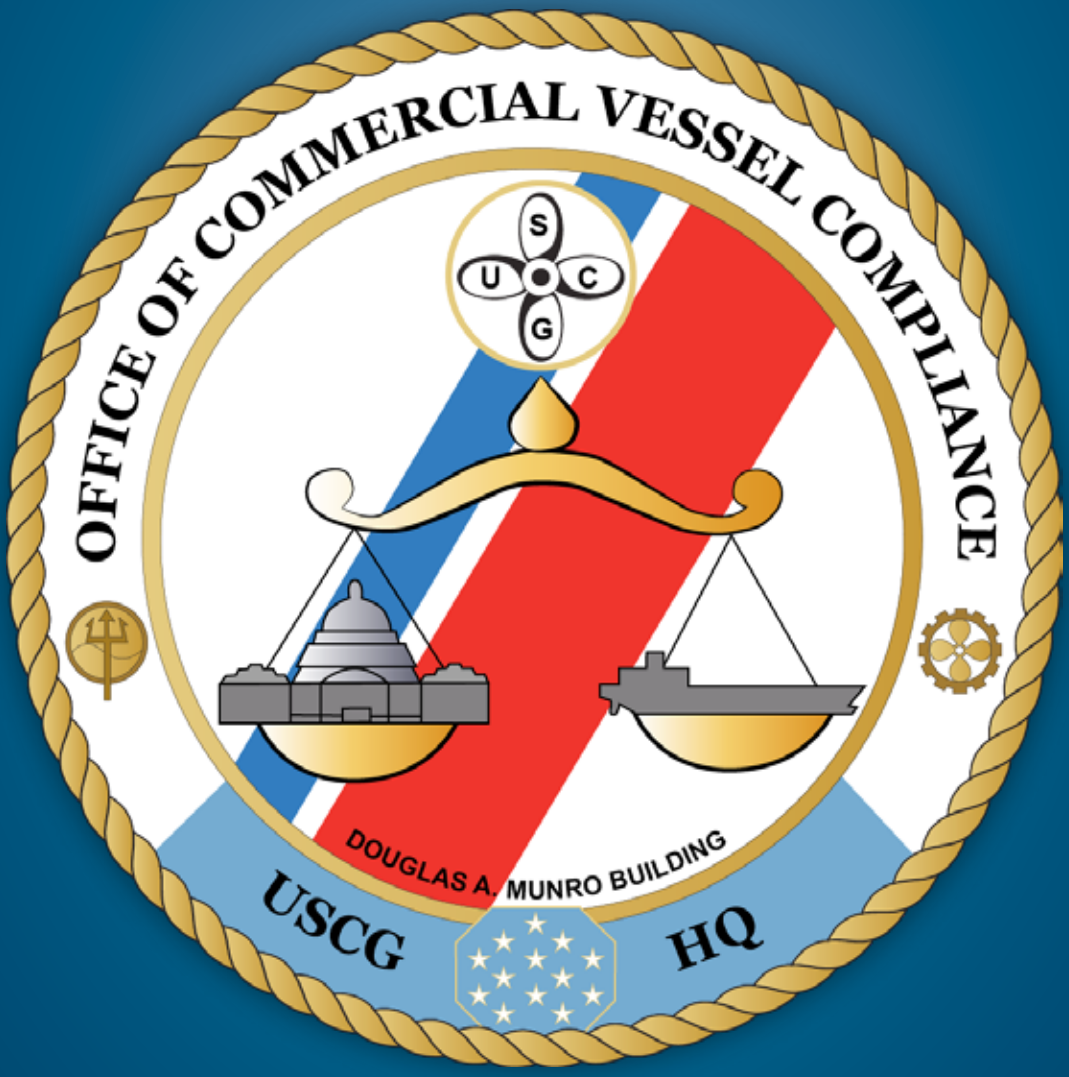
DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

PORT STATE CONTROL IN THE UNITED STATES



2022 ANNUAL REPORT

Rear Admiral Wayne R. Arguin

Assistant Commandant for Prevention Policy

United States Coast Guard



I am pleased to present to you the 2022 U. S. Coast Guard Port State Control (PSC) Annual Report summarizing the enforcement of SOLAS, MARPOL, and other international conventions on foreign vessels trading in U.S. ports. In 2022, we conducted 8,706 SOLAS safety exams with a total of 78 detentions. The annual detention ratio of 0.89% is an increase over last year's low of 0.73%; however, the three-year rolling average detention ratio decreased slightly from 0.87% to 0.80%. These low detention rates are a testament to the professionalism, skill, and dedication of the mariners who sail and maintain these vessels, as well as the companies, administrations, and classification societies that provide the support and oversight to ensure an efficient and safe worldwide marine transportation system (MTS).

Since its inception, the QUALSHIP 21 program has made incredible gains in its goal of encouraging and rewarding quality shipping by recognizing flag administrations, companies, and vessels that consistently maintain a high level of safety. At the end of calendar year 2022 the QUALSHIP21 program included an impressive enrollment of 4,431 vessels; a staggering tribute to the hard work of flag surveyors, company management, and especially the hard working mariners who take pride in sailing these outstanding vessels. In addition to incentives such as decreased exam frequency that help facilitate timely commerce and allocate exam resources; this program is also a platform for showcasing the exceptional safety records of these vessels and companies. I am thankful to be leading the Coast Guard's prevention program at a time when so many within the international maritime community are increasing their commitment to providing the resources needed by mariners to repair and properly maintain their vessels.

As national and international environmental regulations continue to evolve and mature, we look forward to close partnerships with other administrations to facilitate compliance and foster responsible expansion of the global MTS. As the keystone of the global economy, the MTS remains the most economical and environmentally friendly method for worldwide transportation of vital goods and commodities; and maintains a robust position that will be bolstered by growing commitments to carbon reduction, alternative fuels, and efficient vessel routing. The U.S. Coast Guard gladly recognizes a 39% year-over-year increase in the number of ships in the QUALSHIP 21 E-Zero program; a notable recognition for vessels choosing to go beyond basic requirements by committing to foster exceptional environmental stewardship throughout their operations.

In addition, the Coast Guard continues to focus on the evolving nature of cyber risk management by updating policies, procedures, and guidance to strengthen the cyber security posture of maritime assets and mitigate risks within the global MTS. We are relentlessly engaging with industry stakeholders to share information and coordinate preparedness and response efforts that will leave ports and vessels better equipped to handle threats, and will minimize disruptions to the MTS caused by cyber security incidents.

Finally, I want to thank my headquarters staffs, Captains of the Port, and especially the port state control officers for their dedication to safety, port security, and environmental stewardship. I look forward to building on the strong relationships we enjoy with flag administrations, classification societies, owners, and vessel operators as we work together to support mariners, eliminate substandard shipping, and promote safe and secure marine commerce around the globe.

