

Flag State Performance Self-Assessment Form

(in accordance with MSC/Circ.889/MEPC/Circ.353)

All questions relate to merchant ships flying the flag of the State concerned

GENERAL

1. Name of State/Associate Member:

United States of America

List the Administrations which you represent at IMO (a separate assessment form should be completed for each. Include all flag States, including those which are not Member States of IMO but are Parties to IMO instruments).

2. Name of contact person responsible for the completion of this form:

Assistant Commandant for Marine Safety and Environmental Protection

Name of Administration

U.S. Coast Guard

Address

Commandant (G-M)
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3. Indicate to which of the following international instruments your State is a Party and which (optional) MARPOL 73/78 Annexes have been ratified.

	Yes	No
<i>SOLAS 74</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>SOLAS Protocol 78</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>MARPOL 73/78</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Annex III</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Annex IV</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Annex V</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Annex VI</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>LL 66</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>TONNAGE 69</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>COLREG 72</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>UNCLOS</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Clarification, comments or additional information for Question 3

The United States has not yet ratified UNCLOS; however, pursuant to the President's Ocean Policy Statement, 19 Weekly Comp. Pres. Doc. 383 (March 10, 1983), UNCLOS is recognized by the United States to reflect customary international law to which the United States adheres.

4.1 How many merchant ships of 100 gross tonnage and upwards, subject to the relevant instruments you indicated in question 3, are currently flying the flag of your State?

1,157

4.2 What is the total gross tonnage of merchant ships flying the flag of your State?

13,006,580

Clarification, comments or additional information for Question 4.1

In identifying the number of US-flagged merchant ships of 100 gross tonnage and upward for use in this assessment, the following criteria were used:

1. The term merchant indicated that only ships involved in the carriage of passengers or cargo for profit would be included (no school ships, research vessels, fishing boats or public vessels).
2. The term ships indicated that only self-propelled vessels would be included (no barges).
3. Since the assessment is focused on the implementation of international instruments, only those ships authorized for international voyages would be included (ships used only within the waters of the United State and/or on the Great Lakes are not included).

INTERNAL CRITERIA

Legal framework

All questions relate to merchant ships flying the flag of the State concerned

5. Does your Administration have the necessary laws in force to implement international maritime safety and pollution prevention instruments with regard to:

Yes **No**

- | | | |
|--|-------------------------------------|--------------------------|
| .1 the construction, equipment and management of ships; | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| .2 the prevention, reduction and control of pollution of the marine environment; | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| .3 the safe loading of ships; | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| .4 the manning of ships; | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| .5 the safety of navigation (including taking part in mandatory reporting and routing systems), maintenance of communications and prevention of collisions? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Clarification, comments or additional information for Question 5

SOLAS 74 and the SOLAS Protocol of 1978 have been implemented by the U.S. Coast Guard pursuant to Executive Order No. 12,234, Title 3, Code of Federal Regulations, Section 277 (1981).

MARPOL 73/78 has been implemented by the U.S. Coast Guard pursuant to Title 33, United States Code, sections 1901-1915 (1994 & Supp. III 1997)

Clarification, comments or additional information for Question 5.1

- a) Laws relating to construction and safety equipment are found under Title 46, United States Code, Chapters 31, 33, 35 and 37.
- b) Laws relating to pollution prevention equipment are found under Title 33, United States Code, Chapter 33 and Title 46, United States Code, Chapter 37.
- c) Laws relating to management of ships are found under Title 46, United States Code, Chapter 32.

Clarification, comments or additional information for Question 5.2

Laws relating to the prevention, reduction and control of pollution of the marine environment are found under Title 33, United States Code, Chapter 33 and Title 46, United States Code, Chapter 37.

Clarification, comments or additional information for Question 5.3

Laws relating to the safe loading of ships are found under Title 46, United States Code, Chapter 51.

