U.S. Department of Homeland Security
United States Coast Guard

Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave, S.E.
Stop 7501
Washington, DC 20593-7501
Staff Symbol: CG-5P
Email: FlagStateControl@uscg.mil

16601
November 12, 2025

U.S. SUPPLEMENT REVISION FOR THE ALTERNATE COMPLIANCE PROGRAM (ACP)

Subj: PROMULGATION OF A REVISED U.S. SUPPLEMENT FOR THE ACP

1. This letter promulgates a revised U.S. Supplement for vessels enrolled, or enrolling, in the Coast Guard's Alternate Compliance Program (ACP). Previous U.S. Supplements will no longer be assigned to vessels enrolling in the ACP nor used for in-service vessels already enrolled in the ACP. The revision to the U.S. Supplement will be used for all vessels proposed for enrollment into the ACP. Additionally, the operational requirements of the revised U.S. Supplement will be applied to those in-service vessels already enrolled in the ACP.

2. Following the tragic sinking of the EL FARO and the subsequent Marine Board of Investigation (MBI) report, the Commandant committed to working with ACP-authorized Recognized Organizations (RO) to create a single U.S. Supplement primarily focused on critical ship safety systems. On March 11, 2021, the Coast Guard in collaboration with the ACP-authorized ROs promulgated the first iteration of a single U.S. Supplement for the ACP. Recognizing the need to update the single U.S. Supplement, the Coast Guard has again worked with the ACP-authorized ROs to produce an expanded U.S. Supplement in the first revision to the single U.S. Supplement.

3. The intent of a U.S. Supplement under the ACP framework is to capture those requirements in the Code of Federal Regulations (CFR) that are not embodied in either the RO's rules or international conventions. Additionally, the U.S. Supplement is used to provide interpretation where items are left "to the satisfaction of the Administration." Over time these gaps have largely been closed through consistent and effective engagement at the International Maritime Organization (IMO) and the continual development of International Association of Classification Societies (IACS) requirements. As a result, the U.S. Supplement has and will continue to be refined, and where appropriate, U.S. specific requirements removed.

4. The revised U.S. Supplement will be used by all ACP-authorized ROs for all ACP-authorized vessel types in the ACP. The Coast Guard will provide oversight of the certification and services provided by the ROs in accordance with the provisions of the revised U.S. Supplement.

W. R. Arguin
Rear Admiral, U.S. Coast Guard
Assistant Commandant for Prevention Policy

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2703 Martin Luther King Jr. Ave, S.E.
Stop 7501
Washington, DC 20593-7501
Staff Symbol: CG-CVC
Email: FlagStateControl@uscg.mil

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November 12, 2025

Corydon F. Heard IV

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From: C. F. Heard IV, CAPT
Chief, Office of Commercial Vessel Compliance

To: Distribution

Subj: REVISED U.S. SUPPLEMENT TO INTERNATIONAL CONVENTIONS AND CLASSIFICATION SOCIETY RULES FOR SHIPS ENROLLED IN THE ALTERNATE COMPLIANCE PROGRAM (ACP)

Ref: (a) Navigation and Vessel Inspection Circular (NVIC) 02-95 CH-3
(b) Title 46, Code of Federal Regulations (CFR), Subpart 2.01

1. PURPOSE. The purpose of the U.S. Supplement is to provide supplemental requirements for critical ship safety systems related to Title 46 CFR which are necessary for the issuance of a Certificate of Inspection (COI), or other statutory certificates, and are not, in the opinion of the Coast Guard, adequately established by either International Maritime Organization (IMO) instruments or Recognized Organization (RO) rules.

2. APPLICATION. The U.S. Supplement contains requirements that are in addition to those found in IMO instruments and RO rules. The U.S. Supplement applies to vessels enrolled, or proposed for enrollment, in the ACP.

3. DIRECTIVES AFFECTED. The single U.S. Supplement published March 11, 2021, will no longer be used for vessels enrolling in the ACP. No other U.S. Supplement will be assigned to a vessel in the ACP until such time as the current U.S. Supplement is superseded. All changes in this iteration of the U.S. Supplement are underlined.

4. DISCUSSION.

   a. The ACP Standard, per reference (a), consists of applicable IMO instruments, RO rules, and an approved U.S. Supplement. Except for those requirements referred to in the U.S. Supplement, vessels enrolled in the ACP meet an alternative to the requirements for inspection and certification outlined for U.S. flag vessels in 46 CFR 2.01, reference (b).

   b. The Coast Guard, in consultation with the ACP-authorized ROs, developed this revision to the U.S. Supplement for use by all ACP-authorized ROs for all ACP-authorized vessel types enrolling in, or provisionally enrolling in, the ACP.

   c. A vessel enrolled in the ACP under a previous U.S. Supplement will be expected to meet the operational requirements of this revised U.S. Supplement instead of the previously assigned U.S. Supplement. ACP enrollment letters which identify a previous U.S. Supplement need not be updated to reflect this revised U.S. Supplement.

5. ACTION. All applicable requirements in the revised U.S. Supplement must be verified by the RO before issuing the relevant corresponding statutory certificate to a vessel enrolled in the ACP on or after this date. Additionally, ROs must verify all applicable U.S. Supplement requirements during plan review for provisionally enrolled vessels in the ACP. All requirements in the U.S. Supplement are in addition to the requirements set forth by IMO instruments and the RO's rules. The Coast Guard will provide oversight of the plan review, survey, and certification services provided by ROs for vessels enrolled in the ACP.

6. QUESTIONS. Questions concerning this letter and guidance should be directed to Office of Commercial Vessel Compliance, Flag State Control Division at FlagStateControl@uscg.mil.

