

CHAPTER 9: ALTERNATE COMPLIANCE PROGRAM

A. INSTRUCTION

46 U.S.C. Chapter 33 requires that certain vessels possess a Certificate of Inspection (COI). Owners of U.S. vessels may receive a COI by one of three means:

- The traditional means of having a Coast Guard Marine Inspector conduct an examination,
- Participation in the Streamlined Inspection Program (SIP), or
- Participation in the Alternate Compliance Program (ACP).

ACP maintains existing levels of safety while eliminating duplicative plan review and inspection tasks which were traditionally conducted by both the classification society and the Coast Guard. Owners of certain U.S. tank vessels, passenger vessels, freight vessels, miscellaneous vessels and mobile offshore drilling units (MODUs) can elect to participate in the ACP as an alternative method for vessel design, inspection and certification. U.S. and foreign classification societies may be designated as an ACP Class Society" (see Definitions below).

NOTE: To date, Passenger Vessels Statutory Inspections have not been delegated to a classification society.

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B. AUTHORITY

46 U.S.C. 3316 allows the Coast Guard to delegate certain plan review, new construction, and periodic inspection tasks of U.S. merchant vessels to the American Bureau of Shipping or a similar United States classification society. The Coast Guard Authorization Act of 1996 (Public Law 104-B94) amended 46 U.S.C. 3316 to allow the Coast Guard to delegate these tasks to foreign classification societies, which could ultimately lead to participation of foreign class societies in the ACP.

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C. DEFINITIONS

The following definitions are provided:

- 1. ACP Officer** The person tasked by the OCMI with the routine coordination and administration of the ACP at the local Coast Guard field unit. The duties of the ACP Officer include maintaining contact with the local classification society Surveyor-in-charge and field Surveyors, participating vessel owners, operators and their designated representatives, and other relevant parties to verify that delegated activities are being performed at the intervals and in the manner prescribed by the terms of the ACP.

- 2. ABSLO** The Coast Guard's Liaison Officer to the American Bureau of Shipping (ABS)

- 3. Authorized Classification Society** A recognized classification society that has been delegated the authority to conduct certain functions and certifications on US flagged vessels on behalf of the Coast Guard.

- 4. ACP Class Society** A Classification Society to which the Coast Guard has authorized to participate in the Alternate Compliance Program. A classification society may receive ACP authorization from Commandant (G-M) after satisfactorily performing prescribed functions for at least two years.

- 5. Class Rules** The standards developed and published by a classification society for the design, construction and certification of commercial vessels.

- 6. Classification Society's ACP Coordinator** The individual appointed by a classification society to act as a central point of contact for matters involving ACP and functions delegated by the Coast Guard (See NVIC 2- 95 for a list).

- 7. Delegated Function** A function related to Coast Guard commercial vessel inspection program which has been delegated to a classification society. Delegated functions may include issuance of international convention certificates and/or examinations necessary to participate in the Alternate Compliance Program.

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- 8. Participating Vessel** A vessel that is enrolled in the ACP, and that complies with an authorized society's class Rules, its U.S. supplement, and applicable international maritime safety and pollution prevention treaty regulations. Participating vessels must:
- a. Have a COI, and
 - b. Be "classed" by an ACP Class Society (generally, a valid certificate for hull and machinery issued by the Class Society is evidence that a vessel is "classed"), and
 - c. Have valid international certificates.

NOTE: For new construction, the Program Manager may enroll vessels into ACP while they are in the process of obtaining all of the above.

- 9. Program Manager** Coast Guard Headquarters, Office of Compliance (G-MOC) is the Program Manager. The Program Manager is tasked with coordinating the activities of cognizant OCMLs, arranging certain oversight activities, and ensuring overall administration of the ACP.

- 10. Recognized Classification Society** A classification society recognized by the Coast Guard as having met minimum standards for general characteristics and performance of a classification society. (Achieving the status of recognized classification society will not, in of itself, indicate any specific delegation of authority.)

