



Eligibility Requirements for Qualship 21:

1. The vessel may not have been detained, and determined to be substandard, in U. S. waters within the previous 36 months.
2. The vessel may not have any marine violations, no more than 1 paid Notice of Violation cases (tickets), and no reportable marine casualties that meet the definition of a serious marine incident (46CFR4.03-2) or major marine casualty (46CFR4.40), in U.S. waters within the previous 36 months. Casualty reports of crewmember or passenger injuries that are not in conjunction with any other criteria of a serious marine incident or major marine casualty will not be considered. For the purpose of this initiative, a marine violation is any violation of a law, regulation, or order that is enforced by the Coast Guard, and results in a final assessed monetary civil penalty by a hearing officer, or a judgment by the U.S. attorney in a criminal proceeding.
3. The vessel must have completed a successful, U. S. Port State Control Safety and Environmental Protection Compliance examination within 12 months of eligibility determination. A Port State Control Safety and Environmental Protection Compliance examination is defined as an examination of a non-U. S. flagged vessel for the purpose of assessing a vessel's compliance with the relevant provisions of applicable international conventions, domestic laws and regulations, with a scope to the extent necessary to verify that no unsafe conditions exist. The term successful means that the vessel did not leave port with any serious, outstanding deficiencies (e.g., are considered such a serious nature that they may warrant the detention of the vessel).
4. The vessel may not be owned, operated, managed or chartered by any company that has been associated with a substandard vessel detention in U. S. waters within 24 months. A vessel is considered to be owned, operated, managed or chartered by a company, if that company has been issued a U. S. Certificate of Financial Responsibility as the responsible operator of the vessel, and/or is listed on the vessel's certificate of registry, and/or is the company responsible for the safe operation of the vessel as indicated on the vessel's Safety Management Certificate and/or considered the ship manager or charterer by playing the lead role as a crew provider or chartering the majority cargo space, time or voyage.
5. The vessel may not have their statutory convention certificates issued by, a targeted recognized organization. A recognized organization is targeted if points are assigned to them in the PSC Safety and Environmental Protection Compliance targeting matrix (refer to our Targeted Recognized Organization Page for details on the class societies that meet this criterion).
6. The vessel may not be registered with a Flag Administration that has a detention ratio greater than or equal to 1.0%, determined on a 3-year rolling average, and the Flag Administration must have at least 10 distinct vessel arrivals in each of the last three years (refer to Flag Administration Safety Compliance Performance found in the Coast Guard's **2010 Annual Port State Control** report, for details on the Flag Administrations that meet this criterion).
7. The vessel's Flag Administration must submit their Self-Assessment of Flag State Performance to the IMO, and provide a copy to the Coast Guard.

8. The vessel's Flag Administration must submit the Executive Summary from their Voluntary Member State Audit Scheme audit to the U.S. Coast Guard or submit a letter/e-mail attesting to the fact that they have not yet undergone the audit but have submitted their request to be audited, and
9. The vessel may not be owned or operated by any company that is required by the U.S. Department of Justice or Coast Guard to have an Environmental Compliance Plan.
10. Though not specifically mentioned in the above criteria, 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.