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Enclosure: U.S. Supplement to International Conventions and Classification Society Rules for Ships Enrolled in the Alternate Compliance Program, dated November 12, 2025

U.S. Supplement to International Conventions and Classification Society Rules for Ships Enrolled in the Alternate Compliance Program

November 12, 2025

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1 INTRODUCTION

The Alternate Compliance Program (ACP) [1] is a voluntary Coast Guard program designed to reduce the regulatory burden of compliance and enhance the competitive position of United States (U.S.) flag vessels. It does this by taking advantage of the survey and certification functions performed by Recognized Organizations (RO).[2] The ACP promotes flexibility in vessel construction and reduces duplicative inspections and surveys. It is designed to maintain an equivalent level of safety to the standards required by Chapter I of Title 46 of the Code of Federal Regulations (CFR).[3]

The Coast Guard Navigation and Vessel Inspection Circular (NVIC) 02-95, CH-3 discusses the ACP fundamentals, roles and responsibilities of involved parties, and provides details of the ACP Standard.[4] The ACP Standard consists of applicable International Maritime Organization (IMO) instruments, RO rules, and an approved U.S. Supplement. Except for those requirements referred to by the U.S. Supplement, vessels enrolled in the ACP meet an alternative to the requirements for inspection and certification outlined for U.S. flag vessels in 46 CFR 2.01. The ACP standard does not exempt vessels enrolled in the ACP from applicable regulations in Titles 33, 47, or 49 CFR, nor does the ACP exempt vessels from the other elements of Title 46, Chapter I outside of inspection and certification. For this reason, the U.S. Supplement does not address individual requirements contained in these titles of the CFR which are applicable to vessels enrolled in the ACP.

1.1 Purpose

The U.S. Supplement only includes requirements for critical ship safety systems related to Chapter I of Title 46 CFR which are necessary for the issuance of a Certificate of Inspection (COI), or other statutory certificates, but which are not, in the opinion of the Coast Guard, adequately established by either IMO instruments or RO rules.[5] The U.S. requirements in the U.S. Supplement, when applied with those found in IMO instruments and RO rules, provide an equivalent level of safety to the requirements found in Chapter I of Title 46 CFR. The U.S. Supplement also provides Flag Administration interpretations necessary for ROs to perform their delegated statutory certification and services under the ACP.

1.2 Applicability

This U.S. Supplement supersedes previous U.S. Supplements and applies to a vessel enrolled, provisionally enrolled, or proposed for enrollment, in the ACP on or after the issue date of this supplement.

The operational requirements listed in section 2 of this supplement apply to each in-service vessel enrolled in the ACP. The requirements listed in section 3 of this supplement apply to each vessel provisionally enrolled in the ACP, or to an existing vessel enrolled in the ACP, which is undergoing a major modification, on or after the issue date of this supplement. Section 3 of this supplement will not be applied to an existing U.S. flag vessel entering the ACP for the first time, which is not undergoing a major modification. Section 4 of this supplement incorporates standards that are specific to certain types of vessels and is organized by inspection subchapter. Section 4 builds on or modifies the supplemental requirements in sections 2 and 3 and does not relist the requirements stated in sections 2 and 3. Section 4 contains specific applicability for both operational and vessel design requirements.

A vessel provisionally enrolled in the ACP prior to this U.S. Supplement will continue to meet the requirements of the assigned U.S. Supplement, per the vessel's provisional ACP enrollment letter, until a successful handover survey is completed and final ACP enrollment is granted. Following the handover survey and final ACP enrollment, the newest revision of the U.S. Supplement will be applied for all statutory surveys after construction for the in-service vessel, subject to the applicability of each section of the U.S. Supplement.

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[1] See 46 CFR Part 8, Subpart D and Navigation and Vessel Inspection Circular 02-95, CH-3.

[2] Domestic regulations predate the International Code for Recognized Organizations (RO Code). For the purposes of the U.S. Supplement, the term "RO", as defined in the RO Code, includes Authorized Classification Societies (ACS) as defined in 46 CFR 8.100 that are authorized to participate in the ACP under 46 CFR 8.420, and where those same ROs are delegated authority under 33 CFR part 96, subpart D.

[3] See 62 FR 67532, December 24, 1997.

[4] See also 46 CFR 8.440(a) for additional information concerning vessel enrollment in the ACP.

[5] See 46 CFR 8.430.

1.3 Authorization

ROs are authorized to participate in the ACP per their respective RO agreement. These authorizations include the ability to approve drawings, perform surveys, and issue statutory certificates on behalf of the Coast Guard consistent with their delegated statutory certifications and services. The current list of ROs authorized to participate in the ACP, including the delegated statutory certification and services they can provide, is found on the Office of Commercial Vessel Compliance (CG-CVC) website.

This U.S. Supplement is to be used by ROs when performing plan review and other statutory certification services on behalf of the Coast Guard for vessels enrolled or provisionally enrolled in the ACP. Specific eligibility requirements, definitions, and procedural information are located in NVIC 02-95, CH-3.

1.4 Appeals

Any company or person affected by a decision made by an RO or an Officer in Charge Marine Inspection (OCMI), may appeal that decision by following the procedures specified in 46 CFR 1.03-35 or 46 CFR 1.03-20, respectively.

1.5 Background

The Coast Guard focused previous supplements on critical ship safety systems.[6] Each RO authorized to participate in the ACP previously prepared their individual supplement and would produce a new supplement as their individual RO rules changed. Since the inception of the ACP, the number of supplements had grown significantly. This is in part due to the increased number of ROs authorized to participate in the ACP, changes to ROs' rules requiring a new supplement, and the narrow applicability of individual supplements.