Clarification, comments or additional information for Question 5.4

Laws relating to the manning of ships are found under Title 46, United States Code, Chapters 81, 83, 87, 89 and 91.

Clarification, comments or additional information for Question 5.5

Laws relating to the safety of navigation, maintenance of communications and prevention of collisions are found under Title 33, United States Code, Chapters 24, 25 and 30.

6. Does your Administration have the necessary laws in force to ensure the provision of penalties of adequate severity to discourage violation of international instruments to which your State is a Party?

Yes **No**

7. Does your Administration have the necessary laws in force to provide for ship inspections to ensure compliance with international maritime safety and pollution prevention standards to which your State is a Party?

Yes **No**

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Clarification, comments or additional information for Question 7

The U.S. Coast Guard administers navigation and vessel inspection laws and rules, and regulations governing marine safety and protection of the marine environment. The Coast Guard is tasked with inspecting the vessels to which those laws apply. Most statutes establish general requirements for inspection and authorize the Coast Guard to prescribe specific standards by regulation. There are exceptions, however, and certain requirements for vessels as to standards and procedures are contained within the statute itself.

Title 46, United States Code, sections 3305, 3307 and 3714 provide the legal basis for the inspection of vessels that are subject to inspection under Title 46, United States Code, section 3301. Title 43, United States Code, section 1356 provides the legal basis for Coast Guard regulations pertaining to vessels engaged in Outer Continental Shelf Activities. Title 46, United States Code, sections 3306 and 3703 direct the Secretary of the Department of Transportation (SEC DOT) to prescribe regulations to carry out these requirements. Executive Order No. 12234 delegates the responsibility of enforcing the International Convention for the Safety of Life at Sea (SOLAS 74) to SEC DOT.

SEC DOT has delegated authority to the Commandant, U.S. Coast Guard to administer certain navigation and inspection laws. The Commandant accomplishes this by prescribing regulations published in Titles 33, 46 and 49 of the Code of Federal Regulations (CFR). These regulations incorporate international laws to which the United States is signatory, as well as various classification society and industry technical standards. A list of the powers and functions delegated to the Commandant by the SEC DOT (pursuant to Title 14, United States Code, section 631 and Title 46, United States Code, section 2104) are listed in Title 49, Code of Federal Regulations, section 1.46. Specific authorities and the process by which regulations are adopted, changed and deleted are described in Title 33, Code of Federal Regulations, section 1.05 and in chapter 2, volume I of the Coast Guard's Marine Safety Manual.

- | | | |
|---|--|--------------------------------|
| 8. Does your Administration have the necessary laws in force to take legal action against ships which have been identified as not being in compliance with the international instruments to which your State is a Party? | Yes
<input checked="" type="checkbox"/> | No
<input type="checkbox"/> |
| 9. Does your Administration have the necessary laws in force to carry out the required casualty investigations? | Yes
<input checked="" type="checkbox"/> | No
<input type="checkbox"/> |

Clarification, comments or additional information for Question 9

The basic authority for marine casualty investigations (to include recreational boating accidents) is Title 46, United States Code, Chapter 63. The basic authority for personnel investigations is Title 46, United States Code, Chapter 77. The basic authority to investigate casualties on the Outer Continental Shelf (OCS) is Title 43, United States Code, section 1348. A general description of the delegation of authority is found in Title 46, Code of Federal Regulations, section 1.01 and Title 49, Code of Federal Regulations, section 1.46.

Enforcement

- | | | |
|--|-------------------------------------|--------------------------|
| 10. Does your Administration have an infrastructure, including personnel with appropriate technical expertise and experience to: | Yes | No |
| .1 identify ships flying the flag of your State which are not in compliance with international maritime safety and pollution prevention requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
-

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.2 take action against ships flying the flag if your State which have been identified as not being in compliance with international maritime safety and pollution prevention requirements?

- If yes, against how many such ships was action taken for each of the previous 5 years*?

