



# Office of Commercial Vessel Compliance (CG-CVC)

## NVIC 01-13, Change 2 Frequently Asked Questions (FAQ)

### Information

#### Introduction

To best serve industry, CVC has compiled a list of answers to frequently asked questions. The interpretations in these FAQs are not a substitute for applicable legal requirements and are not intended to impose legally binding requirements on any party. If you want to discuss any topic, please contact [FlagStateControl@uscg.mil](mailto:FlagStateControl@uscg.mil).

#### Frequently Asked Questions

#### 1. How does NVIC 01-13- CH-2 facilitate U.S. Commercial Shipbuilding: Maintaining a U.S. Flagged Fleet?

- The MSP is intended to maintain a U.S.-flagged fleet of commercially viable vessels that are also available to the U.S. government in times of national emergency. A healthy U.S.-flagged fleet supports the U.S. maritime workforce by expanding opportunities for Merchant Mariners. The NVIC achieves this through:

**Expanded Eligibility:** Beyond the existing Maritime Security Program (MSP) fleet which includes the Marine Security Fleet, Cable Security Fleet, and Tanker Security Fleet, the revised NVIC now covers the Ready Reserve Force (RRF) and removes age restrictions for Voluntary Intermodal Sealift Agreement (VISA) and Voluntary Tanker Agreement (VTA) vessels. This allows a broader range of vessels to reflag under the U.S. flag.

**Streamlined Reflagging:** NVIC 01-13 CH-2 establishes a clear and efficient process for reflagging foreign-built vessels into the American registry. This expedited process allows the U.S. to quickly expand its pool of U.S.-flagged vessels to meet immediate sealift demands during national contingencies. This process allows the use of internationally recognized class society standards to reduce the reflagging burden on the vessel owner.

**Supporting the Maritime Workforce:** By facilitating the operation of U.S.-flagged vessels in international trade, the MSP and the NVIC support U.S. mariner jobs. While the vessels themselves are foreign built, their operation under the U.S. flag requires U.S. crews, thereby sustaining employment opportunities for U.S. merchant mariners.

**Standardized Inspections and Certification:** The NVIC sets clear standards for inspection and certification of MSP vessels. By accepting certain foreign equipment and systems based on international conventions the Coast Guard significantly lowers the barrier to reflagging, thus facilitating the immediate need of the American registry.



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- 2. The Coast Guard recently published a revised NVIC 01-13 for the Maritime Security Program (MSP). Part of that update was to expand the reflag process of the MSP to any vessel accepted into a sealift program. Can a vessel reflag to the U.S. using the MSP process and then enroll in the Alternate Compliance Program (ACP)? If so, does the vessel still need to meet the U.S. Supplement?**

  - A vessel accepted into a voluntary sealift support program established by the Maritime Administration is eligible to reflag to the U.S. using the standards and process outlined in NVIC 01-13, CH-2. This is called an 'MSP Reflag' and outlined in NVIC 01-13 CH-2 Enclosure 2.
  - If the vessel voluntarily disenrolls at any point in the sealift support program or elects not to enroll in the sealift support program, they may enter the ACP (NVIC 2-95 CH-3) by following all guidance within NVIC 01-13 CH-2 Enclosure 2, to include meeting the U.S. Single Supplement.
- 3. My existing foreign-built vessel was reflagged and enrolled in the Alternate Compliance Program (ACP – NVIC 2-95 CH-3) via NVIC 10-81, can I transition to the Maritime Security Program under the new NVIC 1-13 CH-2?**

  - Yes, if your vessel is enrolled in a voluntary sealift support program established by MARAD, such as VISA or VTA, then submit a request for inspection to CG-CVC to change your inspection and certification program.
- 4. National Defense Reserve Fleet (NDRF) and Ready Reserve Fleet (RRF) vessels are required by law to comply with Certificate of Inspection (COI) requirements but may do so via the USCG's Alternate Compliance Program (ACP). Does the updated MSP NVIC now allow a foreign built vessel purchased by MARAD for the RRF to reflag using the new MSP process.**

  - Companies contracted to manage RRF vessels are authorized to use the MSP NVIC for the purposes of inspection and certification, to include reflag, if MARAD is purchasing or has purchased a foreign built vessel for the NDRF or RRF
  - For current U.S. owned vessels enrolled in MSP being purchased for the NDRF or RRF by MARAD, companies contracted to manage NDRF or RRF may use MSP NVIC for the purposes of inspection and certification, to include reflag inspection by submitting a request for inspection to the cognizant OCMI.
- 5. What are the age requirements for enrollment into MSP using NVIC-01-13?**

  - To receive the MARAD operating cost differential payment, unless waived under U.S. law, foreign vessels reflagged and entering MSP may not be more than 15 years old at the time of acceptance by MARAD and tankers may not be more than 10 years old. Other foreign-built vessels may enroll in voluntary sealift support programs established by MARAD and utilize NVIC 01-13 Ch 2 guidance to obtain a Certificate of Inspection provided they meet the enrollment criteria as specified by MARAD, regardless of age.



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6. **Can owners or operators build a vessel in the U.S. under a foreign flag following international & classification society rules then subsequently re-flag into MSP after construction?**
  - Yes, on a case-by-case basis. Further guidance should be requested from CG-CVC at [FlagStateControl@uscg.mil](mailto:FlagStateControl@uscg.mil).
7. **How do I know if an RO is authorized to act on behalf of the Coast Guard?**
  - Authorization is granted by each individual RO's agreement with the Coast Guard. The list of RO agreements can be found [here](#).
  - For easy reference, a table of authorizations can be found [here](#).
8. **Will my Certificate of Inspection document ACS-Governed Items (Boiler Safety Valves, etc.)?**
  - No, the items governed by ACS rules, such as boiler safety valves, fuel tank internals, dry dock & UWILD's do not need to be listed on the COI. These items should be listed on the appropriate ACS issued certificates.