Semper Paratus

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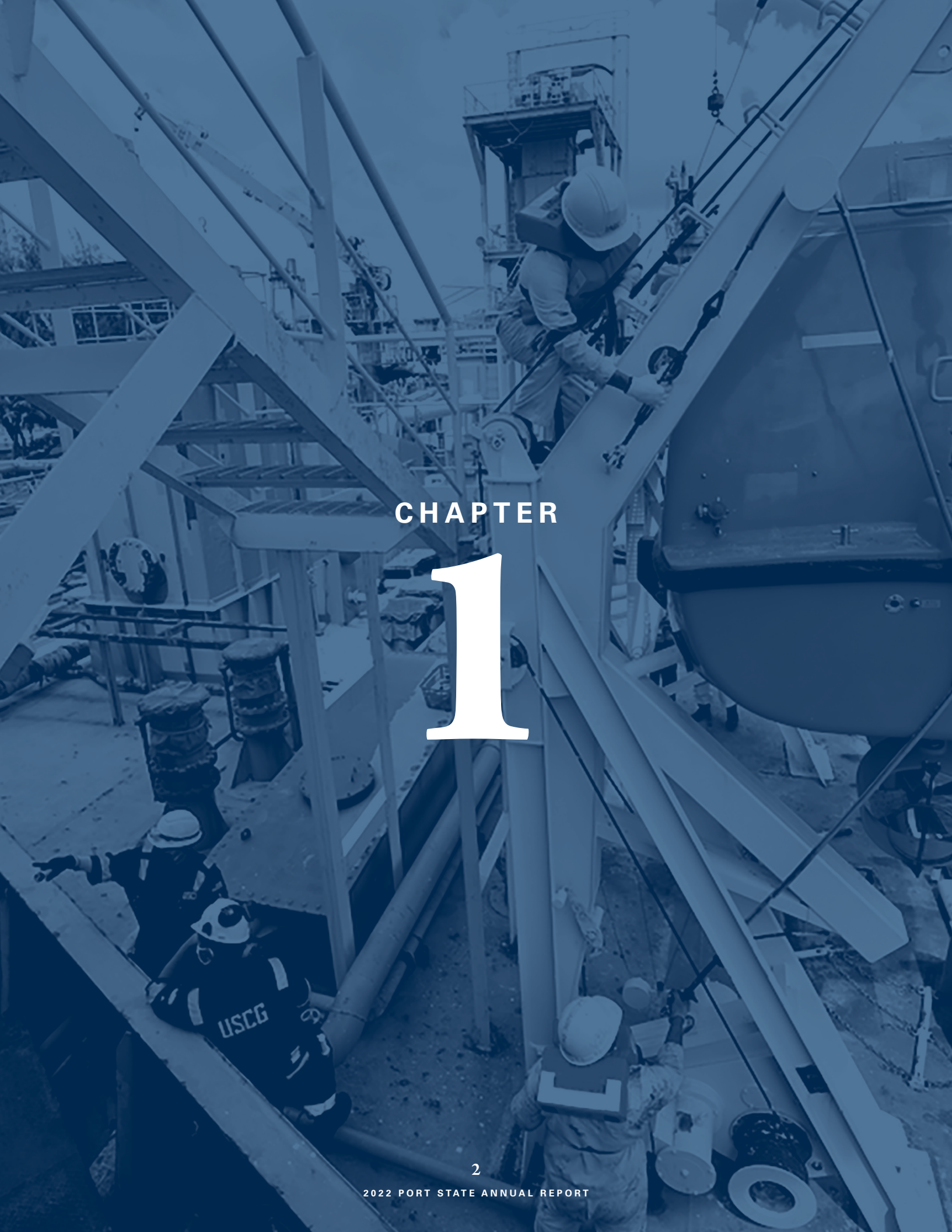
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CHAPTER 1

Highlights in 2022

Vessel Arrivals, Exams, and Detentions

In 2022, a total of 11,235 individual vessels, from 78 different flag administrations, made 80,280 port calls to the U.S., and 8,706 PSC exams were conducted. As we strive to put the global pandemic behind us, these exam numbers increased over the 2021 total of 8,663 and have now surpassed the 2019 pre-pandemic total of 8,622. The total number of ships detained in 2022 for environmental protection, safety, and security related deficiencies increased from 63 to 78.

Flag Administration Performance

Flag Administration performance for 2022 dropped slightly with the overall annual detention rate increasing from 0.73% to 0.89%. However, the three-year rolling detention ratio decreased slightly from 0.87% to 0.80%. Belgium, Israel, Mexico, St. Kitts and Nevis, Tanzania, Panama, Portugal, and Vanuatu were removed from the Targeted Flag List this year.

Detention and Association Appeals

In 2022, the Coast Guard received a total of twenty-three appeals. Nine appeals challenged the overall merits of the detention. Of those merit appeals, two were granted, seven were denied.

In addition to receiving appeals contesting the overall merits of a detention, we also receive appeals requesting the removal of a party's association to a detention. For those parties appealing their association with a detention, fourteen were received. Of those, eight were granted, five were denied and one was still under adjudication at the time of this report. 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 QS21 program ended calendar year 2022 with an impressive 4,431 vessels enrolled. In 2021, we welcomed five additional flag administrations into the program with one losing their QS21 eligibility. For 2022, seven flag administrations lost their eligibility while four new flags became eligible. We would like to welcome the flag administrations of Belgium, Panama, Portugal, and Vanuatu for 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. At the close of 2022, 306 ships were awarded the E-Zero designation.

