

U.S. Coast Guard Presentation

Port State Control 2014



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May 2015

US Port State Control – 2014 Stats

- 9,227 individual vessels
- 83 different Flags
- Nearly 80,000 U.S. port calls
- 9,232 PSC exams
- 8,562 ISPS exams



Detentions

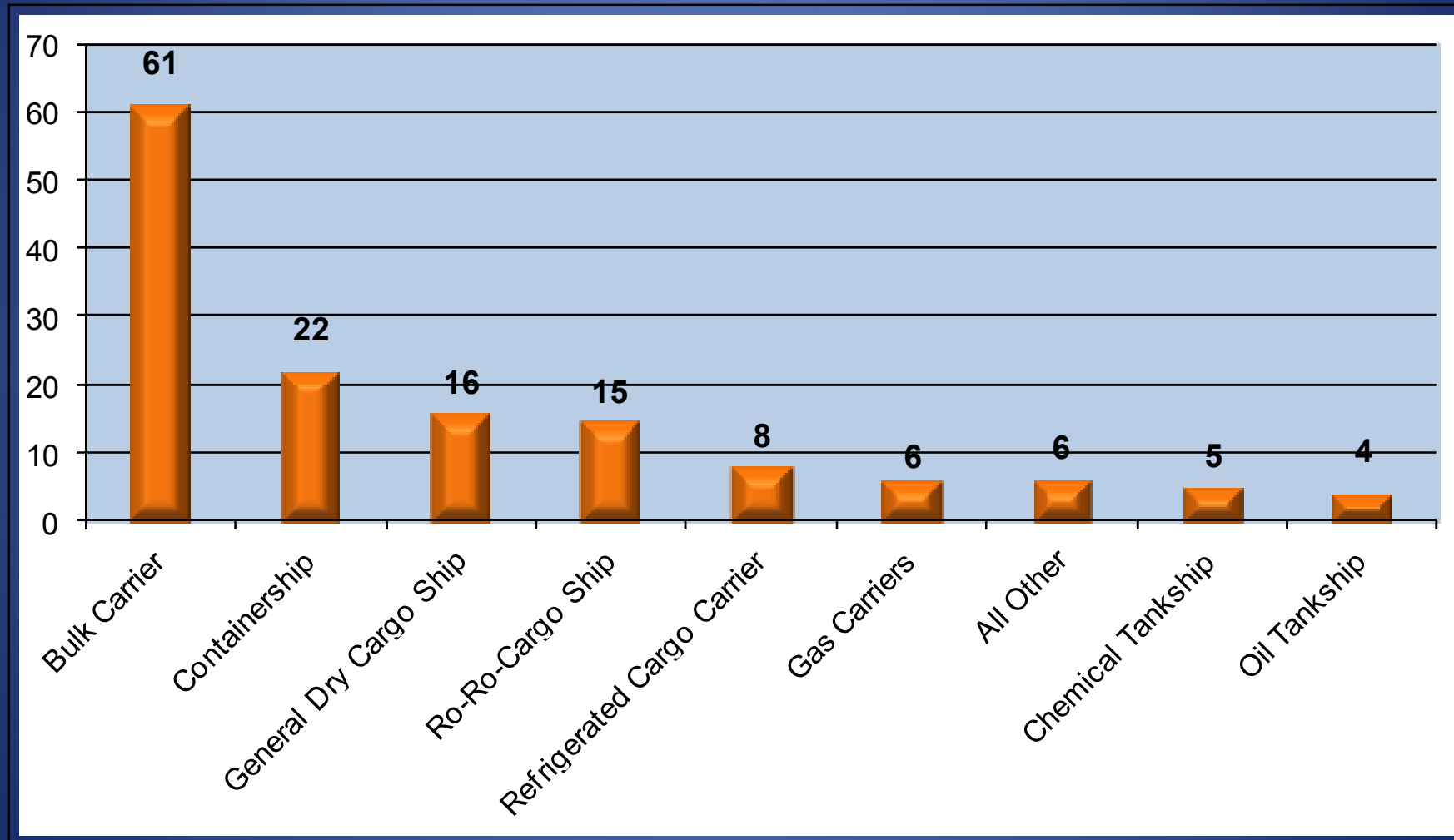
- Detention ratio increased to in 1.31% in 2014;
increased but still comparatively
- Typical reasons:
 - ISM Code
 - Marine Pollution (including env crime)
 - Firefighting
 - Lifesaving Appliances
 - General Safety
- Quarterly Quality Review



