DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

# PORT STATE CONTROL IN THE UNITED STATES




## 2019 ANNUAL REPORT

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**Assistant Commandant for Prevention Policy**

**United States Coast Guard**



I am pleased to present to you the 2019 U. S. Coast Guard Port State Control (PSC) Annual Report summarizing our enforcement of SOLAS, MARPOL, ISPS Code and other international conventions on foreign vessels trading in U.S. ports.

In 2019, we conducted 8,622 SOLAS safety exams with a total of 97 detentions and seven ISPS control actions. The annual detention rate of 1.12% is a slight decrease over last year. However, the three-year rolling average detention ratio increased slightly from 1.06% to 1.08%. Our data this year shows the number of detainable deficiencies related to safety management systems and MARPOL Annex I both made an increase over the 2018 numbers, while those related to fire safety and lifesaving systems remained relatively the same. Additionally, the number of recognized organizations that were associated with detentions increased from 12 in 2018 to 15 in 2019.

The Coast Guard remains committed to ensuring environmental compliance within U.S. waters. I am pleased to note that new systems continue to offer more flexibility when it comes to compliance with U.S. Ballast Water regulations. In 2019, we issued an additional 10 Type Approval Certificates for ballast water treatment systems bringing the total number of Coast Guard approved systems to 25. On a different note, new MARPOL Annex VI requirements entered into force on January 1, 2020 further reducing the sulphur limit in fuel to 0.5%. In addition to continued enforcement with the 0.1% sulphur limit within the Emission Control Areas (ECA) of the United States, you can expect to see a strong effort within our Port State Control program to ensure continued compliance within the ECA as well as, with the new global sulfur limits. If during a Port State Control examination we discover that a vessel has used fuel exceeding the sulfur cap beyond our ECA, we will take action against the vessel to ensure compliance. We recognize that there may be challenges with meeting the new low sulfur fuel requirements, I strongly encourage operators and owners to develop contingency plans for the potential compliance challenges and include them as a part of their Safety Management System.

The IMO has also implemented cyber requirements to take effect on January 1, 2021. It is imperative that companies identify and safeguard against maritime cyber risks. The Coast Guard will be issuing further guidance this year on cyber hygiene on vessels and encourage vessel owners and operators to be proactive with their cyber protections.

The QUALSHIP 21 E-Zero program that recognizes those exemplary vessels that have demonstrated an exceptional commitment to environmental stewardship has quickly become the ultimate benchmark for environmental compliance recognition in the maritime industry. Though we are approaching 3,000 ships enrolled in the QUALSHIP 21 program, only 51 of those ships have met the stringent criteria to earn the E-Zero designation. Congratulations to those ships and operators that have successfully distinguished themselves with this prestigious recognition.

Finally, I thank my Headquarters staffs, Captains of the Port and especially the PSCOs for their dedication in working towards the elimination of substandard shipping worldwide while protecting mariners, our ports, and the environment. I look forward to continuing our strong relationships with flag states, classification societies, owners, and vessel operators as we work together to promote safe and secure shipping around the world.

# Table of Contents

PORT STATE CONTROL IN THE UNITED STATES
2019 ANNUAL REPORT

## Chapter 1 - Port State Control Overview


| | |
|---|---|
| Highlights in 2019 | 3 |
| 2019 Port State Control Statistics by Region | 4 |
| 2019 Port State Control Statistics by Port | 5 |
| Flag Administration Safety and Security Performance | 6 |
| Port State Control Appeal Process | 7 |


## Chapter 2 - Safety Compliance Performance


| | |
|---|---|
| Port State Control Safety and Environmental Protection Compliance Targeting | 9 |
| 2019 Flag Administration Safety Compliance Performance | 10 |
| 2019 Flag Administration Safety Compliance Performance Statistics | 11 |
| 2019 Recognized Organization Safety Compliance Performance | 14 |
| Detainable Deficiencies Overview | 15 |
| Statistics Derived from USCG Port State Control Examinations | 16 |
| Quality Shipping for the 21st Century (QUALSHIP 21) and E-Zero | 19 |


## Chapter 3 - Security Compliance Performance


| | |
|---|---|
| 2019 Flag Administration Security Compliance Performance | 23 |
| 2019 Flag Administration Security Compliance Performance Statistics | 24 |
| Security Deficiencies by Category and Major Control Actions by Vessel | 27 |
| U. S. Port State Control Contact Information | 28 |




# CHAPTER 1

# Highlights in 2019

## Vessel Arrivals Decreased with Exams Yielding Slight Detention Decrease

In 2019, a total of 10,394 individual vessels, from 84 different flag administrations, made 83,231 port calls to the U.S. The Coast Guard conducted 8,622 SOLAS safety exams and 8,619 ISPS exams on these vessels. These exam numbers are down a bit from the 2018 totals of 9,025 (SOLAS) and 8,819 (ISPS). The total number of ships detained in 2019 for environmental protection and safety related deficiencies decreased from 103 to 97 with merit appeals undergoing the review process. The total number of ships detained in 2019 for security related deficiencies decreased from eight to seven.

## Flag Administration Safety and Security Performance

Flag administration safety performance for 2019 remained steady with the overall annual detention rate slightly decreasing from 1.14% to 1.12%. However, the three-year rolling detention ratio increased slightly from 1.06% to 1.08%. The flag administrations of Cyprus, India, and Turkey were removed from our Targeted Flag List for 2019. Flag administration security performance for 2019 increased slightly resulting in the annual Control Action Ratio (CAR) decreasing from 0.09% to 0.08%. The three-year rolling average CAR held steady at 0.08%. Additionally, for the fourth straight year, there were no flag administrations listed on our ISPS/MTSA targeted matrix.

## Detention and Association Appeals

In 2019, the Coast Guard received a total of thirty-nine appeals. Twenty-three appeals were submitted challenging the overall merits of the detention. For those merit appeals that have been finalized, six were granted and ten were denied. There are currently seven merit appeals still under consideration.

In addition to receiving appeals contesting the overall merits of a detention, we also received sixteen appeals requesting the removal of a party's association with a detention. Of those sixteen, six were denied and eight were granted. Two are still under consideration. For more information on the Coast Guard's appeal process, please see our process guidance on page seven of this report.

## QUALSHIP 21 and E-Zero Programs

The QUALSHIP 21 (QS21) program ended calendar year 2019 with an impressive 2,936 vessels enrolled. In 2018, we welcomed nine flag administrations into the program with only one losing their QS21 eligibility. For 2019, despite the decrease in total detentions, four flag administrations lost their eligibility while two additional flags became eligible. We would like to welcome the flag administrations of Cyprus and the Republic of Korea after becoming QS21 eligible this year. The full list of QS21 flag administrations is located in Chapter 2 of this report.

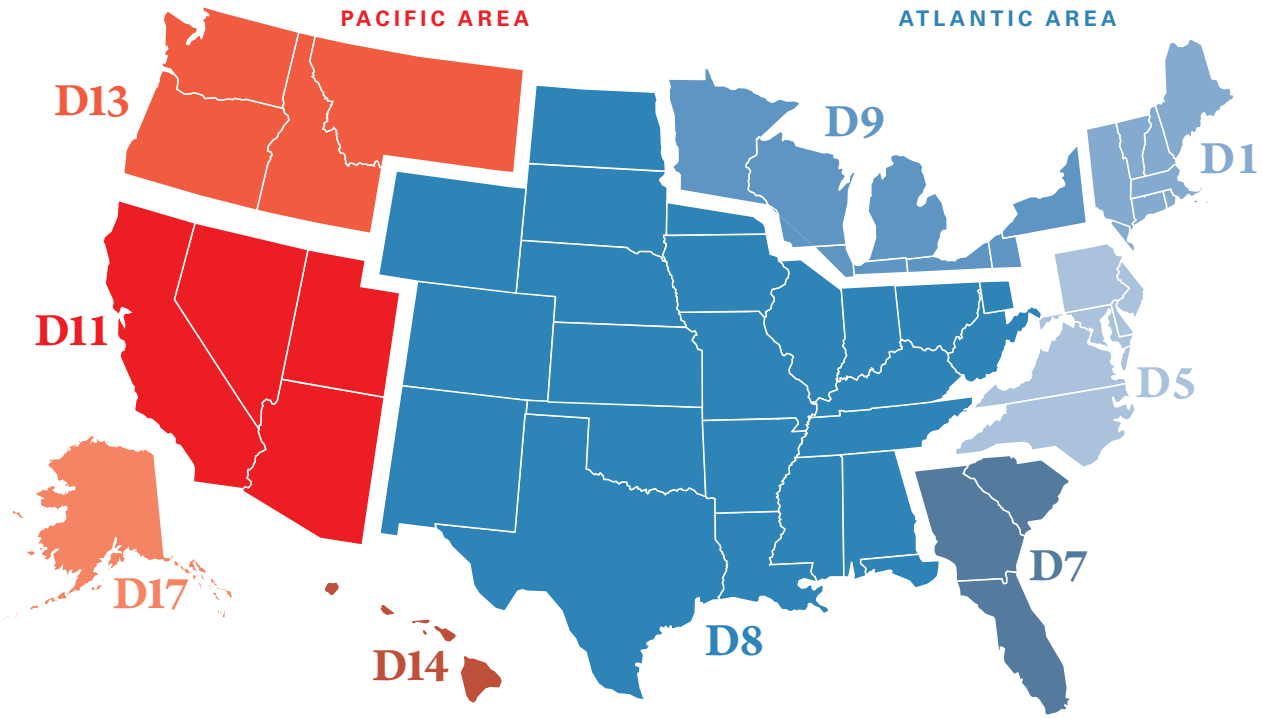
The E-Zero program focuses on environmental stewardship and worldwide compliance with international environmental conventions. By the end of 2019, 51 ships received the E-Zero designation.

## Revisions to Last Year's Report

The Coast Guard makes every effort to report its PSC exam data accurately and in a timely manner. However, occasionally there may be detention appeals that were not fully adjudicated prior to the publication of the report. Following the publication of the 2018 Annual Report, there were two merit detention appeals granted to the Liberian flag administration. Data records in this report have been revised accordingly.