- 11. Streamlined Inspection Program (SIP)** SIP provides another alternative method for owners and operators to comply with Coast Guard inspection requirements. ACP and SIP are entirely separate and independent programs. OCML's and ACP Class Societies will accept no SIP work on ships enrolled in ACP. (See "Vessel Disenrollment" discussed later in this chapter.)

NOTE: See MSM II, Sec. B, Ch. 10 on The Streamlined Inspection Program (SIP), and NVIC 2-99 for complete information on SIP implementation. Also, information on SIP can be accessed from the SIP Website at: <http://www.uscg.mil/hq/g-m/sip/siphome.htm>

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D. ACP CLASSIFICATION SOCIETY

An ACP Classification Society must first be "recognized", then it must perform certain delegated functions satisfactorily for at least two years before G-M may approve a Class Society for ACP delegation. The Coast Guard will enter into a written agreement with a recognized classification society to issue certain international certificates on its behalf. The agreement, typically a memorandum of understanding (MOU), gives the details of the extent of the delegated functions. It describes the duties, responsibilities and performance expectations for the Coast Guard and the classification society. A list of ACP Classification Societies may be found in NVIC 2-95.

1. U.S. Supplement

Prior to receiving delegation authority necessary to participate in the ACP, the classification society must develop its U.S. supplement or other document which incorporates specific Coast Guard requirements in addition in its class Rules. These requirements include all regulations applicable for issuance of a COI that are not addressed by either the class Rules of that classification society or by applicable international regulations. G-MSE is the approving authority for each U.S. supplement. Development of a U.S. supplement for each ACP Class Society ensures that the class Rules when combined with standards in applicable international conventions, provide a level of safety standards equivalent to traditional Coast Guard regulatory requirements.

A supplement to the ABS Rules was developed to address those areas in which current Coast Guard requirements were not covered in the ABS Rules, by standards in applicable international conventions, or in areas in international conventions that require interpretation by the flag administration.

As a general rule for ACP ships, the frequency of survey intervals will be the same as the classification society's intervals for items such as inspection of pressure vessels, stern tube lube oil analysis, boiler safety valves, fuel tank internals, water tube boiler hydrostatic tests, and sea valves.

2. International Certificates

A Classification Society may be delegated the authority to issue the following international convention certificates on behalf of the Coast Guard:

- a. International Load Line Certificate
- b. International Tonnage Certificate
- c. SOLAS Cargo Ship Safety Construction Certificate
- d. SOLAS Cargo Ship Safety Equipment Certificate

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- e. SOLAS Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk
- f. SOLAS Certificate of fitness for the Carriage of Liquefied Gasses in Bulk
- g. SOLAS Mobile Offshore Drilling Unit Safety Certificate
- h. MARPOL 73/78 International Oil Pollution Prevention Certificates under annexes as follows:

MARPOL ANNEX	ANNEX FULL TITLE	ACP STATUS
Annex I	Regulations for the Prevention of Pollution by Oil	Full Authorization
Annex II	Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk	Full Authorization
Annex III	Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form	Full Authorization
Annex IV	Regulations for the Prevention of Pollution by Sewage from Ships	see NOTE below
Annex V	Regulations for the Prevention of Pollution by Garbage from Ships	Full Authorization
Annex VI	Regulations for the Prevention of Air Pollution from Ships	Not In Force

NOTE: The USCG has not endorsed ANNEX IV, however the USCG expects compliance with the Marine Sanitation Device regulations in 33 CFR, Part 159

- i. MARPOL 73/78 International Oil Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk
- j. ISM Document of Compliance

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**3. Class Society
Involvement
with Failures
of
Automation
Casualties
and
Certificate
Revocation**

The vessel's Master has the responsibility for preparing and submitting the form CG-2692. Class Surveyors will obtain a copy of the form CG-2692 from the Master. The Surveyor will verify the reportable casualties noted during the course of a survey and forward it to the local OCMI for disposition. Surveyors will also notify the OCMI if a vessel fails to comply with automation test procedures as manning levels are affected. Refer to 46 CFR 62.50 for requirements.