Enhanced Exam Program

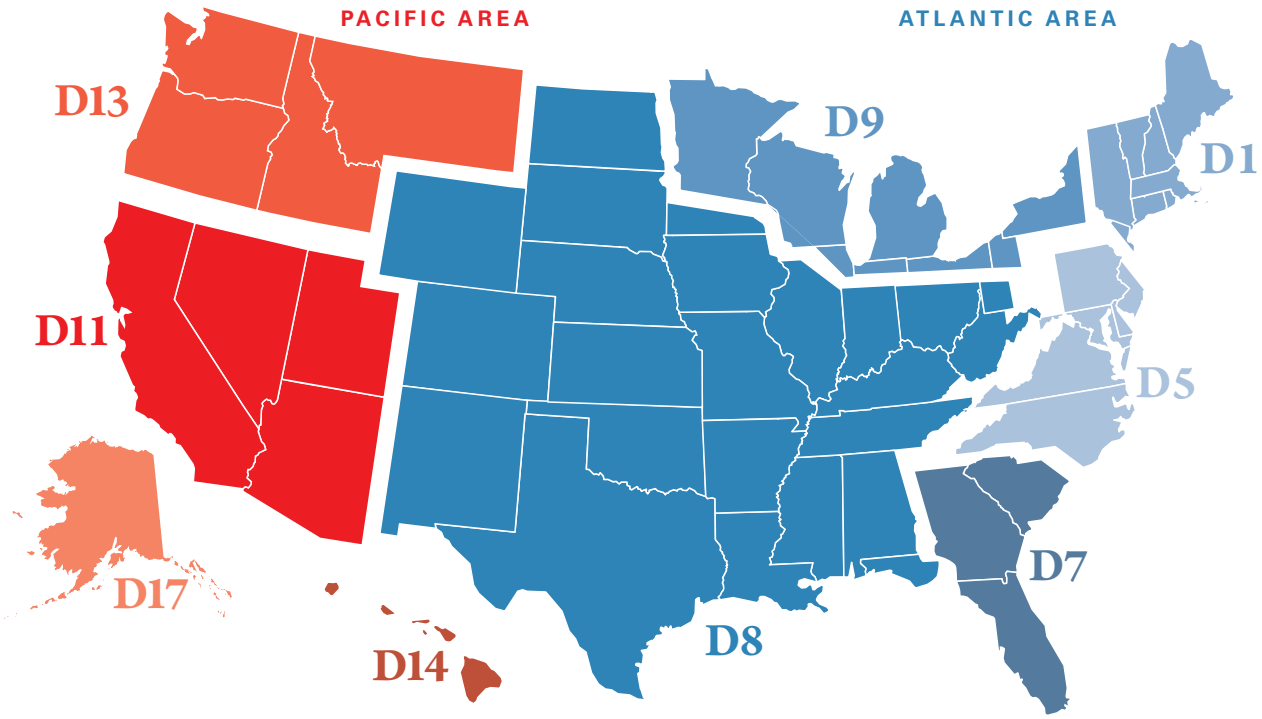
Beginning in 2021, the Coast Guard initiated the Enhanced Exam Program (EEP). This program, similar to the Concentrated Inspection Campaigns (CICs) carried out by port state control MoUs, is intended to increase focus on specific aspects of ship safety on a quarterly basis. This increased focus may vary due to the implementation of new regulations, deficiency trends, or other PSC program interests.

The goal of the EEP is to generate meaningful data on exam points of interest, while limiting the additional workload of the PSCOs. The information collected can then be considered for evaluating current policy effectiveness and determining if adjustments need to be made in the future. In 2022, PSCOs carried out enhanced exams as part of routine port state control exams on pilot and embarkation ladders, immersion suits, fuel oil shutoff valves, and ballast water.

The enhanced exams conducted resulted in 24 pilot/embarkation ladders, 19 immersion suits, 16 fuel oil shutoff valve, and 67 ballast water deficiencies. The amount of pilot/embarkation ladder (Q1), immersion suit (Q2), and fuel oil (Q3) deficiencies issued during their respective quarters represented a greater than 100% increase in deficiencies issued compared to the same time periods of the previous year. The ballast water EEP campaign revealed that the majority of deficiencies issued were due to an inoperable ballast water management system (or alternate management system).



2022 Port State Control Statistics By Region



District	Ship Visits	PSC Examinations Conducted	Detentions
1st	7,187	926	6
5th	7,606	957	14
7th	22,268	1,510	23
8th	25,620	3,213	20
9th	3,170	151	1
11th	7,621	968	10
13th	3,766	657	2
14th	1,186	222	2
17th	1,856	102	0
Total	80,280	8,706	78

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

2022 Port State Control Statistics by Port

Coast Guard Officer in Charge of Marine Inspection/Port	Coast Guard District	Safety Examinations	Detentions
Sector Anchorage	17	69	0
Sector Boston	1	70	0
Sector Buffalo	9	55	1
Sector Charleston	7	188	0
Sector Columbia River	13	363	2
Sector Corpus Christi	8	351	2
Sector Delaware Bay	5	329	5
Sector Detroit	9	38	0
MSU Duluth	9	23	0
Sector Guam	14	52	1
Sector Honolulu	14	170	1
Sector Houston/Galveston	8	1,193	4
Sector Jacksonville	7	220	4
Sector Juneau	17	33	0
Sector Key West	7	8	0
Sector Lake Michigan	9	29	0
Sector Long Island Sound	1	35	1
Sector Los Angeles/Long Beach	11	636	5
Sector Maryland-NCR	5	284	5
Sector Miami	7	383	15
Sector Mobile	8	370	8
MSU Morgan City	8	6	0
Sector New Orleans	8	846	3
Sector New York	1	685	4
Sector North Carolina	5	88	2
Sector Northern New England	1	46	0
MSU Port Arthur	8	447	3
Sector Puget Sound	13	294	0
Sector San Diego	11	87	4
Sector San Francisco	11	245	1
Sector San Juan	7	352	2
Sector Sault Ste Marie	9	6	0
MSU Savannah	7	243	0
Sector Se New England	1	90	1
Sector St Petersburg	7	116	2
Sector Virginia	5	256	2

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 Historical 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 2020 through December 2022 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 the previous three years.

**** This table contains revised data based on appeal decisions 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]
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	1.16%	1.06%	8	0.09%	0.08%
2019	8,622	95	1.10%	1.07%	7	0.08%	0.08%

[1] *Targeting thresholds for vessel security was fixed at 1.5% in 2005.*

In 2020, the Coast Guard combined safety and security compliance for all performance measures.

Calendar Year	Number of PSC Exams	Number of Detentions	Annual Detention Ratio	3-Year Average Detention Ratio
2020	7,383	57	0.77%	1.02%
2021	8,663	63	0.73%	0.87%
2022	8,706	78	0.89%	0.80%

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 (CFR), Subpart 1.03. 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/*





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: Port State Control, COMDTINST M16000.73 which is available online at: *https://www.uscg.mil/Resources/Library/*



2022 Flag Administration Compliance Performance

The Coast Guard will target Flag Administrations for additional PSC examinations if their three-year detention ratio scores higher than 1.0% and if an Administration is associated with more than one detention in the past three years. Flags are categorized as medium risk if their overall three-year detention ratio is between 1.0% and 2.0%. A Flag administration is categorized as high risk if their overall three-year detention ratio is greater than 2.0%. 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.

High Risk Flag Administrations

Flag	2020-2022 Detention Ratio
Bolivia	31.25%
Curacao	4.88%
Italy	3.39%
Latvia	57.14%
Saint Vincent and the Grenadines	2.30%
Togo	7.69%
Turkey	2.90%

Medium Risk Flag Administrations

Flag	2020-2022 Detention Ratio
Antigua and Barbuda	1.19%
Bahamas	1.06%
Canada	1.14%
Cyprus	1.89%
Isle of Man	1.03%

Flag Administrations Removed from Last Year's Targeted List

Belgium	**Saint Kitts and Nevis**	**Portugal**
Israel	**Tanzania**	**Vanuatu**
Mexico	**Panama**	

