

U.S. Coast Guard

U.S. Port State Control 2018 Annual Report Summary



U.S. Port State Control in 2018

- More than 10,400 individual vessels
- 84 different Flags
- Over 84,000 U.S. port calls
- Over 9,000 PSC exams
- Over 8,800 ISPS exams



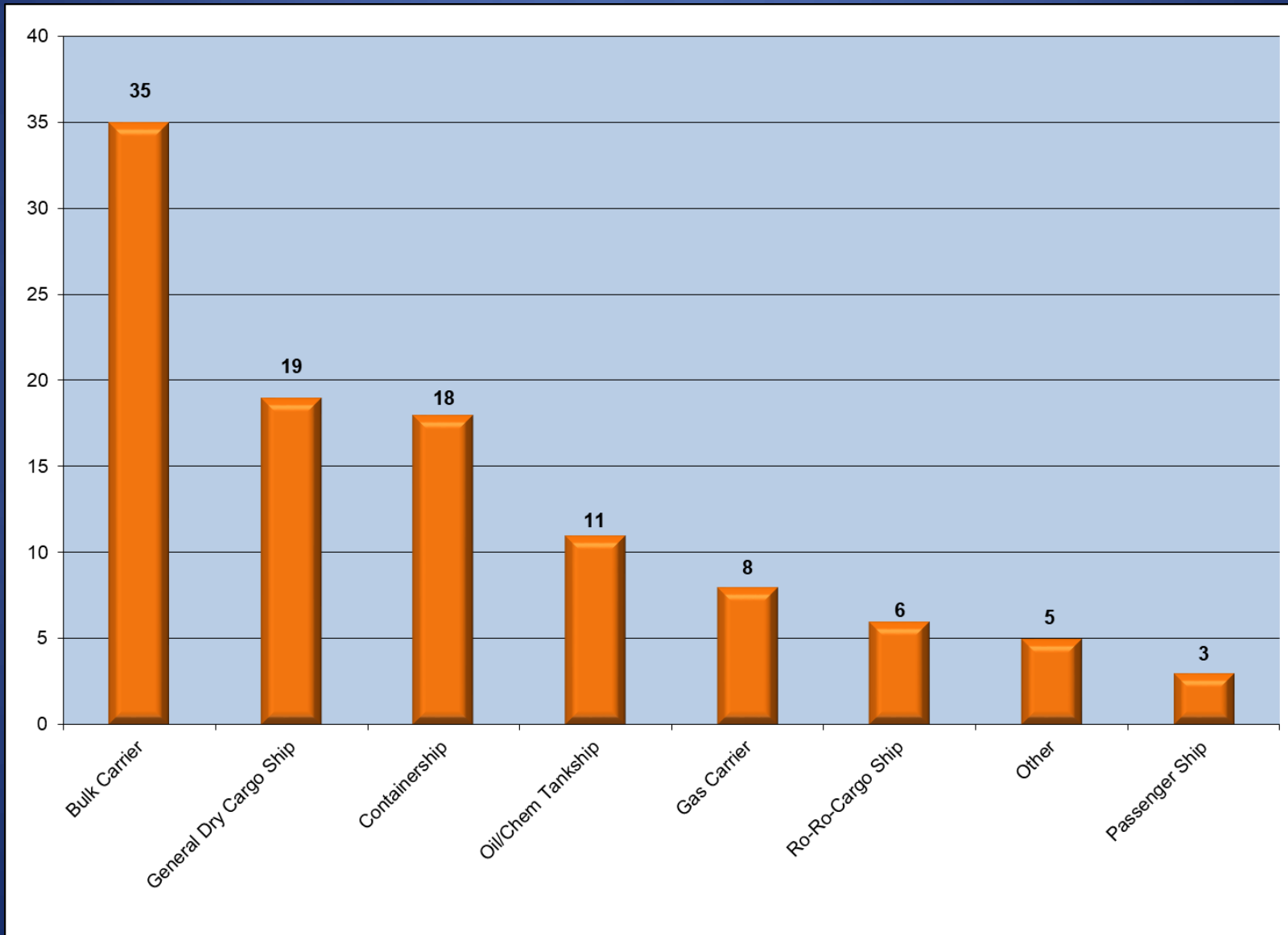
Detentions

- 2018 detention ratio: **1.16%**
- increased from 0.99% in 2017
 - Still comparatively low, as compared to other regions
- Top 3 causes that led to a vessel detention in 2018 are consistent over the last few years: *Firefighting Appliances/ Fire Safety, Safety Management System (SMS), and Propulsion & Auxiliary Machinery*
- Encouraging vessel owners and operators to renew their emphasis on *SMS* due consistent trend of SMS related deficiencies over the last several years
- Environmental crimes referred to DOJ for APPS violations: 14 and 8 in 2017 and 2018 respectively
- Quality review at the HQ level of every deficiency when a ship is detained

