DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

FLAG STATE CONTROL IN THE UNITED STATES

2023 DOMESTIC ANNUAL REPORT

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Assistant Commandant for Prevention Policy

United States Coast Guard

I am pleased to present the U.S. Coast Guard's 2023 Flag State Control Annual Report to highlight the current status of the United States inspected fleet and U.S. Coast Guard activities to ensure safety, security, and environmental compliance. This report includes deficiency and detention rates for each type of inspected domestic vessel and performance metrics for Recognized Organizations that complete statutory activities on behalf of the Coast Guard. The report also depicts marine casualty data by vessel type. The numbers within were compiled using data from the Coast Guard Marine Information Safety and Law Enforcement (MISLE) database, which is used to record details about U.S. flag vessels, inspections, deficiencies issued, and reportable marine casualties. We hope you find this report valuable.

In 2023, U.S. Coast Guard Marine Inspectors conducted 20,647 inspections on U.S. flagged vessels and identified 29,925 deficiencies. Thirty-eight of these inspections uncovered serious substandard conditions onboard which were not being proactively managed by the company, vessel owner or operator resulting in a flag state detention of the vessel. The marine inspection program continues to focus on the need for a robust safety culture as it is imperative to bolstering the integrity and efficiency of our maritime transportation system (MTS).

In the past year we have promulgated policy facilitating the use of alternate design standards; acknowledging that our regulations do not account for all acceptable design and construction methods as industry continues to modernize and adapt to a changing marine environment. The Coast Guard also published a nationwide framework for the certification of vessels that operate in multiple services, providing flexibility to vessel owner/operators who wish to operate in more than one service. The Coast Guard remains committed to collaborating with all stakeholders to foster safe and respectful working environments, with the aim of eradicating sexual assault and sexual harassment from the maritime industry.

Finally, I want to emphasize the importance of raising cybersecurity readiness, resilience, and response posture throughout the MTS. While new and evolving cyber threats to the MTS are a constant challenge, implementing basic cyber hygiene practices and providing mariners cyber awareness training are crucial to ensure the safety and security of the MTS. Proactive approaches to ensure security of maritime systems and networks are the most effective and cost-efficient ways to strengthen the cyber resiliency of vessels and their operations. I encourage all our partners to continue fostering robust cyber security practices and investing in the cyber resiliency of the MTS.

Thank you to my headquarters staff and field units for their expertise and professionalism ensuring safety and security of our ever-complex MTS. I greatly appreciate the constant collaboration, and I look forward to continuing to work together to advance the maritime industry and ensure the maritime sector is a safe and welcoming environment for all.

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The Office of Commercial Vessel Compliance (CG-CVC) reports statistics on foreign vessels trading in U.S. ports within the U.S. Port State Control Annual Report which can be found on the U.S. Coast Guard website: CG-CVC Annual Reports

Please direct all questions about this report to *CG-CVC@uscg.mil*

CHAPTER 1

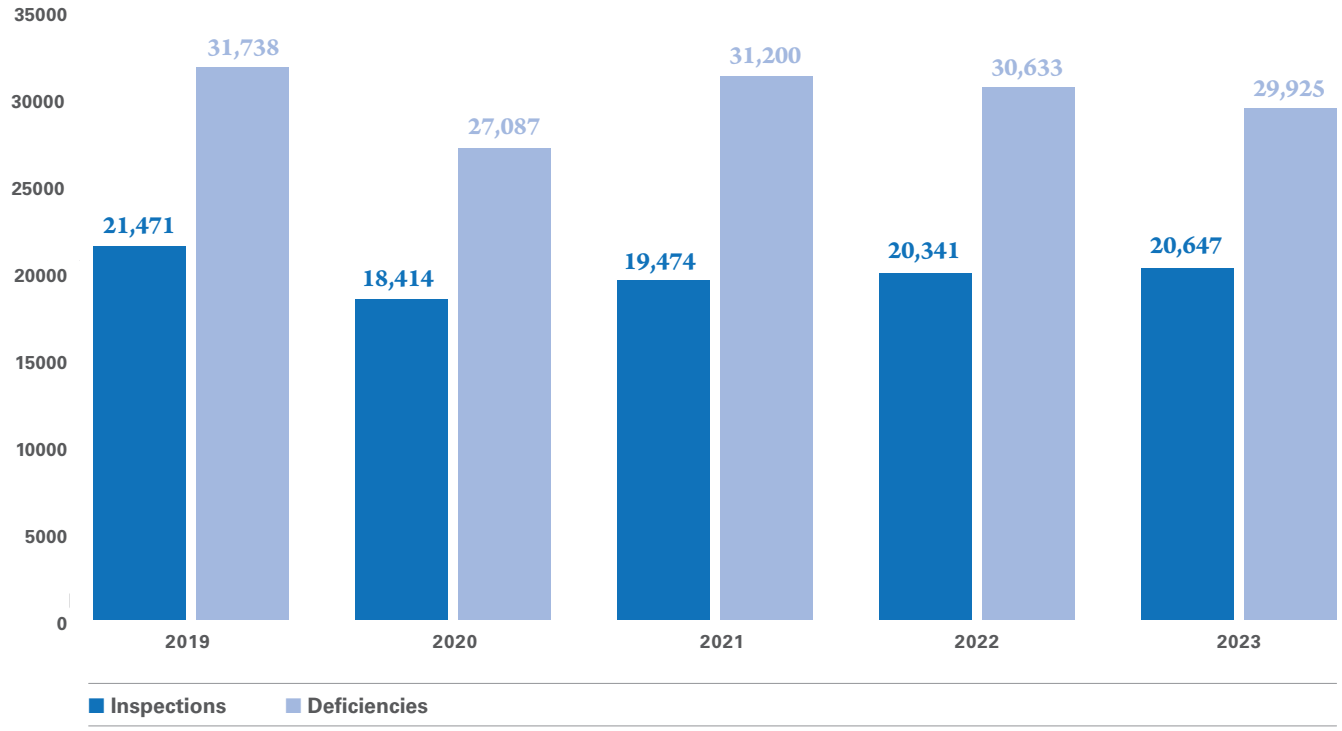
Report Overview

This report collates data from the Coast Guard's Marine Information Safety and Law Enforcement (MISLE) database regarding vessel population, inspections conducted, and deficiencies issued for the 2023 calendar year. The vessel populations used within this document are defined in the definitions appendix on page 30.

In 2023, the U.S. Flag fleet contained 17,577 vessels subject to inspection, with Coast Guard Marine Inspectors (MI) conducting 20,647 inspections.

The overall U.S. Flag fleet inspection total increased this year by 2%. Additionally, the number of deficiencies issued decreased by 2 % from the 2022 calendar year report.

FIGURE 1 | Inspections/Deficiencies



Domestic Fleet

In 2023, of the 20,647 inspections conducted by MIs, 29,925 deficiencies were identified on the 17,577 active vessels in the U.S. fleet of responsibility.

Figure 2 displays the number of U.S. inspected vessels of each type in calendar year 2023.

FIGURE 2 | Vessel Types

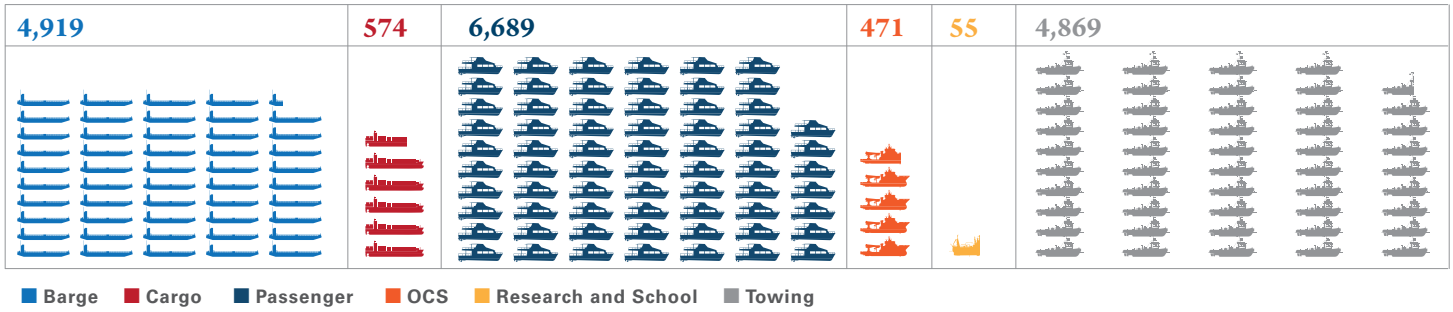


Figure 3 associates the number of inspections with the number of deficiencies for each vessel fleet.

FIGURE 3 | Inspections and Deficiencies

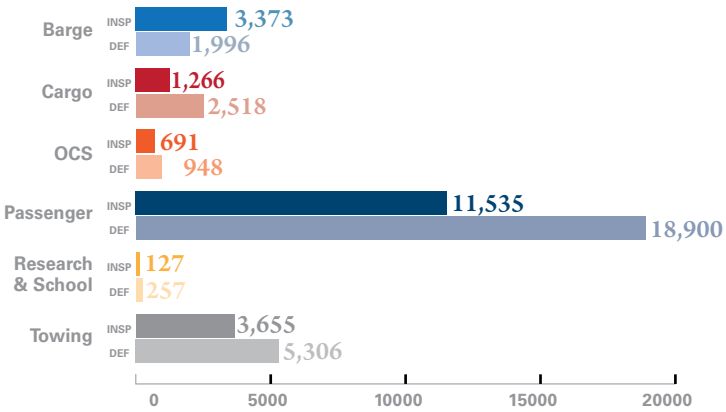


Figure 4 displays the ratio of deficiencies to the number of vessels for each fleet.

FIGURE 4 | Deficiencies/Vessel

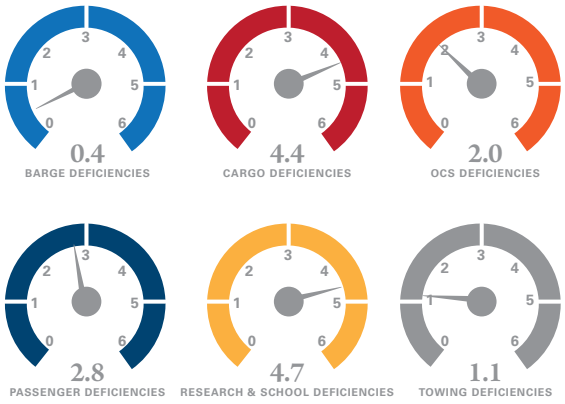


Figure 5 displays the average age of the domestic fleet and for each vessel category.