2022 Flag Administration Compliance Performance Statistics

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2020-2022 Detention Ratio
Anguilla	1	0	1	0	0.00%
Antigua and Barbuda	207	71	193	2	1.19%
Australia	1	0	1	0	0.00%
Bahamas	525	168	576	8	1.06%
Bahrain	1	1	1	0	0.00%
Bangladesh	2	0	4	0	0.00%
Barbados	24	5	25	0	0.00%
Belgium	33	8	35	0	0.00%
Belize	2	0	2	0	12.50%
Bermuda	68	22	71	1	0.56%
Bolivia	2	2	1	0	31.25%
Brazil	8	3	7	0	0.00%
British Virgin Islands	10	7	11	0	0.00%
Bulgaria	1	1	1	0	0.00%
Canada	78	20	133	0	1.14%
Cayman Islands	143	18	303	1	0.22%
Chile	1	0	1	0	0.00%
China	76	26	92	1	0.72%
Comoros	3	2	2	2	50.00%
Cook Islands	14	5	12	0	1.64%
Croatia	8	3	10	0	0.00%
Curacao	20	11	11	2	4.88%
Cyprus	185	44	200	2	1.89%
Denmark	163	30	169	2	0.67%
Dominica	1	1	1	0	0.00%
Dominican Republic	2	0	3	0	0.00%
Egypt	1	1	2	0	0.00%
Faroe Islands	5	3	2	0	0.00%
Finland	6	0	4	0	0.00%
France	37	14	37	1	1.14%
Germany	21	6	39	1	1.22%
Gibraltar	6	1	11	0	0.00%
Greece	157	24	208	1	0.40%

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

2022 Flag Administration Compliance Performance Statistics

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2020-2022 Detention Ratio
Honduras	4	3	4	0	0.00%
Hong Kong	486	103	797	5	0.81%
India	16	4	19	0	0.00%
Indonesia	5	3	7	0	0.00%
Isle of Man	90	14	113	1	1.03%
Israel	7	3	6	0	3.70%
Italy	39	15	45	3	3.39%
Jamaica	18	4	47	0	0.00%
Japan	78	10	120	0	0.00%
Latvia	4	3	1	3	57.14%
Liberia	1,398	319	1,679	5	0.43%
Libya	2	0	2	0	0.00%
Lithuania	1	0	1	0	0.00%
Luxembourg	9	2	9	0	0.00%
Malaysia	5	1	7	0	0.00%
Malta	499	96	651	2	0.66%
Marshall Islands	1,286	256	1,987	6	0.44%
Mexico	24	4	22	0	1.27%
Moldova	4	0	5	0	0.00%
Netherlands	155	40	175	1	0.96%
Norway	192	41	254	0	0.00%
Pakistan	0	0	0	0	16.67%
Palau	1	0	2	0	0.00%
Panama	1,352	340	1,604	14	0.99%
Philippines	31	13	45	1	0.83%
Portugal	170	45	219	2	0.94%
Qatar	3	0	4	0	0.00%
Republic of Korea	47	12	76	1	0.93%
Saint Kitts and Nevis	3	0	4	0	5.88%
Saint Vincent and the Grenadines	59	16	38	0	2.30%
Samoa	8	5	3	0	0.00%
Saudi Arabia	33	6	49	0	0.00%
Seychelles	3	1	3	1	25.00%
Singapore	625	122	809	4	0.48%

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

2022 Flag Administration Compliance Performance Statistics

Flag (1)	PSC Exams	PSC Safety Exams with Deficiencies	Distinct Arrivals	Safety Detentions	2020-2022 Detention Ratio
South Africa	1	0	1	0	0.00%
Spain	15	5	17	0	0.00%
Sweden	11	2	11	0	0.00%
Switzerland	5	0	8	0	0.00%
Taiwan	17	10	33	0	0.00%
Tanzania	5	3	2	0	0.00%
Thailand	14	2	19	0	0.00%
Togo	46	23	16	0	7.69%
Turkey	28	7	22	0	2.90%
Tuvalu	2	2	3	0	0.00%
United Kingdom	62	17	78	0	0.00%
Vanuatu	31	10	39	0	0.81%

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



2022 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)*	Abbreviations	2020	2021	2022	Total	2020	2021	2022	Total	Ratio
American Bureau of Shipping	ABS	1,639	2,366	1,747	5,752	-	-	-	-	0.00%
Bulgarian Register of Shipping	BKR	17	12	9	38	-	-	-	-	0.00%
Bureau Veritas	BV	1,041	1,643	1,309	3,993	0	5	1	6	0.15%
China Classification Society	CCS	176	227	272	675	1	-	-	1	0.14%
Conarina Group	CNRIN	0	56	49	105	-	1	1	2	1.90%
CR Classification Society	CR	7	11	18	36	-	-	-	-	0.00%
Croatian Register of Shipping	CRS	8	17	15	40	-	-	-	-	0.00%
DNV GL	DNV	3,149	4,064	3,376	10,589	-	-	1	1	0.01%
Hellenic Register of Shipping	HRS	9	12	4	25	-	-	-	-	0.00%
Horizon International Naval Survey and Inspection Bureau	HNS	4	10	2	16	-	-	-	-	0.00%
Indian Register of Shipping	IRS	5	10	15	30	-	-	-	-	0.00%
Intermaritime Certification Services	IMC	16	19	15	50	-	-	-	-	0.00%
International Register of Shipping	IROS	6	11	2	19	-	-	-	-	0.00%
Isthmus Bureau of Shipping	IBS	20	25	29	74	-	-	-	-	0.00%
Korean Register	KR	274	428	387	1,089	1	-	-	1	0.09%
Lloyd's Register	LR	2,042	2,774	2,542	7,358	-	1	1	2	0.02%
National Shipping Adjusters Inc	NASHA	18	25	21	64	-	-	-	-	0.00%
Nippon Kaiji Kyokai	NKK	1,875	2,660	2,286	6,821	1	1	-	2	0.02%
Overseas Certification Services, Inc	OCS	4	4	6	14	-	-	-	-	0.00%
Panama Bureau of Shipping	PBS	2	2	-	4	-	-	-	-	0.00%
Panama Maritime Documentation Service	PMDS	22	83	30	135	-	1	1	2	1.48%
Panama Maritime Surveyors Bureau	PMS	6	26	16	48	-	-	-	-	0.00%
Phoenix Register of Shipping	PHRS	-	-	1	1	-	-	-	-	0.00%
Polski Rejestr Statkow	PRS	19	28	25	72	-	-	-	-	0.00%
Qualitas Register of Shipping	QRS	-	-	2	2	-	-	-	-	0.00%
RINA Services S.p.A.	RINA	285	537	500	1,322	-	1	1	2	0.07%
Rinava Portuguesa	RP	17	53	10	80	-	-	-	-	0.00%
Russian Maritime Register of Shipping	RS	41	61	32	134	-	-	-	-	0.00%
Universal Shipping Bureau	USB	4	8	3	15	-	-	-	-	0.00%
International Naval Surveys Bureau	INSB	10	16	10	36	1	1	-	2	5.55%
Dromon Bureau of Shipping	DBS	-	-	3		-	-	2	2	66.66%
Vega Register	VGRS	-	-	5	5	-	-	1	1	20.00%

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

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 in the Port State Control section of our website:

www.dco.uscg.mil/cvc

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

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 QUALSHIP 21 program ended calendar year 2022 with an enrollment of 4,431 vessels. Seven previously qualified flag administrations lost their QUALSHIP 21 eligibility over this past year. Vessels from those flag administrations that are currently enrolled in the program will remain enrolled until their QUALSHIP 21 certificates expire.