# 2019 Port State Control Statistics By Region




| District | Ship Visits | Safety Examinations Conducted | Safety Detentions | Security Examinations Conducted | Security Major Control Actions |
|---|---|---|---|---|---|
| **1st** | 7,415 | 908 | 8 | 848 | 0 |
| **5th** | 7,374 | 972 | 17 | 1,004 | 0 |
| **7th** | 24,226 | 1,465 | 23 | 1,382 | 5 |
| **8th** | 25,350 | 3,138 | 25 | 3,219 | 1 |
| **9th** | 3,582 | 168 | 0 | 122 | 0 |
| **11th** | 8,176 | 848 | 7 | 937 | 0 |
| **13th** | 4,116 | 776 | 14 | 810 | 1 |
| **14th** | 1,421 | 230 | 3 | 204 | 0 |
| **17th** | 1,571 | 119 | 0 | 93 | 0 |
| **Total** | 83,231 | 8,622 | 97 | 8,619 | 7 |

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

# 2019 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 | 84 | 0 | 73 | 0 |
| **Sector Boston** | 1 | 82 | 1 | 61 | 0 |
| **Sector Buffalo** | 9 | 39 | 0 | 34 | 0 |
| **Sector Charleston** | 7 | 111 | 2 | 116 | 0 |
| **Sector Columbia River** | 13 | 419 | 11 | 458 | 1 |
| **Sector Corpus Christi** | 8 | 338 | 4 | 333 | 0 |
| **Sector Delaware Bay** | 5 | 383 | 7 | 402 | 0 |
| **Sector Detroit** | 9 | 74 | 0 | 47 | 0 |
| **MSU Duluth** | 9 | 25 | 0 | 19 | 0 |
| **Sector Guam** | 14 | 74 | 2 | 57 | 0 |
| **Sector Honolulu** | 14 | 156 | 1 | 147 | 0 |
| **Sector Houston/Galveston** | 8 | 1,013 | 10 | 1,074 | 1 |
| **Sector Jacksonville** | 7 | 204 | 2 | 188 | 0 |
| **Sector Juneau** | 17 | 35 | 0 | 20 | 0 |
| **Sector Key West** | 7 | 5 | 0 | 1 | 0 |
| **Sector Lake Michigan** | 9 | 22 | 0 | 21 | 0 |
| **Sector Long Island Sound** | 1 | 58 | 1 | 50 | 0 |
| **Sector Los Angeles/Long Beach** | 11 | 503 | 5 | 595 | 0 |
| **Sector Maryland-NCR** | 5 | 247 | 5 | 239 | 0 |
| **Sector Miami** | 7 | 382 | 10 | 350 | 4 |
| **Sector Mobile** | 8 | 363 | 1 | 336 | 0 |
| **MSU Morgan City** | 8 | 22 | 1 | 14 | 0 |
| **Sector New Orleans** | 8 | 1,029 | 7 | 1,072 | 0 |
| **Sector New York** | 1 | 621 | 5 | 630 | 0 |
| **Sector North Carolina** | 5 | 108 | 5 | 118 | 0 |
| **Sector Northern New England** | 1 | 66 | 0 | 56 | 0 |
| **MSU Port Arthur** | 8 | 373 | 2 | 390 | 0 |
| **Sector Puget Sound** | 13 | 357 | 3 | 352 | 0 |
| **Sector San Diego** | 11 | 100 | 0 | 81 | 0 |
| **Sector San Francisco** | 11 | 245 | 2 | 261 | 0 |
| **Sector San Juan** | 7 | 410 | 3 | 331 | 0 |
| **Sector Sault Ste Marie** | 9 | 8 | 0 | 1 | 0 |
| **MSU Savannah** | 7 | 228 | 1 | 267 | 1 |
| **Sector SE New England** | 1 | 79 | 1 | 51 | 0 |
| **Sector St Petersburg** | 7 | 125 | 5 | 129 | 0 |
| **Sector Virginia*** | 5 | 234 | 0 | 245 | 0 |

*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.*

**Previously named Sector Hampton Roads*

# Flag Administration Safety & Security Performance

The following definitions apply to the table below:

**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 PSC examinations multiplied by one hundred.

**Three-Year Average Detention Ratio:** The cumulative sum of safety-related detentions from January 2017 through December 2019 divided by the cumulative sum of PSC examinations during those three years multiplied by one hundred.

**ISPS Major Control Action:** A control measure (e.g., detention, denial of entry, or expulsion) imposed by the U.S. on 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 2017 to December 2019.

**** This table contains revised data based on appeal decisions that were made after the publication of last year's report and may not reflect the data that was previously published in past reports.*

| Calendar Year | Number of Safety Exams | 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[1] |
|---|---|---|---|---|---|---|---|
| 2010 | 9,907 | 156 | 1.67% | 1.86% | 17 | 0.18% | 0.23% |
| 2011 | 10,129 | 97 | 1.04% | 1.53% | 15 | 0.16% | 0.18% |
| 2012 | 9,469 | 105 | 1.17% | 1.30% | 8 | 0.09% | 0.14% |
| 2013 | 9,394 | 121 | 1.29% | 1.11% | 8 | 0.09% | 0.12% |
| 2014 | 9,232 | 143 | 1.55% | 1.31% | 10 | 0.12% | 0.10% |
| 2015 | 9,265 | 201 | 2.17% | 1.67% | 11 | 0.13% | 0.11% |
| 2016 | 9,390 | 98 | 1.04% | 1.58% | 8 | 0.09% | 0.11% |
| 2017 | 9,105 | 91 | 0.99% | 1.40% | 6 | 0.06% | 0.10% |
| 2018 | 9,025 | 103 | 1.14% | 1.06% | 8 | 0.09% | 0.08% |
| 2019 | 8,622 | 97 | 1.12% | 1.08% | 7 | 0.08% | 0.08% |

[1] *Targeting thresholds for vessel security was fixed at 1.5% in 2005 and has remained fixed since them.*

# 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—Rights of Appeal. The appeal process allows for three separate levels of review starting with the cognizant Officer in Charge, Marine Inspection (OCMI) / Captain of the Port (COTP), District, and finally Headquarters. At each level, the appellant has an opportunity to present new or additional information, as to why the appeal should be granted. Coast Guard officials responsible for the review and determination of an appeal remain objective as both positions are reviewed and weighed carefully. We value the role of the appeal process in the overall fairness of our Port State Control program, and emphasize that there will be no repercussions to the appellant for seeking reconsideration or requesting to appeal a decision or detention.

## For Recognized Organization (RO) Related Detentions

Appeals from ROs must be submitted within 30 days of detention notification. All appeals shall be in writing and can be submitted electronically to: *PortStateControl@uscg.mil*

Appeals may also be submitted to the following postal address:

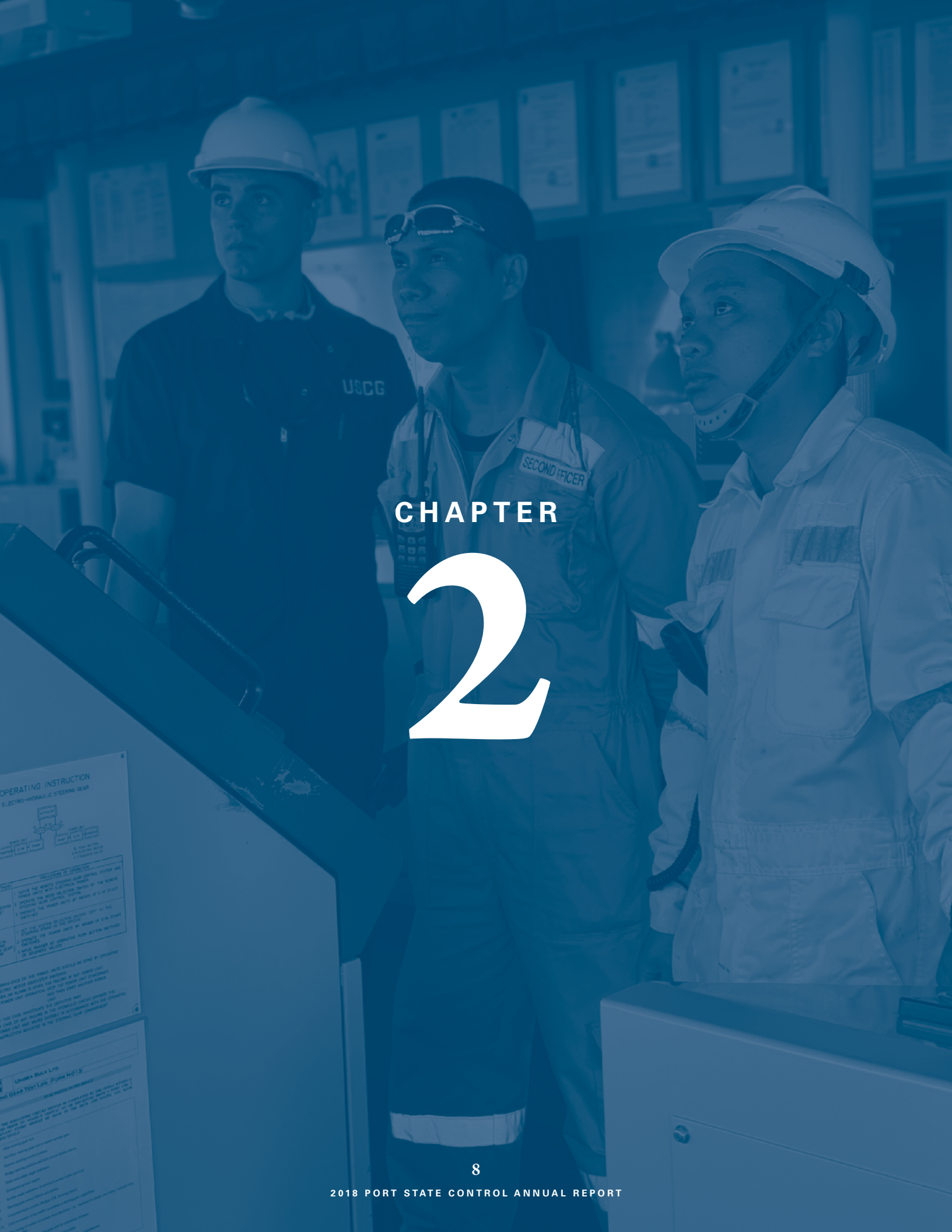
**Commandant (CG-CVC-2)**
Attn: Office of Commercial Vessel Compliance
U.S. Coast Guard STOP 7501
2703 Martin Luther King Jr Ave S.E.
Washington, D.C. 20593-7501

## For All Merit Detentions

Any person affected by a decision or action (e.g., PSC detention), may request reconsideration without delay by communicating directly with the OCMI/COTP especially if a delay caused by submitting an appeal in writing would have an adverse impact. Any person who receives an unfavorable decision, may then submit a formal appeal in writing to the District Commander via the OCMI/COTP. The same process follows for submitting a formal appeal in writing to the Headquarters Office of Commercial Vessel Compliance (CG-CVC) via the District Commander. CG-CVC serves as the final agency action for appeals involving vessel inspection issues and will consider any additional information that was not included in the former appeals.