FIGURE 5 | Average Age of Vessel Fleets

Domestic Marine Inspector Workforce

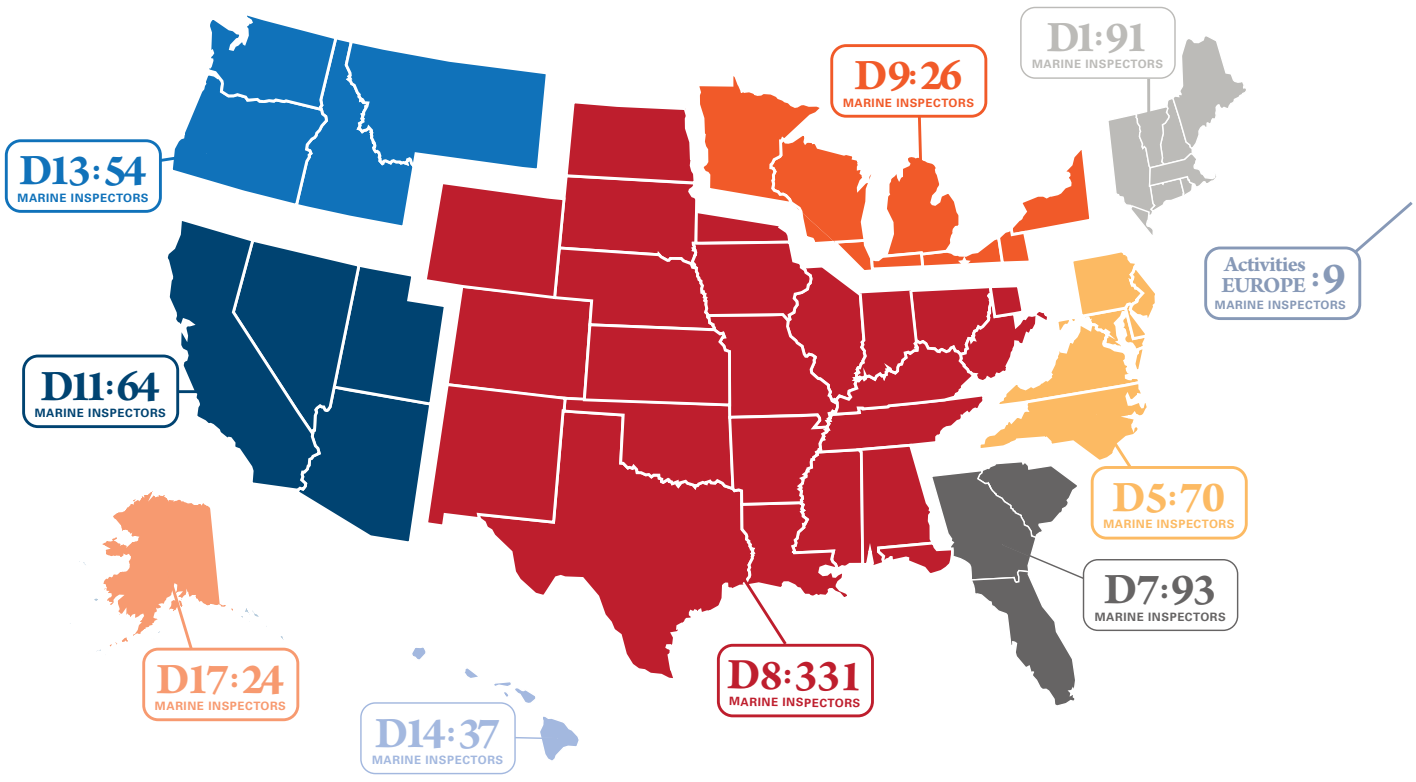
Marine inspectors trace their roots back to 1838 when Congress passed laws to improve the safety of steam-propelled vessels. Today, marine inspectors still examine steam propelled vessels and riveted steel hulls.

Additionally, these officers, warrant officers, enlisted, and civilian service members inspect new technology including ballast water and exhaust gas treatment systems to reduce the environmental impact of vessels, computer control systems to improve safety and efficiency, and advanced Liquefied Natural Gas (LNG), fuel cell, and battery propulsion systems.

The Coast Guard is committed to developing and maintaining a professional workforce that ensures certificated vessels, whether using old or new technology, remain safe for people, property, and the environment. All Coast Guard Marine Inspectors complete a comprehensive training program focused on meeting or exceeding industry and international standards.

These maritime professionals have an in-depth technical knowledge of the maritime transportation system including vessel components, policy, laws, and regulations.

FIGURE 6



Marine Casualties

There were 1,821 reportable marine casualties reported in 2023 involving 2,146 inspected vessels.

Figure 7 displays vessels involved in reportable marine casualties by vessel type.

FIGURE 7 | Percentage of Each Fleet Involved in Marine Casualties

Barge	4,919	287	6%
Cargo	574	242	42%
Passenger	6,689	499	8%
OCS	471	46	10%
R&SS	55	10	18%
Towing	4,869	1,062	22%

Figure 8 lists the top three reportable marine casualty types for each vessel fleet and the percentage that each represents compared to the marine casualty total for that type. For example, 53% of all barge reportable marine casualties were defined as collision, allision or grounding.

FIGURE 8 | Top Three Casualty Types

BARGE	CARGO	PASSENGER	OCS	R&SS	TOWING
Collision, Allision or Grounding 53%	Material Failure/ Malfunction 65%	Material Failure/ Malfunction 48%	Material Failure/ Malfunction 63%	Material Failure/ Malfunction 63%	Collision, Allision or Grounding 39%
Material Failure/ Malfunction 24%	Personal Casualty (Injury or Death) 8%	Loss/Reduction of Vessel Propulsion/ Steering 15%	Collision, Allision or Grounding 9%	Personnel Casualty (Injury or Death) 13%	Material Failure/ Malfunction 30%
Personnel Casualty (Injury or Death) 7%	Loss/Reduction of Vessel Propulsion Steering 9%	Collision, Allision or Grounding 14%	Loss/Reduction of Vessel Propulsion/ Steering 9%	Collision, Allision or Grounding 13%	Loss/Reduction of Vessel Propulsion/ Steering 15%

Flag State Detentions

In 2023, there were 38 Flag State Detentions. Action code "30 – Ship Detained" is a control action that may be imposed on any inspected vessel type, including Small Passenger Vessels and Barges, and is selected when technical or operational-related deficiencies exist that individually or collectively indicate a serious failure, or lack of effectiveness, of the implementation of the Safety Management System (SMS). For vessels that do not have an SMS, "30 – Ship Detained" is assigned when objective evidence indicates that a serious substandard condition is not being proactively managed by the company, vessel owner, and/ or operator. Flag State detentions decreased from 39 (2022) to 38 (2023), a decrease of 3%. Flag State Detentions data is publicly displayed on the following webpage: *List of Flag State Detentions*

Figure 9 displays the total Number of Flag State Detentions in 2023 broken down by fleet.

FIGURE 9 | Flag State Detentions by Vessel Type

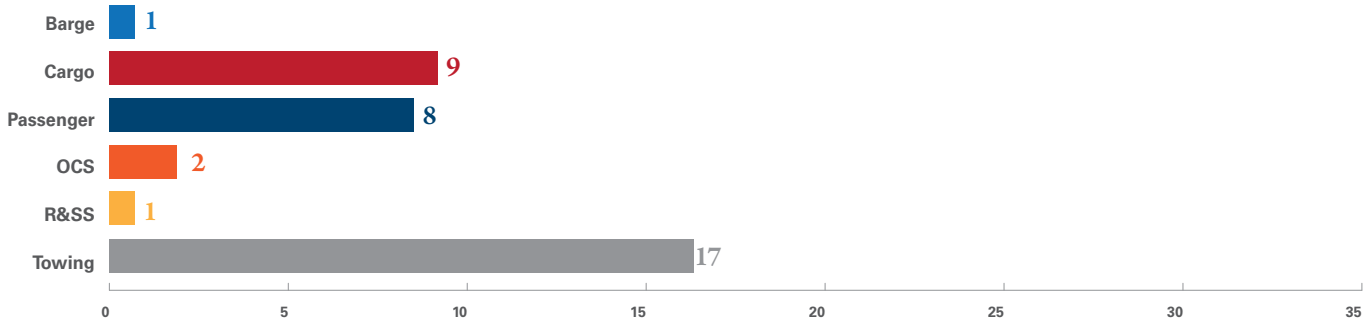


Figure 10 displays the percentage of Flag State Detentions in 2023 broken down by fleet. Figure 11 displays the percentage of each vessel fleet that received a Flag State Detention in 2023.

FIGURE 10 | Flag State Detentions by Vessel Type

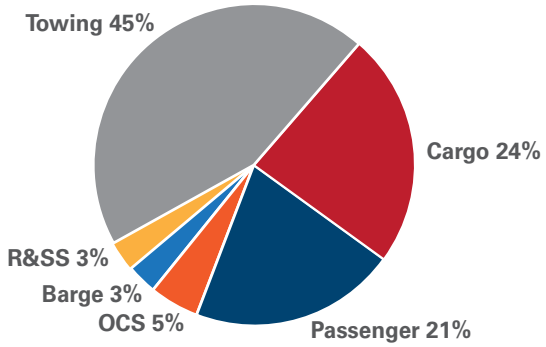
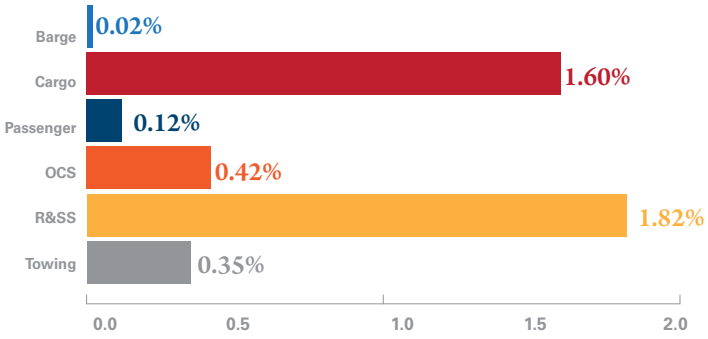


FIGURE 11 | Percentage of Vessel Fleet Receiving Flag State Detention



TOP 5 DETENTION DEFICIENCIES

1. Fire Safety
2. Propulsion and Auxiliary Machinery
3. Safety Management Systems
4. Certificates & Documentation
5. Working & Living Conditions

Recognized Organization (RO) and Third Party Organization (TPO) Performance Metrics

There are currently seven Recognized Organizations (ROs) that have been delegated authority to issue international certificates on behalf of the United States. Of the seven ROs, ABS, DNV, LR and Class NK are also authorized to participate in the Alternate Compliance Program (ACP) and the Maritime Security Program (MSP). Status of Classification Society Recognition, ACP Participation, and Authorizations Delegated by the U.S. Coast Guard Can be found here: *Class Society Authorization*

There are currently seven companies that may serve as TPOs under 46 CFR 139 Subchapter M: Towing Vessels. Furthermore, seven of the ROs may perform functions of a TPO under 46 CFR 139.110.

RECOGNIZED ORGANIZATIONS
ABS
DNV
Lloyd's Register (LR)
Nippon Kaiji Kyokai (Class NK)
Bureau Veritas (BV)
RINA S.p.A (RINA)

THIRD PARTY ORGANIZATIONS (TPO): 46 CFR 139 SUBCHAPTER M
Gallagher Marine Systems (GMS)
Inland Towing Operators Working Together (ITOW)
Quality Management International, Inc. (QMII)
International Register of Shipping (IRS)
Sabine Surveyors
Towing Vessel Inspection Bureau

The list of CG approved TPOs can be found here: Subchapter M Third Party Organizations

Flag State Control (CVC-4) Actions

Quality Cases involve Third Party Organizations (e.g. ROs, TPOs, etc.) that are entrusted by, and held accountable through agreements with the Coast Guard to perform certain functions such as marine inspections or audits on behalf of the Coast Guard. A Quality Case is issued to a Third Party Organization when the Coast Guard obtains objective evidence that suggests a possible lapse in a Third Party Organization's delegated functions. In 2023, there were eight Quality Cases issued, four were adjudicated, and four are pending final action.