The Save Our Seas Act of 2018, Public L. No. 115-265, directed the Coast Guard to work with ACP-authorized ROs to create a single U.S. Supplement. A single U.S. Supplement is possible due to the global commitment to establishing harmonized strong minimum international shipping standards that more closely reflect key U.S. regulatory positions. Specifically, the efforts made by the International Association of Classification Societies (IACS) to develop minimum technical requirements, known as Unified Requirements, and to develop interpretations on Statutory Regulations, known as Unified Interpretations, have improved consistency among their members' rule sets, promoted the uniform implementation of IMO instruments amongst the ROs, and established a shared commitment to effective internal quality management systems. Additionally, IACS established Procedural Requirements which provide mandatory procedures and requirements for the acceptance of a transfer of classification and for the transfer of safety and security management systems certification from one IACS member RO to another. These IACS initiatives have resulted in better communication and acceptance of standards amongst its members. The single U.S. Supplement for all ACP-authorized ROs will continue to reduce the number of supplements and reduce confusion as to their applicability and use. This iteration of the U.S. Supplement further simplifies the application of U.S. Supplements for the ACP and now applies the most recent U.S. Supplement to all fully enrolled vessels in the ACP, instead of older and often outdated U.S. Supplements assigned at their ACP enrollment.

1.6 Discussion

Although not required, all ACP-authorized ROs are IACS members. For this reason, this U.S. Supplement addresses the gap between IMO instruments, IACS Resolutions,[7] and the U.S. regulations found in Chapter I of Title 46 CFR. If a requirement within the U.S. Supplement does not meet a higher level of safety to a particular RO's rule, or a particular requirement in an IMO instrument, the higher standard must be applied in place of the requirement in the U.S. Supplement. Requirements found within the U.S. Supplement do not exempt vessels from full compliance with IMO instruments and the RO's rules.

While U.S. regulations differ from international standards, the U.S. Supplement aims to only address critical ship safety systems, related to Chapter I of Title 46 CFR that are not, in the opinion of the Coast Guard, completely or otherwise adequately addressed by IMO instruments and IACS Resolutions, so

[6] See 63 FR 7495, February 13, 1998

[7] For this U.S. Supplement, "IACS Resolutions" is inclusive of all published IACS Unified Interpretations, Requirements, and Procedural Requirements.

supplemental requirements are warranted. For the U.S. Supplement, a critical ship safety system is a system whose failure in whole or in part would immediately lead to personnel injury, major fire, progressive flooding, complete loss of power, complete loss of steering, complete loss of engine control, or negative impact to stability or watertight integrity. The Coast Guard, in consultation with the ACP-authorized ROs, evaluated the critical ship safety system list published in 63 FR 7495. To issue a COI consistent with the provisions of Chapter I of Title 46 CFR, the Coast Guard considers at least one component under each of the following critical ship safety systems to be inadequately covered by IMO instruments and IACS Resolutions.

- Subdivision and stability
- Dynamic Positioning Systems
- Steering gear motors
- Emergency power
- Hazardous locations
- Automation
- Fire protection, fire detection, and fire extinction
- Lifesaving appliances and arrangements
- Coast Guard Type Approvals
- Safety for officers and crew

The U.S. Supplement contains five main parts and an appendix. Section 1 of the U.S. Supplement is this introduction and outlines the intent and administration of the U.S. Supplement. Section 2 contains U.S. operational requirements that apply to all in-service vessels enrolled in the ACP unless expressly stated otherwise. Section 3 of the U.S. Supplement is intended for vessels provisionally enrolled in the ACP or for vessels enrolled in the ACP and undergoing major modification or retrofitting. Section 3 of this supplement will not be applied to an existing U.S. flag vessel entering the ACP for the first time, which is not undergoing a major modification. Section 4 contains requirements specific to certain inspection subchapters of Title 46, Chapter I, of the CFR. Section 5 is a record of revisions and Appendix 1 contains the U.S. Supplement revision process.

All applicable supplemental requirements must be verified by the RO before issuance of the relevant corresponding statutory certificate. These supplemental requirements are in addition to the requirements set forth by IMO instruments, the RO's rules, and applicable titles of the CFR.

ROs must adhere to all applicable IMO Interpretations, published IACS Unified Interpretations and Requirements, and published Coast Guard interpretations, including those in Coast Guard policy generally applicable to inspected vessels. If the RO has any questions about the applicability of a particular policy document, they should contact the policy issuing authority. In addition to the interpretations listed in this supplement, the Coast Guard may issue policy documents to direct the RO in the performance of statutory certification and services. The Coast Guard reserves the right to define and deconflict the language or requirements of these interpretations.

In the absence of an existing Coast Guard interpretation or guidance, and where the matter cannot be resolved by applying IMO Unified Interpretations, IACS Unified Requirements/Procedural Requirements, the RO's published rules, and applicable Coast Guard policy (e.g., NVICs, MSC Technical Notes, policy letters), the RO must contact flagstatecontrol@uscg.mil for an interpretation. Escalation is required when the determination:

- involves an equivalency, exemption, or waiver under U.S. statute or an IMO instrument;
- departs from, or materially narrows, an applicable requirement in Titles 33, 46, 47, or 49 CFR;
- affects a critical ship safety system (subdivision/stability, emergency power, steering, hazardous locations, vital automation, fire protection/detection/extinction, lifesaving arrangements);
- concerns novel/emerging technologies (e.g., IGF/alternative fuels, lithium-ion battery installations);
- modifies the design or maintenance basis of Coast Guard type approved equipment; or
- is not covered by the IMO/IACS/RO sources cited above. Where an IMO instrument explicitly states 'to the satisfaction of the Administration or recognized organization acting on its behalf,'

the RO may proceed consistent with this framework and the RO's rules; escalate only if a trigger above applies.