Please refer to Title 46 CFR Subpart 1.03 - Rights of Appeal for more details on the appeal process and the Coast Guard Homeport website to obtain OCMI/COTP and District Commander contact information at *https://homeport.uscg.mil/*




USCG
SECOND OFFICER
OPERATING INSTRUCTION
ELECTRO-HYDRAULIC STEERING GEAR

# CHAPTER 2

# Port State Control Safety, Security, and Environmental Examination Factors

The U.S. Coast Guard (USCG) administers a comprehensive Port State Control (PSC) examination program in order to ensure safe, secure, and environmentally responsible shipping that supports the global objective of eliminating substandard ships. The USCG screens vessels prior to arrival in U.S. ports and assesses a multitude of regulatory and risk-based factors in order to determine foreign vessel examination requirements. For more information on the USCG PSC examination program, please refer to Marine Safety Manual Volume II: Material Inspection, COMDTINST M16000.7B (series) which is available online at: *https://www.uscg.mil/Resources/Library/*



# Flag Administration Safety Compliance Performance

The Coast Guard targets Flag Administrations for additional PSC examinations if their detention ratio scores higher than the three-year rolling average detention ratio and if an Administration is associated with more than one detention in the past three years. Flags receive two points if their detention ratio is between the overall average and up to two times the overall average and seven points if their detention ratio is two or more times the overall average for all flag administrations. We calculate detention ratios using the most current three years of PSC data. Flags with only one detention in the past three years are removed from the targeted flag list. The overall Flag Administration performance has decreased this year with the three-year running detention ratio increasing slightly from 1.06% to 1.08%.

## Flag Administrations Receiving 7 points

| Flag | 2017-2019 Detention Ratio |
|---|---|
| **Barbados** | 5.43% |
| **Belgium*** | 2.82% |
| **Cook Islands** | 4.65% |
| **Israel*** | 15.79% |
| **Mexico** | 5.81% |
| **Philippines** | 2.24% |
| **Portugal** | 2.24% |
| **Saint Kitts and Nevis** | 21.43% |
| **Saint Vincent and the Grenadines** | 3.87% |
| **Tanzania** | 19.35% |
| **Togo** | 6.59% |
| **Vanuatu** | 4.23% |

## Flag Administrations Receiving 2 points

| Flag | 2017-2019 Detention Ratio |
|---|---|
| **Antigua and Barbuda** | 1.77% |
| **Greece** | 1.28% |
| **Liberia*** | 1.27% |
| **Malta** | 1.30% |
| **Panama** | 1.10% |

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

| Flag | 2017-2019 Detention Ratio |
|---|---|
| **Cyprus** | 0.96% |
| **India**** | 1.69% |
| **Turkey**** | 1.56% |

** Administration not targeted last year.*

*** One detention in the past three years.*

# 2019 Flag Administration Safety Compliance Performance Statistics

| Flag (1) | Safety Exams | Safety Exams with Deficiencies | Distinct Arrivals | Safety Detentions | 2017-2019 Detention Ratio |
|---|---|---|---|---|---|
| **Algeria** | 1 | 0 | 1 | 0 | 0.00% |
| **Anguilla** | 4 | 1 | 1 | 0 | 11.11% |
| **Antigua and Barbuda** | 185 | 64 | 200 | 3 | 1.77% |
| **Bahamas** | 538 | 146 | 556 | 2 | 0.49% |
| **Barbados** | 25 | 7 | 23 | 0 | 5.43% |
| **Belgium** | 28 | 9 | 34 | 2 | 2.82% |
| **Belize** | 5 | 2 | 5 | 0 | 0.00% |
| **Bermuda** | 86 | 25 | 81 | 0 | 0.00% |
| **Bolivia** | 5 | 3 | 3 | 0 | 0.00% |
| **Brazil** | 3 | 1 | 4 | 0 | 0.00% |
| **British Virgin Islands** | 12 | 6 | 13 | 0 | 0.00% |
| **Canada** | 136 | 21 | 154 | 0 | 0.00% |
| **Cayman Islands** | 155 | 19 | 289 | 0 | 0.41% |
| **Chile** | 1 | 1 | 2 | 0 | 0.00% |
| **China** | 25 | 8 | 27 | 0 | 1.14% |
| **Columbia** | 2 | 0 | 2 | 0 | 0.00% |
| **Cook Islands** | 21 | 12 | 12 | 0 | 4.65% |
| **Croatia** | 11 | 3 | 10 | 0 | 0.00% |
| **Curacao** | 7 | 2 | 6 | 0 | 0.00% |
| **Cyprus** | 183 | 44 | 201 | 1 | 0.96% |
| **Denmark** | 112 | 30 | 134 | 0 | 0.33% |
| **Dominica** | 0 | 0 | 1 | 0 | 0.00% |
| **Dominican Republic** | 3 | 1 | 3 | 0 | 20.00% |
| **Ecuador** | 1 | 0 | 1 | 0 | 0.00% |
| **Egypt** | 1 | 0 | 1 | 0 | 0.00% |
| **Faroe Islands** | 0 | 0 | 1 | 0 | 0.00% |
| **Finland** | 5 | 2 | 4 | 0 | 5.00% |
| **France** | 23 | 7 | 32 | 0 | 0.00% |
| **Germany** | 23 | 2 | 55 | 0 | 0.85% |
| **Gibraltar** | 26 | 8 | 23 | 0 | 0.00% |
| **Greece** | 175 | 34 | 200 | 1 | 1.28% |
| **Guyana** | 1 | 1 | 1 | 0 | 0.00% |
| **Hong Kong** | 493 | 100 | 732 | 3 | 0.61% |

*[1] If an Administration has only one distinct arrival with no exams and a 0.00% detention ratio, that Administration may not be listed.*
** One or more detention appeals are under adjudication. The listed 3-year detention ratio may need to be revised as a result.*

# 2019 Flag Administration Safety Compliance Performance Statistics

| Flag (1) | Safety Exams | Safety Exams with Deficiencies | Distinct Arrivals | Safety Detentions | 2017-2019 Detention Ratio |
|---|---|---|---|---|---|
| **India** | 22 | 8 | 24 | 0 | 1.69% |
| **Indonesia** | 2 | 1 | 1 | 0 | 0.00% |
| **Ireland** | 1 | 1 | 1 | 0 | 0.00% |
| **Isle of Man** | 132 | 25 | 167 | 0 | 0.48% |
| **Israel** | 11 | 4 | 7 | 2 | 15.79% |
| **Italy** | 43 | 14 | 56 | 0 | 0.00% |
| **Jamaica** | 15 | 3 | 31 | 0 | 0.00% |
| **Japan** | 85 | 17 | 107 | 2 | 0.87% |
| **Jordan** | 1 | 0 | 1 | 0 | 0.00% |
| **Kiribati** | 0 | 0 | 1 | 0 | 0.00% |
| **Liberia*** | 1,119 | 299 | 1,318 | 20 | 1.27% |
| **Libya** | 3 | 1 | 5 | 0 | 0.00% |
| **Luxembourg** | 8 | 4 | 6 | 0 | 0.00% |
| **Malaysia** | 7 | 1 | 10 | 0 | 0.00% |
| **Malta** | 557 | 150 | 640 | 3 | 1.30% |
| **Marshall Islands*** | 1,265 | 272 | 1,715 | 15 | 0.79% |
| **Mauritius** | 1 | 0 | 1 | 0 | 0.00% |
| **Mexico** | 36 | 21 | 36 | 3 | 5.81% |
| **Moldova** | 6 | 5 | 3 | 0 | 0.00% |
| **Montenegro** | 2 | 1 | 1 | 0 | 20.00% |
| **Netherlands** | 173 | 65 | 179 | 0 | 0.00% |
| **New Zealand** | 1 | 0 | 1 | 0 | 0.00% |
| **Nigeria** | 4 | 0 | 4 | 0 | 0.00% |
| **Norway** | 216 | 50 | 246 | 1 | 0.49% |
| **Pakistan** | 0 | 0 | 1 | 0 | 0.00% |
| **Palau** | 3 | 2 | 1 | 1 | 5.88% |
| **Panama** | 1,450 | 418 | 1,672 | 16 | 1.08% |
| **Philippines** | 42 | 11 | 46 | 1 | 2.24% |
| **Portugal** | 131 | 44 | 136 | 3 | 2.24% |
| **Qatar** | 4 | 1 | 5 | 0 | 0.00% |
| **Republic of Korea** | 22 | 7 | 34 | 0 | 0.00% |
| **Russian Federation** | 4 | 1 | 3 | 0 | 0.00% |
| **Saint Kitts and Nevis** | 3 | 1 | 2 | 1 | 21.43% |

*[1] If an Administration has only one distinct arrival with no exams and a 0.00% detention ratio, that Administration may not be listed.*

** One or more detention appeals are under adjudication. The listed 3-year detention ratio may need to be revised as a result.*