In 2023 Flag State Control Officers attended 32 Document of Compliance audits and 23 Safety Management Certificate audits.

The Coast Guard continues to capture and evaluate the data which will assist in appraising the performance of owners, operators, ROs and TPOs:

- Deficiencies that individually or collectively indicate a failure, or lack of effectiveness, of the implementation of the vessel's Safety Management System (SMS-related deficiencies).
- Flag State detentions related to any SMS-related deficiencies.
- Vessel or Company audits that are associated with SMS-related deficiencies.
- Deficiencies that constitute objective evidence of a potential failure of the RO's Quality Management System (QMS) in performing a delegated function.
- Quality Cases - In situations where it is determined by the Coast Guard that the RO failed to adequately perform delegated functions, the Coast Guard and RO will look at the cause of the failure and document the problem and any corrective action.

Key Performance Indicators (KPI)

The Coast Guard receives quarterly performance data from each Recognized Organizations (RO) detailing the number of surveys and audits conducted along with associated findings. A subset of the 2023 KPI data is reported below.

Figure 12 displays ROs attended 7,051 U.S. vessels to conduct statutory surveys in 2023 and issued 7,612 findings. Figure 13 displays a rate of 1.8 statutory findings per vessel attendance.

FIGURE 12 | Number of Vessels attended for Survey Reported by RO

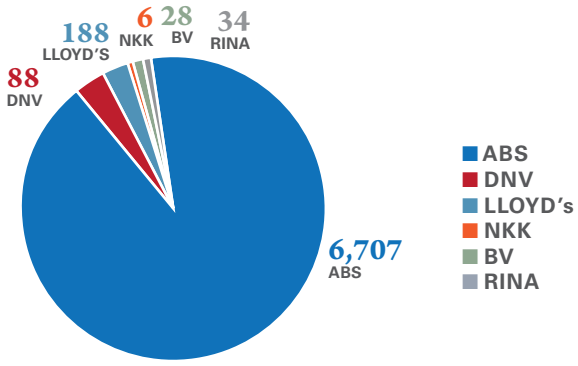


FIGURE 13 | Findings per Vessel Survey

Figure 14 displays ROs attended 1,080 U.S. vessels to conduct Safety Management Certificate (SMC) related audits on behalf of the Coast Guard and issued 1,486 findings. Figure 15 displays a rate of 1.4 findings per SMC Audit.

FIGURE 14 | Number of SMC Audits Reported by RO

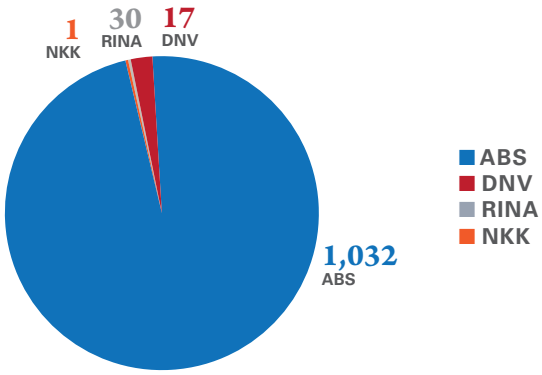


FIGURE 15 | Findings per SMC Audit

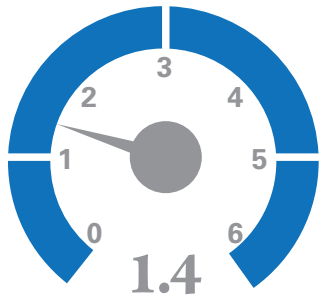


Figure 16 displays ROs attended 194 ship management companies to conduct Document of Compliance (DOC) audits on behalf of the Coast Guard and issued 329 findings. Figure 17 displays a rate of 1.7 findings per DOC audit.

FIGURE 16 | Number of DOC Audits Reported by RO

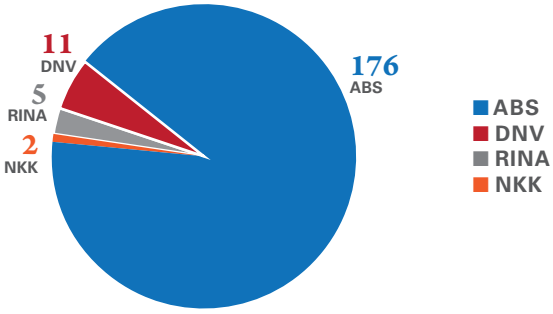
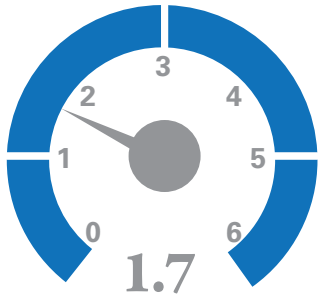


FIGURE 17 | Findings per DOC Audit



When assessing U.S. Flag and RO performance, the Flag State Control Division (CG-CVC-4) also considers the data and information on U.S. flagged ships collected by the Paris and Tokyo Memorandum of Understanding (MOU) Port State Control Regimes. The data from these sources provides additional metrics as to the performance of the U.S. fleet abroad.

The Paris MOU 2022 Annual Report, shows U.S. flag performance remains on the "White List" which represents quality flags with a consistently low detention record.

Excerpt from the Paris MOU 2022 Performance List

REPORT YEAR	FLAG	INSPECTIONS 2020-2022	DETENTIONS 2020-2022
2022	U.S.	128	1
2021	U.S.	169	2
2020	U.S.	194	4

Excerpt from the Paris MOU 2022 Inspections, Detentions, and Deficiencies Table

REPORT YEAR	INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	DEFICIENCIES	DETENTIONS	DETENTION %
2022	43	27	0	0	0.0
2021	46	26	0	0	0.0
2020	39	24	1	1	2.6

**Data not reported.*

The Tokyo MOU 2022 Annual Report, shows U.S. flag performance downgraded from the "White List" to the "Grey List" which represents flags with average performance record.

Excerpt from the Tokyo MOU Annual Report 2022, Port State Inspection Data Per Flag Table

REPORT YEAR	FLAG	INSPECTIONS 2020-2022	DETENTIONS 2020-2022
2022	U.S.	78	2
2021	U.S.	91	1
2020	U.S.	130	3

Excerpt from the Tokyo MOU Annual Report 2022, Port State Inspection Per Flag Table

REPORT YEAR	INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	DETAINABLE DEFICIENCIES	DETENTIONS	DETENTION %
2022	36	17	53	2	5.6
2021	25	9	18	0	0.0
2020	17	6	17	0	0.0

Excerpt from the Tokyo MOU Annual Report 2022, Port State Control Inspections Per Flag Table

FLAG	NUMBER OF INSPECTIONS				NUMBER OF DETENTIONS				3-YR ROLLING AVERAGE DETENTION %
	2020	2021	2022	TOTAL	2020	2021	2022	TOTAL	
U.S.	17	25	36	78	0	0	2	2	2.6

In addition to reporting the performance of U.S. flag vessels, the Paris and Tokyo MOU Port State Control Regimes detail the performance of ROs.

Excerpt of RO Data from the Paris MOU and Tokyo MOU, 2022 Annual Reports

	RO Data from Paris MOU Annual Report		RO Data from Tokyo MOU Annual Report	
Recognized Organization (RO)	Number of Inspections Involving the RO 2020-2022	Number of Detentions Associated with RO 2020-2022	Number of Inspections Involving the RO 2020-2022	Number of Detentions Associated with RO 2020-2022
American Bureau of Shipping (ABS) J(H(ABS) (ABS)	5,764	0	8,669	3
Bureau Veritas (BV)	10,481	37	9,177	8
Det Norske Veritas - (DNV)	22,014	54	16,178	5
Indian Register of Shipping (IRS)	198	8	167	0
Lloyd's Register (LR)	10,740	28	10,008	13
Nippon Kaiji Kyokai (CLASS NK)	7,866	51	24,644	28
RINA S.p.A (RINA)	5,048	35	2,998	3

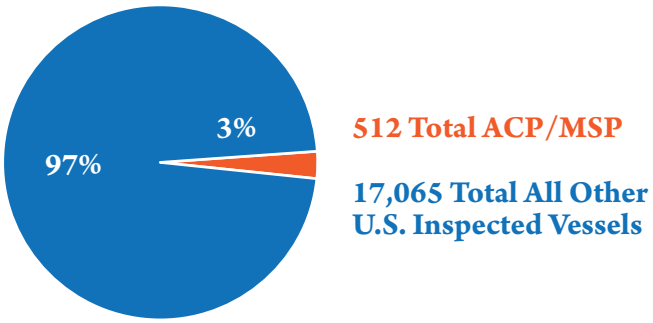
Alternate Compliance (ACP) & Maritime Security (MSP) Programs Description & Performance

The Alternate Compliance Program (ACP) is a voluntary program that promotes flexibility in vessel construction and reduces duplicative inspections and surveys. Vessels enrolled in the ACP must comply with the international conventions, classification society rules, and the U.S. Supplement. There are 430 vessels enrolled in the ACP.

The Maritime Security Program (MSP), established by the Maritime Administration (MARAD), provides a fleet of commercially viable and military useful vessels to meet national defense and other security requirements as well as to maintain a U.S. presence in international commercial shipping. There are 82 vessels certified under MSP. These ships provide on demand strategic sealift capacity to the Department of Defense.

Figure 18 displays the total number of ACP/MSP vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 18 | Number of Inspected ACP/MSP Vessels

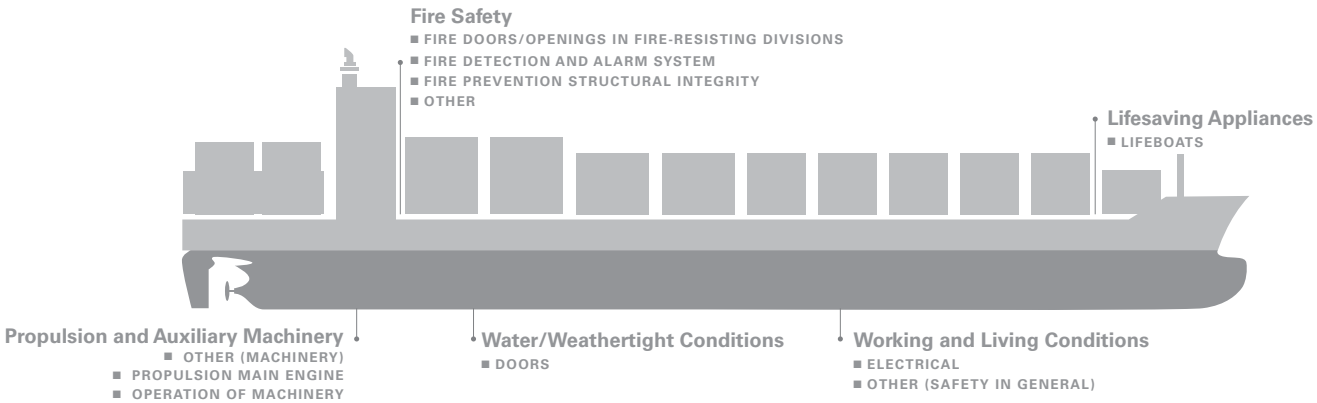


In 2023, the Coast Guard conducted 838 inspections on ACP and MSP vessels. Of these inspections, 286 inspections, involving 226 vessels resulted in the issuance of 1,310 deficiencies. In addition to the deficiencies issued by Coast Guard Marine Inspectors, the ROs also document "findings" during their surveys of ACP/MSP vessels. The RO findings are reflected in the performance indicators earlier in this report.