1.7 U.S. Supplement Equivalencies, Novel Designs, and Interim Measures for Emerging Technologies

An equivalency is any approved alternate arrangement, fitting, material, appliance, apparatus, equipment, calculation, information, or test that is at least as effective as that required by an international convention, Coast Guard regulation, or RO rule. ROs are not authorized to approve equivalencies on behalf of the Coast Guard. ROs should forward any equivalency requests, including those related to the requirements in this U.S. Supplement, to FlagStateControl@uscg.mil for appropriate action. Likewise, requests for an exemption or waiver should also be forwarded to FlagStateControl@uscg.mil for appropriate action.

When new technologies or standards are employed by the maritime industry, the Coast Guard retains the authority to establish standards in addition to those discussed below to ensure an equivalent level of safety until such time as the relevant gaps between U.S. standards, or interpretations, can be incorporated into the U.S. Supplement. In some rare circumstances the Coast Guard may retain authorities delegated to ROs by the ACP for novel systems or technologies not addressed by the supplement. In these instances, the Coast Guard will work with the RO to clearly establish roles and responsibilities for system design, construction, and survey. In all cases, the goal will be to use the ACP framework to the maximum extent practical without compromising the Coast Guard's responsibility for ensuring the safety of U.S. flag vessels.

1.7.1 Design Basis Agreement (DBA)

A vessel with unique operations or size, or with novel or highly complex systems included in its design, may not be able to meet IMO instruments, RO rules, and the U.S. Supplement in their entirety. The Design Basis Agreement (DBA) process may be applied to evaluate and document alternative acceptable design and construction methods. DBAs rely upon the Coast Guard's equivalency authorities under domestic regulations and international conventions and memorialize all equivalences and alternatives the Coast Guard will accept for a specific novel or highly complex design or configuration that are at least as effective as those specified in the applicable regulations or international conventions for inspection and certification. See the Office of Design and Engineering Standards (CG-ENG) Policy Letter 01-23 for details of the Design Basis Agreement process and submission guidance.

All equivalency requests should be submitted to FlagStateControl@uscg.mil, where CG-CVC will coordinate with the Marine Safety Center (MSC) for appropriate action. If the MSC determines a conceptual design requires a unique and well documented framework of standards, it will coordinate with CG-ENG who will lead the review of any application for a DBA. If a DBA is determined necessary, an application for a DBA should be submitted to CG-ENG before the vessel will be considered for provisional enrollment in the ACP by CG-CVC. In all cases, a vessel with a DBA will be subject to a review by CG-CVC to determine how well the vessel meets the ACP standard before final ACP enrollment is granted.

1.8 Maintenance of the U.S. Supplement

The Coast Guard, in consultation with ACP-authorized ROs, will maintain the U.S. Supplement so that it remains relevant with changes in vessel technology, design, and construction practices. Maintenance of the U.S. Supplement consists of an annual review of the current supplement and a review of proposed changes collected throughout the previous year. Accepted changes are published, as needed, in the U.S. Supplement. For applicability of the U.S. Supplement, see Section 1.2.

IMO actions may lead to harmonization or divergence of the requirements in IMO instruments and those in U.S. regulations. The U.S. delegation to the IMO meeting will notify the Supplement Manager, at flagstatecontrol@uscg.mil, if an IMO action affects the critical ship safety systems referenced in Section 1.6.

ROs may request that the U.S. Supplement be updated when discrepancies are found between the U.S. Supplement and IMO instruments, IACS Resolutions, or U.S. regulations. RO requests should be addressed to the Supplement Manager at flagstatecontrol@uscg.mil.

Coast Guard stakeholders, such as an OCMI, the Commanding Officer, Marine Safety Center, and Coast Guard headquarters offices including but not limited to CG-ENG and the Office of Operating and Environmental Standards (CG-OES), may request that the U.S. Supplement be revised when discrepancies are found between the U.S. Supplement and IMO instruments, IACS Resolutions, or U.S. regulations. Requests should be addressed to the Supplement Manager at flagstatecontrol@uscg.mil.

2 OPERATIONAL REQUIREMENTS FOR VESSELS IN SERVICE

U.S. operational requirements in the U.S. Supplement are those operational requirements within Chapter I of Title 46 CFR which are required of U.S. flag vessels, and which are in addition to the requirements in relevant international conventions and codes. U.S. operational requirements also include testing and maintenance requirements that are important for the safety of the crew, the vessel, and the environment. Note that the requirements of Title 33 CFR apply to all vessels operating in the U.S. and have not been restated in this U.S. Supplement. Similarly, U.S. requirements or operational limitations imposed by the United Sates Code must also be complied with regardless of enrollment in the ACP. This includes, but is not limited to, obtaining and maintaining a valid COI and conducting any inspections or tests required by law.

All vessels enrolled in the ACP must comply with the requirements contained in this section.

2.1 Requirements for All Vessels

The Coast Guard is responsible for ensuring compliance with the requirements in this section. However, compliance with these requirements may also be subject to sampling by an RO during an audit.

2.1.1 Marine Casualty Reporting

The Coast Guard will conduct marine casualty investigations as authorized and required by federal law. This does not include any imposed RO requirements to report damage or casualties of vessels enrolled in the ACP. In the event of a marine casualty, the owner, agent, master or person in charge of an ACP vessel must provide immediate notice to the Coast Guard as required by 46 CFR 4.05-1. Additional guidance is provided in NVIC 01-15.

2.1.2 Drug and Alcohol Program

A drug and alcohol testing program must meet the requirements of 46 CFR Part 16 and 46 CFR 4.06.

2.1.3 Certificate of Documentation (COD)

The Coast Guard is responsible for the issuance of CODs which are administered by the National Vessel Documentation Center (NVDC). Regulations governing CODs are contained within 46 CFR Part 67 and apply to any vessel of at least five net tons which engages in the fisheries on the navigable waters of the United States or in the Exclusive Economic Zone, or coastwise trade. Such vessels, unless exempt under 46 CFR 67.9(c), must have a Certificate of Documentation bearing a valid endorsement appropriate for the activity in which engaged.