# 2019 Flag Administration Safety Compliance Performance Statistics

| Flag (1) | Safety Exams | Safety Exams with Deficiencies | Distinct Arrivals | Safety Detentions | 2017-2019 Detention Ratio |
|---|---|---|---|---|---|
| **Saint Vincent and the Grenadines** | 61 | 16 | 38 | 5 | 3.87% |
| **Samoa** | 3 | 2 | 3 | 0 | 0.00% |
| **Saudi Arabia** | 20 | 1 | 28 | 0 | 1.56% |
| **Seychelles** | 1 | 0 | 1 | 0 | 0.00% |
| **Sierra Leone** | 0 | 0 | 0 | 0 | 0.00% |
| **Singapore** | 618 | 146 | 762 | 8 | 0.90% |
| **Spain** | 13 | 5 | 15 | 0 | 0.00% |
| **Sri Lanka** | 4 | 0 | 5 | 0 | 0.00% |
| **Sweden** | 10 | 1 | 13 | 0 | 0.00% |
| **Switzerland** | 16 | 3 | 17 | 0 | 0.00% |
| **Taiwan** | 11 | 3 | 24 | 0 | 0.00% |
| **Tanzania** | 15 | 13 | 9 | 3 | 19.35% |
| **Thailand** | 15 | 6 | 15 | 0 | 0.00% |
| **Togo** | 34 | 14 | 9 | 0 | 6.59% |
| **Trinidad and Tobago** | 0 | 0 | 0 | 0 | 0.00% |
| **Turkey** | 19 | 5 | 19 | 0 | 1.56% |
| **Tuvalu** | 0 | 0 | 0 | 0 | 0.00% |
| **United Kingdom** | 49 | 10 | 108 | 0 | 0.40% |
| **Vanuatu** | 65 | 24 | 51 | 1 | 4.23% |
| **Venezuela** | 3 | 2 | 1 | 0 | 0.00% |

*[1] If an Administration has only one distinct arrival with no exams and a 0.00% detention ratio, that Administration may not be listed.*
** One or more detention appeals are under adjudication. The listed 3-year detention ratio may need to be revised as a result.*



# 2019 Recognized Organization Safety Compliance Performance

Recognized Organizations with a detention ratio greater than 2.00% will be considered as Priority I for the approval requirements outlined in 46 CFR 2.45-15(2).

| | | Vessel Examinations | | | | RO-Related Detentions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Recognized Organization (RO)* | | 2017 | 2018 | 2019 | Total | 2017 | 2018 | 2019 | Total | Ratio |
| American Bureau of Shipping | ABS | 1,685 | 1,936 | 1,833 | 5,454 | - | - | - | 0 | 0.00% |
| Bulgarian Register of Shipping | BKR | 17 | 27 | 23 | 61 | 1 | - | - | 1 | 1.49% |
| Bureau Veritas | BV | 1,166 | 1,191 | 1,150 | 3,507 | - | 2 | 2 | 4 | 0.11% |
| China Classification Society | CCS | 194 | 240 | 204 | 638 | - | - | - | 0 | 0.00% |
| CR Classification Society | CR | 13 | 22 | 12 | 47 | - | - | - | 0 | 0.00% |
| Croatian Register of Shipping | CRS | 14 | 20 | 16 | 50 | - | - | - | 0 | 0.00% |
| DNV-GL | DNV GL | 3,271 | 3,658 | 2,577 | 9,506 | - | 3 | 3 | 6 | 0.06% |
| Dromon Bureau of Shipping | DBS | 2 | 2 | - | 4 | - | - | - | 0 | 0.00% |
| Hellenic Register of Shipping | HRS | 1 | 6 | 5 | 12 | - | - | - | 0 | 0.00% |
| Horizon International Naval Survey and Inspection | HNS | 4 | 6 | 4 | 14 | - | - | - | 0 | 0.00% |
| Indian Register of Shipping | IRS | 13 | 22 | 23 | 58 | - | - | - | 0 | 0.00% |
| Intermaritime Certification Services | IMC | 16 | 8 | 8 | 32 | - | - | - | 0 | 0.00% |
| International Naval Surveys Bureau | INSB | 3 | 8 | 8 | 19 | - | - | - | 0 | 0.00% |
| International Register of Shipping | IROS | 8 | 15 | 8 | 31 | - | - | - | 0 | 0.00% |
| Isthmus Bureau of Shipping | IBS | 20 | 23 | 28 | 71 | - | - | - | 0 | 0.00% |
| Korean Register of Shipping | KRS | 314 | 269 | 296 | 879 | - | - | - | 0 | 0.00% |
| Lloyd's Register | LR | 2,405 | 2,684 | 2,457 | 7,546 | 1 | - | 6 | 7 | 0.09% |
| Macosnar Corporation | MC | 1 | 8 | - | 9 | - | - | - | 0 | 0.00% |
| National Shipping Adjusters Inc | NASHA | 21 | 24 | 22 | 67 | - | - | - | 0 | 0.00% |
| Nippon Kaiji Kyokai | NKK | 2,282 | 2,478 | 2,456 | 7,216 | - | 2 | 2 | 4 | 0.05% |
| Panama Bureau of Shipping | PBS | 2 | 1 | 2 | 5 | - | - | - | 0 | 0.00% |
| Panama Maritime Documentation Service | PMDS | 42 | 37 | 30 | 109 | 1 | - | - | 1 | 0.91% |
| Panama Maritime Surveyors Bureau | PMS | 11 | 9 | 11 | 31 | - | - | - | 0 | 0.00% |
| Polski Rejestr Statkow | PRS | 22 | 32 | 18 | 72 | - | - | - | 0 | 0.00% |
| Registro Italiano Navale | RINA | 320 | 431 | 420 | 1,171 | - | - | - | 0 | 0.00% |
| Rinava Portuguesa | RP | 17 | 19 | 20 | 56 | - | - | - | 0 | 0.00% |
| Russian Maritime Register of Shipping | RS | 29 | 32 | 30 | 91 | - | 1 | - | 1 | 1.09% |
| Universal Shipping Bureau | USB | 8 | 3 | 6 | 17 | - | - | - | 0 | 0.00% |
| VG Register of Shipping | VGRS | 1 | 1 | 2 | 4 | - | - | - | 0 | 0.00% |
| Conarina Group | CNRIN | 65 | 50 | 60 | 175 | - | 4 | 1 | 5 | 2.85% |

** Organizations with fewer than five total exams and no detentions may not be listed.*

# Detainable Deficiencies Overview

2019 saw a decrease in the number of detentions from the previous year. Below is an overview of some detainable deficiencies found during PSC examinations in 2019.

**Safety Management Systems (SMS):** SMS deficiencies evidenced by multiple uncorrected material and/or operational deficiencies were, once again, the most cited. Additionally, instances where the crew failed to implement the SMS as it relates to the maintenance of the ship and equipment lead all stand-a-lone SMS related deficiencies. In one case, the PSCO found a severely corroded liferaft embarkation ladder along with an improperly installed hydrostatic release at the same location. The Chief Officer admitted that required inspections of these arrangements were not taking place though he had been signing the monthly checklist to the contrary. Several SMS-related detentions resulted from failure to properly report non-conformities and take corrective actions. During one exam, the PSCO identified a dead battery in the rescue boat, numerous lube oil leaks throughout the engine room, several soft patches on fuel lines, missing firefighting equipment, and inoperable smoke detectors with no reports of non-conformities made to the company.



**Fire Safety:** The prevention of fires on board ships is always an area of particular concern for our PSC program. Deficiencies related to the accumulation of oil in the engine room stood out this year with 16 detainable deficiencies identified. Fuel leaks, oil soaked lagging, and excessive amounts of oil in the bilges were common observations identified by our PSCOs. During one exam, the PSCO found over five gallons of lube oil pooled around the ship's service diesel engines. Keeping firefighting equipment maintained and readily available should be a priority. However, on one ship PSCOs discovered eleven portable fire extinguishers with little to no pressure in the cylinders. Eight of those extinguishers were located in the engine room. PSCOs



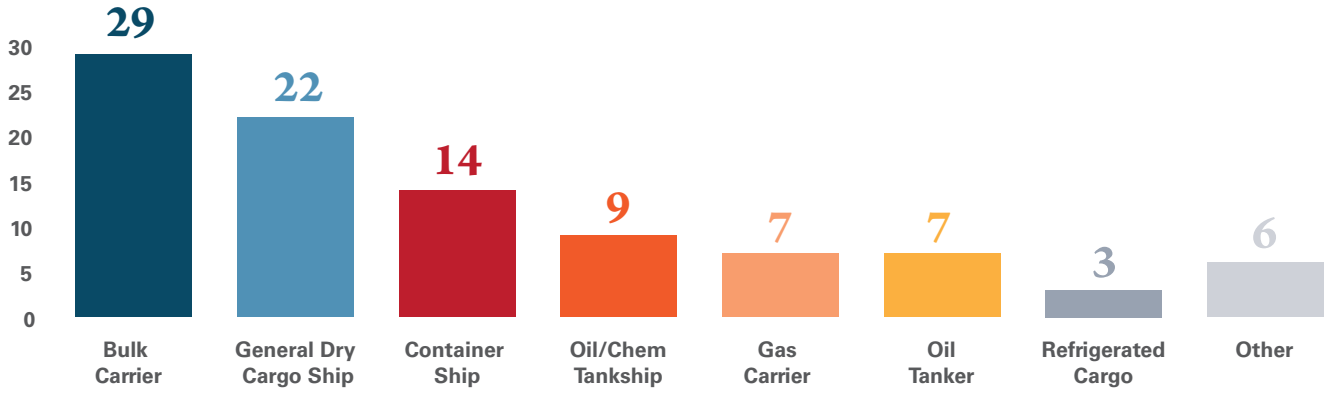
found fewer inoperable smoke detectors during their exams this year, but several detentions resulted when the crew tried to test heat detectors with an open flame or heat gun.