In comparison to the overall flag state fleet totals, the ACP/ MSP fleet accounted for 4.1% of all inspections and 4.4% of all Coast Guard deficiencies. The ACP/MSP fleet received five Flag State detentions, which accounted for 13% of the detentions of U.S. flag vessels in 2023.

Figure 19 displays the top 10 most prevalent deficiencies by sub-system.

FIGURE 19 | Top 10 Most Prevalent Deficiencies



Plan Review, Tonnage and Load Line Technical Work Oversighted by the Marine Safety Center (MSC)

The MSC monitors plan approvals and other completed RO approval and certification work under delegated authorizations in accordance with Marine Safety Center Technical Note (MTN) 04-03 CH-4, Technical Support and Oversight of Authorized Classification Societies. The approval and certification work includes both existing U.S. vessels as well as new construction vessels prior to entry into service. All data presented is for calendar year 2023.

The MSC received notification of technical work performed by five different ROs involving 745 unique vessels, under delegated authorities as displayed in Table 1. Table 2 displays the number of vessels of each type for which the MSC received notification of technical work under any authority. The values in these figures do not represent unique vessels, as ROs frequently perform work under multiple authorities for a single vessel, and a single vessel may be multi-certificated to operate as more than one vessel type.

TABLE 1 | RO Work by Authority. (Number of Vessels)

AUTHORITY	NO. OF VESSELS
ACP Plan Review (NVIC 2-95 series)	363
Tonnage (46 CFR 69)	95
Stability (NVIC 3-97)	162
Load Line (NVIC 10-85)	76
Other Plan Review (i.e. NVIC 10-82 series, NVIC 03-05)	69

TABLE 2 | RO Work by Vessel Type. (Number of Vessels)

VESSEL TYPE	NO. OF VESSELS
Cargo	282
Barge	174
Passenger	16
Fishing	6
Offshore	197
Other	70

ROs are authorized to perform technical work on the Coast Guard's behalf for a variety of vessel systems. Table 3 shows the number of RO notifications of completed work received by MSC by system category. Work items vary in scope and may actually be a group of related work which may include plans, certificates, calculations, manuals and similar technical documents.

TABLE 3 | RO Notifications and MSC Oversight by System Category

SYSTEM CATEGORY	REPORTED WORK		MSC OVERSIGHT COMPLETED	
	Notifications	Vessels	Notifications Selected	Findings Identified by MSC
Structures, Stability & Load Line	5,064	481	220	8
Tonnage Measurement	186	112	29	30
Propulsion & Machinery	6,666	292	165	1
Electrical & Automation	5,150	227	141	0
Cargo Operations & Equipment	980	103	50	1
Fire Safety	1,417	193	114	7
Personnel Safety	2,480	125	60	7
Other Safety	1,507	105	3	1

The MSC used a risk-based process to identify a diverse selection of RO work for oversight. In 2023, the items selected for review were associated with 126 unique vessels. MSC oversight of selected work items may result in no, one, or more findings concerning the item or group of items selected. As a result of these reviews, the MSC identified and addressed 55 findings with the respective RO in the following system categories: Structures, Stability & Load Line, Tonnage Measurement, Cargo Operations & Equipment, Propulsion & Machinery, Fire Safety, Personnel Safety, and Other Safety.

CHAPTER 2

Barge Description & Performance

Year in Review

In 2023, the barge fleet consisted of 4,919 active vessels, which represented 28% of the overall U.S. inspected domestic fleet.

Barges may be classified under three regulatory categories based on cargo.

46 CFR Part 30 (Subchapter D) Tank Vessels – Flammable and combustible products in bulk. Tank barge inspections are outlined in 46 CFR 31.

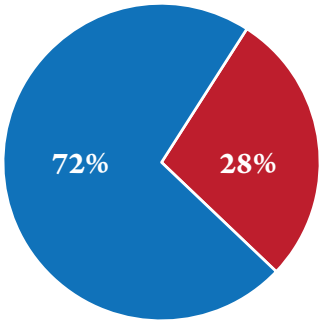
46 CFR Part 90 (Subchapter I) Cargo and Miscellaneous Vessels – Non-flammable and combustible products. Freight barge inspections are outlined in 46 CFR 91.

46 CFR Part 151 (Subchapter O) Hazardous Material Cargoes in Bulk – Chemical and Noxious Liquid Substances (NLS) cargoes. Inspections of barges that carry hazardous material in bulk are outlined in 46 CFR 151.04.

In 2023, 3,373 inspections were conducted on barges, during which 1,996 deficiencies were identified at a ratio of 0.41 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, barge inspections accounted for 16% of all inspections and 7% of all deficiencies. Barges received 1 Flag State detention, which accounted for 3% of total detentions in 2023.

In 2023, 287 barges or 6% of the fleet were involved in a reportable marine casualty. The top reportable marine casualty events involving the barge fleet were: collision, allision or grounding, material failure/malfunction, and personnel casualty (injury or death). *See figure 8, page 6.*

FIGURE 20 | Number of Inspected Barges



4,919 Total Barges

12,658 Total All Other U.S. Inspected Vessels

Barge Description & Performance

Figure 21 associates the number of inspections with the number of deficiencies for each barge service. The "other" category represents barges whose service is unidentified in MISLE. Passenger barges are accounted for in the passenger vessel data.

FIGURE 21 | Inspections & Deficiencies

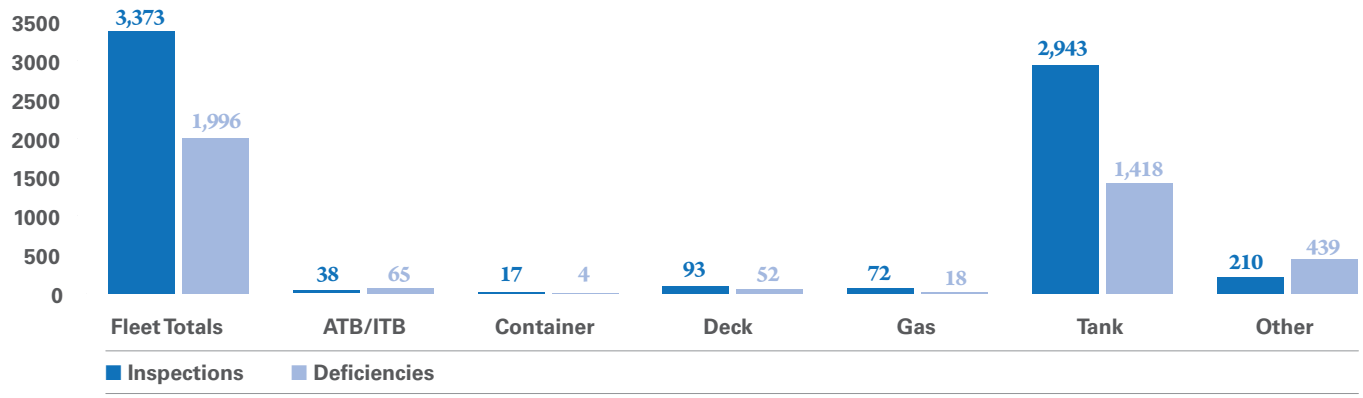


Figure 22 displays the ratio of deficiencies per vessel for each barge category.

FIGURE 22 | Deficiencies per Vessel (by category)

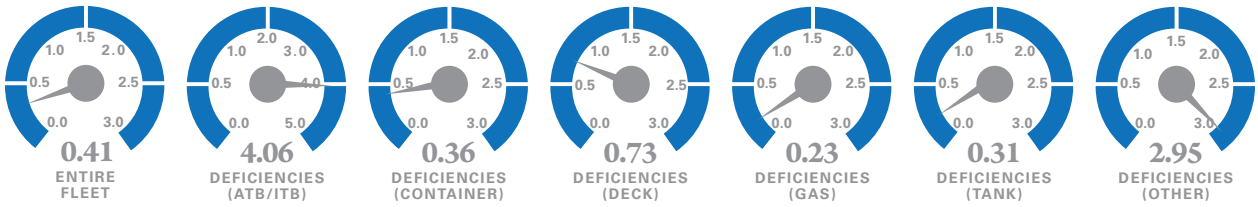
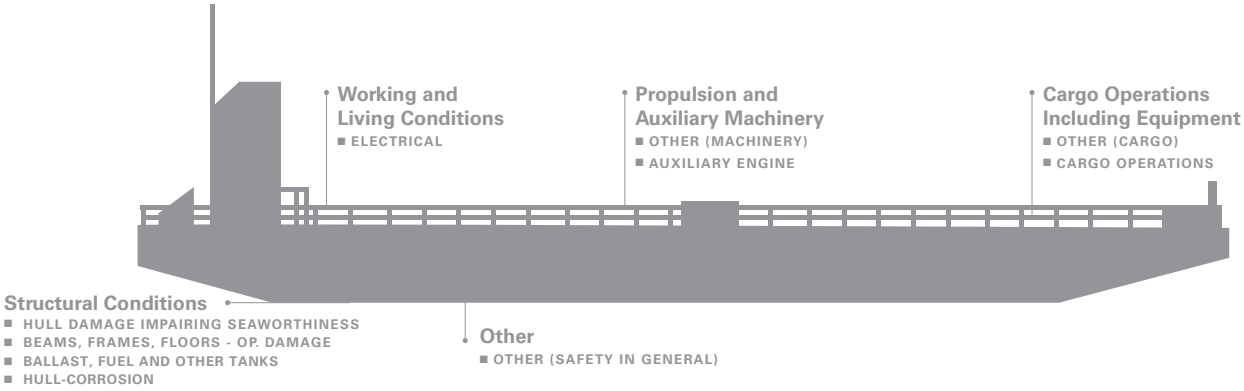


Figure 23 displays the top 10 barge inspection deficiencies.

FIGURE 23 | Top 10 Most Prevalent Deficiencies



Cargo Vessels Description & Performance

Year in Review

In 2023, the cargo vessel fleet consisted of 574 active vessels, which represented 3% of the overall fleet size. Of this total, 42% (239) are enrolled in the Alternate Compliance Program (ACP) and 14% (82) are enrolled in the Maritime Security Program (MSP).