2.1.4 Minimum Safe Manning

The Coast Guard retains the administration of safe manning for all vessels enrolled in the ACP. Likewise, the Coast Guard determines the eligibility for reduced manning based upon automation systems. The primary law and regulations for safe manning are contained in 46 USC Subtitle II, Part F and 46 CFR Part 15 respectively. Additional guidance for safe manning is provided in Marine Safety Manual Volume III. The vessel's COI serves as the minimum safe manning document under SOLAS V/14.

2.1.5 Crew Competency & Drills

The Coast Guard retains the verification of crew competency and drills as a precondition for issuance of a COI. Marine inspectors verify activities related to crew proficiency and drills for handling likely shipboard emergencies such as fires, a person overboard, abandon ship, failures of critical systems, pollution incidents, and security. The requirements for the scope, frequency, and documentation of these activities are contained in the applicable IMO instrument.

Additionally, all offshore workers carried onboard vessels certificated under Subchapter L must complete the safety orientation required by 46 CFR 131.320 and be included in the drills required by 46 CFR 131.530 and 46 CFR 131.535. On a vessel certificated under Subchapter I or I-A, all industrial personnel carried on board must be included in the drills required by 46 CFR 97.15-35 or 46 CFR 109.213, respectfully.

2.1.6 Annual Vessel Inspection Fee

Annual inspection fees (user fees) are required to be paid by the vessel owner or operator before the first annual inspection after the initial issuance of a COI. Public vessels of the United States, except for Maritime Administration vessels, are exempt from user fees. The table for user fees can be found in 46 CFR 2.10-101. For a vessel certificated for more than one service (multi-service vessel) must pay only the higher of the two applicable fees in Table 2.10-101. For a Seagoing ACP Towing Vessel inspected under 46 CFR Subchapter I, the user fees are specifically mentioned in the table.

An additional overseas examination fee must be paid for each vessel inspection and examination conducted outside the United States and its territories. This fee is in addition to the annual vessel inspection fee and must be paid by the vessel owner or operator prior to Coast Guard attendance. See 46 CFR 2.10-120 and 46 USC 3317 for additional details.

2.1.7 Retention of Records by the Public

Certificates or documents issued to the public, issued by other public agencies or private organizations, and the manufacturer of any equipment or material, which must be approved by or found satisfactory for use by the Commandant, as required by laws, rules, or regulations, shall be retained for the applicable period of time as specified in 46 CFR Subpart 2.95.

2.2 Portable Accommodation Modules (PAMs)

The Coast Guard has the overall responsibility for plan review and inspection activities for PAMs. However, ROs may use CG ENG Policy Letter No. 01-16, CH-1 for reviewing and approving the installation of PAMs on vessels enrolled in the ACP, for which the RO is issuing the relevant SOLAS safety certificates.

2.3 Tests and Inspections of Boilers

Power boilers that would otherwise be subject to 46 CFR Part 52 and heating boilers otherwise subject to 46 CFR Part 53, must comply with the requirements of 46 CFR 61.05. The cognizant OCMI may accept reports from the ACP-authorized RO as objective evidence that the required tests and inspections have been successfully completed. In either case, the required tests and inspections must be communicated and coordinated with the cognizant OCMI.

2.4 Fire Fighting Systems and Equipment

ROs are responsible for verifying compliance with these requirements during relevant surveys.

2.4.1 Fire Extinguishing System Maintenance and Testing – Operational Readiness and Maintenance

- Tank ships, as defined by Title 46 CFR, must maintain and test fire extinguishing systems in accordance with 46 CFR 31.10-18, and 147.60-67.
- Passenger vessels, as defined by Title 46 CFR, must maintain and test fire extinguishing systems in accordance with 46 CFR 71.25-20, and 147.60-67.
- Cargo and Miscellaneous vessels, as defined by Title 46 CFR, must maintain and test fire extinguishing systems in accordance with 46 CFR 91.25-20, and 147.60-67.
- Mobile Offshore Drilling Units, as defined by Title 46 CFR, must maintain and test fire extinguishing systems in accordance with 46 CFR 107.235, and 147.60-67.
- Offshore Supply Vessels, as defined by Title 46 CFR, must maintain and test fire extinguishing systems in accordance with 46 CFR 132.350, and 147.60-67.

- Oceanographic Research Vessels, as defined by Title 46 CFR, must maintain and test fire extinguishing systems in accordance with 46 CFR 147.60-67, 189.25-20, and 196.15-60.

2.4.2 Portable Fire Extinguishers

- Tank ships, as defined by Title 46 CFR, must maintain portable and semiportable fire extinguishers in accordance with 46 CFR 34.50, and NFPA 10.

- Passenger vessels, as defined by Title 46 CFR, must maintain portable and semiportable fire extinguishers in accordance with 46 CFR 76.50, and NFPA 10.

- Cargo and Miscellaneous vessels, as defined by Title 46 CFR, must maintain portable and semiportable fire extinguishers in accordance with 46 CFR 95.50, and NFPA 10.

- Mobile Offshore Drilling Units, as defined by Title 46 CFR, must maintain portable and semiportable fire extinguishers in accordance with 46 CFR 108.495, and NFPA 10.

- Offshore Supply Vessels, as defined by Title 46 CFR, must maintain portable and semiportable fire extinguishers in accordance with 46 CFR 132.220, and NFPA 10.

- Oceanographic Research Vessels, as defined by Title 46 CFR, must maintain portable and semiportable fire extinguishers in accordance with 46 CFR 193.50, and NFPA 10.

