1	0	0.00%
Antigua and Barbuda	302	9	294	0	0.10%
Bahamas, The	590	11	563	0	0.11%
Bahrain	3	0	1	0	0.00%
Barbados	15	1	22	0	0.00%
Belgium	13	0	15	0	0.00%
Belize	6	3	6	0	0.00%
Bermuda	64	1	68	0	0.00%
Bolivia	7	0	6	0	0.00%
British Virgin Islands	7	1	4	0	0.00%
Bulgaria	0	0	0	0	0.00%
Canada	50	0	100	0	0.00%
Cayman Islands	68	1	172	0	0.00%
Chile	3	0	3	0	0.00%
China	77	0	93	0	0.39%
Colombia	1	0	2	0	0.00%
Comoros	0	0	0	0	0.00%
Cook Islands	5	1	8	0	0.00%
Croatia	12	0	18	0	0.00%
Curacao	22	0	4	0	0.00%
Cyprus	247	1	257	0	0.00%
Denmark	97	0	95	0	0.00%
Dominica	0	0	1	0	0.00%
Ecuador	1	0	3	0	0.00%
Egypt	5	0	5	0	9.52%
Faroe Islands	3	0	2	0	0.00%
Finland	6	0	5	0	0.00%
France	22	0	23	0	0.00%
Germany	85	1	105	0	0.00%
Gibraltar	32	0	36	0	0.00%
Greece	298	1	330	1	0.10%
Honduras	4	2	4	0	0.00%

¹ 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 ¹	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Hong Kong	631	13	675	0	0.06%
India	16	0	23	0	0.00%
Indonesia	1	0	1	0	0.00%
Ireland	1	1	2	0	0.00%
Isle Of Man	134	1	139	0	0.26%
Israel	8	0	7	0	0.00%
Italy	100	0	111	0	0.00%
Jamaica	7	0	7	0	0.00%
Japan	37	0	99	0	0.00%
Kiribati	1	0	5	0	0.00%
Kuwait	1	0	1	0	0.00%
Lebanon	5	1	2	0	0.00%
Liberia	1052	23	1124	1	0.10%
Libya	3	0	5	0	0.00%
Lithuania	6	0	6	0	0.00%
Luxembourg	4	0	7	0	0.00%
Malaysia	13	0	17	0	0.00%
Malta	393	7	436	0	0.08%
Marshall Islands	817	10	899	0	0.00%
Mexico	13	0	19	0	0.00%
Netherlands	192	3	186	0	0.00%
Netherlands Antilles	11	0	20	0	0.00%
New Zealand	0	0	1	0	0.00%
Norway	201	1	210	0	0.00%
Pakistan	0	0	3	0	0.00%
Panama	1888	53	1967	3	0.14%
Peru	1	0	1	0	0.00%
Philippines	53	0	45	0	0.00%
Portugal	22	0	24	0	0.00%
Qatar	7	0	5	0	0.00%
Republic Of Korea	41	3	43	1	0.71%