Included in the total number of cargo vessels are ships inspected under 46 CFR Subchapters I, D, and O. Subchapter I vessels consisted primarily of industrial vessels carrying freight bulk cargoes, general dry cargo, roll-on roll-off cargo vessels, and miscellaneous vessels such as cutter head dredges and saturation dive vessels. Those inspected under Subchapter D and O are tank vessels. It is important to note that a majority of the cargo vessels are enrolled in alternative inspection programs where a Recognized Organization (RO) conducts statutory services and certification on behalf of the Coast Guard. The data in this section only represents Coast Guard inspections and issued deficiencies.

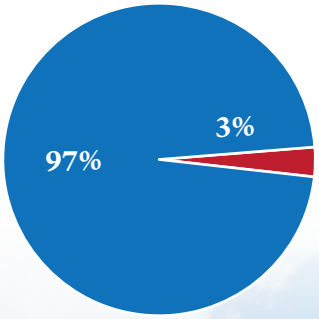
The Coast Guard conducted 1,266 inspections in 2023, during which 2,518 deficiencies were identified at a ratio of 4.4 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page.

Cargo vessel inspections accounted for 6% of the total inspections and 8% of the overall Coast Guard issued deficiencies. Cargo vessels received 9 Flag State detentions, which accounted for 24% of total detentions in 2023.

In 2023, 242 cargo ships or 42% of the fleet were involved in a reportable marine casualty. The top three most prevalent types of reportable marine casualty events involving cargo vessels were: material failure/malfunction, personnel casualty (injury or death), and loss/reduction of propulsion/steering. *See figure 8, page 6.*

Figure 24 displays the total number and percentage of cargo vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 24 | Number of Inspected Cargo Vessels



574 Total Cargo Vessels

17,003 Total All Other U.S. Inspected Vessels

Cargo Vessels Description & Performance

Figure 25 associates the number of inspections with the number of deficiencies for each cargo vessel type. The "other" category represents public vessels and cargo vessels whose service is unidentified in MISLE.

FIGURE 25 | Inspections & Deficiencies

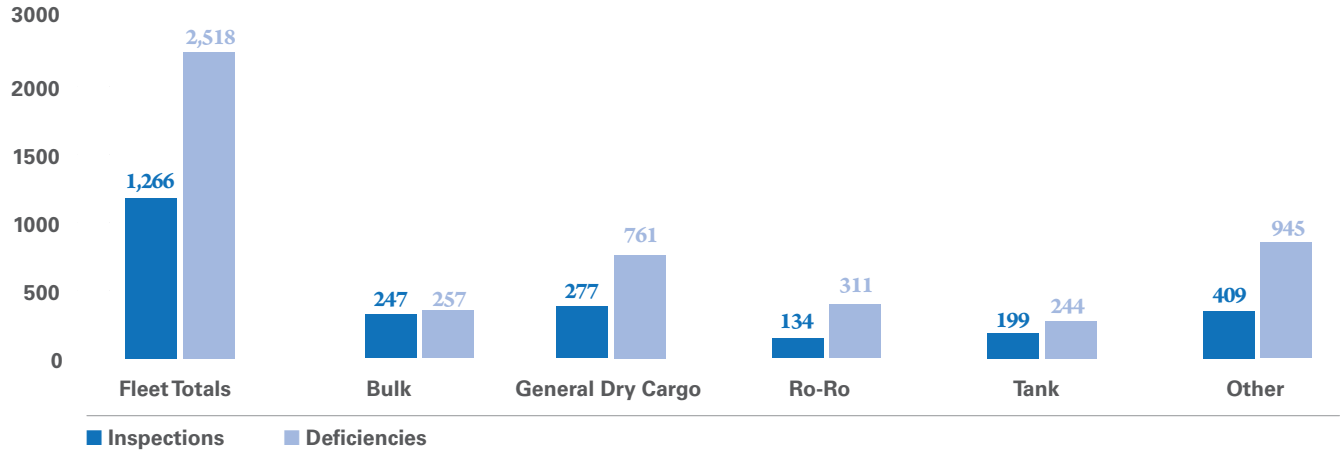


Figure 26 displays the ratio of deficiencies per vessel for each cargo category.

FIGURE 26 | Deficiencies per Vessel (by category)

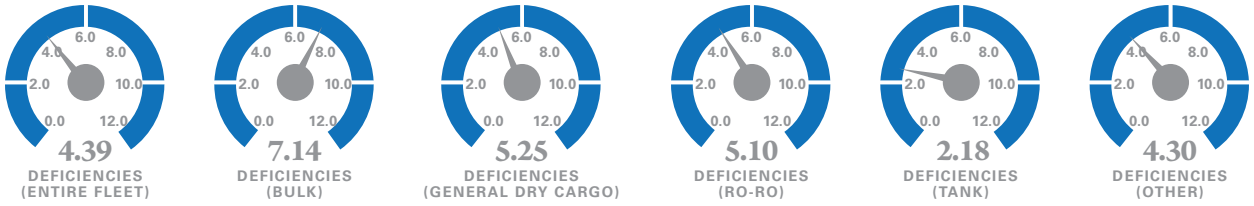
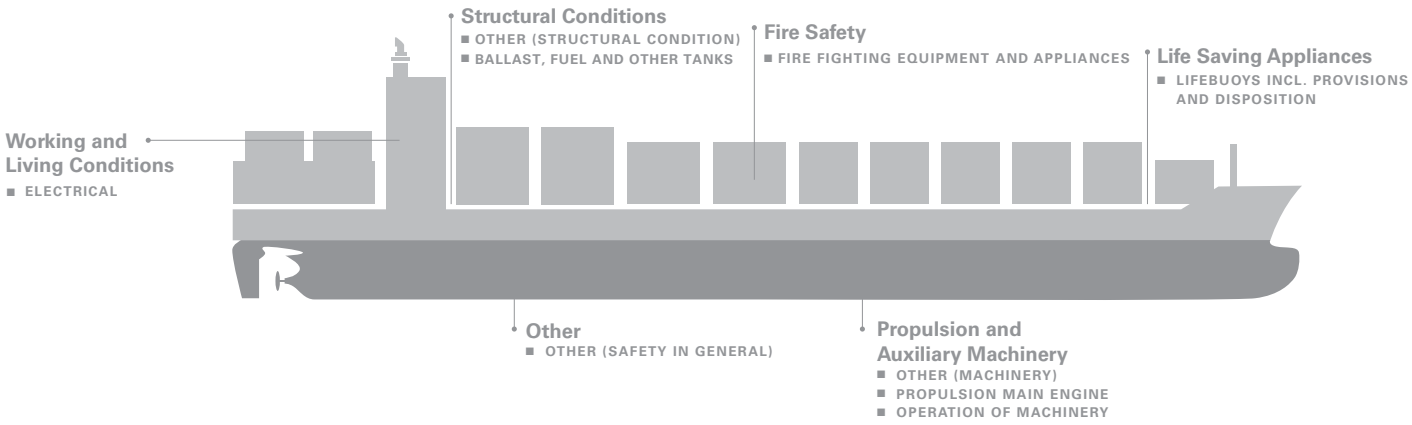


Figure 27 displays the top 10 cargo vessel inspection deficiencies.

FIGURE 27 | Top 10 Most Prevalent Deficiencies



Passenger Vessels Description & Performance

Year in Review

In 2023, the inspected passenger vessel fleet consisted of 6,689 active vessels, which represented 38% of the overall fleet. Currently, 20 passenger vessels participate in the Streamlined Inspection Program (SIP).

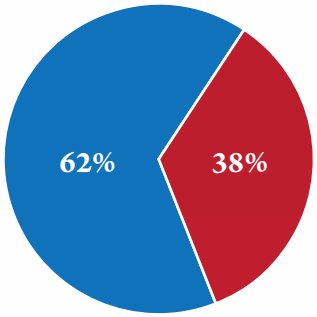
Included in the total number of passenger vessels are those inspected in accordance with 46 CFR Subchapter T (small passenger vessels under 100 gross tons), H (passenger vessels), and K (small passenger vessels carrying more than 150 passengers or with overnight accommodations for more than 49 passengers). Passenger barges are included in this section.

There were 11,535 passenger vessel inspections conducted in 2023, during which 18,900 deficiencies were identified at a ratio of 2.8 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, passenger vessel inspections accounted for 56% of the inspections and 63% of the deficiencies. Passenger vessels received 8 Flag State detentions, which accounted for 21% of total detentions in 2023.

In 2023, 499 inspected passenger vessels or 7.5 % of the fleet were involved in a reportable marine casualty. The top three reportable marine casualty events involving the inspected passenger vessel fleet were: material failure/malfunction, personnel casualty (injury or death), and collision, allision, or grounding. *See figure 8, page 6.*

Figure 28 displays the total number and percentage of passenger vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 28 | Number of Inspected Passenger Vessels



6,689 Total Passenger Vessels

10,888 Total All Other U.S. Inspected Vessels

Passenger Vessels Description & Performance

Figure 29 associates the number of inspections with the number of deficiencies for each passenger vessel category. The "other" category represents passenger vessels whose service is unidentified in MISLE.

FIGURE 29 | Inspections & Deficiencies

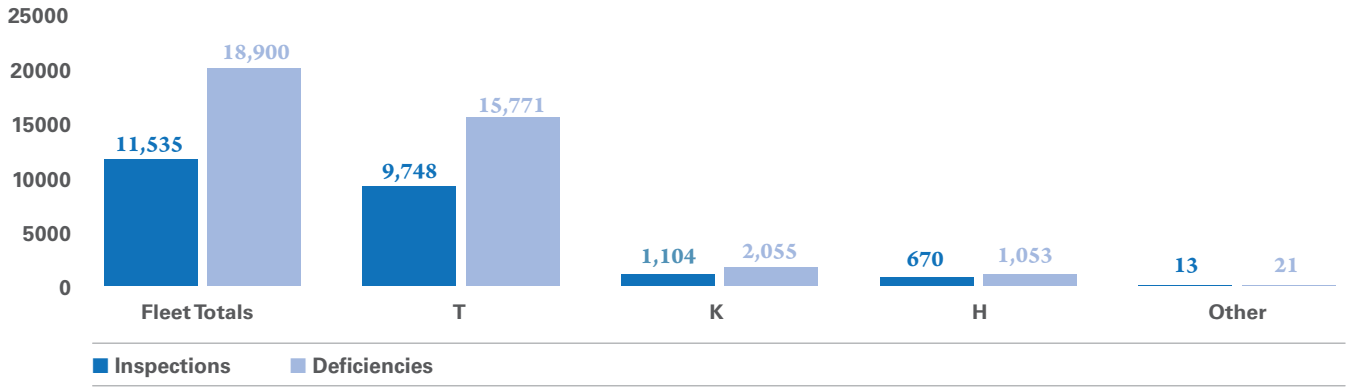


Figure 30 displays the ratio of deficiencies per vessel for each passenger vessel category.