Class Surveyors will make recommendations to the OCMI to revoke/rescind international certificates for no sail items" which relate to lifesaving, fire fighting, watertight integrity, and pollution prevention. (Refer to "Control Actions and Detentions" which are discussed later in this chapter).

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E. INSPECTION ACTIVITIES RETAINED BY THE COAST GUARD

The Coast Guard retains the authority for the following marine inspection activities:

- All manning issues;
- Dry-dock interval extensions beyond 90 days,
- Approval of a vessel's participation in the underwater survey in lieu of dry-docking (UWILD) program (see NVIC 2-95);
- Permits to proceed;
- Load line exemptions;
- Excursion permits;
- Changes of employment; and
- Critical Area Inspection Plan (CAIP) enrollment and exams.

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F. VESSEL ENROLLMENT

The ACP is a voluntary alternative compliance method available to the U.S. maritime industry (see Definitions for Participating Vessel). A vessel owner or operator wishing to have a vessel inspected under the ACP may apply by submitting an Application for Inspection of U.S. Vessel (CG-3752) to the cognizant OCMI. The form must indicate the owner's desire to have a vessel become a participating vessel and the name of the ACP Class Society.

The typical sequence of steps for enrollment:

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1. **Application** Vessel owner or operator applies (using CG-3752) to the cognizant OCMI to become a participating vessel.

 2. **Eligibility & Data Transfer** Once the OCMI determines that the vessel meets the Participating Vessel criteria, a copy of the vessel's MSIS record (MICOI, MICP, MIPIP product sets) and a copy of the CG-3752 is sent to the ACP Class Society Coordinator.

 3. **Processing** The ACP Class Society Coordinator enters the appropriate MSIS details into the vessel's class computer record, especially pending CG-835s and inspection notes. When the computer details are correct, arrangements will be made for the Hand-Over Survey.

 4. **Hand-Over Survey** The Hand-Over Survey will be jointly conducted by the ACP Class Surveyor and a CG Inspector. The survey will consist of the Mandatory Annual Survey required for the Cargo Ship Safety Construction (SLC), the Cargo Ship Safety Equipment Certificate (SLE) and the International Oil Pollution Prevention (IOPP) Certificate. Certificates due for renewal or annual class surveys will be completed as part of the Hand-Over Survey. USCG-issued SLE and MARPOL certificates with a remaining validity of more than 15 months may be retained by the vessel after the Hand-Over Survey, and the class society will be authorized to endorse the certificates at the next annual survey. Other certificates that are valid for less than five (5) months validity at the time of the Hand-Over Survey must be renewed as part of the Hand-Over survey. It is expected that the owner's representative will try to schedule the Hand-Over Survey at a time that harmonizes with the vessel's window of surveys. The Inspector and the Surveyor shall co-sign or endorse any certificates on board with the exception of the COI, which is signed, issued and endorsed only by the Coast Guard. After completion of a successful Hand-Over Survey, the OCMI notifies G-MOC and makes a positive or negative recommendation regarding the vessel's enrollment in the ACP.

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5. Notification of Enrollment

G-MOC notifies the vessel's owner by letter (with a copy to the Class Society's ACP Coordinator and the OCMI) of the vessel's enrollment into the ACP. (See MSIS entries noted later in this chapter.)

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G. VESSEL DISENROLLMENT

1. **Involuntary Disenrollment** The Program Manager (G-MOC) shall consider a participating vessel for disenrollment after being notified of or receiving one or more of the following:
 - Two or more detentions reported to the Program Manager by the OCMI over the course of one year.
 - A recommendation of disenrollment from the Quality Assurance/Traveling Inspection Staff (G-MO-1) after an oversight visit.
 - A recommendation of disenrollment from the OCMI with supporting documentation.
 - Notification of removal of the participating vessel from Class.
 - A recommendation from the ACP Class Society to disenroll the vessel.

2. **Voluntary Disenrollment** The vessel owner may request disenrollment from ACP during the anniversary window period of the COI issue date. The owner will submit an Application for Inspection of U.S. Vessel (CG-3752) to the cognizant OCMI that indicates the request to disenroll the vessel from the ACP.