**MARPOL Annex I:** For 2019, only 9% of our detainable deficiencies were MARPOL Annex I related. Deficiencies related to oil filtering equipment accounted for over 30% of the total Annex I deficiencies. In most cases, the deficiencies were related to the oily water separators not being able to produce an effluent below 15ppm. However, during one exam, the PSC team discovered unapproved modifications to the oily water separator piping system. Specifically, a ball valve was installed to bypass the oil content meter photo eye. This allowed effluent greater than 15ppm to be discharged directly overboard. If PSCOs discover cases of bypassed OWS equipment or instances of falsified oil record books, criminal prosecution of the vessel and its crew by the U.S. Department of Justice may result.

**Lifesaving Appliances:** Overall, detainable deficiencies related to lifesaving systems have remained steady over the last three years accounting for less than 10% of the total. Deficiencies related to rescue boats and lifeboats lead the category this year, mostly due to not being ready for immediate use. In some cases, the engines could not be started and in others, there were problems related to the davits and falls. For 2019, we recorded two detainable deficiencies related to personal lifesaving equipment. One was for a ship having only 14 lifejackets on board for a crew of 21 and the other was when the PSCO discovered zippers separated from over half of the ships immersion suits.

**This highlights only a small fraction of the detainable deficiencies discovered in 2019. The Coast Guard stresses that if any ship's system required by international conventions is not in working condition, the master and crew should take necessary actions to remedy the situation in accordance with their SMS before the ship enters port and report any unresolved issues on their advance notice of arrival.*

# Statistics Derived from USCG Port State Control Examinations

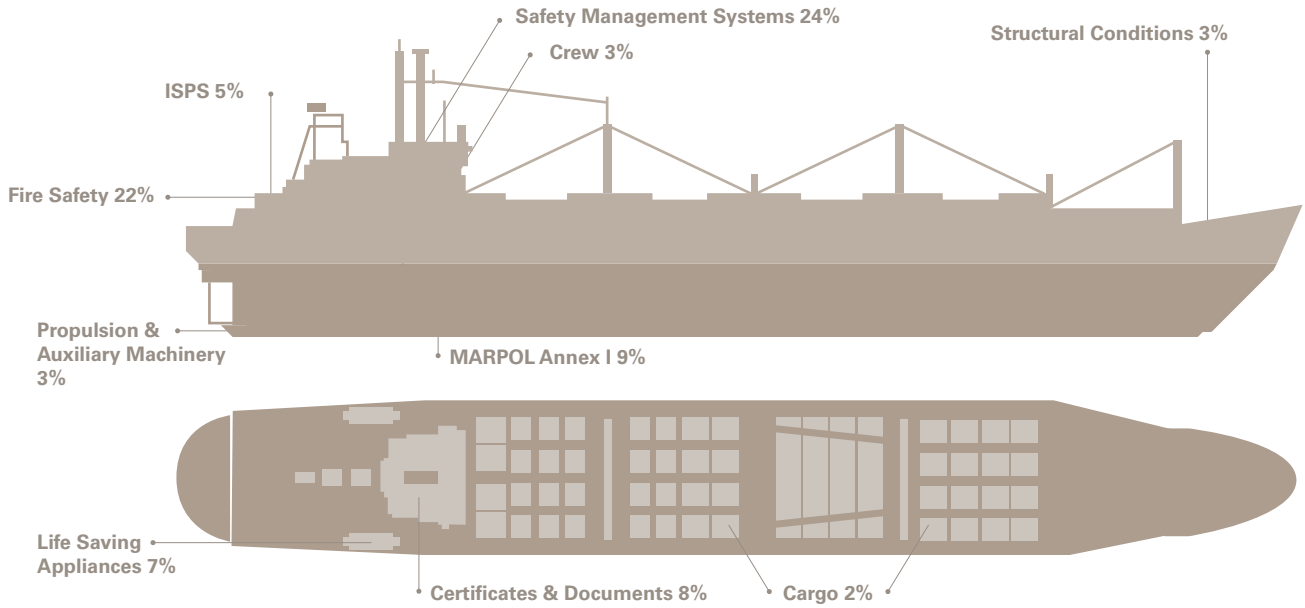



## Detention Percentage by IMO Ship Type

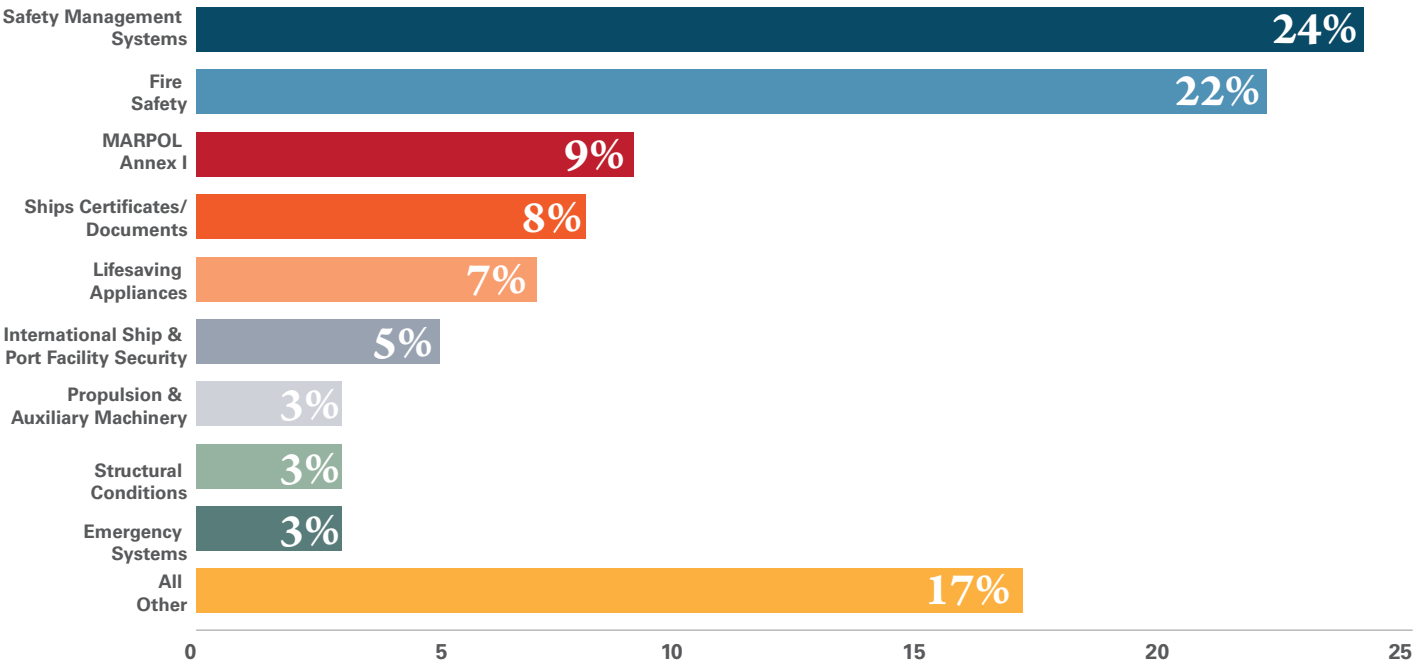
| Ship Type | Number of Exams | Number of Detentions | Detention % |
|---|---|---|---|
| **Bulk Carrier** | 2,664 | 29 | 1.09% |
| **Chemical Tanker** | 1,228 | 9 | 0.73% |
| **Container Ship** | 999 | 14 | 1.40% |
| **Gas Carrier** | 532 | 7 | 1.32% |
| **General Dry Cargo** | 1,114 | 22 | 1.97% |
| **Oil Tanker** | 1,128 | 7 | 0.62% |
| **Other** | 435 | 6 | 1.38% |
| **Passenger Ship** | 404 | 0 | 0.00% |
| **Refrigerated Cargo Cargo** | 118 | 3 | 2.54% |



# Statistics Derived from USCG Port State Control Examinations



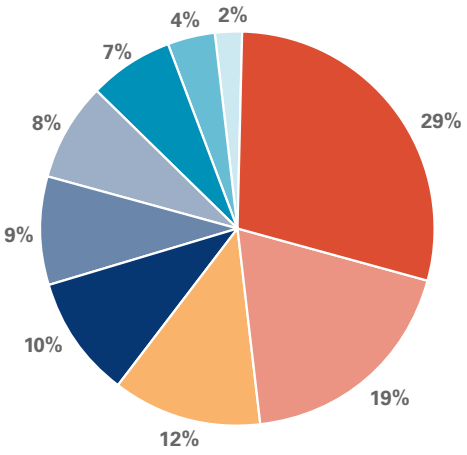

## Detentions by Deficiency Type



# Detention Deficiency Breakdown

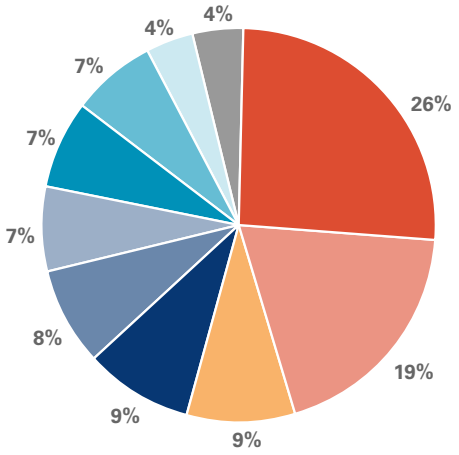
## Safety Management Systems
**(83 Deficiencies)**

- Maintenance of Ship & Equipment
- Company Responsibility & Authority
- Safety & Environmental Policy
- Shipboard Operations
- Reports of Accidents & Hazardous Occurrences
- Resources & Personnel
- Other ISM Related Deficiencies
- Emergency Preparedness
- Masters Responsibility & Authority



