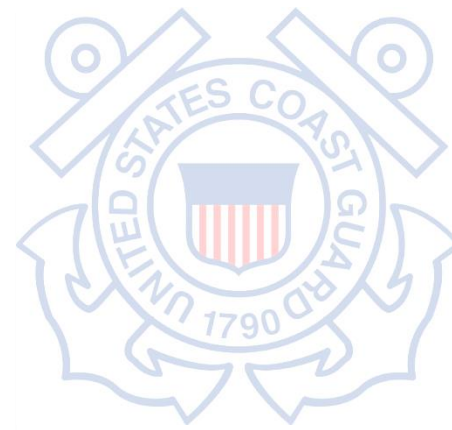


Houston 2017



INTERTANKO



**CDR Eric M. Carrero
U.S. Coast Guard
Chief, Prevention Department
Sector Houston-Galveston
May 2017**

Sector Houston Galveston Targeting & Arrivals Statistics 2016

	Jan.	Feb.	March April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals	
Vessels	721	685	801	751	761	748	801	782	765	786	777	776	9154
PII/COC Safety Exams	112	86	119	122	116	113	132	107	130	106	111	114	668
PI Safety Exams	2	1	0	0	0	0	0	0	1	0	0	1	5
PII ISPS Exams	96	65	85	76	85	82	88	83	91	83	76	88	998
PI ISPS Exams	0	0	0	0	0	0	0	0	0	0	0	0	0
Deficiency Check Exams	7	17	18	8	11	12	21	9	9	4	7	7	24
Letters of Deviation	5	4	7	3	7	15	15	15	17	17	18	23	146
HIV Targeted Vessels	21	6	25	27	21	39	45	35	40	41	30	22	352
COE Docksides	0	25	22	15	26	33	38	25	22	25	18	17	266
COE Offshore	0	1	5	6	9	8	9	12	7	10	7	5	79
Targeted Crew	0	0	0	0	0	0	0	0	0	1	1	2	4

Summary of Detentions

- 2016 total detentions: 12
(05 FV, 04 Gas, 03 TV)
- Detention Items (29)
 - Firefighting (14)
 - Ops/management (3)
 - Deck/cargo (4)
 - Engineering (4)
 - Lifesaving (4)
 - Documentation (0)
 - Personnel (0)
 - Pollution (0)
 - Security (0)



DETAINABLE ITEMS

- Cargo leak on tank top
- Lifeboat damage/inoperative
- Deck water spray does not provide adequate coverage
- Fire boundaries compromised
- Fixed fire detection inoperative
- Emergency Fire pump inoperative

Summary of Detentions

- 2017 total detentions: 04
(01 FV, 02 Gas, 01 TV)
- Detention Items (15)
 - Firefighting (4)
 - Ops/management (3)
 - Deck/cargo (1)
 - Engineering (3)
 - Lifesaving (1)
 - Documentation (3)
 - Personnel (0)
 - Pollution (0)
 - Security (0)



DETAINABLE ITEMS

- Cargo leak on tank top
- Insufficient deck foam concentrate
- Deck water spray does not provide adequate coverage
- Fire boundaries compromised
- Fixed fire detection inoperative
- Emergency Fire pump inoperative

TWIC Reader

- Final rule requires facilities that receive the following groups to comply with the requirements of the reader rule on its effective date of August 23, 2018:
 - Facilities that receive vessels certificated to carry more than 1,000 passengers; and
 - Facilities subject to 33 CFR 105.295 (CDC in bulk)
- Many lay-berths utilized by tankers for COC exams do not have TWIC readers
- May result in a reduction in availability of lay-berths for tankers to conduct COC exams, repairs, vessel deliveries, etc.

Latest Issues



Offshore HIV Security Boardings

Working toward preventing unnecessary delays.

Low visibility season

Remain flexible during fog season; please keep PSC dispatch updated.

Unproductive Ship Movements

Lack of lay-berths & anchorages resulting in congested channel & traffic bottlenecks; please avoid

Latest Issues



Cargo Waiver Process

Allows for flexibility during exam scheduling; masters are responsible for verifying operational condition of critical equipment

COC Exams

CG is working toward expanding use of waiver/CG Qualship 21/E-Zero designation, facilities not allowing COC exams at dock, and offshore/lay-berth exams.

Vessel Eligibility for QUALSHIP 21

- **Must be a non-U.S. flagged vessel.**
- **The vessel must be registered to a QUALSHIP 21 qualified flag administration.**
- **No substandard vessel detentions in the US- 3 years.**
- **No marine violations or serious marine casualties-** includes no more than one Notice of Violation (NOV) ticket within 3 years.
- **A successful U.S. PSC safety exam within 24 months.**
- **Not owned or operated by any company** that has been associated with more than one PSC detention in 24 months.
- **Vessels cannot have their statutory convention certificates issued by a targeted recognized organization (RO).**

Vessel Eligibility for E-Zero designation

- **Must be a vessel enrolled in QUALSHIP 21.**
- **Zero worldwide MARPOL detentions** for the vessel in the past three (3) years.
- **Zero environmental deficiencies** (MARPOL, 33 CFR Subchapter O, Ballast Water Management, Vessel General Permit, Antifouling) in the U.S. over the past three (3) years.
- **Zero Letters of Warning, Notices of Violation or Civil Penalties** related to Right Whale Mandatory Ship Reporting or speed restriction violations over the past 5 (five) years.
- **Installed CG type-approved Ballast Water Management** or operating with **accepted AMS.**

Type Approvals



3 applications approved

- Alfa Laval (Filtration + UV)
- OceanSaver (Filtration + electro dialysis)
- Optimarin (Filtration + UV)

3 applications under review

- Sunrui (Filtration + electrolysis)
- Ecochlor (Filtration + Chemical injection)
- Erma First (Filtration + electrolysis)



AMS Acceptance Status

- ❑ Currently 54 AMS Acceptances have been granted to BW systems with Foreign Administration approval.
- ❑ Foreign Administrations have issued type approvals to ballast water management systems using the G8 Guidelines as a basis.
- ❑ During AMS acceptance reviews the Coast Guard has noted inconsistencies in type approval testing results accepted by Foreign Administrations using the BW Management Convention's G8 Guidelines
- ❑ Examples of these inconsistencies include: lack of QA/QC (approx. 70%); use of testing procedures that have not been independently validated (approx. 50%); Scaling done other than recommended in G8 (approx. 80%).

USCG MSIBs/Safety Alerts

CG Maritime Info Exchange:

<https://cgmix.uscg.mil/Equipment/Default.aspx>

Sector Houston-Galveston Homeport:

www.homeport.uscg.mil – click on “Port Directory”

Highlights:

Notice of Intent to Disable Machinery

Notification to COTP required for all vessels over 500 GT;
utilize the VTS website

MSIB 14-16 (Under keel survey)

Safety Alert 15-16 (Samsung Galaxy 7)

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