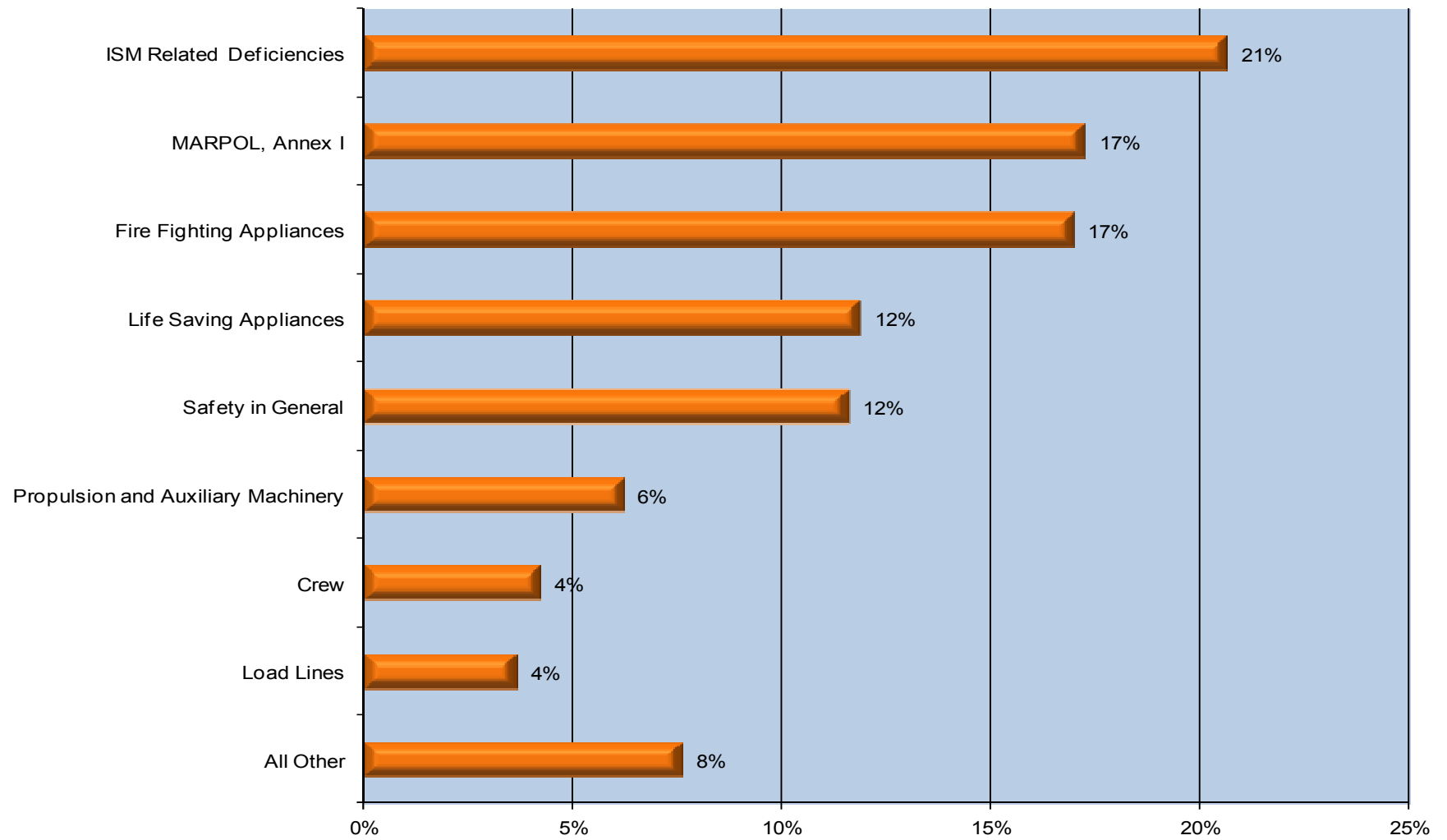
Historical Trends

	2011	2012	2013	2014
Distinct Arrivals (Unique Vessel Arrivals)	9,326	9,011	9,281	9,227
3-Year Average Detention Ratio	1.53%	1.30%	1.11%	1.31*%
PSC Detentions	97	105	121	143
PSC Examinations	10,129	9,469	9,389	9,232
ISPS Major Control Actions	15	8	8	10
ISPS Examinations	8,909	8,627	8,571	8,562
3-Year Average Major Control Action Ratio	0.16%	0.14%	0.14%	0.10%