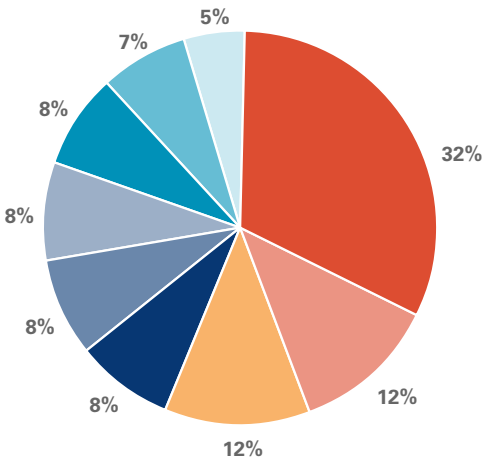

## Fire Safety
**(74 Deficiencies)**

- Oil Accumulation in Engine Room
- Other (fire safety)
- Ready Availability of Fire Fighting Equipment
- Fire Detection & Alarm System
- Fire Fighting Equipment and Appliances
- Inert Gas System
- Fixed Fire Extinguishing Installations
- Remote Means of Control
- Fire Pumps and Pipes
- Fire Doors/Openings in Fire-Resisting Divisions




## MARPOL Annex I
**(61 Deficiencies)**

- Oil Filtering Equipment
- Suspected of Discharge Violation
- Control of Discharge
- Pumping, Piping & Discharge Arrangements
- Oil & Oily Mixtures from Machinery Spaces
- Oil Discharge Monitoring & Control Systems
- Other (MARPOL Annex I)
- Retention of Oil on Board
- Standard Discharge Connection



# QUALSHIP 21 & E-ZERO

## REWARDING YOUR COMMITMENT TO QUALITY, SAFETY AND THE ENVIRONMENT

Information on the eligibility criteria for the QUALSHIP 21 and E-Zero programs, including a listing of qualifying ships, can be found on our website:

*https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Commercial-Vessel-Compliance/Foreign-Offshore-Compliance-Division/Port-State-Control/QS21/*

## QUALSHIP 21

**In our continued efforts to ensure safe, secure, and environmentally sound maritime commerce, we offer this program to reward those companies, operators, and vessels that demonstrate the highest commitment to quality and safety through the highest level of compliance with International standards and United States law and regulation.**

## E-ZERO (ZERO ENVIRONMENTAL DEFICIENCIES OR VIOLATIONS)

**The E-Zero program recognizes those exemplary vessels that have consistently adhered to environmental compliance, while also demonstrating an immense commitment to environmental stewardship.**

# Quality Shipping for the 21st Century (QUALSHIP21) and E-Zero Programs

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 offered to participants. The criteria for inclusion are very strict and only a small percentage of all foreign-flagged ships that operate in the U.S. have earned the QUALSHIP 21 designation. The QUALSHIP 21 program ended calendar year 2019 with an enrollment of 2,936 vessels. One previously qualified flag administration lost its QUALSHIP 21 eligibility over this past year. Vessels from that flag administration that are currently enrolled in the program will remain enrolled until their QUALSHIP 21 certificates expire.

In 2017, the Coast Guard introduced a new designation within the existing QUALSHIP 21 program called E-Zero. The E-Zero program focuses on environmental stewardship and worldwide compliance with international environmental conventions. Qualifying ships receive a special E-Zero designation on their QUALSHIP 21 certificate. The E-Zero designation is intended to provide a higher level of recognition within the existing QUALSHIP 21 program. By the end of 2019, 51 ships received the E-Zero designation.

Information on the eligibility criteria for the QUALSHIP 21 and E-Zero programs, including a complete listing of qualifying ships, can be found on our website at: *https://www.dco.uscg.mil/cvc*

For the period of July 1, 2020 through June 30, 2021, there are 25 eligible Flag Administrations for the QUALSHIP 21 Program:

## Qualified Flag Administrations

| | | | |
|---|---|---|---|
| Bahamas | Demark | Jamaica | Switzerland |
| Bermuda | France | Japan | Taiwan |
| British Virgin Islands | Germany | Marshall Islands | Thailand |
| Canada | Gibraltar | Netherlands | United Kingdom |
| Cayman Islands | Hong Kong | Norway | |
| Croatia | Isle of Man | Republic of Korea | |
| Cyprus | Italy | Singapore | |

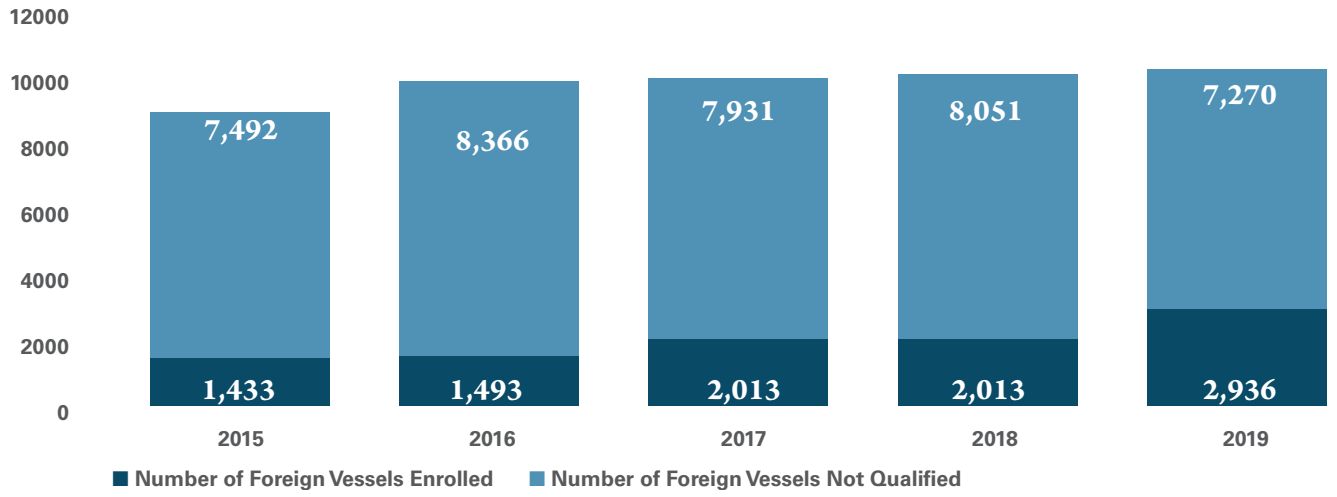
In 2011, the Coast Guard created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards, but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations per calendar year for the previous three years. The list below contains Flag Administrations that have had at least three PSC safety examinations in each of the previous three years and have not been subject to any PSC detentions in that same time period:

| | | | |
|---|---|---|---|
| Curacao | Malaysia | Samoa | Russian Federation |
| Libya | Moldova | Spain | |
| Luxembourg | Qatar | Sweden | |

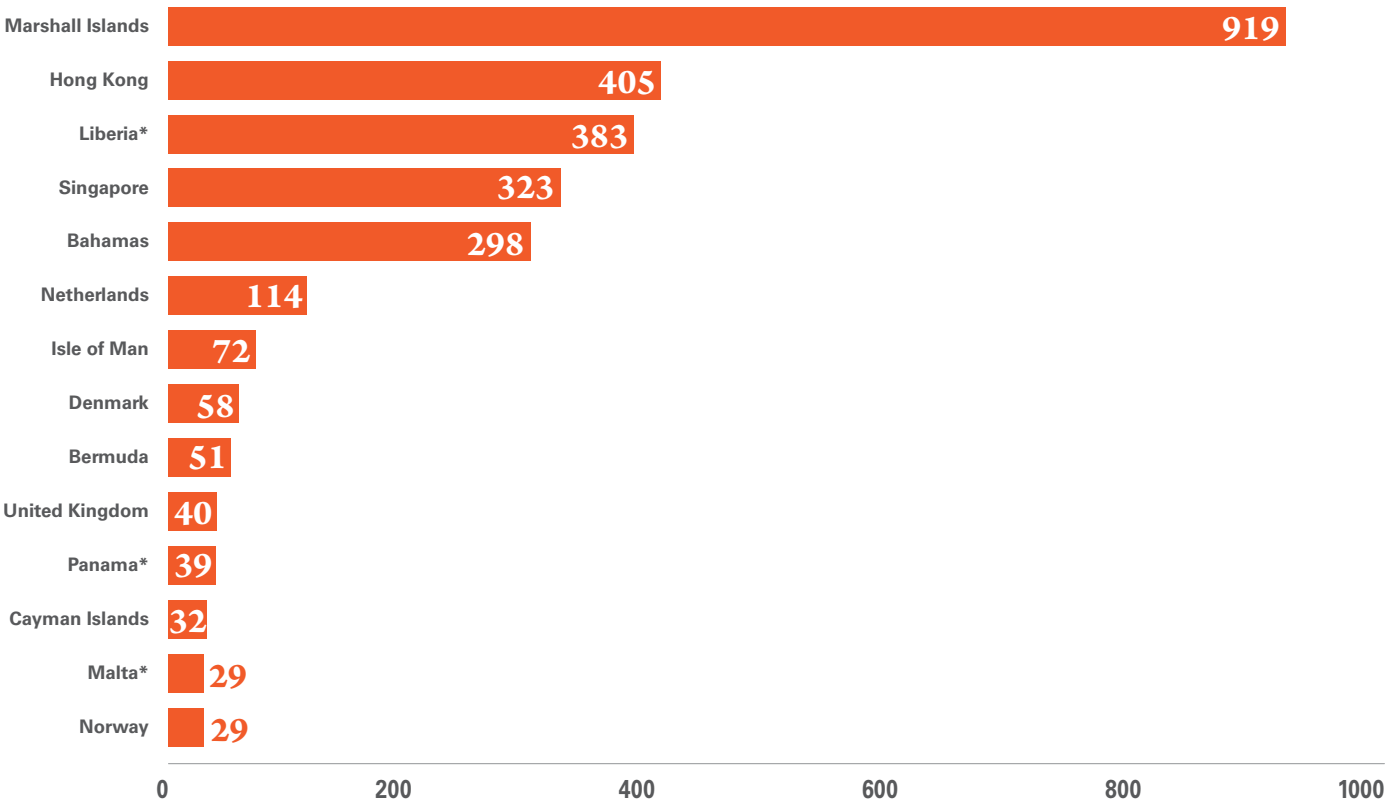
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2019.