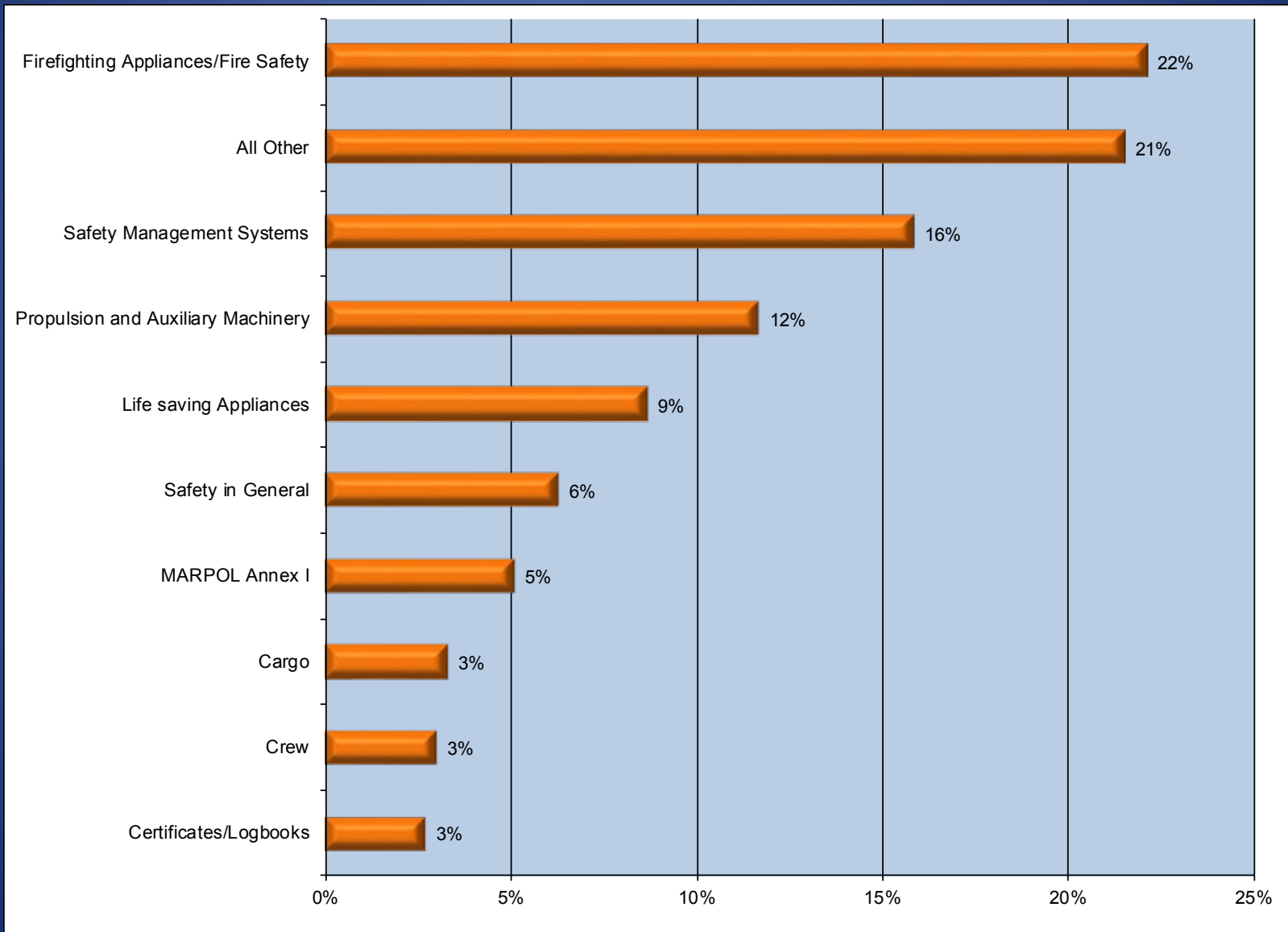
Historical Trends

	2015	2016	2017	2018
Distinct Arrivals (Unique Vessel Arrivals)	8,925	9,563	10,290	10,418
3-Year Average Detention Ratio	1.67%	1.58%	1.39%	1.06%
PSC Detentions	202	98	91	105
PSC Examinations	9,265	9,390	9,105	9,025
ISPS Major Control Actions	11	8	6	8
ISPS Examinations	8,655	8,823	8,793	8,819
3-Year Average Major Control Action Ratio	0.11%	0.11%	0.09%	0.06%