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 2022, 306 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, 2023 through June 30, 2024, there are 23 eligible Flag Administrations for the QUALSHIP 21 Program:

Qualified Flag Administrations

Barbados	Hong Kong	Norway	United Kingdom
Belgium	Jamaica	Panama	Vanuatu
Bermuda	Japan	Philippines	
Cayman Islands	Liberia	Portugal	
China	Malta	Republic of Korea	
Demark	Marshall Islands	Saudi Arabia	
Greece	Netherlands	Singapore	

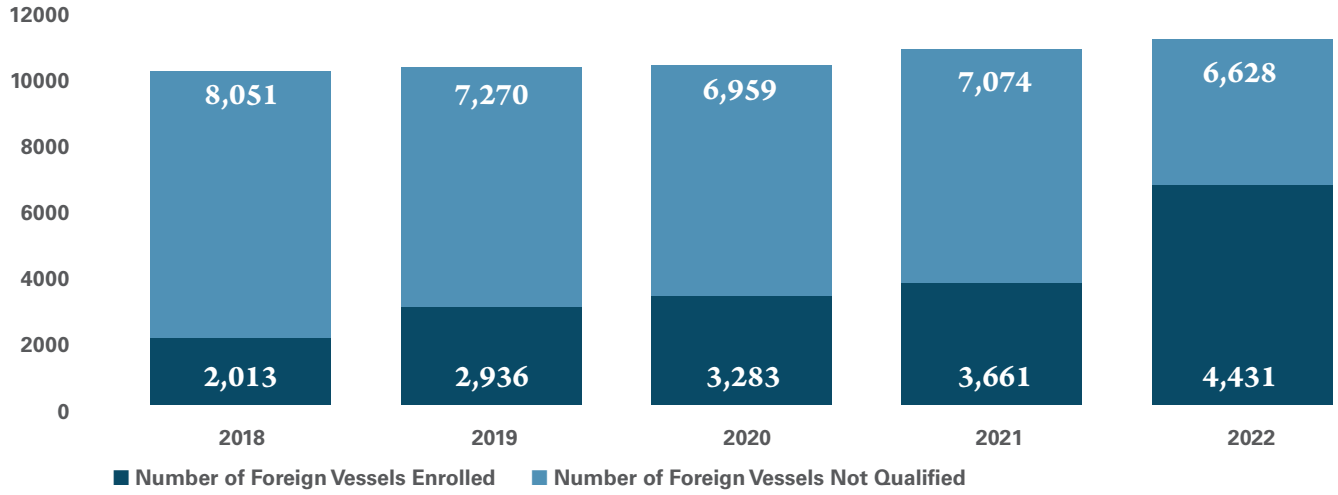
In 2011, the Coast Guard created a list of Flag Administrations that have shown a commitment to excellence in their level of compliance with international standards, but do not meet the full requirements for QUALSHIP 21 eligibility. Specifically, they have not met the requirement of at least 10 PSC examinations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

Brazil	Gibraltar	Samoa	Tanzania
British Virgin Islands	India	Spain	Thailand
Croatia	Luxembourg	Sweden	
Faroe Islands	Malaysia	Switzerland	
Finland	Moldova	Taiwan	

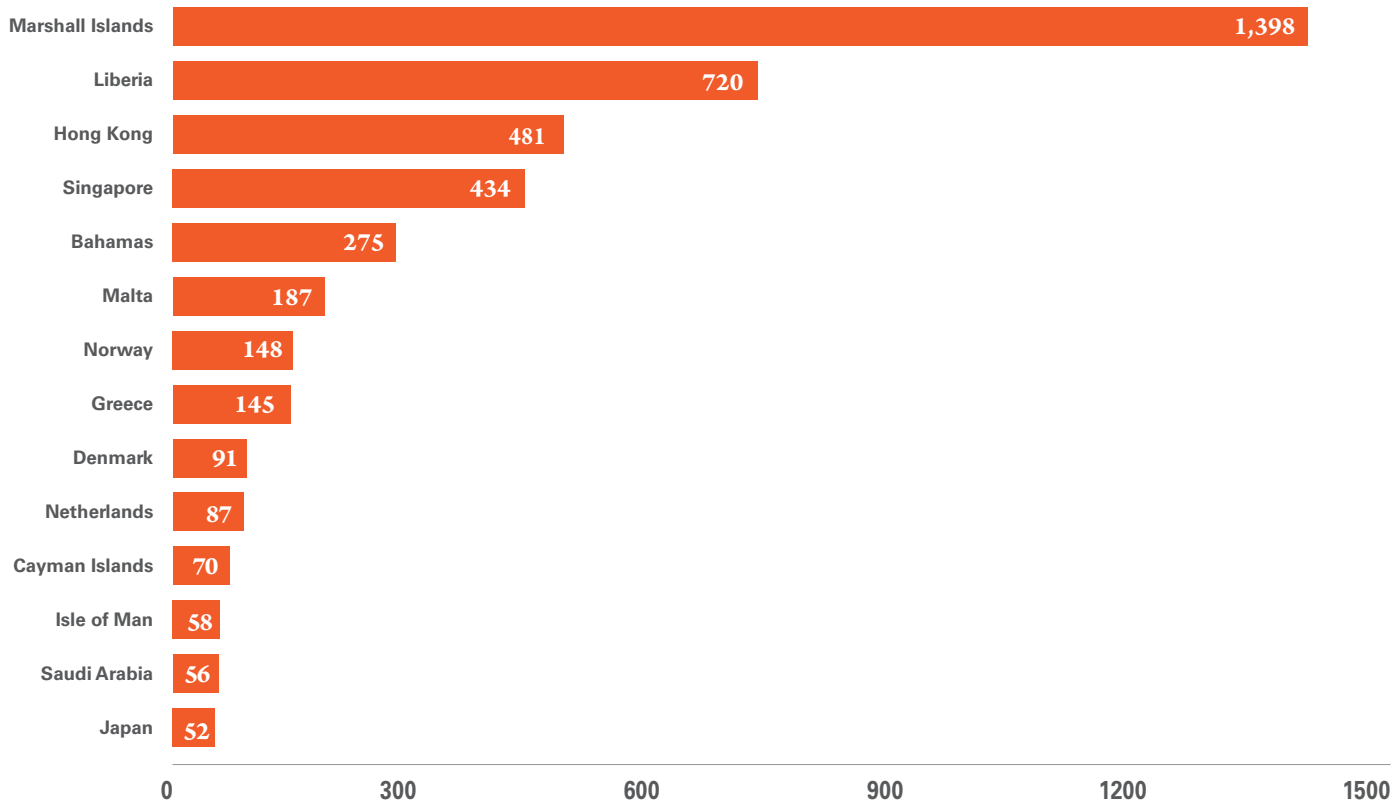
On the following page, please see the table and graph for QUALSHIP 21 enrollment and the number of QUALSHIP 21 vessels by Administration for 2022.