3. **Eligibility of Disenrolled Vessels for SIP or Re-enrolling in ACP**

Vessels that are disenrolled from the ACP at the owners request, may not request to enroll in the SIP or renewal in the ACP until the next anniversary date of the COI's issue.

Vessels that are disenrolled from the ACP by the Coast Guard (for cause) may not request to enroll in the SIP or to reenroll in the ACP for a period of three years or until after the next dry-docking, whichever is longer.

4. **Disenrollment Inspection** Vessels being disenrolled from the ACP will be inspected for certification by a Coast Guard Marine Inspector with an invitation given to the ACP Class Society Surveyor to attend. Upon disenrollment, the OCMI shall ensure that all MSIS inspection dates are restored and that the Program Manager is promptly notified. The vessel will then become subject to subsequent inspections and examinations as required by applicable provisions of Coast Guard regulations and Coast Guard publications and directives.

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H. CERTIFICATE OF INSPECTION

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- 1. Class Society's Inspection** The ACP Classification Society will conduct certain activities (surveys, tests, inspections and examinations) on a vessel and document its compliance with applicable international requirements, the classification society's class Rules, and the U.S. supplement.
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- 2. Coast Guard Inspection and Authority** The Coast Guard's examination (See sections entitled "The Annual Examination" (B9.J.1), and "The Reexamination" (B9.J.2)) will consist of those activities that have not been delegated to the classification society under the ACP (e.g., witnessing drills and assessing crew proficiency in handling shipboard emergencies).
- USCG Administrative Review
- a. The cognizant OCMI will conduct an administrative review of the reports of activities performed by the classification society, and then follow-up this review with a vessel examination. The administrative review of reports and international certificates will determine if vessel equipment, components, and systems were examined at appropriate intervals using proper procedures.
- USCG Authority
- b. The Coast Guard remains the final authority for the issuance or revocation of a COI. The ACP Class Society may not endorse or issue the COI. The classification society's Surveyor must notify the local OCMI if conditions exist that require revocation of the COI. Detailed procedures for issuing COIs under the ACP are contained in NVIC 2-95.
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I. COAST GUARD RESPONSIBILITIES

1. Cognizant OCMI

General responsibilities of the cognizant OCMI under the ACP are to:

- Ensure that equivalent levels of safety are maintained on participating vessels as compared to vessels that undergo traditional Coast Guard inspections;
 - Arrange for completion of the required Hand-Over survey upon application for enrollment into the ACP;
 - Conduct prescribed oversight examinations on participating vessels;
 - Issue the COI to participating vessels;
 - Take necessary control action (including detention) of substandard vessels;
 - Make recommendations to G-MO-1 for oversight attendance by the Traveling Inspection Staff; and
 - Make recommendations to G-MOC for vessel disenrollment.
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2. ACP Officer

ACP officers are Coast Guard Marine Inspectors designated by the OCMI. They should have the qualifications and level of experience necessary to accurately review the reports of activities submitted by the ACP classification society and be able to determine whether or not the participating vessel is in substantial compliance with applicable laws and regulations. ACP officers will be familiar with the applicable class Rules and its U.S. supplement, and the international regulations applicable to the participating vessel. The ACP officer should be well versed in the oversight program.

3. Program Manager

The Program Manager (G-MOC) is responsible for overall administration and management of the ACP. G-MOC will ensure that an appropriate number of staff members are adequately trained in auditing techniques and ACP Classification Society processes in order to properly conduct ACP Classification Society Quality Audits.

G-MOC will:

- a. Review each ACP classification society's process instructions, survey procedures, and checklists.
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- b. Coordinate with G-MSE in reviewing changes to the Classification Society's Rules, SOLAS, MARPOL, other international conventions, and ACP MOUs to ensure that proper changes are made to the U.S. supplement.
- c. Enroll new vessels into ACP.

NOTE: Commandant (G-MSE) has the primary responsibility for the standards contained in a Class Society's U.S. Supplement.