Year:	1994	1995	1996	1997	1998
Ships:	41	28	27	21	24

Clarification, comments or additional information for Question 10.2

The numbers provided above are penalty actions taken against US-flagged vessels for non-compliance with international maritime safety and environmental protection requirements. In addition to those penalty actions, the Administration took the following number of control and penalty actions against US-flagged vessels for non-compliance with its own national requirements, which were either an equivalent or higher standard than the international requirements in question:

Year	# actions
1994	153
1995	77
1996	102
1997	66
1998	84

11. Did your Administration investigate detentions by port States of ships flying the flag of your State for each of the previous 5 years*? (see also question 28)

Yes

No

- If yes, indicate how many such detentions were investigated.

Year:	1994	1995	1996	1997	1998
Detentions:	0	0	0	0	1

Clarification, comments or additional information for Question 11

For the 12 detentions prior to 1998, the U.S. Coast Guard was unable to find any record of notification from the detaining port State. Without notification, the Coast Guard was unable to conduct a timely investigation into the those detentions. Subsequent inspections of those ships have found them in substantial compliance with international instruments. The U.S. Coast Guard is in the process of attempting to gather information on the circumstances leading to those detentions between 1994 and 1997 in order to provide comments to the port State and the International Maritime Organization.

The U.S. Coast Guard did receive notification of the one detention in 1998 and investigated the circumstances behind it.

* or from the date your Government became a Party to the relevant instrument, if that is later.

Recognized organizations acting on behalf of the Administration

12. Which organizations has your Administration recognized for the purpose of delegation of authority under the relevant instruments you indicate under question 3?

American Bureau of Shipping
 Det Norske Veritas
 Lloyd's Register of Shipping
 National Cargo Bureau

13. When your Administration delegates authority to recognized organizations, does it follow resolutions A.739(18) and A.789(19) as minimum requirements, in SOLAS 74, regulation XI/1, and the analogous requirements in MARPOL 73/78 in any delegation of authority?

Yes No

Clarification, comments or additional information for Question 13

In addition to the minimum requirements noted in the referenced Assembly Resolutions, the United States Coast Guard requires the following specific criteria to be satisfied as minimum requirements in order to be recognized for purposes of delegating any functions related to issuance of international certificates.

The most significant of these requirements include: existence of class rules for at least 30 years, history of corrective action in vessel casualties and non-conformities, total classed tonnage of at least 10 million gross tons, of which at least 8 million gross tons must be sea-going vessels, employ a minimum of 150 exclusive surveyors, not be financially controlled by shipowners and shipbuilders, not have any business interest in the commercial operations of any vessel in its classed fleet, and have an acceptable port state record in the U.S. for vessel detentions attributed to the performance of the classification society.

14. Has your Administration provided IMO with a copy of the formal agreement or equivalent legal arrangements with the recognized organizations listed in question 12?

Yes No

15. Indicate which survey and/or certificate functions your Administration has delegated to the recognized organizations referred to in question 12.

<u>Recognized Organization/Function</u>	<u>Surv/Audit</u>	<u>Approval</u>	<u>Cert.</u>
American Bureau of Shipping			
Safety Equipment Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Document of Compliance (ISM)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
International Load Line Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Safety Management Certificate (ISM)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
International Tonnage Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Intl. Certificate of Fitness (dangerous chemicals)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Intl. Certificate of Fitness (liquefied gases)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
IOPP Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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Cargo Ship Safety Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Safety Certificate (MODU)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Passenger Ship Safety Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NLS Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Det Norske Veritas			
International Load Line Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
International Tonnage Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
IOPP Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Lloyd's Register of Shipping			
Cargo Ship Safety Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
International Load Line Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
International Tonnage Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
National Cargo Bureau			
Cargo Securing Manual	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Document of Authorization (grain)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

16. Indicate, for the instruments you listed under question 3, which survey and/or certification functions are carried out by your Administration.