Quality Shipping for the 21st Century

Yearly QUALSHIP 21 Enrollment (2018-2022)



QUALSHIP 21 Vessels by Flag Administration[1]



[1] *Flag Administrations with 50 or less ships enrolled are not listed.*



CHAPTER 3

Detainable Deficiencies Overview

Below are examples of detainable deficiencies found during PSC examinations in 2022.

Fire Safety: For the second straight year fire safety deficiencies lead all deficiency categories and remains a concern throughout our PSC program. Oil accumulation in the engine room stood out once again with over seventy deficiencies noted. Oil soaked lagging, fuel leaks, excessive oil in the bilge, and open buckets filled with oily waste throughout the engine room were the most common deficiencies cited. On one ship the PSCO discovered excessive oil leaks throughout all machinery spaces with multiple areas of lagging soaked with oil. The lagging was found to be painted over to hide the leaks. The bulkheads and decks were slick from the oil and oil soaked mops along with trash bags full of oil soaked rags were present throughout the engine room. We recorded several deficiencies where the firefighting equipment was not readily available. On one ship the PSCO discovered water-mist nozzles covered with plastic and tape. There was also another ship where the fire-extinguishing main control panel was turned off. And a third where the CO2 storage room was secured with a padlock. The key to the pad lock could not be located preventing the system from being ready for immediate operation.

Safety Management Systems (SMS): The number of SMS deficiencies increased slightly over 2021 totals. Deficiencies related to maintenance of the ship and equipment, reports of non-conformities, and deficiencies related to shipboard operations led all SMS categories respectively. On one ship, the PSCOs determined the ship was not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS and ultimately an expanded SMS exam. Initially, they found the oily water separator (OWS) system was not operational yet neither the flag, class, nor company was informed. The master could not provide documentation regarding reporting of inoperable equipment





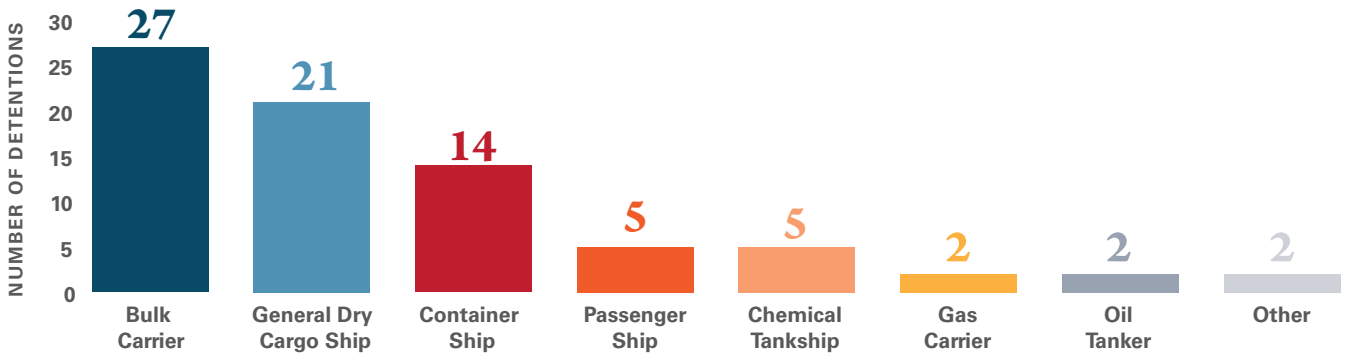
and no effort was made to rectify the OWS. All fuel shutoff valves were inoperable when tested even though the vessel's maintenance logs show testing 14 days prior. PSCOs discovered multiple non-functional smoke detectors in the engine room as well as finding the vessel's rescue boat engine inoperable. Finally, PSCOs discovered all engine spaces were soaked in a layer of oil with hoses, rags and mops located throughout the engine room as well as open buckets filled with oil.

Lifesaving Appliances: Detainable deficiencies related to lifesaving systems remained fairly consistent with 2021 totals. Deficiencies related to rescue boats, lifeboats, and the operational readiness of lifesaving appliances were most frequently cited. PSCOs found rescue boats to have had a severed steering gear linkage and a corroded steering cable rendering them inoperable. On one ship it took the crew over 1.5 hours to lower the rescue boat due to severe corrosion in the lowering boom actuator. During three separate exams over half the immersion suites onboard were found with failed seams, broken zippers, and deteriorated rubber seals.

MARPOL Annex I: Deficiencies issued under this category increased from four in 2021 to twenty-two in 2022. Oil filtering equipment and oil discharge monitoring systems accounted for almost half the deficiencies. PSCOs witnessed systems exceeding 15PPM with no activation of the valves to control overboard discharges. PSCOs observed control valves stuck in the open position with a buildup of corrosion in the overboard piping. There were also three instances where the PSCO identified evidence of illegal discharges of oil overboard. In one case a whistleblower provided video evidence of the ship bypassing the oil filtering equipment and discharging oil directly over the side.

**This highlights only a portion of the detainable deficiencies discovered in 2022. 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



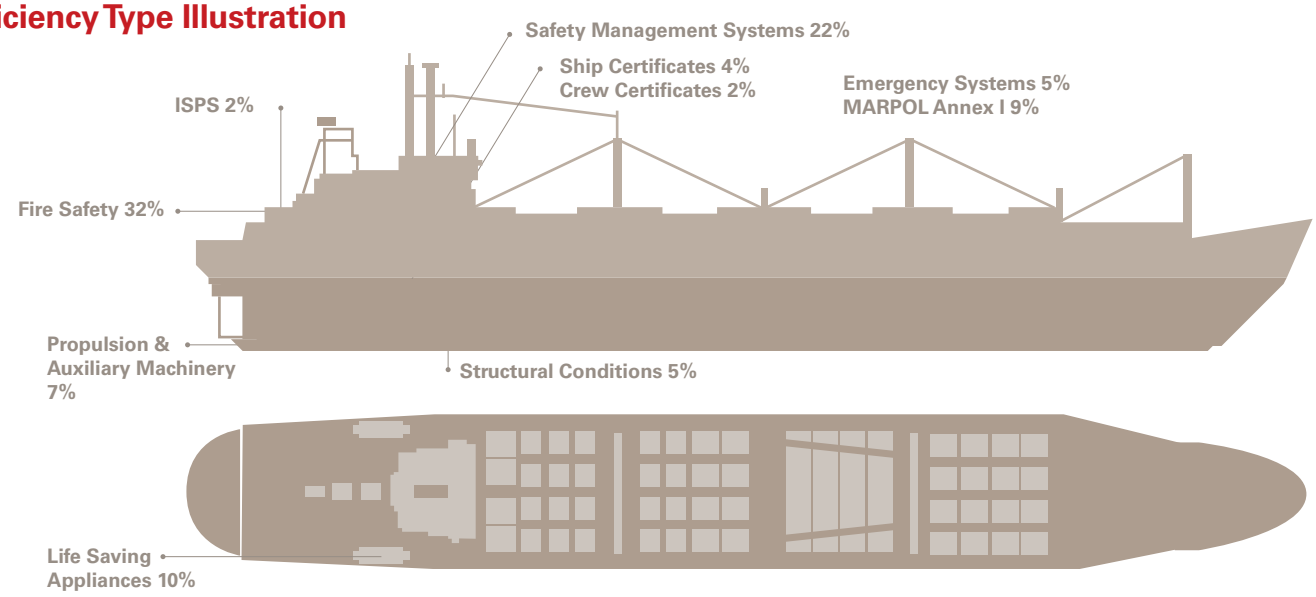
Deficiency and Detention Percentage by Ship Type