2014 Safety Detentions By Ship Type



2014 Detainable Deficiencies



Targeted Flag Administrations - Safety

7 Point Targeted List	2 Point Targeted List
BELIZE	ANTIGUA AND BARBUDA
BOLIVIA	CYPRUS
EGYPT	GERMANY
HONDURAS	MALTA
LITHUANIA	PANAMA
MEXICO	TURKEY
SAINT VINCENT AND THE GRENADINES	VANUATU
SAMOA *	
TAIWAN *	

Targeted Flag Administrations - Security

7 Point Targeted List	2 Point Targeted List
EGYPT	NONE

Port State Control Appeals

- No repercussions to appeal
- Over last three years, ~50 % resolved in favor of the appellant
- Detentions reported immediately to IMO; corrected if appeal granted
- Most appeals from Ship Management, Charterers, & RO's who don't want to be associated with a detention due to targeting criteria.

Rewarding the Best

- QUALSHIP 21 (Q21)
 - Rewards Highest Performing vsIs flagged by an eligible Flag Administration
 - Subject to fewer CG inspections
 - Internationally recognized prgm sought out by owners, operators, charterers
 - Difficult criteria must be met through vsI performance, flag performance, etc
 - 1,410 vessels enrolled at the end of 2014
 - Will keep Flag detention ratio qualification threshold at 1.0%

Flag States that are preliminarily eligible for QUALSHIP 21 in 2014

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

QUALSHIP 21 Changes

- Changed eligibility calculations from distinct arrivals to PSC exams to align with Paris and Tokyo MOUs
- Small margin between our QUALSHIP 21 eligibility criteria and Flag Administration detention ratio for PSC targeting
- In last year's annual report, considered lowering flag state eligibility and request comments.
- Approached by several flag Administrations w/ concerns
- Additional data analysis necessary