2.4.3 Hydrostatic Testing of Carbon Dioxide Cylinders/ Storage Tanks Associated with Fixed Gas Fire Extinguishing Systems

In accordance with CG-ENG Policy Letter 02-23, owners and operators of US flagged vessels subject to inspection may follow the hydrostatic testing requirements found in IMO MSC.1/Circ. 1318/Rev.1 in lieu of the requirements found in 46 CFR 147.65 for their high-pressure CO2 cylinders associated with fixed gas firefighting systems. Owners or operators who desire to change their existing hydrostatic testing requirements regime should notify their cognizant OCMI and RO. Any changes should be properly documented in MISLE and appropriate RO record.

Bulk storage tanks containing refrigerated liquefied CO2 for fire extinguishing systems must be tested and inspected in accordance with 46 CFR 61.10-5(g).

2.5 Lifesaving Equipment

ROs are responsible for verifying compliance with these requirements during relevant surveys.

2.5.1 Personal Life-Saving Appliances

Each infant-sized lifejacket, child-sized lifejacket and immersion suit must be appropriately marked and stowed separately from adult or extended-size devices.

Each lifejacket and immersion suit must be marked with the vessel's name.

Inflatable lifejackets, if carried, must all be of the same or similar design.

Each lifejacket, immersion suit, and anti-exposure suit container must be marked in block capital letters and numbers with the quantity, identity, and size of the equipment stowed inside the container. The equipment may be identified in words or with the appropriate symbol from IMO Resolution A.760 (18).

2.5.2 Life-Saving Appliances – Operational Readiness, Maintenance, and Inspections

Per NVIC 03-19, owners and operators of a U.S. flag vessels may follow IMO Resolution MSC.402(96) "Requirements for Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair Of Lifeboats and Rescue Boats, Launching Appliances and Release Gear" as referenced in SOLAS III.

2.6 Machinery Controls

All automatic, remotely controlled, or monitored vital systems addressed in 46 CFR Part 62 must have approved Design Verification and Periodic Safety Test Procedures available onboard for testing prior to issuance of the initial COI.

The RO, acting on behalf of the Coast Guard, should verify compliance with the annual testing requirements by reviewing shipboard records and conducting a representative sampling of tests. Manufacturer authorized testing reports are acceptable records, provided they conform to the approved periodic safety test procedure. If issues or problems are noted, the representative sampling should be expanded, and the cognizant OCMI should be notified if those issues could affect manning. The Coast Guard will conduct oversight during annual oversight exams.

3 U.S. SUPPLEMENTAL REQUIREMENTS AND INTERPRETATIONS

U.S. supplemental requirements are those provisions within Chapter I of Title 46 CFR related to the critical ship safety systems identified in Section 1.6 which are required of U.S. flag vessels in addition to the requirements in relevant international conventions, codes, and the RO's rules. Although this section is organized by IMO instrument, the Coast Guard evaluated the minimum IACS Resolutions to determine which requirements to include in this section. This section also includes the Coast Guard approval series for systems that are identified by an international standard for type approval by the Administration.

The requirements found in this section of the supplement will be applied to each vessel provisionally enrolled in the ACP, or undergoing a major modification, on or after the date found on the title page of this supplement. Generally, this section of the supplement will not be applied to an existing vessel fully enrolled in the ACP, or for an existing U.S. flag vessel entering the ACP for the first time. However, any alterations, modifications, new installations, or retrofitting on a vessel enrolled in the ACP must meet the standards set out in this U.S. Supplement, including any amendments or revisions to IMO instruments, the RO's rules, or this U.S. Supplement, including this section.

The requirements listed in this section apply to a vessel based on the applicability of the referenced IMO instrument parent cite, unless expressly stated otherwise. Note that some of the requirements in this section cite a requirement from a particular Title 46 CFR Subchapter. Unless stated otherwise, the applicability for the requirement in the U.S. Supplement is the same as the referenced IMO instrument parent cite, not the Title 46 CFR Subchapter applicability.

3.1 Supplemental Requirements and Interpretations Related to the International Convention for the Safety of Life at Sea (SOLAS)

3.1.1 SOLAS Chapter II-1 Construction – Structure, Subdivision and Stability, Machinery and Electrical Installations

3.1.1.1 SOLAS Chapter II-1/3-13 - Lifting appliances and anchor handling winches

Testing, inspection, and certification requirements for lifting appliances contained in IMO Res. MSC.532(107) are to be satisfied by either the RO or the International Cargo Gear Bureau, Inc. (ICGB). The provisions of paragraphs 2.1 and 2.4 of Res. MSC.532(107) apply to lifting appliances which have a safe working load (SWL) below 1,000 kg only to the extent that either the RO or ICGB, as appropriate, have requirements for lifting appliances with a SWL below 1,000kg.

3.1.1.2 SOLAS Chapter II-1/Part B – Subdivision and Stability: General and Part B-1 - Stability

When applying requirements of Part A of the 2008 IS Code, required by SOLAS II-1/5.1, all footnotes and references to other IMO guidance must be complied with. The inclining test required by SOLAS II-1/5.1 must be conducted according to Part B Chapter 8 of the 2008 IS Code. Within which, all actions listed as recommended must be complied with.

3.1.1.3 SOLAS Chapter II-1/26 – Machinery Installations: General

Valves employing resilient material as part of the closure mechanism, instead of a metal-to-metal disc/seat arrangement, must meet the leakage criteria defined in 46 CFR 56.20-15 if installed in the locations specified in that section.

Valves employing resilient material that meet the fire test and leakage requirements specified in API Standard 607 are considered acceptable for installations requiring Category A valves.

Pipes and piping components made of thermoplastic or thermosetting plastic materials, with or without reinforcement, are to conform to IMO Resolution A.753(18).

The Marine Safety Center's Technical Notes (MTNs) MTN 01-10 "Marine Safety Center Review of Systems Containing Plastic Pipe" and MTN 02-10 "Material Selection for Vital Piping Systems" are considered acceptable industry guidance for the design and installation of piping on board U.S. flag vessels.

