

**SECTION B: DOMESTIC INSPECTION PROGRAMS**

**CHAPTER 10: THE STREAMLINED INSPECTION PROGRAM (SIP)**

**A. INTRODUCTION TO SIP**

**1. Introduction**

SIP is an alternative to traditional Coast Guard inspections that was developed in response to the Maritime Regulatory Reform Initiative. The Initiative challenged the Coast Guard to re-evaluate its regulatory programs and to develop alternatives that would ensure the same level of safety.

→ **NVIC 2-99 (Series) is to be used as the formal SIP policy guidance document.** The information contained in this Chapter is only intended as program overview. The SIP Website ([www.uscg.mil/hq/g-m/sip/siphome.htm](http://www.uscg.mil/hq/g-m/sip/siphome.htm)) will be periodically updated with new information as the program matures and "Lessons" are "Learned." This is also the site where all of the enclosures to NVIC 2-99 (ICRs by subchapter, ISV, Exam Checklists, USCG SIP Inspection Forms, etc.) can be downloaded.

**2. Difference from Traditional Inspections**

The significant difference between SIP and the traditional annual inspection program is in the *process* of how compliance is ensured. SIP is primarily an "overlay" of the Code of Federal Regulations (CFR) requirements that regulate vessel safety. It identifies an alternative process for ensuring compliance with the CFR, where company personnel conduct frequent, periodic examinations of the various vessel systems, document their findings, and take the necessary corrective actions specified in the USCG-approved plans when discrepancies are discovered. The Coast Guard will still conduct required inspections of the vessel(s), however, the manner of conducting the inspection will be considerably different.

**3. How Compliance is Assured**

SIP is not strictly or singularly a "self-inspection" program. However, under SIP the marine inspector's primary focus will be to review the implementation and management of the SIP by the company and check some critical vessel systems to verify accuracy of the records. SIP is based on maintaining enrolled vessels in a continual state of compliance. This continual state of compliance is assured through the development of an OCMI-approved Company Action Plan (CAP) and Vessel Action Plan(s) (VAP).

The company will develop these plans with the assistance of a USCG SIP Advisor, assigned to work with the Company SIP Representative.

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**B. ENROLLMENT IN SIP INVOLVES A FOUR-PHASE PROCESS**

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- 1. Phase One: Application** The company requests in writing to their cognizant OCMI to be considered for SIP enrollment.

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  - 2. Phase Two: Plan Development** After a satisfactory review of the company (e.g., review of company records in USCG files, interview of inspectors, etc.), the OCMI will assign a SIP Advisor to assist the Company SIP Representative in developing the CAP and VAP.

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  - 3. Phase Three: Operational Evaluation** Once the CAP and VAP are approved, a mutually agreed to trial period will be conducted to operationally test their effectiveness in ensuring continual compliance with the regulations.

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  - 4. Phase Four: Enrollment** At the end of the trial period, and at the request of the company, the USCG SIP Advisor will conduct an initial CG SIP Inspection with representatives from both the Company and the Coast Guard Quality Assurance and Travelling Inspector Staff (G-MO-1) to evaluate the program. If successful, the OCMI will endorse the vessel's COI for enrollment in SIP

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C. FIRST STEP TOWARDS ENROLLING A VESSEL IN SIP

Download Copies of the Final Rule and the Guidance Document from [www.uscg.mil/hq/g-m/sip/siphome.htm](http://www.uscg.mil/hq/g-m/sip/siphome.htm) . After the vessel owner reviews the documents and decides to pursue enrollment in SIP, application for consideration will have to be made through the local USCG Officer-in-Charge, Marine Inspection (OCMI). The OCMI's staff will provide the vessel owner/operator with information on the application procedures for that Office.

**NOTE:** In order to save both time and hard-drive space, you will probably only want to download the Inspection Criteria Reference (ICR) that applies to the particular vessel(s).

For any further program questions, please contact the Headquarters SIP Program Manager at G-MOC.

**CAVEAT:** Under no circumstances is the material contained in the guidance documents—NVIC 2-99 (series)—to be considered complete for all vessels that may be enrolled in SIP. The material is provided as *templates only*. ICRs are to be provided for all vessel systems required to be inspected. This would include relevant sections of Titles 33, 46, and 49 CFR, and amplifying policy or regulations, such as IMO Conventions, Treaties, Navigation and Inspection Circulars (NVIC), The Marine Safety Manual, and Official Coast Guard Policy Letters. These documents should be reviewed periodically for currency and the effected Company and Vessel Action Plans revised as the underlying regulations or policy changes require.

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**D. GOALS AND BENEFITS**

The primary goal of SIP is to have vessels operate in continual compliance with the regulations, rather than the cyclical peaking of vessel materiel condition associated with the traditional annual inspections.

Some benefits that have been realized by companies participating in the prototype programs included—

- better management of vessel costs,
  - increased involvement and "ownership" by vessel personnel for the safe operation of the vessel, and an increase in crew professional advancement.
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