ECA Compliance Verification

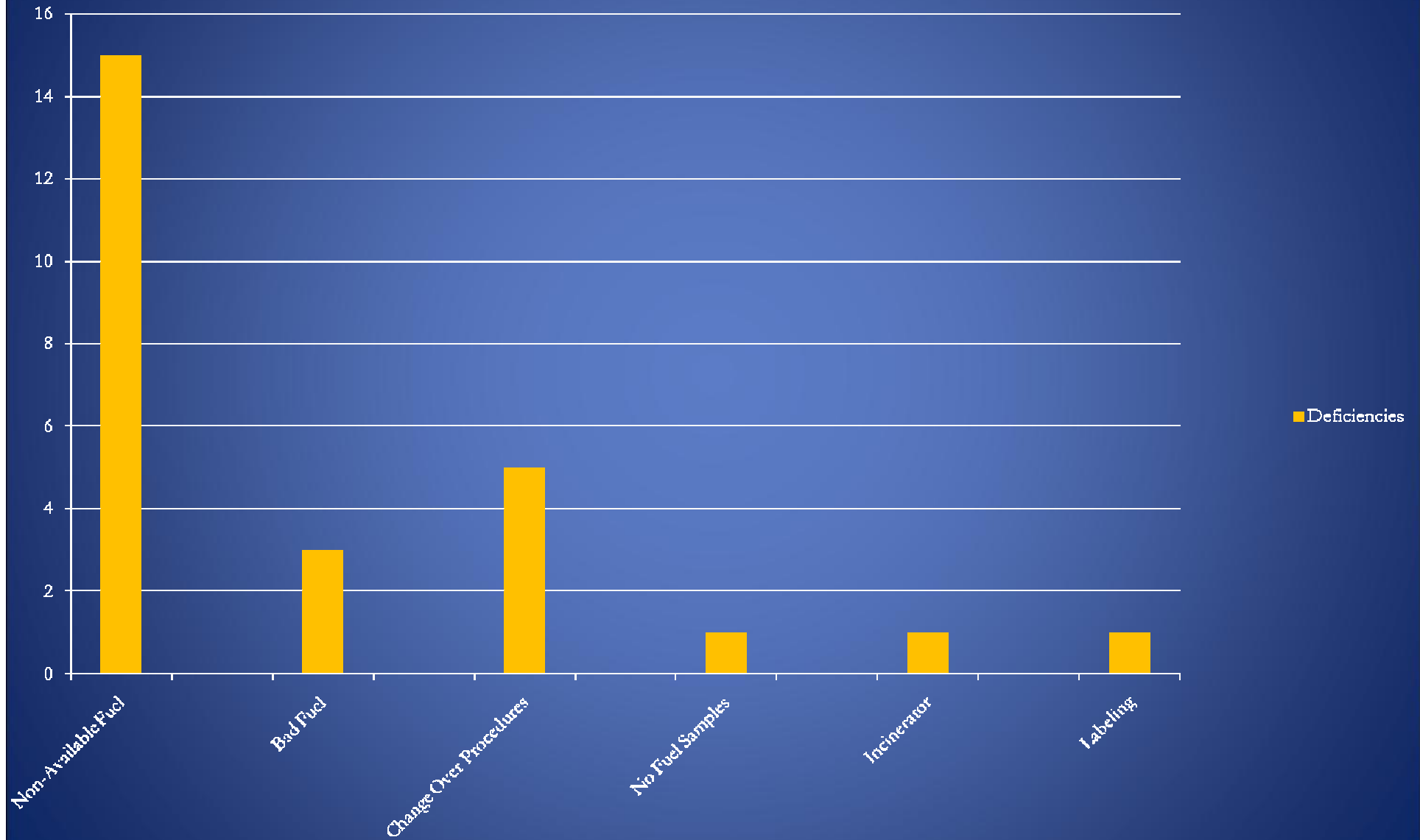
- Coast Guard verifies compliance with Annex VI
 - includes ECA requirements
- ECA compliance/verification is done during CG exams
- Non-compliance, if found, may have enforcement by CG or EPA
- Fuel Oil Non-Availability Reports (FONARs) & Notice of Protest (NoP)
- FONARs should be submitted electronically to the EPA
 - via EPA's Central Data Exchange
- CG Policy, ECA FAQs, and the updated enforcement protocols available at:
- <http://www.uscg.mil/hq/cgcvc/cvc/marpol.asp>