3.1.1.4 SOLAS Chapter II-1/29 – Steering Gear

For AC steering motors, the steering gear feeder must be provided with instantaneous trip protection. Overload protection is not allowed.

3.1.1.5 SOLAS Chapter II-1/31 – Machinery Controls

All automatic, remotely controlled, or monitored vital systems addressed in 46 CFR Part 62 must have approved Design Verification and Periodic Safety Test Procedures available onboard for testing prior to issuance of the initial COI. Relevant Coast Guard interpretations for 46 CFR Part 62 can be found in MTN 02-11 "Review of Vital System Automation and Dynamic Positioning Systems Plans." All ACP Vessels must also comply with USCG requirements for vital system control design and testing found in 46 CFR 61.40, for which associated U.S. interpretations can also be found in MTN 02-11. Approved test procedures must be retained on board the vessel.

Propulsion safety trip control systems must not operate as a result of failure of the normal electric power source unless it is determined to be the failsafe state.

Sensors for the primary speed, pitch, or direction of rotation control in closed loop propulsion control systems must be independent and physically separate from required safety, alarm, or instrumentation sensors.

3.1.1.6 SOLAS Chapter II-1/42 & 43 – Emergency Source of Electrical Power in Passenger and Cargo Ships

A stop control for an emergency generator must be only in the space that has the emergency generator, except a remote mechanical reach rod is permitted for the fuel oil shutoff valves to an independent fuel oil tank located in the space.

There must be visible indicators in the machinery space to show when the automatically controlled emergency power source is supplying the emergency loads.

The emergency generator set must shut down automatically upon overspeed or operation of a fixed fire extinguishing system in the emergency generator room.

3.1.1.7 SOLAS Chapter II-1/45 – Precautions against Shock, Fire, and Other Hazards of Electrical Origin

All electrical installations in hazardous locations must comply with 46 CFR 111.105-3 except OSVs subject to the requirements of 46 CFR 111.106.

Testing and certification under relevant schemes must be conducted by an independent laboratory recognized by the Commandant, including IEC certified safe equipment approved under the IECEx Scheme. See accepted equipment laboratories listed under approval series 111.105 at https://cgmix.uscg.mil/EQLabs/. Certification solely under the ATEX scheme is not acceptable.

3.1.1.8 SOLAS Chapter II-1/46 – Additional Requirements for Periodically Unattended Machinery Spaces: General

The approval to operate minimally attended or periodically unattended machinery spaces (MAMS/PUMS) is subject to the requirements of 46 CFR Part 62.50. Endorsements for reduced manning and watchkeeping are retained by the USCG and must be captured on the vessel's certificate of inspection.

3.1.1.9 SOLAS Chapter II-1/57 – Requirements for Ships Using Low Flashpoint Fuels

The Coast Guard has determined Liquified Natural Gas (LNG) to be an acceptable low-flashpoint fuel for U.S. flag vessels enrolled in the ACP. In addition to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code), vessels enrolled in the ACP using LNG as fuel must meet the requirements of CG-ENG Policy Letter 01-12, CH-1. Other gaseous and low-flashpoint fuels may be proposed and evaluated on a case-by-case basis using the DBA process outlined in Section 1.7.

If there are conflicts between other requirements in this supplement, and the requirements for low-flashpoint fuels in CG-ENG Policy Letter 01-12, CH-1, the requirements in the policy letter take precedence for the low-flashpoint fuel system. In this context, the term "low-flashpoint fuel systems" is inclusive of all systems and components specifically covered by the IGF Code.

Acting as the Administration, all design risk assessments required by the IGF Code must be approved by the Marine Safety Center and all in-service inspection plans required by the IGF Code must be approved by CG-CVC.

3.1.2 SOLAS Chapter II-2 Construction – Fire Protection, Fire Detection and Fire Extinction

3.1.2.1 SOLAS Chapter II-2/4.2.2.5.1 – Fuel Oil Piping

The use of heat-sensitive materials [8] is prohibited in piping systems conveying flammable or combustible products.

3.1.2.2 SOLAS Chapter II-2/5.3 – Fire Protection Materials

Combustible insulation for pipes of cold service systems is approved on a case-by-case basis by CG-ENG's Lifesaving and Fire Safety Division. See section 3.3 for more information about Type Approvals.

3.1.2.3 SOLAS Chapter II-2/7 & FSS Code Chapter 9 – Fixed Fire Detection and Fire Alarm Systems

In cable runs, a conductor must not be used as a common return from more than one zone.

Each connection box must be constructed in accordance with NEMA 250 Type 4 or 4X, or IEC IP 56 of IEC 60529 requirements.

The capacity of each branch circuit providing power to a fire detection or alarm system must not be less than 125 percent of the maximum load.

The detectors, control panel, manual call points, and alarms must be listed in the approved component list for the Coast Guard approved system.

Zoning:

- The fire detection zone must not include spaces on more than one deck, except—
  - Adjacent and communicating spaces on different decks at the ends of the vessel having a combined ceiling area of not more than 3,000 sq. ft.
  - Isolated rooms or lockers in such spaces as mast houses or wheelhouse tops, which are easily communicable with the area of the fire detection circuit to which they are connected; and
  - Systems with addressable detectors and manual alarm stations that can have their status individually determined.
- Any fire detection zone with non-addressable detectors and manual pull stations must not contain more than 25 protected rooms or spaces.

A framed chart or diagram must be installed in the wheelhouse or control station adjacent to the detecting cabinet indicating the location of the detecting zones and giving operating instructions.

3.1.2.4 SOLAS Chapter II-2/7& FSS Code Chapter 9.2.4 – Fixed Fire Detection and Fire Alarm Systems – Installation Requirements

If a manual alarm system is installed, it must be used for no other purpose, except it may be incorporated with the fire detection system.