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- 4. **ABSLO** Beyond providing coordination between the ABS and the Coast Guard, the ABSLO has primary responsibility for observing ABS Quality Audits, reviewing approximately ten percent of the ABS ACP Survey Records, and tracking corrective action initiated during Coast Guard program oversight.

 - 5. **Quality Assurance & Traveling Inspection Staff (G-MO-1)** G-MO-1 is responsible for performing oversight exams as noted later in this chapter.

 - 6. **The Marine Safety Center (MSC)** Performs ACP plan review oversight as noted later in this chapter.
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J. ACP OVERSIGHT

Oversight is intended to ensure that participating vessels are consistently designed, built, operated and maintained to a level of safety that is equivalent to vessels certified under the Coast Guard's traditional inspection program.

1. The Annual Examination

Every ACP ship shall have an annual examination conducted by the Coast Guard to coincide with COI or reinspection dates. An annual examination will be documented in, and follow the general procedures and scope outlined by, the passenger, tank, or freight vessel examination books located in chapters 20, 21 and 22 of this volume. It should include, but is not limited to:

- a. Examination of the vessel's certificates, licenses and documents,
- b. General examination (i.e., "walk-through") of the vessel, and
- c. Examination and testing of specific equipment, and conducting of operational testing and emergency drills to ensure the crew's proficiency at carrying out critical tasks.

The annual examination shall not normally duplicate those items checked by the classification society unless there are "clear grounds" to expand the examination. Annual examinations provide the OCMI with first-hand assessments of the inspection items delegated to the ACP Class Society, and ensure that these items conform with applicable requirements.

NOTE: "Clear grounds" means evidence that the ship, its equipment, or its crew do not comply substantially to the requirements of the relevant conventions, Rules, and U.S. supplement, or that the Master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution.

The OCMI must request copies of the ACP Class Society's computer printouts (or have dial-up computer access to the ACP Class Society's vessel files) and/or Survey check sheets to ensure that all required surveys are current prior to issuing or endorsing the COI at the annual examination. Obtaining these printouts in advance (i.e., upon vessel's application or notification for inspection) is highly recommended to allow for a thorough review by the ACP officer prior to vessel boarding. The ACP Officer shall work closely with the local Class Surveyor's office to clarify the current Status of surveys, and to ensure that outstanding class recommendations or conditions of class are properly addressed.

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2. The Reexamination

A reexamination is an examination by the Coast Guard to ensure that a vessel and its crew have remained in compliance with appropriate U.S. laws and applicable international conventions between annual examinations. It shall normally consist of an examination of the vessel's certificates, licenses and documents, and a general examination conducted by walking through the vessel. Except for passenger vessels, for which quarterly reexaminations are mandatory, a reexamination will not normally include operational testing or drills. A reexamination may be expanded as necessary if clear grounds exist to indicate that a vessel is not in compliance with applicable U.S. laws or international conventions. A reexamination will be documented in, and follow the general procedures and scope as outlined in the passenger, tank, or freight vessel examination books located in chapters 20, 21 and 22 of this volume respectively.

NOTE: See Figure B9-1. Refer to the ACP Reexamination Matrix, which provides the method for determining reexamination priorities based on vessel owner, boarding history and vessel type. OCMI's in Europe and Asia shall base ACP oversight reexaminations upon funding levels without using the matrix. Generally, overseas reexaminations should occur on 10 percent of participating vessels annually.

3. Vessel in Dry-dock, at Dock, or UWILD Oversight Examinations

Coast Guard Headquarters, Quality Assurance/Traveling Inspection Staff (G-MO-1) shall examine about 10 percent of ACP vessels in this category. The OCMI shall be invited to attend the examination. The OCMI may make recommendations to G-MOC, regarding which ACP vessels should be considered for visits by the traveling inspection staff. The oversight examination is conducted by G-MO-1 to ensure that:

- a. ACP Check sheets are being used by the ACP Class Society,
- b. ACP vessels are held to safety levels that are equivalent to those vessels undergoing the traditional Coast Guard inspection, and
- c. ACP Class Surveyors have been adequately trained to conduct surveys on behalf of the Coast Guard.