<u>Function</u>	<u>Surv/Audit</u>	<u>Approval</u>	<u>Cert.</u>
Cargo Securing Manual	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Certificate of Fitness (dangerous chemicals)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Certificate of Fitness (liquefied gases)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Certificate of insurance/financial security	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Certificates for masters, officers or ratings	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Construction and Equipment Certificate (DSC)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Diving Systems Safety Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Document of Compliance (ISM)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Document of Compliance (dangerous goods)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Enhanced survey report file	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Exemption Certificate (SOLAS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
High-Speed Craft Safety Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Intact Stability Booklet	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
International Load Line Certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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International Load Line Exemption Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
International Tonnage Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Intl. Certificate of Fitness (dangerous chemicals)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Intl. Certificate of Fitness (liquefied gases)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
IOPP Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Manifest/stowage plan (dangerous goods)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minimum Safe Manning Document	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
NLS Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Passenger Ship Safety Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Permit to Operate High-Speed Craft	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Safety Certificate (MODU)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Safety Construction Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Safety Equipment Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Safety Management Certificate (ISM)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Safety Radio Certificate	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
SOPEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

17. Does your Administration carry out the verification and monitoring functions specified in resolution A.739(18)? Yes No

18. How does your Administration carry out the verification and monitoring functions specified in resolution A.739(18)?

Verification and Monitoring of RO's is performed through oversight at various levels.

1. Inspection/Survey Oversight - Our inspectors accompany RO surveyors on scheduled surveys and oversee the survey activities.

2. Plan Review Oversight - Our plan review engineers oversight about 10% of all plans approved by ROs on our behalf.

3. Quality System Audits - Our qualified auditors accompany external/internal auditors during RO audits.

19. How often does your Administration verify and monitor the work of recognized organizations acting on its behalf? Every 0 months

Clarification, comments or additional information for Question 19

Our verification and monitoring of ROs is a continuous process and is not limited to a system based on a schedule of verification and monitoring functions conducted at

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specific intervals.

20. How does your Administration take specific responsibility for international certificates issued on its behalf by dependent territories/second registers?

This is not applicable since the U.S. has no second register and its dependent territories do not issue any international certificates.

Casualty and incident investigation

21. Does your Administration have the means (financial and administrative) to ensure that thorough and prompt casualty and incident investigations into all cases of serious and very serious casualties, as defined in paragraphs 4.2 and 4.3 of the Annex to resolution A.849(20), are carried out? Yes No

22. For each of the previous 5 years*, for ships flying the flag of your State:

- .1 How many serious and very serious casualties and incidents were investigated?

Year:	1994	1995	1996	1997	1998
Incidents:	691	615	555	477	485

- .2 How many such casualties and incidents were reported to IMO?

Year:	1994	1995	1996	1997	1998
Incidents:					

Clarification, comments or additional information for Question 22.1

The following is a breakdown of the incidents by category for the previous 5 years:

Category:	1994	1995	1996	1997	1998
Very Serious Casualties	8	5	8	3	3
Serious Casualties	34	26	27	20	32
Incidents	649	584	520	454	450

Clarification, comments or additional information for Question 22.2

The U.S. has provided all reports required by the IMO, as well as other reports deemed useful to the IMO for the purposes of advancing maritime safety and prevention of pollution; however, the U.S. Coast Guard does not have any data to report in the format of this self-assessment form at this time. The U.S. Coast Guard is currently looking at ways to improve the data reporting process in the future.

23. Can your Administration provide to IMO, on request, evidence which shows that casualties and incidents on ships flying the flag of your State have been investigated? Yes No
24. For each of the previous 5 years*, has your Administration provided the IMO with the mandatory annual reporting required by article 11.1(f) of MARPOL 73/78? Yes No

Clarification, comments or additional information for Question 24

Reports were not provided for the years 1994 through 1996. Reports were provided for 1997 and 1998.