ECA Enforcement

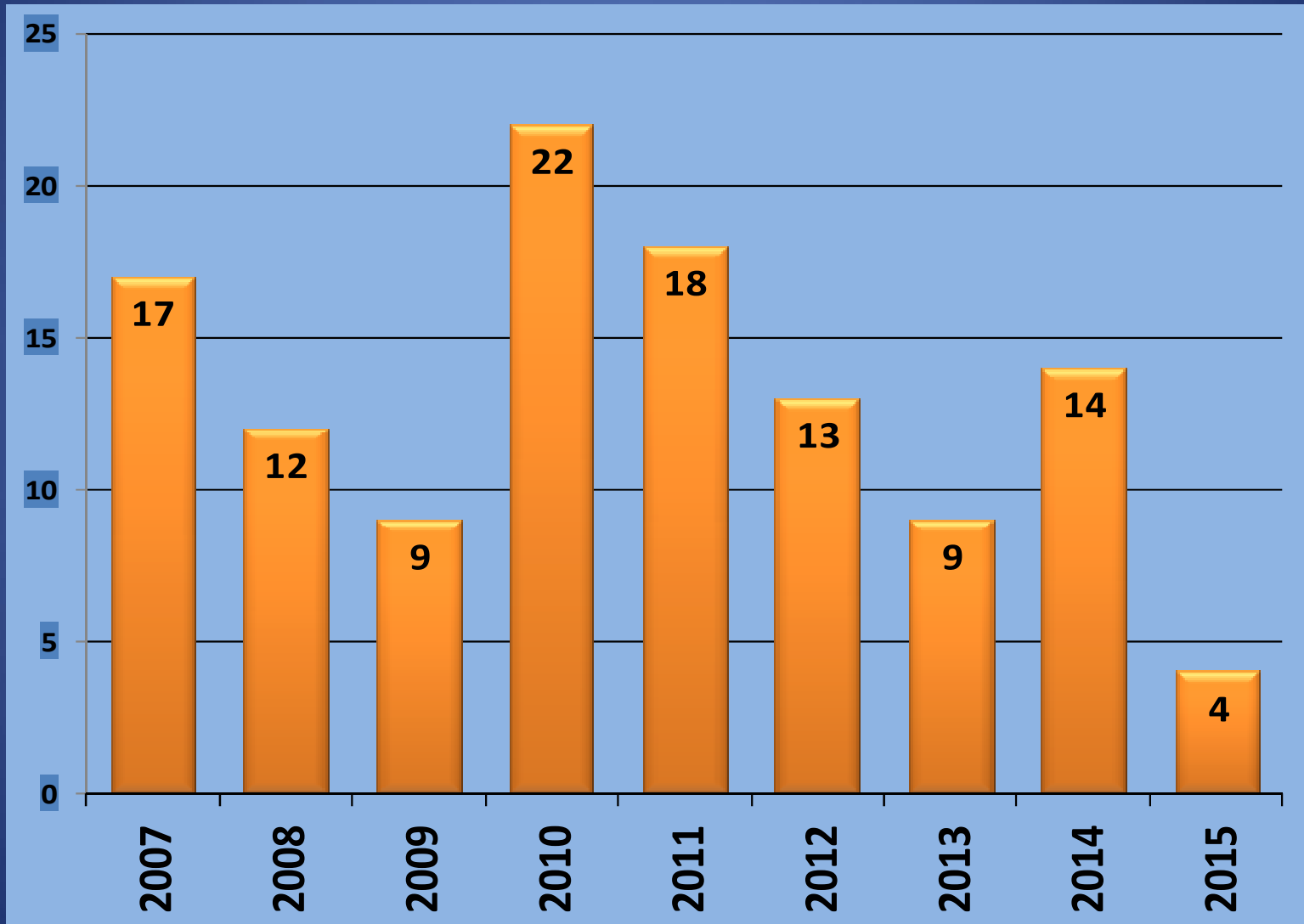
- CG and EPA signed an updated MOU for Enforcement protocols on March 4, 2015.
- Under the Act to Prevent Pollution from Ships (APPS) EPA has
 - All authorities, including subpoena, of CG in matters referred
 - For enforcing Reg 18, MARPOL Annex VI (Fuel Oil Availability)
- All Fuel Oil Non-Availability Reports (FONARs) received by EPA are considered “referred” from USCG for enforcement
- EPA uses its discretion to determine appropriate enforcement
 - Appropriate action could be “not taking any action”
- EPA policy, guidance & FONAR reporting available on EPA’s website : <http://www.epa.gov/otaq/oceanvessels.htm>

MARPOL Annex VI Deficiencies

Jan-May 2015




MARPOL Criminal Referrals



CG International Port Security Program

- IPS Program visits 150+ countries/two yrs
- COE imposed on vsls arriving from ports:
 - lacking effective anti-terror measures
 - where CG denied access
- Vsls with COE's must take added security precautions while in the foreign ports
- Vsls with COE's are subject to offshore boardings prior to US entry
- Vsls may need to post guards while in US
- List of countries & specific conditions in Port Security Advisory



**U.S. Department of Homeland Security
United States Coast Guard**

International Port Security Program
U.S. Coast Guard

Date: September 15, 2014
Contact: Mr. Michael Brown
(202) 372-1081

Port Security Advisory (3-14)

A. Background:

The Maritime Transportation Security Act of 2002 (MTSA) has mandated that the United States Coast Guard evaluate the effectiveness of anti-terrorism measures in foreign ports and provides for the imposition of conditions of entry on vessels arriving to the United States from countries that do not maintain effective anti-terrorism measures (MTSA, 46 USC § 70108 - 70110).

The Coast Guard has determined that the Pinom Penh Autonomous Port and the Sihanoukville Autonomous Port in Cambodia are no longer maintaining effective anti-terrorism measures. The previous exceptions of these ports from the actions required in Paragraph C, below is rescinded. Actions required as listed in paragraphs C and D of this Port Security Advisory take effect for all vessels that arrive in the United States on or after September 26, 2014 after visiting ports in Cambodia as one of their last five ports of call.