2018 Safety Detentions By Ship Type



2018 Detainable Deficiencies



Targeted Flag Administrations - Safety

7 Point Targeted List	2 Point Targeted List
BARBADOS	ANTIGUA AND BARBUDA
COOK ISLANDS*	CYPRUS
INDIA	GREECE
MEXICO*	MALTA
PHILIPPINES	PANAMA
SAINT KITS AND NEVIS	PORTUGAL*
SAINT VINCENT AND THE GRENADINES	
TANZANIA	
TOGO	
TURKEY	
VANUATU	

* New to this year's list

Targeted Flag Administrations - Security

7 Point Targeted List	2 Point Targeted List
NONE	NONE

Port State Control Appeals

- No repercussions to appeal
- Detentions reported immediately to IMO; vacated if appeal granted
- Historically, most appeals are from Ship Management, Charterers, & RO's who don't want to be associated with a detention due to targeting criteria.

Appeal Process

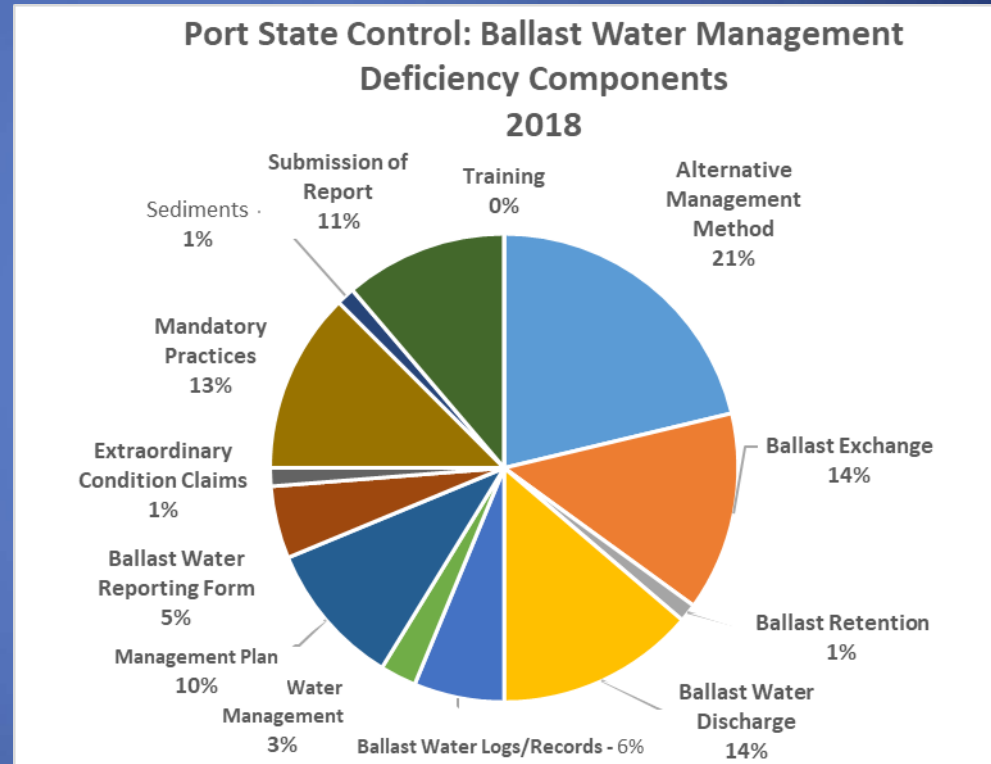
- Any directly-affected party can dispute the validity of, or their association, with a detention issued by the Coast Guard
- Parties should follow the procedures outlined in 46 CFR 1.03
- Appeals of unit actions: Process allows for three separate levels of appeal (OCMI, Districts, and Commandant)
- Appeals of Recognized Organization association with a Detention – Submit appeal directly to Commandant (CVC)