25. How many allegations of violations, according to article 4 of MARPOL 73/78 have been made against ships flying the flag of your State in each of the previous 5 years*?

- .1 How many investigations or legal proceedings has your Administration carried out in the previous 5 years* in accordance with articles 4 and 6 of MARPOL?

* or from the date your Government became a Party to the relevant instrument, if that is later.

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.2 In how many cases did your Administration report back to the reporting State or to IMO in each of the previous 5 years*?

Year:	1994	1995	1996	1997	1998
Allegations (25):	0	0	0	0	0
Investigations (25.1):	146	61	84	52	51
Reports (25.2):	0	0	0	0	0

Clarification, comments or additional information for Question 25

There are no records of allegations of violations coming from Administrations outside of the United States. However, there have been cases (as indicated in the answer to question 25.1) where this Administration, as a flag State, has made allegations and investigated such cases against its own ships. Since the State making the allegation and conducting the investigation are the same, reports back to the reporting State or to the IMO do not apply.

* or from the date your Government became a Party to the relevant instrument, if that is later.

EXTERNAL CRITERIA

26. For each of the previous 5 years*, how many ships flying the flag of your State:

- .1 have been involved in serious or very serious casualties?
- .2 have become total losses or constructive total losses?
- .3 have caused severe pollution**?
- .4 What casualty rate per 1000 ships does this represent?
- .5 What is the total tonnage involved as a percentage of the total fleet?

Year:	1994	1995	1996	1997	1998
Casualties (26.1):	42	31	35	23	35
Losses (26.2):	1	0	0	0	0
Pollution (26.3):	3	5	6	3	3
Casualty rate (26.4):	36	27	30	20	30
% of Tonnage (26.5):	7	3	4	3	6

27. In each of the previous 5 years*, how many lives have been lost:

- .1 in casualties involving ships flying the flag of your State?
- .2 due to occupational accidents (i.e. other than from casualties to ships) on ships flying the flag of your State?

NB - Includes: falls; boarding or disembarking; accidents on deck and in machinery spaces; deaths in enclosed spaces; but does not include: accidents ashore; homicide; or deaths from disease or natural causes.

Year:	1994	1995	1996	1997	1998
Ship casualties (27.1):	1	0	3	0	0
Occupational (27.2):	3	10	10	8	9

Clarification, comments or additional information for Question 27.2

The data for question 27.2 includes the number of deaths and the number of missing merchant mariners. The breakdown between those two categories for the 5 year period of this assessment is provided below:

Year	1994	1995	1996	1997	1998
Number of Deaths	3	10	8	7	8
Number of Missing	0	0	2	1	1

* or from the date your Government became a Party to the relevant instrument, if that is later.

** "Severe pollution" is a case of pollution which, as evaluated by the coastal State(s) affected or the flag State, as appropriate, produces a major deleterious effect upon the environment, or which would have produced such an effect without preventative action.

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28. 1 For each of the previous 5 years*, how many ships flying the flag of your State were detained, within the scope of SOLAS 74, MARPOL 73/78, LL 66 or COLREG 72, by port States?

.2 What detention rate per 1000 ship inspections does this represent? (see also question 11).

Year:	1994	1995	1996	1997	1998
Detentions (28.1):	5	2	4	1	1
Rate per 1000 (28.2):	60	25	48	12	11

Clarification, comments or additional information for Question 28.2

a detention rate per 1000 ship inspections for 1994 is based on an estimate of 84 inspections of US ships by port States as the actual number of port State inspections is unavailable. The estimate was determined by averaging the number of inspections for the other four years used for this assessment form.

* or from the date your Government became a Party to the relevant instrument, if that is later.

** "Severe pollution" is a case of pollution which, as evaluated by the coastal State(s) affected or the flag State, as appropriate, produces a major deleterious effect upon the environment, or which would have produced such an effect without preventative action.