# Quality Shipping for the 21st Century

## Yearly QUALSHIP 21 Enrollment (2015-2019)

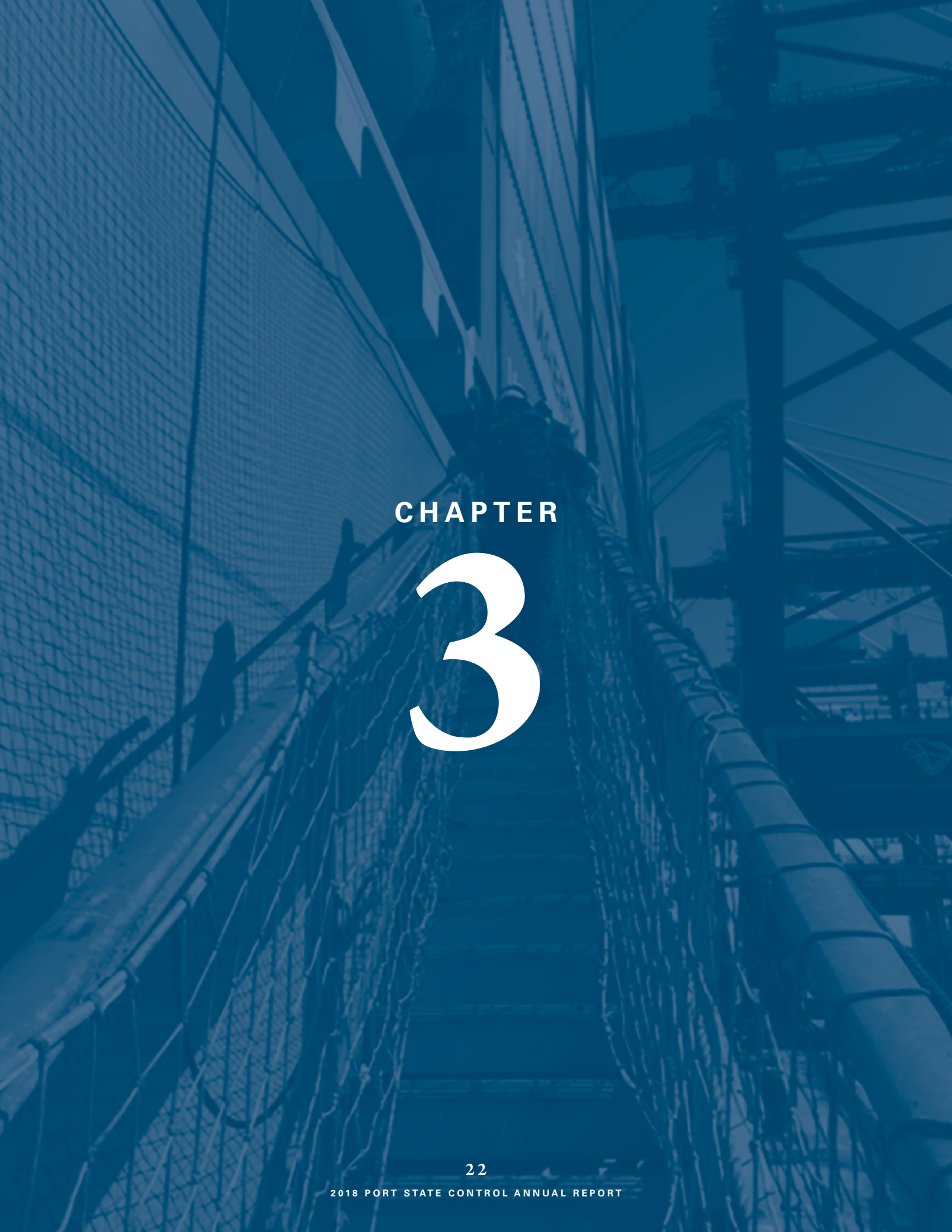



## QUALSHIP 21 Vessels by Flag Administration[1]




[1] *Flag Administrations with 20 or less ships enrolled are not listed.*

* *Flag Administrations no longer eligible but still have ships with valid QS21 certification.*



# CHAPTER 3

# Flag Administration Security Compliance Performance

The Coast Guard targeted flag administrations for additional security examinations based on their three-year Control Action Ratio (CAR). Flag administrations received two points on the Coast Guard's vessel security targeting matrix if their three-year CAR scores were above 1.50% but less than 3.00%, with more than one major control action in the past three years. Additionally, flag administrations received seven points if their CAR was greater than 3.00% with one or more major control actions in the past three years.

## Flag Administrations Receiving 7 points

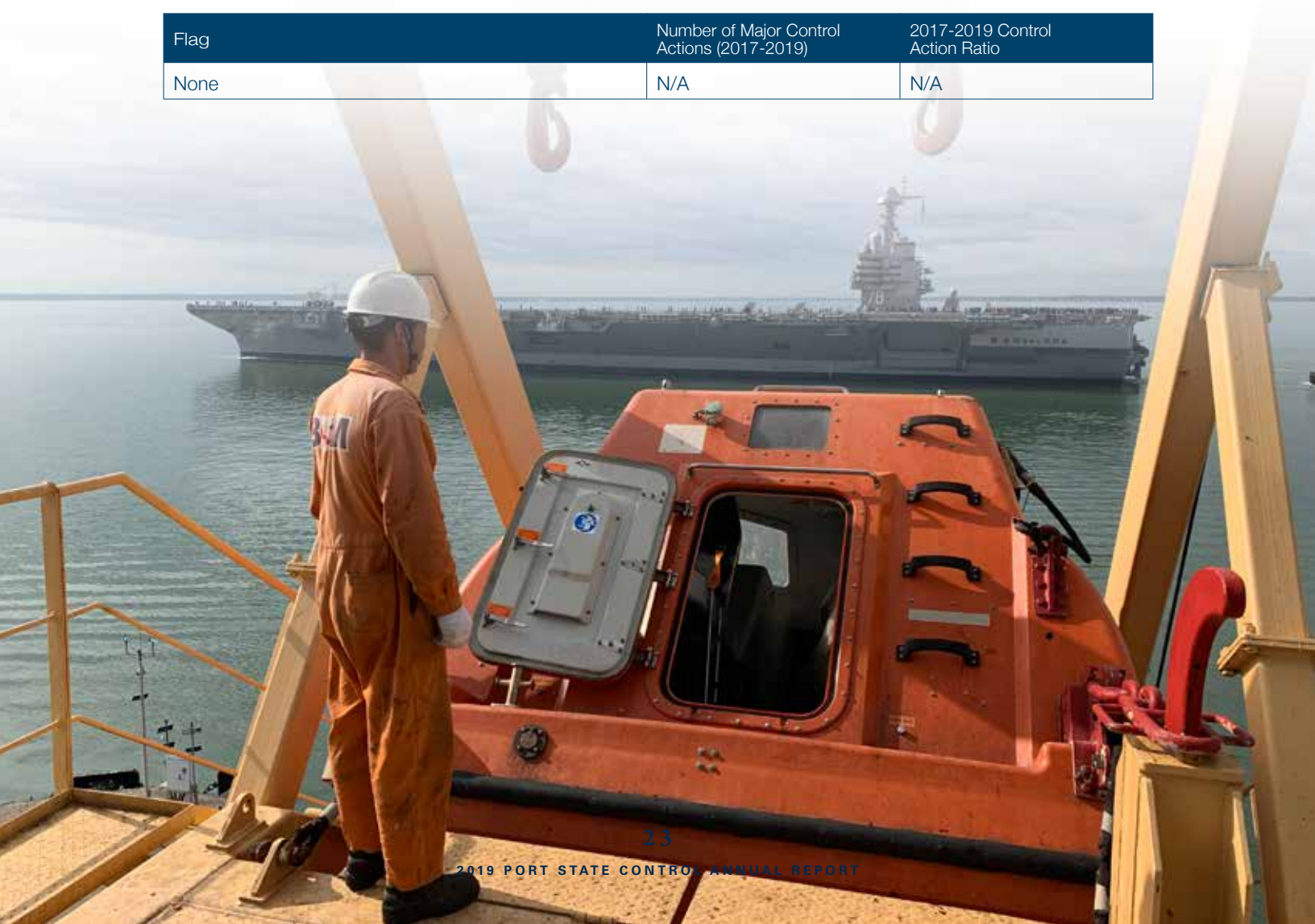
| Flag | Number of Major Control Actions (2017-2019) | 2017-2019 Control Action Ratio |
|---|---|---|
| None | N/A | N/A |

## Flag Administrations Receiving 2 points

| Flag | Number of Major Control Actions (2017-2019) | 2017-2019 Control Action Ratio |
|---|---|---|
| None | N/A | N/A |

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

| Flag | Number of Major Control Actions (2017-2019) | 2017-2019 Control Action Ratio |
|---|---|---|
| None | N/A | N/A |