FIGURE 30 | Deficiencies per Vessel (by category)

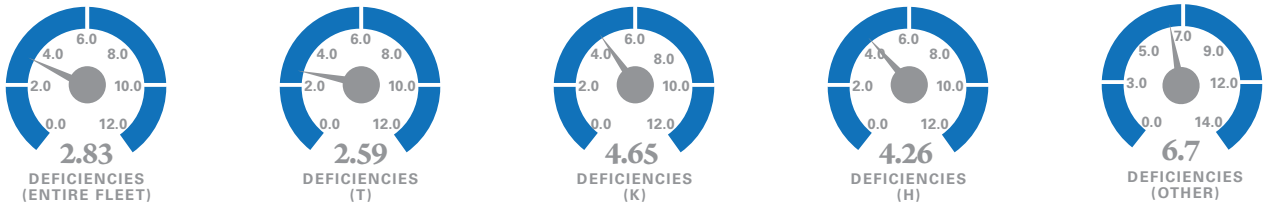
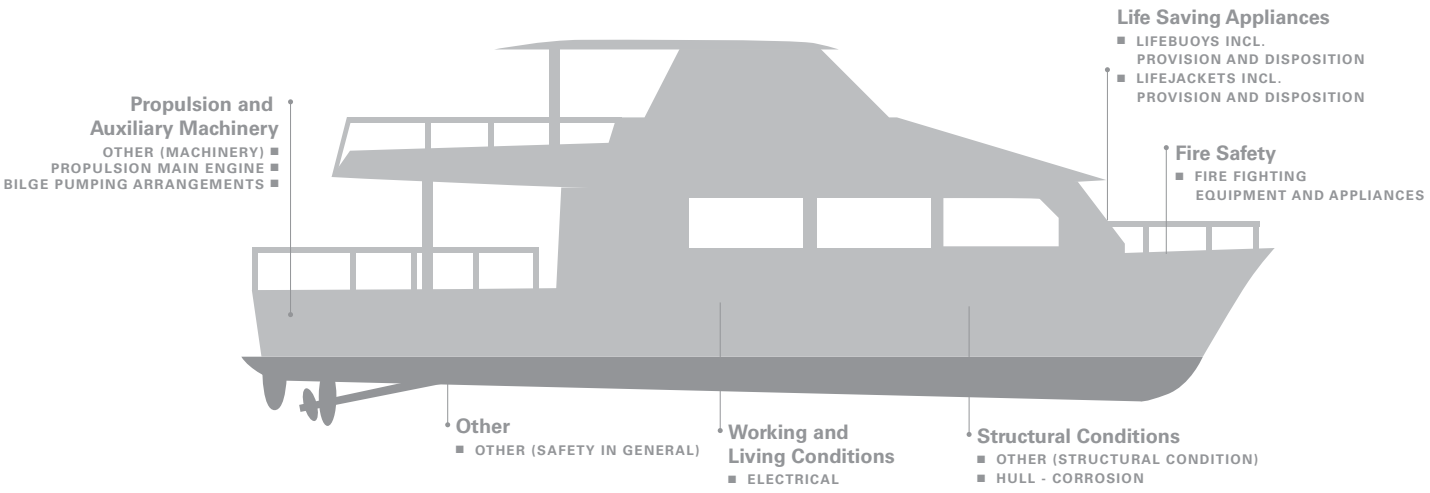


Figure 31 displays the top 10 passenger vessel inspection deficiencies.

FIGURE 31 | Top 10 Most Prevalent Deficiencies



Outer Continental Shelf Vessels Description & Performance

Year in Review

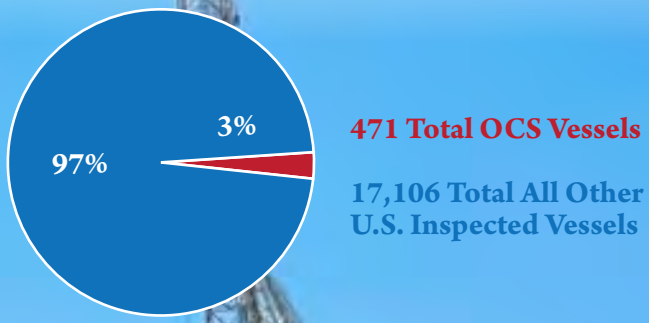
In 2023, the Outer Continental Shelf (OCS) fleet consisted of 471 active vessels, which represented 3% of the overall fleet size. Of this total, 27% (125) are Offshore Supply Vessels (OSV), enrolled in the Alternate Compliance Program (ACP).

Included in the total number of OCS vessels are vessels inspected under 46 CFR Subchapter L (Offshore Supply Vessels) and Floating Production Systems (FPS). Similar to cargo vessels, vessels in this category have certain statutory services completed by an RO. For this report, only Coast Guard inspections data is presented.

In 2023, 46 OCS vessels or 10% of the fleet were involved in a reportable marine casualty. The top three reportable marine casualty events involving the OCS fleet were: loss/reduction of vessel propulsion/steering, material failure/ malfunction, collision, allision, or grounding, and discharge/release-pollution. *See figure 8, page 6.*

Figure 32 displays the total number and percentage of OCS vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 32 | Number of Inspected Outer Continental Shelf Vessels



Outer Continental Shelf Vessels Description and Performance

Figure 33 associates the number of inspections with the number of deficiencies for each OCS category. The "other" category includes jack-up vessels.

FIGURE 33 | Inspections & Deficiencies

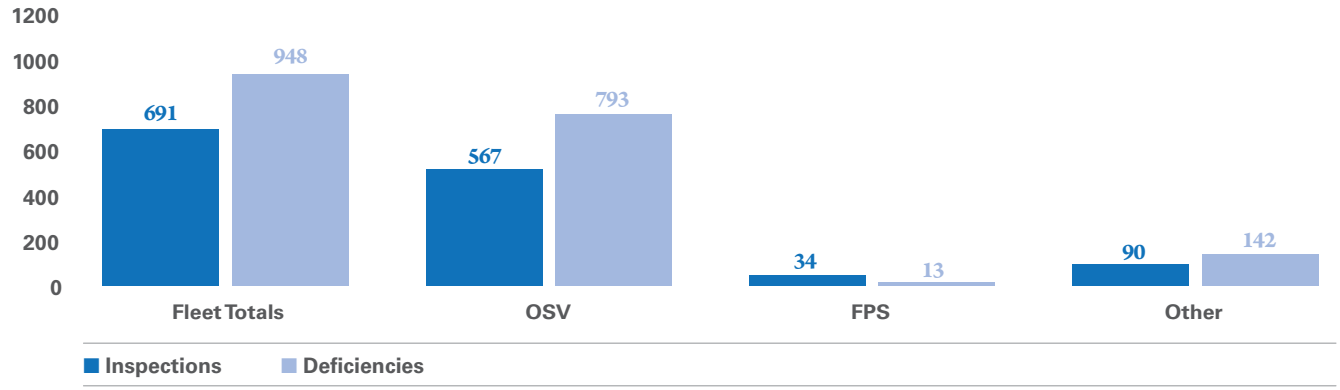
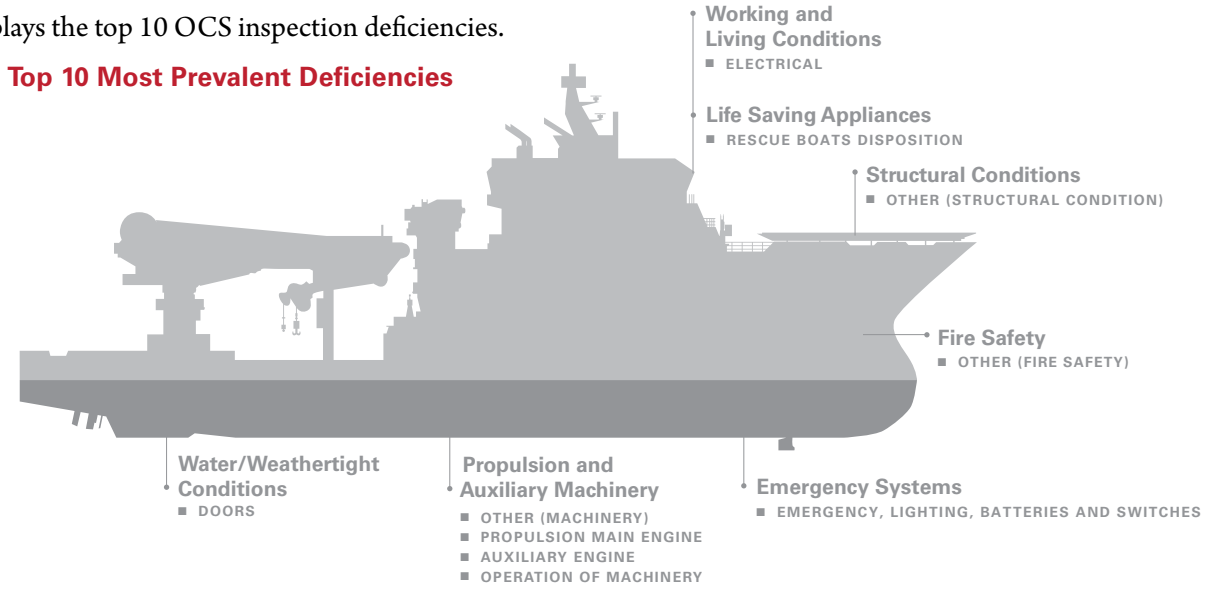


Figure 34 displays the ratio of deficiencies per vessel for each OCS category.

FIGURE 34 | Deficiencies per Vessel (by category)

Figure 35 displays the top 10 OCS inspection deficiencies.

FIGURE 35 | Top 10 Most Prevalent Deficiencies



Research Vessels and School Ships Description and Performance

Year in Review

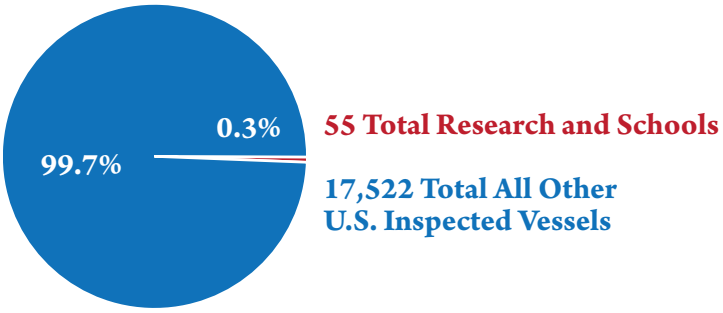
In 2023, this fleet consisted of 55 active vessels, which represented 0.3% of the overall fleet size. Included in the total number of vessels are those inspected under 46 CFR Subchapters U (research vessels) and R (school ships).

There were 127 inspections conducted in 2023, during which 257 deficiencies were identified at a ratio of 4.7 deficiencies per vessel. The top 10 most frequently identified deficiencies are listed in order on the following page. In comparison to the overall Flag State fleet totals, Research and School Ship inspections accounted for 0.6% of inspections and 0.9% of deficiencies. Research vessels and School Ships received one Flag State detention in 2023.

In 2023, 10 Research Vessels/ School Ships or 18% of the fleet were involved in a reportable marine casualty. The top reportable marine casualty events involving this fleet were: collision, allision, or grounding, material failure/malfunction, and personnel casualty (injury or death). *See figure 8, page 6.*

Figure 36 displays the total number and percentage of Research vessels and School Ships in comparison to the rest of the U.S. inspected fleet.