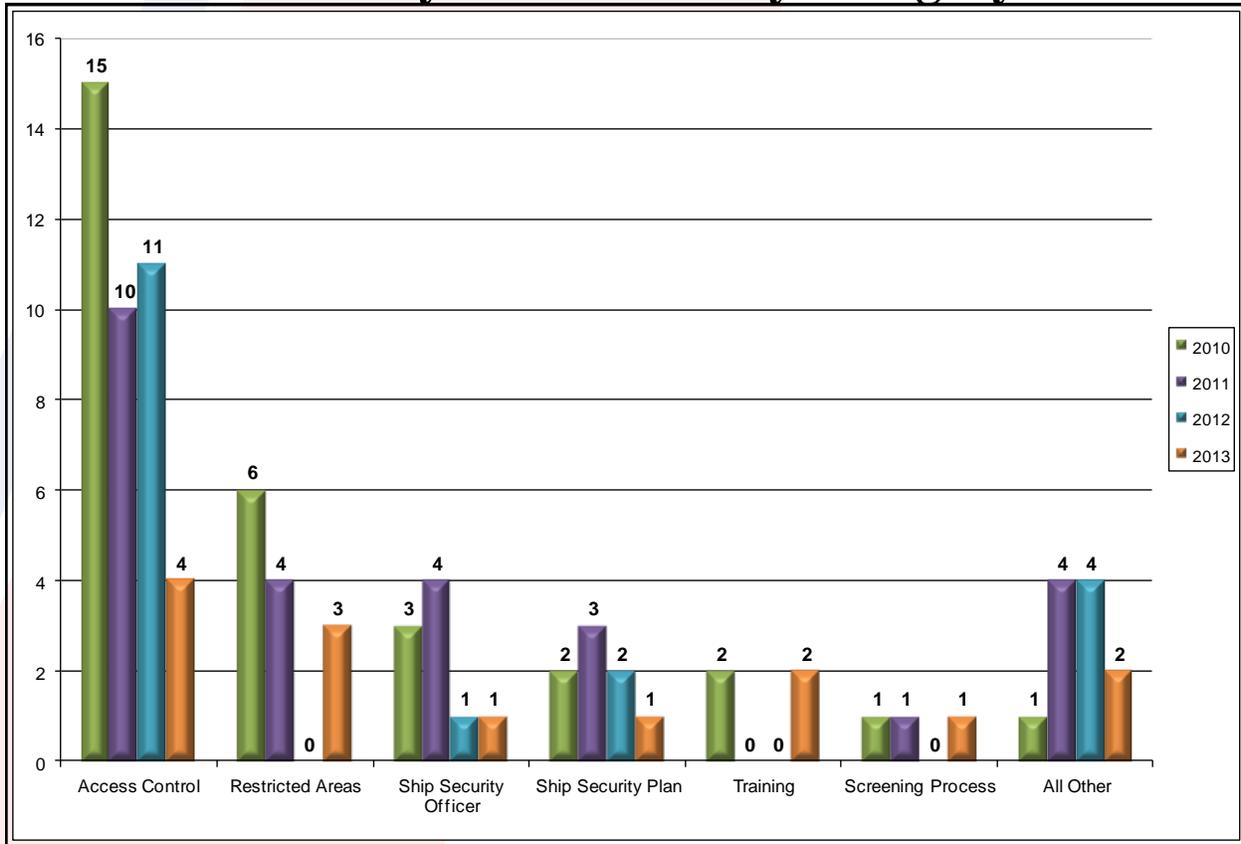
¹ If an Administration has no distinct arrivals to the United States for three consecutive years, that Administration is not listed.

Flag Administration Security Compliance Performance Statistics (cont.)