Ship Type	Number of Exams	Exams with Deficiencies	Number of Deficiencies	Percent of Exams with Deficiencies	Number of Detentions	Detention %
Bulk Carrier	2,500	616	1,380	24.64%	27	1.08%
Container Ship	1,433	361	796	25.19%	14	0.98%
General Dry Cargo	984	262	610	26.62%	21	2.13%
Passenger Ship	339	180	651	53.09%	5	1.47%
Refrigerated Cargo	137	48	122	35.03%	2	1.46%
Gas Carrier	679	113	196	16.64%	2	0.29%
Chemical Tanker	1,278	202	422	16.80%	5	0.39%
Oil Tanker	1,022	202	358	19.76%	0	0.00%
Other	334	75	159	22.45%	2	0.59%

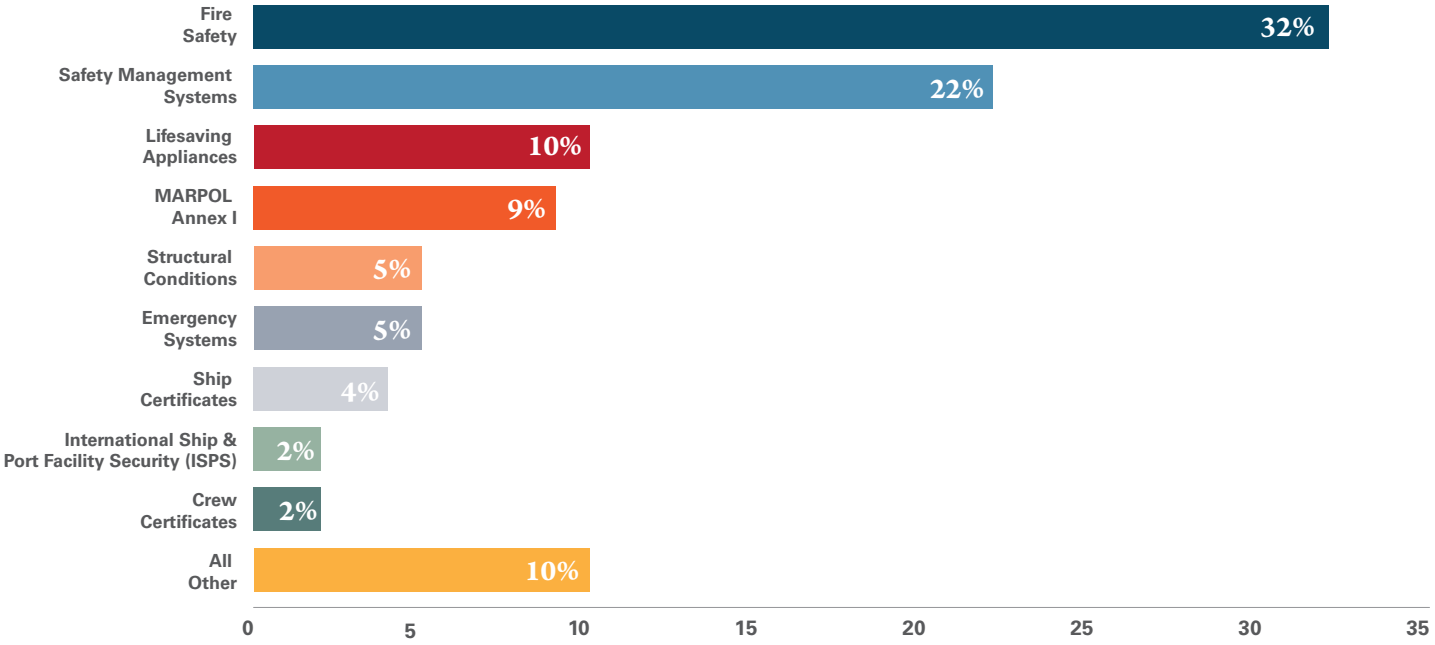


Statistics Derived from USCG Port State Control Examinations

Deficiency Type Illustration



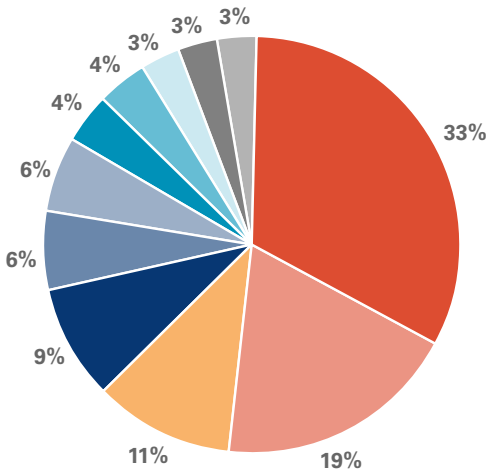
Detentions by Deficiency Type



Detention Deficiency Breakdown

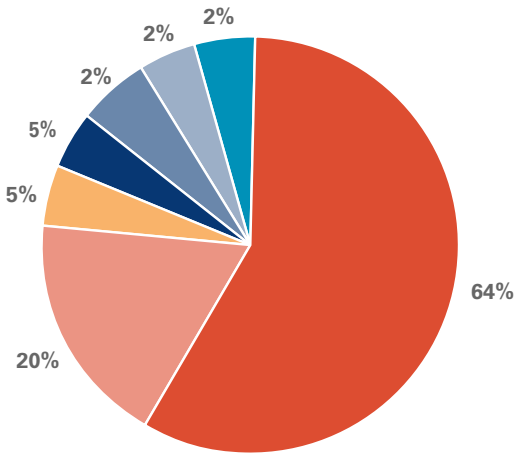
Fire Safety
(79 Deficiencies)

- Oil accumulation in engine room
- All Other
- Fire pumps and pipes
- Fire detection and alarm system
- Fixed fire extinguishing installation
- Maintenance of Fire protection systems
- Remote Means of control
- Ready availabiity of fire fighting equipment
- Means of escape
- Ventilation
- Fire-dampers