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4. **New Construction, Damage Surveys and Major Modifications** Approximately 10 percent of these surveys that occur in an OCMI's zone will be subject to direct Coast Guard oversight. The OCMI shall:
- a. Determine the scope of the oversight.
 - b. Meet with the ACP classification society's Surveyor- in-charge and vessel's owner to develop a mutually acceptable oversight schedule.
 - c. Check the primary lifesaving equipment that must be approved by the Coast Guard (Refer to 46 CFR Subchapter W and the ACP Class Societies' U.S. Supplement on equipment approval.)

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5. **Underwater Survey in Lieu of Dry-docking (UWILD)** → See NVIC 2-95 (CH-1).
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6. **Plan Review and Associated Oversight** In support of the oversight process, each ACP Classification Society will, as a minimum, provide the Marine Safety Center (MSC) with a monthly list of plans for which review has been completed as part of the ACP and inform the MSC regarding upcoming new construction or major modification plan review activity for participating vessels.
- a. The MSC has established a plan review oversight process with the classification societies that have been delegated plan review authority on behalf of the Coast Guard. The oversight process includes completion of written agreements with the classification societies on handling of plans, identification of areas of nonconformance, and corrective actions. The CO, MSC, is responsible for ensuring adequate oversight of plan review activities and for reporting discrepancies and problems to G-MOC as appropriate.
 - b. The Commanding Officer, MSC, may attend any ACP classification society's quality system activities involving plan review functions on vessels enrolled in the ACP.
 - c. The MSC may determine, based on documented non conformities discovered during routine plan review oversight, or through documented non-conformities reported by OCMI's, that a potential process failure exists. When such a determination is made, the MSC may arrange an oversight visit with the classification society Engineering Manager. The Engineering Manager shall be informed of the specific non-conformities that have been detected, and of any other information that may aid in developing an effective oversight visit. After completing the plan review oversight visit, the MSC shall report the results to G-MOC. The report should include a description of the situation and corrective action taken by the ACP classification society.

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7. **ACP Classification Society Quality Audits** Coast Guard representatives with Quality Systems Auditor training (ABSLO or G-MO staff) annually will observe about 10 percent of the internal and external audits conducted at the ACP Class Society's Corporate or local offices. Quality Audits include a Vessel Records Audit that may be performed at the request of an OCMI by the Program Manager or the ABSLO to follow-up on serious conditions of class or noteworthy non-conformities observed during vessel oversight examinations.

The audits ensure that:

- Quality standards and procedures are in place and followed,
 - Quality records are available and up-to-date, and
 - Corrective actions are taken on non-conformities.
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K. DEFICIENCIES AND REPORTING

- 1. CG Form 835** The OCMI may issue "835s" on ACP ships in the same manner as a ship inspected under the Coast Guard's traditional inspection program. The issuance of an 835 should be a last resort for vessels enrolled in ACP. Efforts must be made to have the class society Surveyor attend the vessel to concur in the corrective action necessary and to generate an Outstanding Recommendation (OSR) or Condition of Class. The 835 shall not duplicate class deficiencies. ACP Class Surveyors may "clear" 835 items by drawing a line through the item, endorsing it as cleared and forwarding a copy to the local OCMI. ACP Class Surveyors may extend or modify outstanding 835s with the concurrence of the issuing OCMI.

- 2. Control Actions and Detentions** When, in the opinion of the OCMI, an ACP ship is unsafe to proceed to sea, and/or when it poses a serious threat to life, property or the marine environment, appropriate control actions shall be taken, which may include removing the COI and detaining the ship in accordance with SOLAS, Regulation 6 and MARPOL, Article 6. (Refer to "Detention Criteria" and "Reporting Obligations" as outlined in chapter 24 of this volume.)

- 3. Reporting of Marine Casualties** Participants in ACP are still required to report marine casualties in accordance with 46 CFR Part 4.