B. Countries Affected:

The Coast Guard has determined that ports in the following countries are not maintaining effective anti-terrorism measures:

Cambodia

Cameroon	
Exceptions	IMO Port Number
Ebome Marine Terminal	CM394-0001
Quai GETMA (LAMNALCO Base) Facility	CMDLA-0005
Société Nationale de Raffinage (SONARA) Terminal (also known as Cap Limboh Terminal)	CMLIT-0001
Kome-Kribi 1	CM234-0001
Douala International Terminal (also known as Douala Containers)	CMDLA-0002
Moudi Terminal	CMMOU-0001

Comoros

Cote d' Ivoire

-More-

<https://homeport.uscg.mil>

Currently on PSA (3-14)

- Cambodia
- Cameroon *
- Comoros
- Cote d'Ivoire
- Cuba
- Equatorial Guinea *
- Guinea-Bissau
- Iran
- Liberia *
- Madagascar *
- Nigeria*
- Sao Tome and Principe
- Syria
- Timor-Leste
- Venezuela
- Yemen *

* These countries have certain ports exempted from COE.

Regulatory Update/Issues

- Seafarer's Access
 - Proposed Rule published December 29, 2014
 - Required by Section 811 of CG Authorization Act of 2010
 - Facility owners/operators to implement a system that:
 - Provides individuals timely access to transit to and from a vessel moored at the facility and the facility gate
 - At no cost to the individual
 - Comment period closed February 27, 2015
 - One-year implementation period

Regulatory Update/Issues

Ballast Water

Type Approval Status:

- 1st type approval request received March 2015.
- Anticipate more TA requests - IL's testing queues are full.

Extensions:

- CG & EPA conduct joint review of extensions. Extensions for ships with 2016 dry docks now being considered with EPA.
- Availability of TA systems factor into length of time for future extensions.

UV Treatment Systems:

- UV treatment renders organisms "not viable." Efficacy test specified in CG regulation determines live/dead.
- Proposed Most Probable Number (MPN) method to determine "not viable" organisms as Alternative Test Method
- MPN not accepted at this time

Regulatory Update/ Issues

Ship Efficiency (GHG)

- US supports IMO as the organization to consider ship efficiency
- Need to move beyond EEDI – consider efficiency of existing ships
- Data needs to include efficiency
- IMO must complete & consider robust data collection before making any decisions – US submission to MEPC 68

Regulatory Update/Issues

LNG as Fuel

Part of broader U.S. energy renaissance

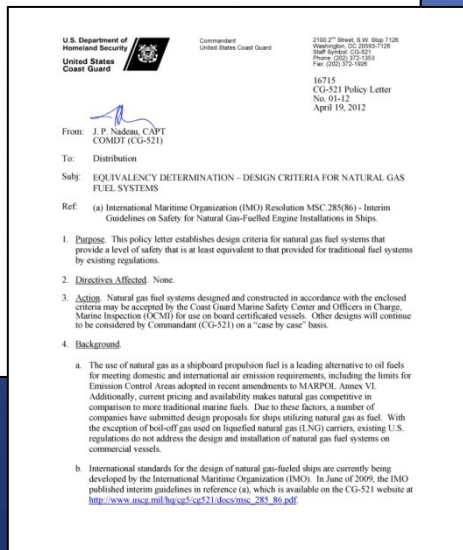
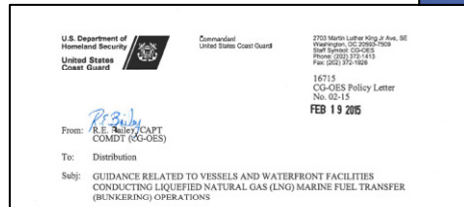
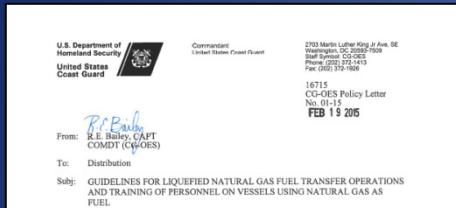
- driven by ECA and LNG availability.

LNG as a Fuel is a reality in the U.S.

- HARVEY ENERGY (online now) and TOTE, Inc. RO/RO (online later this year)

USCG has authority to regulate safe, secure and environmentally responsible LNG use
U.S. Flag and U.S. Facilities: adapting existing standards for LNG cargo to small scale use.

Foreign Flag: driving requirements into IMO code for Gas-Fuelled Ships (IGF) code



Policy Letters available at:
<http://www.uscg.mil/lgcncoe>

Thank you!

Questions?