FIGURE 36 | Number of Inspected Research Vessels and School Ships



Research Vessels and School Ships Description and Performance

Figure 37 associates the number of inspections with the number of deficiencies for Research and School Ships.

FIGURE 37 | Inspections & Deficiencies

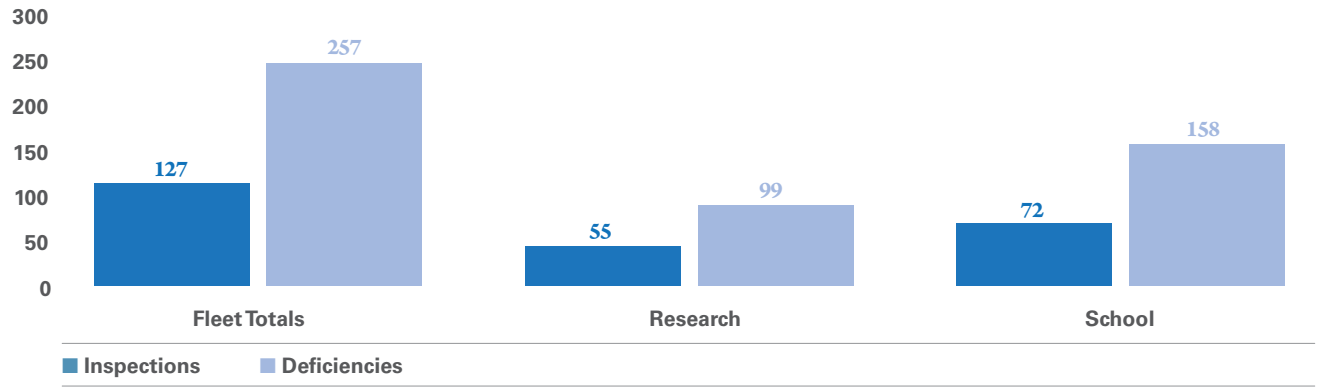
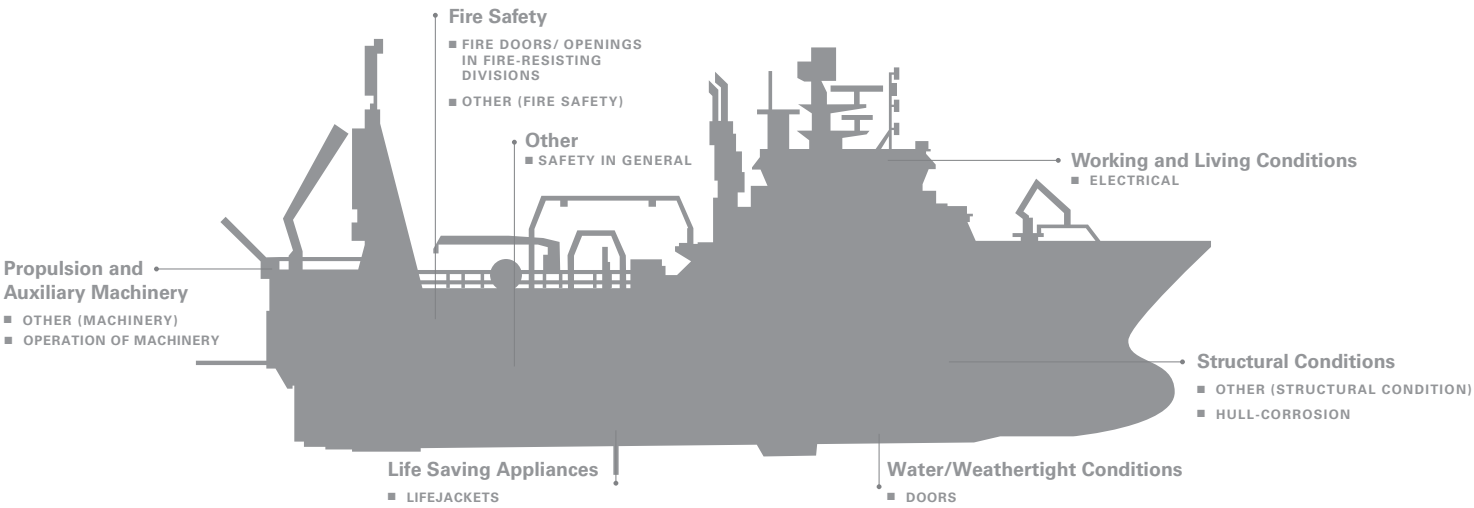


Figure 38 displays the ratio of deficiencies to the number of inspections for each Research and School Ship.

FIGURE 38 | Deficiencies per Vessel

Figure 39 displays the top Research and School Ship inspection deficiencies.

FIGURE 39 | Top 10 Most Prevalent Deficiencies



Towing Vessel Description and Performance

Year in Review

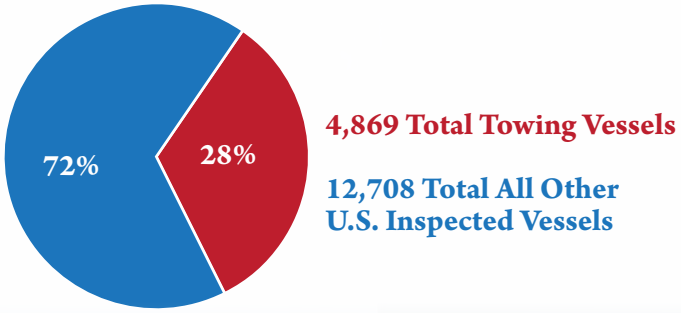
In 2023, this fleet consisted of 4,869 active vessels, which represented 28% of the overall fleet size. Of this total, 67% (3,274) are towing vessels enrolled in the Towing Safety Management System (TSMS). Included in the total number of vessels are those towing vessels falling under inspection Subchapters I and M. The domestic annual report will no longer report data for uninspected towing vessel because of phase in of Subchapter M is complete.

There were 3,655 inspections conducted in 2023, during which 5,306 deficiencies were identified at a ratio of 1.1 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, towing vessel inspections accounted for 18% of inspections and 18% of deficiencies. Towing vessels received 17 Flag State detentions in 2023, accounting for 45% of all Flag State detentions.

In 2023, 1,062 towing vessels or 22% of the fleet were involved in a reportable marine casualty. The top three reportable marine casualty events involving the towing vessel fleet were: collision, allision, or grounding, material failure/malfunction, and loss/reduction of propulsion/steering. *See figure 8, page 6.*

Figure 40 displays the total number and percentage of towing vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 40 | Number of Inspected Towing Vessels



Towing Vessel Description and Performance

Figure 41 associates the number of inspections with the number of deficiencies for Towing Vessels.

FIGURE 41 | Inspections & Deficiencies

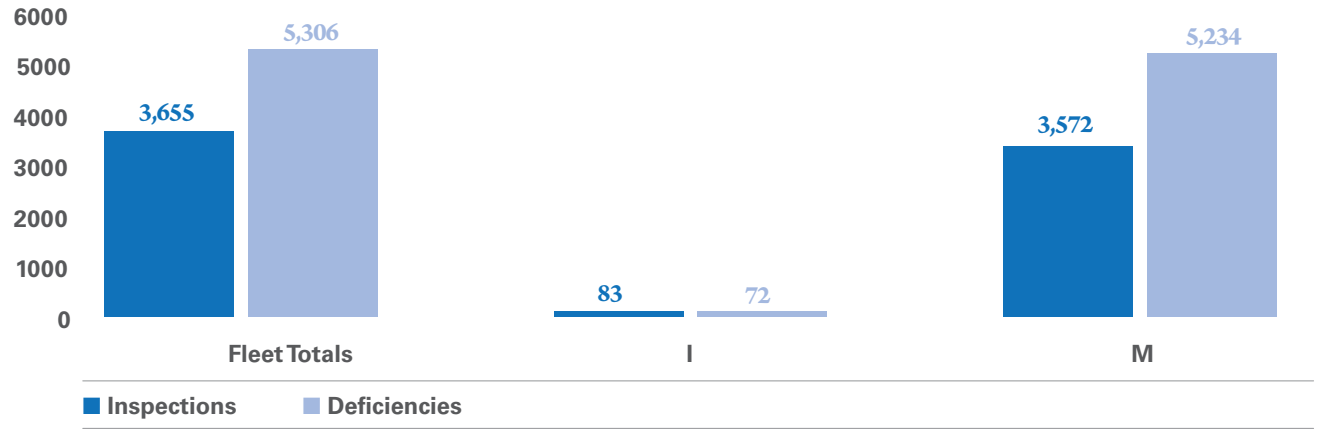


Figure 42 displays the ratio of deficiencies per vessel for each Towing Vessel subchapter.

FIGURE 42 | Deficiencies per Vessel (by subchapter)

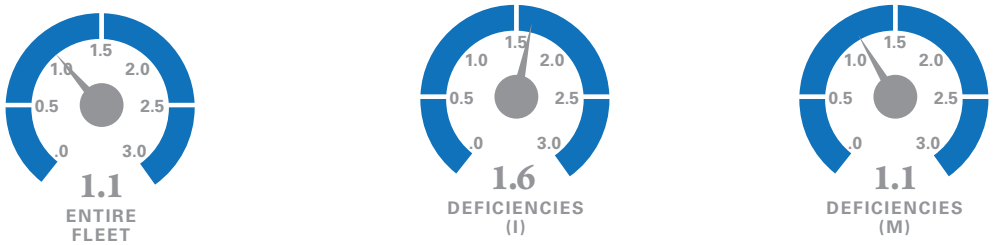


Figure 43 displays the top 10 Towing Vessel deficiencies.

FIGURE 43 | Top 10 Most Prevalent Deficiencies

Fishing Vessel Description and Performance

The Coast Guard estimates that there are over 35,000 commercial fishing vessels in domestic service. As the Coast Guard only maintains records for fishing vessels which are enrolled in the decal examination program, these numbers are based on a combination of state and federal sources. Included in the Commercial Fishing Vessel population are Fishing Vessels, Fish Processing Vessels, and Fish Tender Vessels.