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L. MSIS ENTRIES

**1. MSIS
Inspection
Report Entries**

- a. Upon completion of a satisfactory Hand-Over Survey, the OCMI shall notify the Program Manager (G-MOC) preferably by confirmed fax, recommending that the vessel be enrolled in the ACP. G-MOC shall also be notified of an unsatisfactory Hand-Over Survey.
 - b. Upon acceptance of the vessel into the ACP, G-MOC shall update MSIS (product set -VFSC) with the following Special Class Code: eCACvon9. (Upon disenrollment, the Program Manager shall update the Special Class Code with an "H" to document that the vessel's historical record reflects prior ACP enrollment). G-MOC shall also arrange with G-MIR to have the dry-dock dates deleted from MSIS upon enrollment.
 - c. The OCMI shall update the ACP examination results in MSIS using the corresponding guidance and codes provided for foreign vessel examinations in MSM II-D.5, 6, and 7.
 - d. MSIS need only be updated with the information needed to issue the COI as detailed in NIVC 2-95. Lifesaving equipment inspection due dates, machinery inspection intervals, and dry-docking due dates need not be updated in MSIS on ACP ships since the ACP Class Society will be surveying these items. Although the ACP Class Society may or may not update these items in its computer system, it is nonetheless responsible for surveying and issuing the corresponding international certificates for these items on behalf of the Coast Guard.
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FIGURE B9-1: ACP RE-EXAMINATION MATRIX

(This formula is used for ACP ships ONLY to determine when a REEXAMINATION is necessary).	
Owner/Operator:	
A. Ship owned or Operated by a Targeted Owner/Operator	5 Points
<i>Total Points for Owner/Operator Maximum</i>	
<i>5 Points</i>	
Boarding History:	
A. Subject to intervention leading to detention within past 12 months	5 Points each
B. Subject to other operational control within past 12 months	1 Point ea. incident
C. Involved in marine casualty or oil/hazardous materials incident within past 12 months	1 Point ea. case
D. Subject of Violation Report within last 12 months	1 Point ea. MV case
E. Not Boarded within 6 months	1 Point ea. case
F. "Serious Conditions of Class" (see NOTE below)	5 Points ea. case
<i>Total Points for Boarding History</i>	
<i>Unlimited Points</i>	
Vessel Type:	
A. Oil or Chemical Tanker	1 Point
B. Gas Carrier	1 Point
C. Bulk Freighter 10 or more years old	2 Points
D. Passenger Ship	1 Point
E. Ships carrying low value commodities in bulk	2 Points
<i>Total Points for Vessel Type</i>	
<i>Max 4 Points</i>	
Total Points	
<ul style="list-style-type: none"> To determine reexamination priorities (Priority I, II, III or IV) between annual examinations for ACP ships, the matrix instructions in Section C of Chapter 23 of this volume shall be followed, but add (5) five points for each occurrence of a "serious condition of class" in the "Boarding History" column of the matrix. The ACP officer shall obtain a current list of Class Recommendations, Deficiencies or Conditions of Class from the local ACP classification society Surveyor to determine points for this item. Follow Section D of Chapter 23 of this volume to identify and determine ACP reexamination priorities. (It is anticipated that most ACP ships will be priority III or IV for the six month period following the annual exam due to normal downgrading as required in Section D of chapter 23.) The OCMI shall work with the ACP Classification Society to ensure immediate corrective action is taken to resolve all serious conditions of class. Points will still be assessed to a participating vessel if any serious conditions of class are first noted by the OCMI upon the vessel's notice of arrival, regardless of subsequent corrective action(s) taken by the ACP classification society. 	
<p>NOTE: A "Serious Condition of Class" is defined as "any recommendation, deficiency or condition of class issued by the ACP classification society which, in the opinion of the OCMI, poses a significant threat to life, property or to the marine environment". Class items that may be reasonably repaired, replaced or corrected by the due date issued by the ACP Classification Society without risk to life, property or the marine environment shall not be considered as "serious".</p>	