# 2019 Flag Administration Security Compliance Performance Statistics

| Flag (1) | Security Exams | Security Exams with Deficiencies | Distinct Arrivals | ISPS Major Control Actions | 2017-2019 Control Action Ratio |
|---|---|---|---|---|---|
| **Algeria** | 1 | 0 | 1 | 0 | 0.00% |
| **Anguilla** | 0 | 0 | 1 | 0 | 0.00% |
| **Antigua and Barbuda** | 182 | 4 | 200 | 0 | 0.00% |
| **Bahamas** | 533 | 7 | 556 | 0 | 0.00% |
| **Barbados** | 25 | 0 | 23 | 0 | 0.00% |
| **Belgium** | 29 | 0 | 34 | 0 | 0.00% |
| **Belize** | 3 | 1 | 5 | 0 | 0.00% |
| **Bermuda** | 74 | 1 | 81 | 0 | 0.00% |
| **Bolivia** | 5 | 0 | 3 | 0 | 0.00% |
| **Brazil** | 3 | 0 | 4 | 0 | 0.00% |
| **British Virgin Islands** | 5 | 0 | 13 | 0 | 0.00% |
| **Canada** | 24 | 1 | 154 | 0 | 0.00% |
| **Cayman Islands** | 94 | 0 | 289 | 0 | 0.00% |
| **Chile** | 1 | 0 | 2 | 0 | 0.00% |
| **China** | 23 | 0 | 27 | 0 | 0.00% |
| **Columbia** | 1 | 0 | 2 | 0 | 0.00% |
| **Cook Islands** | 13 | 0 | 12 | 0 | 0.00% |
| **Croatia** | 11 | 0 | 10 | 0 | 0.00% |
| **Curacao** | 6 | 0 | 6 | 0 | 0.00% |
| **Cyprus** | 176 | 3 | 201 | 1 | 0.17% |
| **Denmark** | 121 | 1 | 134 | 0 | 0.00% |
| **Dominica** | 0 | 0 | 1 | 0 | 0.00% |
| **Dominican Republic** | 3 | 0 | 3 | 0 | 0.00% |
| **Egypt** | 1 | 0 | 1 | 0 | 0.00% |
| **Faroe Islands** | 0 | 0 | 1 | 0 | 0.00% |
| **Finland** | 4 | 1 | 4 | 0 | 0.00% |
| **France** | 33 | 0 | 32 | 0 | 0.00% |
| **Germany** | 44 | 1 | 55 | 0 | 0.00% |
| **Gibraltar** | 25 | 1 | 23 | 0 | 0.00% |
| **Greece** | 173 | 0 | 200 | 0 | 0.00% |
| **Hong Kong** | 613 | 6 | 732 | 0 | 0.00% |
| **India** | 20 | 0 | 24 | 0 | 0.00% |

[1] *If an Administration has only one distinct arrival with no exams and a 0.00% CAR ratio, that Administration may not be listed.*

# 2019 Flag Administration Security Compliance Performance Statistics

| Flag (1) | Security Exams | Security Exams with Deficiencies | Distinct Arrivals | ISPS Major Control Actions | Three-Year Control Action Ratio |
|---|---|---|---|---|---|
| **Indonesia** | 1 | 0 | 1 | 0 | 0.00% |
| **Ireland** | 1 | 0 | 1 | 0 | 0.00% |
| **Isle of Man** | 133 | 1 | 167 | 0 | 0.00% |
| **Israel** | 10 | 2 | 7 | 0 | 0.00% |
| **Italy** | 42 | 0 | 56 | 0 | 0.00% |
| **Jamaica** | 6 | 0 | 31 | 0 | 0.00% |
| **Japan** | 82 | 1 | 107 | 0 | 0.00% |
| **Kiribati** | 0 | 0 | 1 | 0 | 0.00% |
| **Liberia** | 1,139 | 15 | 1,318 | 1 | 0.09% |
| **Libya** | 3 | 0 | 5 | 0 | 0.00% |
| **Luxembourg** | 6 | 0 | 6 | 0 | 0.00% |
| **Malaysia** | 7 | 0 | 10 | 0 | 0.00% |
| **Malta** | 559 | 7 | 640 | 0 | 0.00% |
| **Marshall Islands** | 1,395 | 7 | 1,715 | 0 | 0.05% |
| **Mauritius** | 1 | 0 | 1 | 0 | 0.00% |
| **Mexico** | 26 | 0 | 36 | 0 | 0.00% |
| **Moldova** | 5 | 0 | 3 | 0 | 0.00% |
| **Montenegro** | 1 | 0 | 1 | 0 | 0.00% |
| **Netherlands** | 170 | 5 | 179 | 0 | 0.00% |
| **New Zealand** | 0 | 0 | 1 | 0 | 0.00% |
| **Nigeria** | 4 | 0 | 4 | 0 | 0.00% |
| **Norway** | 231 | 0 | 246 | 0 | 0.16% |
| **Pakistan** | 0 | 0 | 1 | 0 | 0.00% |
| **Palau** | 3 | 1 | 1 | 1 | 9.09% |
| **Panama** | 1,373 | 27 | 1,672 | 2 | 0.18% |
| **Philippines** | 39 | 0 | 46 | 0 | 0.00% |
| **Portugal** | 124 | 0 | 136 | 0 | 0.00% |
| **Qatar** | 5 | 0 | 5 | 0 | 0.00% |
| **Republic of Korea** | 30 | 0 | 34 | 0 | 0.00% |
| **Russian Federation** | 3 | 0 | 3 | 0 | 0.00% |
| **Saint Kitts and Nevis** | 3 | 1 | 2 | 0 | 0.00% |
| **Saint Vincent and the Grenadines** | 52 | 4 | 38 | 1 | 0.71% |

[1] *If an Administration has only one distinct arrival with no exams and a 0.00% CAR ratio, that Administration may not be listed.*

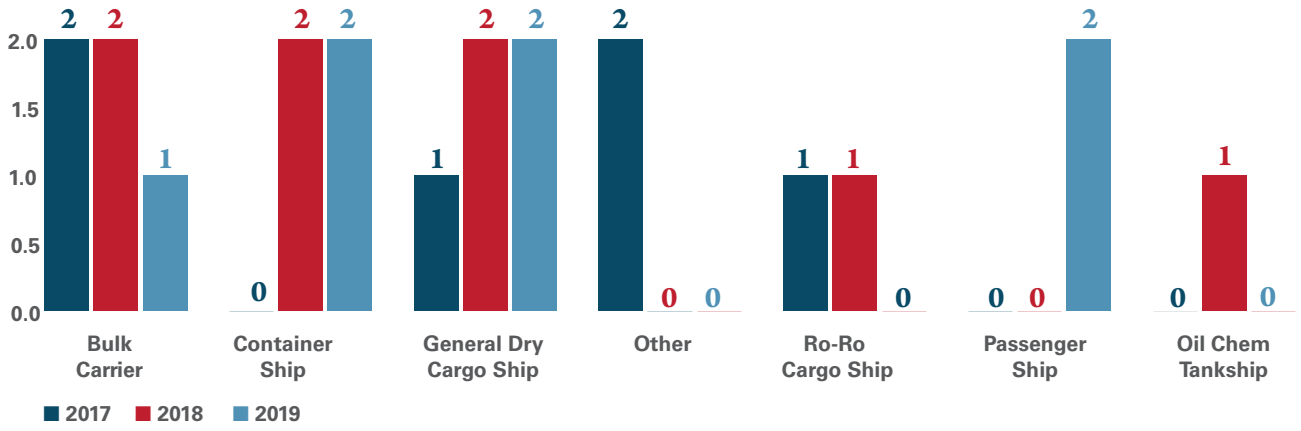
# 2019 Flag Administration Security Compliance Performance Statistics

| Flag (1) | Security Exams | Security Exams with Deficiencies | Distinct Arrivals | ISPS Major Control Actions | Three-Year Control Action Ratio |
|---|---|---|---|---|---|
| **Samoa** | 3 | 0 | 3 | 0 | 0.00% |
| **Saudi Arabia** | 23 | 0 | 28 | 0 | 0.00% |
| **Seychelles** | 1 | 0 | 1 | 0 | 0.00% |
| **Sierra Leone** | 0 | 0 | 0 | 0 | 0.00% |
| **Singapore** | 655 | 7 | 762 | 0 | 0.05% |
| **Spain** | 10 | 0 | 15 | 0 | 0.00% |
| **Sri Lanka** | 4 | 0 | 5 | 0 | 0.00% |
| **Sweden** | 10 | 0 | 13 | 0 | 0.00% |
| **Switzerland** | 13 | 0 | 17 | 0 | 0.00% |
| **Taiwan** | 11 | 0 | 24 | 0 | 0.00% |
| **Tanzania** | 14 | 3 | 9 | 0 | 1.96% |
| **Thailand** | 14 | 0 | 15 | 0 | 0.00% |
| **Togo** | 22 | 1 | 9 | 0 | 0.00% |
| **Trinidad and Tobago** | 0 | 0 | 0 | 0 | 0.00% |
| **Turkey** | 19 | 0 | 19 | 0 | 1.64% |
| **Tuvalu** | 0 | 0 | 0 | 0 | 0.00% |
| **United Kingdom** | 63 | 0 | 108 | 1 | 0.35% |
| **Vanuatu** | 53 | 1 | 51 | 0 | 0.00% |
| **Venezuela** | 2 | 0 | 1 | 0 | 0.00% |

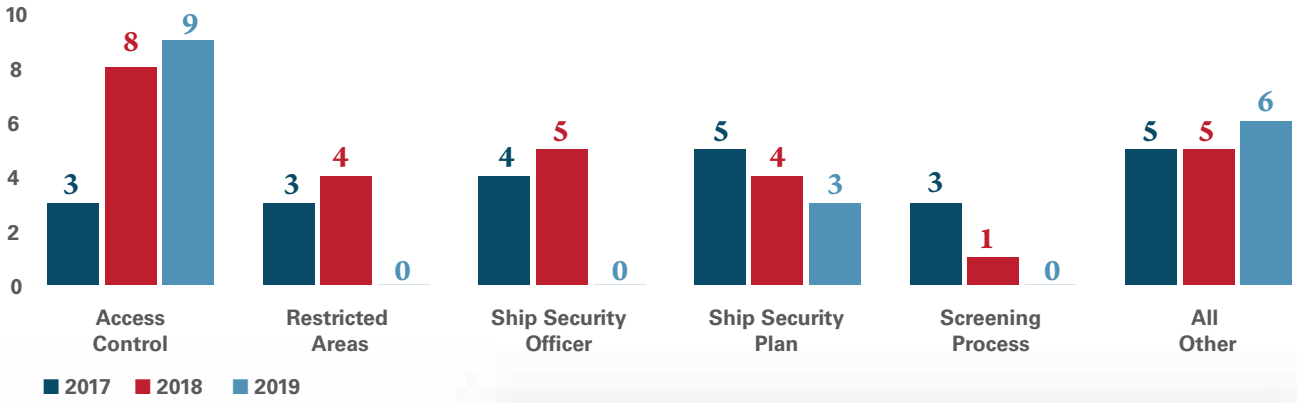
[1] *If an Administration has only one distinct arrival with no exams and a 0.00% CAR ratio, that Administration may not be listed.*



# Security Deficiencies by Vessel Type




# Major Control Actions by Category






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