	Initial CFVS Exam	Total Dockside Exams*	CFVS Decals Issued	Exam Deficiencies Issued
Fish Catching Vessel	596	5,153	4,554	6,619
Fish Processing Vessel	0	39	38	15
Fishing Tender	9	51	45	110
Totals	605	5,241	4,637	6,744

**Note: Total dockside exams reflect initial, fix-it, and follow-up examinations.*

FIGURE 44 | Federally Documented & State Registered "Operational" Commercial Fishing Vessel Casualty Statistics

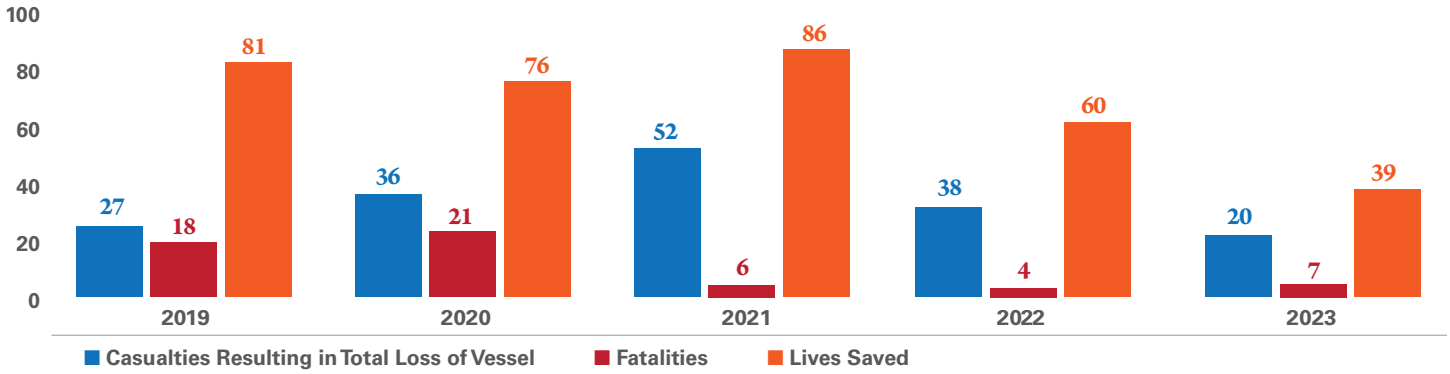
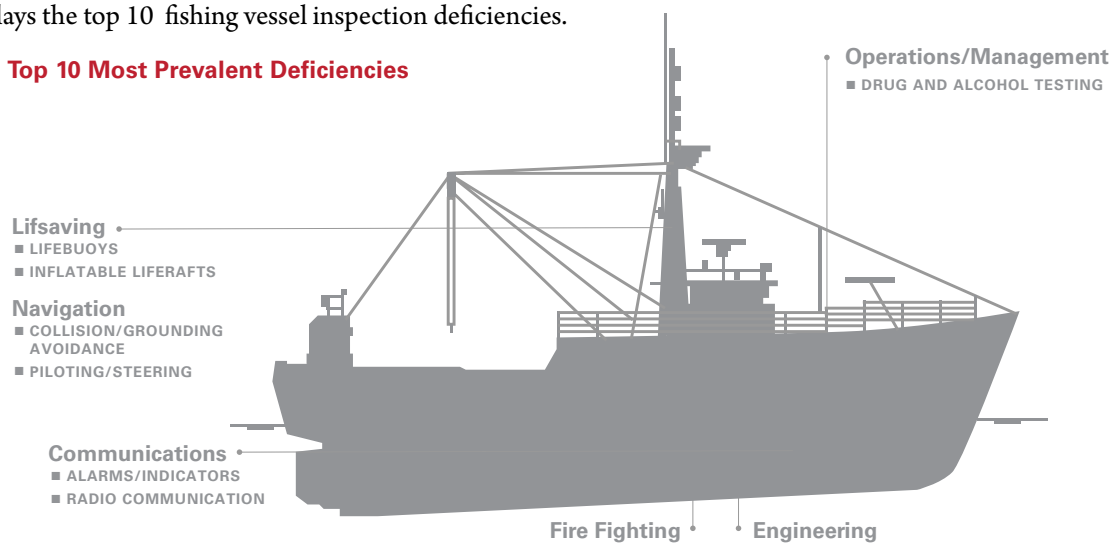


Figure 45 displays the top 10 fishing vessel inspection deficiencies.

FIGURE 45 | Top 10 Most Prevalent Deficiencies



Commercial Fishing Vessel Safety (CFVS) National Communications Plan

In 2023 the Coast Guard continued Commercial Fishing Vessel Safety (CFVS) National Communications Plan measures. This plan promotes a variety of outreach mechanisms for information distribution between the U.S. Coast Guard and the fishing industry. Targeted outreach focuses on specific fisheries, vessel types, and geographical areas of operation. The goal of each CFVS outreach effort is to distribute applicable Coast Guard issued alerts, bulletins, or other related CFV policies. Additionally, the CFVS National Communications Plan promotes two-way communications, in efforts to develop mutual and professional relationships with a common goal of prevention and safety.

FIGURE 46 | CFVS Outreach Efforts

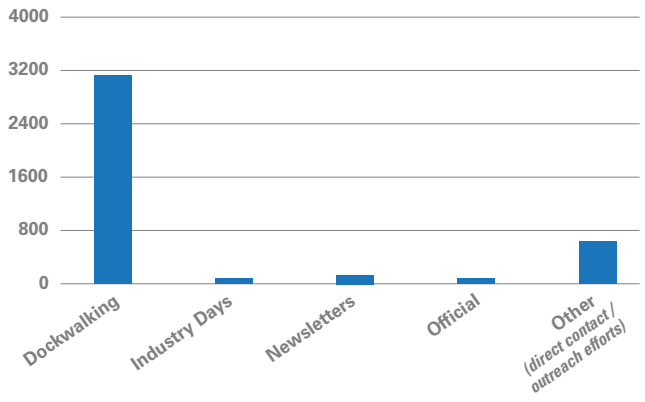


FIGURE 47 | Industry Interactions

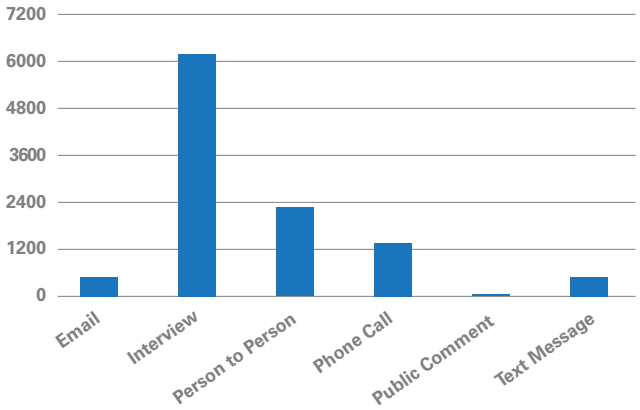


FIGURE 48 | CFVS Related Documents

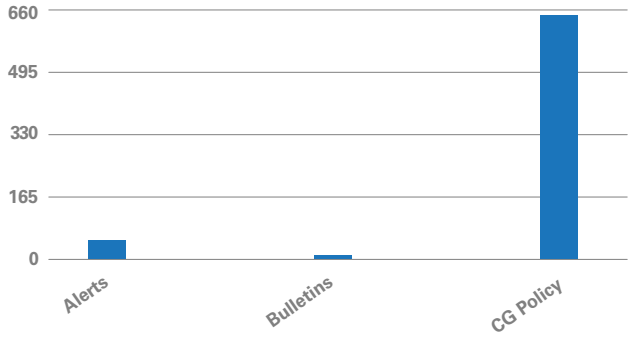
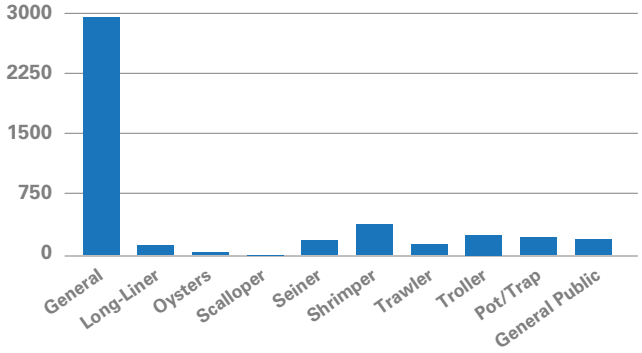


FIGURE 49 | CFVS Target Audience



Various outreach efforts, such as dock walking, newsletters, social media, and official correspondence maximized contact within the maritime community. During 2023, USCG staff members recorded over 221,809 interactions with the commercial fishing industry.

Definitions

Barges: Non-self-propelled vessels inspected under 46 Code of Federal Regulations (CFR) Subchapters D (Tank Barges), I (Freight/Industrial Barges), and O (Certain Bulk Dangerous Cargo Barges).

Cargo Vessels: Vessels inspected under Subchapter I (Freight/Industrial), Subchapter D (Tank), and Subchapter O (Certain Bulk Dangerous Cargo) and public vessels that are not covered by any other category.

Passenger Vessels: Vessels carrying passengers in accordance with 46 CFR Subchapter T (passenger vessels under 100 gross tons), H (passenger vessels greater than 100 gross tons), or K (passenger vessels under 100 gross tons carrying more than 150 passengers or with overnight accommodations for more than 49 passengers). For the purpose of this report, passenger barges are also included in the passenger vessel statistics.

Outer Continental Shelf (OCS): Offshore Supply Vessels (OSV) inspected under 46 CFR Subchapter L and Floating Production Systems (FPS).

Research Vessels and School Ships (R&SS): Research vessels inspected under 46 CFR Subchapter U and School ships inspected under 46 CFR Subchapter R.

Towing Vessels: Vessels whose primary service is towing and are inspected under 46 CFR Subchapters M and I.

Fishing Vessels: Vessels examined under 46 CFR Part 28 that are commercial fishing, fishing processing, or fish tender vessels. A Fishing Vessel is defined under 46 USC Subchapter 2101 (11a) as a vessel that commercially engages in the catching, taking, or harvesting of fish or an activity that can reasonably be expected to result in the catching taking or harvesting of fish. Fish Processing Vessels are defined under 46 USC Subchapter 2101 (11b) as a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling. Fish Tender Vessels are defined under 46 USC Subchapter 2101 (11c) as a vessel that commercially supplies, stores, refrigerates, or transports fish, fish products, or materials directly related to fishing or the preparation of fish to or from a fishing, fish processing, or fish tender vessel or a fish processing facility.

Inspection: All vessel inspection activities recorded in MISLE which require physical attendance onboard by a Marine Inspector. For example, a Certificate of Inspection (COI) activity may include multiple sub-activities, but would be counted as one inspection in this report. For consistency, administrative activities that do not require a vessel visit are excluded from this report.

Reportable Marine Casualty: Any marine casualty consisting of a grounding, allision, or collision; loss of main propulsion; occurrence materially and adversely affecting the vessel's seaworthiness; a loss of life; an injury to a person which requires professional medical treatment; damage to property in excess of $75,000; or a discharge or release of a reportable quantity of a hazardous substance into the navigable waters. 46 CFR Subpart 4.05-1.

Streamlined Inspection Program (SIP): A voluntary alternative inspection program, outlined in 46 CFR Part 8, for U.S. documented or registered vessels required to maintain a valid certificate of inspection (COI). Navigation and Vessel Inspection Circular (NVIC) 2-99 offers further SIP guidance. Instead of the traditional Coast Guard inspection by a Marine Inspector, the SIP allows onboard and shore side vessel operating personnel to conduct the majority of inspections required by the CFRs, and to have the adequacy of these inspections verified by Coast Guard Marine Inspectors on a regular basis.

Recognized Organization (RO): An organization that has been assessed by a Flag State, and found to comply with the RO Code. The RO Code applies to all organizations being considered for recognition or that are recognized by a Flag State to perform, on its behalf, statutory certification and services under mandatory IMO instruments and national legislation.

Third-party Organization (TPO): An organization approved by the Coast Guard to conduct independent verifications to assess whether towing vessels or their Towing Safety Management Systems comply with applicable requirements contained in 46 CFR Subchapter M.

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