Detention Appeals for 2018

- 38 appeals were submitted to the Coast Guard
- 23 challenging the merit of the detention
 - 6 granted, 15 denied, 2 under review
- 15 contesting the association with the detentions
 - 10 granted, 5 were denied

Ballast Water Management Compliance (BWM) for 2018

- 8,140 BWM exams, + 89 over 2017
- Deficiencies decreased from 219 in 2017 to 119 in 2018
- Majority of the deficiencies were, alternate management systems (AMS), Ballast Exchange, and the discharge of untreated ballast water into waters of the U.S.
- Operational control restrictions imposed on 17 vessels
- Sanctions ranged from warnings, Notice of Violations (NOV), and Administrative Civil Penalty (Class I) against several vessels for failure to implement BWM requirements



PSC Exam Approach

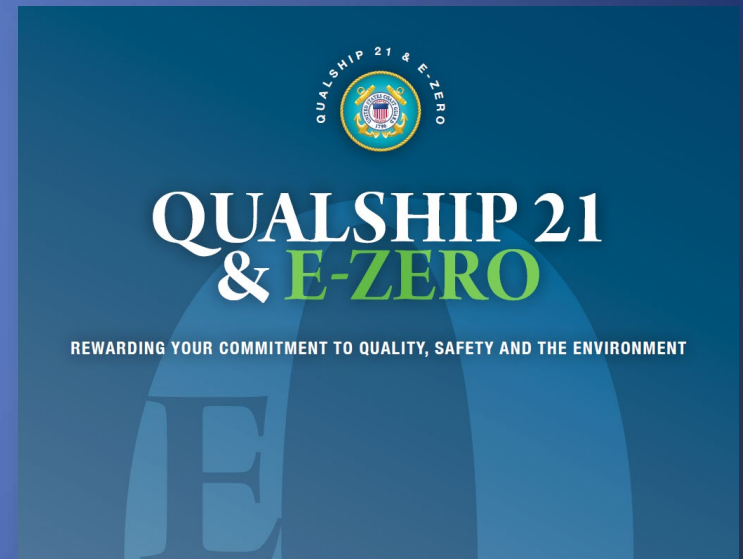
- PSC exams are conducted to verify regulations are being met:
 - Document check
 - Systems check
 - Structural check
 - Crew knowledge
- If discrepancies are identified, “clear grounds” may lead to conducting a “more detailed inspection”, which may involve testing (e.g., OWS)
- BWMS: Review BWM plan, reports & records → visually examine system, ask questions & check logs

Planning for BW Contingencies

- USCG Policy Letter
- CG-CVC 18-02
- Google: USCG CVC
- Click on Policy and Guidance for list of all USCG Policy letters.
- AMS
- For inoperable systems or other known problems, report immediately to the nearest COTP and the destination COTP. Be prepared to present your plan to manage ballast water, as outlined in the ballast water management plan for the vessel. **COTP may allow other methods in regulations.**

QUALSHIP 21 (QS21) & E-ZERO

- The QUALSHIP 21 program ended calendar year 2018 with an enrollment of **2,213** ships
- The E-Zero Screening began in July 2017
- At that time, out of **1,600** plus QS21 ships only **128** ships were identified as being potential candidates and **23** ultimately received the E-Zero Designation
- The E-Zero program ended calendar year 2018 with **54** ships enrolled





For a Flag Administration to qualify they must:

1. Have a 3-year detention ratio less than 1.00%
2. Be credited with a minimum of 10 PSC exams per year for the last 3 years
3. Submit a copy of their Self-Assessment of Flag State Performance to the IMO
4. Submit their executive summary from their Member State Audit Scheme

Flag States that are preliminarily eligible for QUALSHIP 21 in 2019-2020

Bahamas	Croatia*	Isle of Man	Norway*
Belgium	Curacao*	Italy*	Singapore
Bermuda	Denmark	Jamaica*	Switzerland
British Virgin Islands	France	Japan	Taiwan*
Canada	Germany	Liberia*	Thailand*
Cayman Islands	Gibraltar	Marshall Islands	United Kingdom
China*	Hong Kong	Netherlands	

* New to the list this year

Thank you!

USCG Contact for BWE Policy

jamie.l.kopi@uscg.mil

202-372-1218

AMS

carl.e.Hendrickson@uscg.mil

202-372-1434