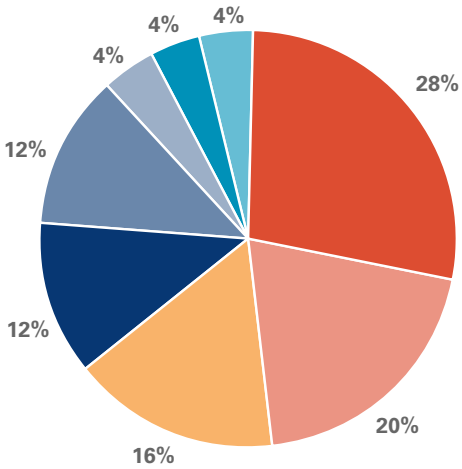
Safety Management Systems
(56 Deficiencies)

- Maintenance of Ship & Equipment
- Reports of Non-Conformities
- Company Responsibility & Authority
- Shipboard Operations
- Emergency Preparedness
- Other (ISM)
- Safety & Environmental Policy



Life Saving Systems
(25 Deficiencies)

- Rescue Boats
- Operational Readiness
- Lifeboats
- Launching Arrangements
- Immersion Suit
- Inflatable Liferafts
- On BoardTraining & Instructions
- Maintenance and Inspections



Deficiencies by Categories

PSC Exam Data Per Category of Deficiencies

Category of deficiency		Number of deficiencies	Percent of total deficiencies
Ship's certificates and documents		255	5.43%
SOLAS	Stability, structure and related equipment	420	8.94%
	Propulsion and auxiliary machinery	377	8.03%
	Alarm signals	62	1.32%
	Fire safety measures	1,504	34.04%
	Life-saving appliances	570	12.14%
	Radiocommunications	31	0.66%
	Safety of navigation	159	3.38%
	Operational deficiencies	32	0.68%
	ISM-related deficiencies	231	4.92%
	ISPS	81	1.72%
	Other	291	6.19%
MARPOL	Annex I	133	2.83%
	Annex II	2	0.04%
	Annex III	4	0.08%
	Annex V	28	0.59%
	Annex VI	48	1.02%
	Operational deficiencies	13	0.27%
STCW	Certification and watchkeeping for seafarers	39	0.83%
Load Lines		60	1.27%
AFS Convention		9	0.19%
ILO		263	5.60%
Other		82	1.74%

Ballast Water Management (BWM)

BWM Compliance Statistics: Compliance with ballast water management regulations continues to be one of the most challenging issues faced by the maritime industry. When a ship reaches its mandatory compliance date, it must comply with the provisions in Title 33 Part 151 in order to trade in the United States. While the Unites States is not signatory to the Ballast Water Convention, the Coast Guard ensures foreign vessels are in compliance with U.S. ballast water laws and regulations in order to further protect our nation's waterways from the threat of invasive species. This year, we continued an Enhanced Exam Program (EEP) to combat instances of non-compliance with ballast water regulations.

In 2022, the Coast Guard issued 25% more deficiencies for non-compliance with the regulations over the previous year's numbers. The majority of the deficiencies were issued to vessels with inoperable systems, deficient ballast water management plans, and to those that failed to report mandatory ballast water practices to the National Ballast Information Clearinghouse (NBIC) within specified timeframes. On the positive side, the Coast Guard is seeing an increased trend of vessels reporting their inoperable systems prior to arrival. Additionally, the EEP contributed to identification of more discharges of non-compliant ballast water into the waters of the United States as well as showing an increase of non-reported inoperable ballast water systems.

BWMS: Deficiencies include both inoperable Coast Guard Type Approved systems and accepted Alternative Management Systems.

COTP Reporting: Deficiencies are issued when a vessel fails to report an inoperable system to the USCG.

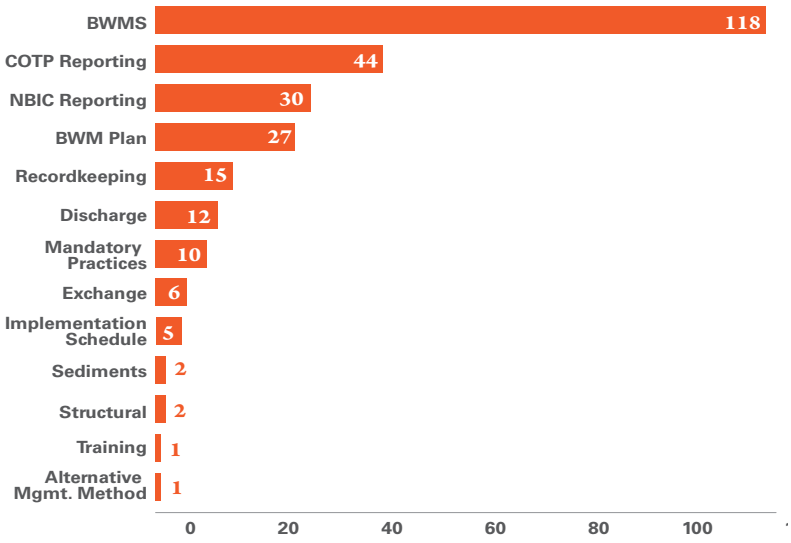
Discharge: Deficiencies are issued when a vessel discharges non-compliant ballast water.

Implementation Schedule: Deficiencies involve vessels that are past their compliance date and using an unapproved BWM method.

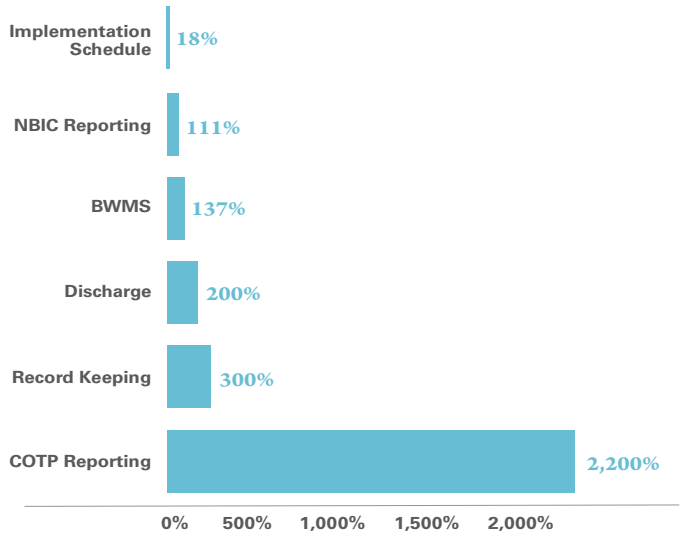
Mandatory Practices: Deficiencies include failures to remove hull fouling organisms and marine growth as well as improper uptake of ballast water.

Structural: Deficiencies record failures in ballast water tanks and associated piping.

2022 Ballast Water Deficiencies



Annual Trend in Ballast Water Deficiencies




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