

# QUALSHIP 21

In our efforts to eliminate substandard shipping, the Coast Guard has primarily focused our energy on improved methods to identify poor-quality vessels (targeting schemes), and to enforce compliance with international and U.S. standards. The quality of vessels visiting U.S. ports has improved over the last 6 years, and hundreds of vessels are typically found with few or no deficiencies. We intend to reward those high-quality ships, and provide incentives to encourage quality operations. This initiative is called QUALSHIP 21.

## WHAT IS A QUALITY VESSEL?

*For the purpose of QUALSHIP 21, the initial eligibility requirements are:*

- Must be a non-U.S. flagged ship (U.S. flagged vessel initiative under development)
- No substandard vessel detentions in the U.S. within previous 36 months (January 1, 1998 to December 31, 2000)
- No marine violations or serious marine casualties, and no more than one ticket in U.S. within previous 36 months
- Successful U. S. PSC exam within previous 12 months

- Not owned or operated by any company that has been associated with any PSC detention in U.S. waters within the previous 24 months
  - Not classed by, or have their statutory Convention Certificate issued by, a targeted class society (Targeted class societies are any class societies that have points assigned in the U.S. Port State Control Matrix)
  - Not registered with a Flag State that has a detention ratio greater than or equal to 1.0% and the vessel's Flag State must have at least 10 distinct arrivals in each of the previous 3 years
  - Vessel's Flag State must have submitted their Self-Assessment of Flag State Performance to the IMO and provided a copy to the U.S. Coast Guard
  - The Coast Guard reserves the right to restrict eligibility in the QUALSHIP 21 initiative to any vessel because of special circumstances, including but not limited to, significant overseas casualties or detentions, and pending criminal or civil investigations
- U.S. Certificate of Compliance will be valid for 2 years
  - Less thorough mid-period exam will replace the annual tank ship exam
  - Increased flexibility for tanker owners with 2-year certificates
- Freight Ship
    - Two years of limited Port State Control oversight
  - Passenger Vessels
    - No reduced Port State Control exams, but will receive QUALSHIP 21 Certificates and recognition on the QUALSHIP 21 web page.
  - Future Initiatives for Reduced Port Fees
    - QUALSHIP 21 vessels that meet pre-determined additional quality standards acceptable to participating ports (e.g., MARPOL VI) may be eligible for reduced port fees

## INCENTIVES FOR QUALITY VESSELS

- All ships
  - Qualship 21 Certificate
  - Vessel names posted on U.S. Port State Control Website
- Tank ship

## HOW DOES MY VESSEL QUALIFY?

Vessel owners will not need to apply for QUALSHIP 21 designation. The U.S. Coast Guard will develop a preliminary list of eligible vessels and send letters to those vessel owners to notify them of this initiative and their opportunity to participate. Vessel owners that believe that they have ships eligible for

designation, but do not see their vessels on the QUALSHIP 21 Web Page (to be posted March 2001) should notify the Coast Guard at the address noted on the last page of this pamphlet.

## EXIT CRITERIA

A vessel will no longer be eligible for incentives during the period of the Qualship 21 Certificate, under the following conditions:

- The vessel is detained, and determined to be substandard, in U.S. waters
- The vessel has a marine violation, more than one paid Notice of Violation ticket, or a reportable marine casualty that meets the definition of a serious marine incident or major marine casualty
- The vessel is found with serious deficiencies (e.g., deficiencies that are considered serious enough to warrant the detention of the vessel) that are not being monitored by the vessel's Flag State or class society, acting on behalf of the Flag State, or the vessel is found to not have reported a hazardous condition prior to arrival. If the vessel is within the time limits imposed by the Flag State or class society to correct deficiencies, the vessel will not lose eligibility for incentives
- The vessel transfers class to a targeted class society
- The vessel changes its Flag State to one that has a detention ratio greater than or

equal to 1.0%, or to a Flag State that does not have at least 10 distinct arrivals in each of the previous 3 years

## RENEWING ELIGIBILITY

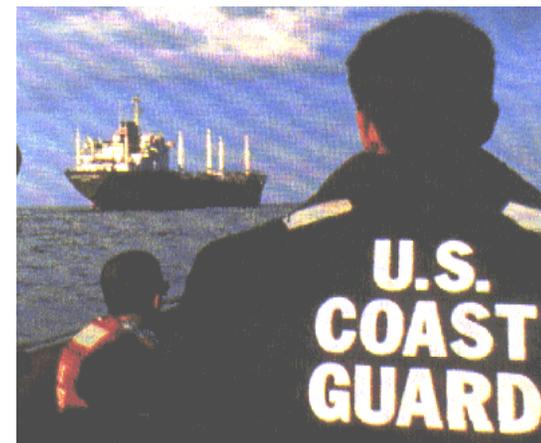
Vessel owners do not need to submit an application to renew their eligibility. However, renewal of eligibility is established under the same conditions as initial certification, including the requirement to have completed a successful U.S. PSC exam within the previous 12 months. Therefore, vessel owners are encouraged to request a PSC exam from the local COTP during U.S. port visits during the 23<sup>rd</sup> and 24<sup>th</sup> month of the term of their Qualship 21 Certificate.

### FOR MORE INFORMATION:

Commandant (G-MOC-2)  
Office of Compliance  
2100 Second St. SW  
Washington, DC 20593-0001

Phone: (202) 267-2978  
Email: [fldr-G-MOC@comdt.uscg.mil](mailto:fldr-G-MOC@comdt.uscg.mil)  
<http://www.uscg.mil/hq/g-m/pscweb/qualship.htm>

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### *Rewarding Quality Ships*