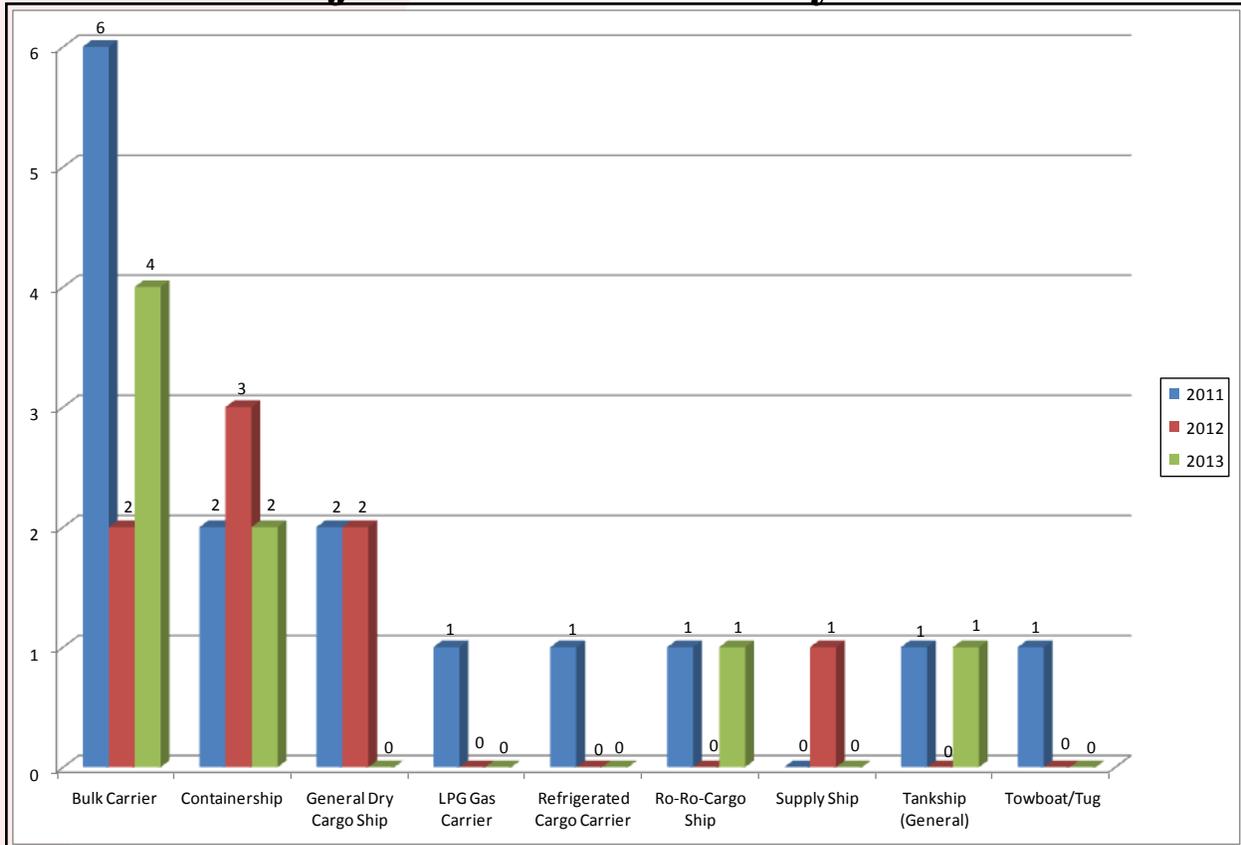
Flag ¹	Security Exams	Security Exams with Deficiencies	Distinct Arrivals	ISPS Major Control Actions	Rolling Average Control Action Ratio
Russian Federation	4	0	7	0	0.00%
Saint Kitts And Nevis	0	0	2	0	0.00%
Saint Vincent And The Grenadines	43	1	37	1	1.75%
Samoa	2	1	5	0	0.00%
Saudi Arabia	12	0	19	0	0.00%
Serbia And Montenegro	1	0	1	0	0.00%
Seychelles	1	0	1	0	0.00%
Sierra Leone	0	0	0	0	0.00%
Singapore	500	9	530	1	0.14%
Spain	9	0	9	0	0.00%
Sri Lanka	3	0	1	0	0.00%
Sweden	16	0	17	0	0.00%
Switzerland	16	1	18	0	0.00%
Taiwan	4	1	6	0	0.00%
Tanzania	2	1	2	0	0.00%
Thailand	20	1	13	0	0.00%
Togo	1	0	1	0	0.00%
Trinidad and Tobago	0	0	0	0	0.00%
Turkey	49	2	45	0	1.89%
Tuvalu	1	0	1	0	0.00%
Ukraine	0	0	0	0	0.00%
United Arab Emirates	0	0	2	0	0.00%
United Kingdom	134	2	153	0	0.00%
Vanuatu	50	3	60	0	0.67%
Venezuela	1	0	2	0	0.00%
Vietnam	3	0	2	0	0.00%
Total	8,584	171	9,278	8	0.12%

¹ 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



United States Port State Control Contact Information

Captain Kyle McAvoy

Chief, Office of Commercial Vessel Compliance (CG-CVC)

Commander Steven Keel

Chief, Foreign and Offshore Vessel Compliance Division (CG-CVC-2)

Mr. John Sedlak

Passenger Vessel Program Manager

Ms. Margaret Workman

Port State Control Administrative Manager

Mr. Eric Westervelt

QUALSHIP 21/Large Fleet Administrative Manager

Mr. Joe Marflak

Information Technologist Specialist

Lieutenant Commander Michael Lendvay

PSC and NOA Program Manager

Lieutenant Commander Andy Meyers

PSCO Training and Policy Manager

Lieutenant Commander Daniel Satterfield

PSC Oversight

Lieutenant Commander Tonya Lim

ISPS/MTSA Implementation
Security Compliance Program Manager

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Portsmouth, VA 23704-5004
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Coast Guard Island, Bldg 51-5
Alameda, CA 94501-5100
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5th District	431 Crawford St. Portsmouth, VA 23704-5004 Ph.(757) 398-6379 Fax (757) 398-6503	13th District	915 Second Ave. Seattle, WA 98174-1067 Ph.(206) 220-7210 Fax (206) 220-7225
7th District	909 S.E. First Ave. Miami, FL 33131-3050 Ph.(305) 415-6860/1 Fax (305) 415-6875	14th District	300 Ala Moana Blvd Honolulu, HI 96850-4982 Ph.(808) 541-2114 Fax (808) 541-2116
8th District	Hale Boggs Federal Building 500 Poydras Street New Orleans, LA 70130 Ph.(504) 589-2105 Fax (504) 589-2077	17th District	709 West 9th Street Juneau, AK 99802-5517 Ph.(907) 463-2802 Fax (907) 463-2216
9th District	1240 E. 9 St. Cleveland, OH 44199-2060 Ph.(216) 902-6047 Fax (216) 902-6059		