Detector spacing must be in accordance with the manufacturer's recommendation. Detector spacing in spaces with ceilings greater than 3 m (10 ft.) must be corrected in accordance with NFPA 72.

3.1.2.5 SOLAS Chapter II-2/9.2.3.1 – Methods of Protection in Accommodation Area (Cargo ships except tankers)

Only Method IC is acceptable. Methods IIC and IIIC are not permitted.

[8] Heat sensitive materials are those having a solidus melting point below 1700° F.

3.1.2.6 SOLAS Chapter II-2/9.2.3.3 – Fire Integrity of Bulkheads and Decks

No compartment that has an emergency power source or its vital components may adjoin a Category A machinery space or those spaces containing the main source of electrical power and its vital components.

3.1.2.7 SOLAS Chapter II-2/10.2.1.1 – Fire Main and Hydrants

Material selection for piping and components must be in accordance with 46 CFR 56.60 or ASTM F1155. Brass or bronze materials may be used in accordance with these standards.

Valves employing resilient material may be used in fire main systems provided they are Coast Guard acceptable Category "A" or positive shutoff valves.

3.1.2.8 SOLAS Chapter II-2/10.2.3.1.1 – Fire Hoses and Nozzles – General Specifications

Each section of fire hose must be lined commercial fire hose that conforms to Underwriters' Laboratories, Inc. Standard 19, or Federal Specification ZZ-H-451E.

3.1.2.9 SOLAS Chapter II-2/10.2.3.2.1 – Fire Hoses and Nozzles – Number and Diameter of Fire Hoses

The minimum hydrant and hose size is 40 mm (1.5 in.).

On passenger and cargo ships over 1500 gross tons, the minimum hydrant and hose size for interior and exterior locations is 65 mm (2.5 in.). Where 65 mm (2.5 in) hydrants and hose are required, two 40 mm (1.5 in) outlets with two 40 mm (1.5 in) hoses supplied through a splitter may be substituted.

On tankships over 125 m (400 ft. (L.O.A.)), the minimum hydrant and hose size for exterior locations is 65 mm (2.5 in.). Where 65 mm (2.5 in) hydrants and hose are required, two 40 mm (1.5 in) outlets with two 40 mm (1.5 in) hoses supplied through a splitter may be substituted. Please note that two hoses are required at exterior fire stations equipped with splitter fittings.

Where two 40 mm (1.5 in) hydrants and hoses are permitted instead of one 65 mm (2.5 in) hydrant and hose, both outlets operating simultaneously are to be considered as a single outlet to comply with the minimum number of jets criteria for fire pump capacity.

3.1.2.10 SOLAS Chapter II-2/10 & FSS Code Chapter 4 – Portable Fire Extinguishers [9]

Portable fire extinguishers are issued Coast Guard approvals by Underwriters Laboratories based on their performance and not by the quantity of the agent.[10]

3.1.2.11 SOLAS Chapter II-2/10.4 – Fixed Fire-Extinguishing Systems

CO_2 systems must have lock-out valves and odorizing units.

[9] CVC Policy letter 18-04 lists the needed size and location of portable fire extinguishers based on relevant Title 46 CFR regulations and vessel type.
[10] See 81 FR 48219 Section II Part B for additional information.

3.1.2.12 SOLAS Chapter II-2/10.5.4 – Fire-Extinguishing Arrangements in Machinery Spaces – Other Machinery Spaces

A CO_2 system is required in a ventilation system where an enclosed ventilation system serves an electric propulsion motor or generator.

3.1.2.13 SOLAS Chapter II-2/10.6 – Automatic Sprinkler, Fire Detection and Fire Alarm Systems for Accommodation and Service Spaces

Note: Water mist systems are not considered to be automatic sprinkler systems and are covered by Coast Guard Type approval as water mist systems.

Automatic sprinkler systems must also comply with NFPA 13-2025. Where SOLAS II-2/12 and NFPA 13 have similar requirements, the more stringent standard is to be satisfied.

The sprinkler heads, alarms, dry pipe valves, and actuating mechanisms must be listed or approved by a recognized independent testing lab as complying with chapter 25 of NFPA 13.

3.1.2.14 SOLAS Chapter II-2/10.6.4 – Fire-extinguishing Systems for the Protection of Deep-Fat Cooking Equipment

Fire-extinguishing systems for the protection of deep-fat cooking equipment which are UL listed (UL 300 Standard) or meet ISO 15371 are considered acceptable for U.S. flag vessels and are to follow the approved manufacturer's manual.

3.1.2.15 SOLAS Chapter II-2/10.8 & FSS Code Chapter 14 – Fixed Deck Foam System

Fixed deck foam systems, in addition to being Coast Guard approved, must meet the requirements contained in 46 CFR 34.20.

3.1.2.16 SOLAS Chapter II-2/11 – FRP Gratings on Open Deck

Use of Fiber-Reinforced Polymers (FRP) gratings on vessels must meet the structural fire integrity requirements and be limited to the authorized locations in accordance with ASTM F3059-24 Section 4 and Table X4.1. FRP gratings must be listed and labeled as meeting ASTM F3059-24 by an independent testing laboratory acceptable to the Coast Guard in accordance with 46 CFR 159.010.

3.1.2.17 SOLAS Chapter II-2/11.6 – Pressure-Vacuum Relief Valves for Cargo Tanks

Pressure-vacuum relief valves for cargo tanks must be Coast Guard type-approved in accordance with 46 CFR 162.017.

3.1.2.18 SOLAS Chapter II-2/13 – Means of Escape

The doors giving access to either of the two required means of escape must not be lockable, except that crash doors or locking devices, capable of being easily forced in an emergency, may be employed provided that a permanent and conspicuous notice is posted giving instructions on how to open the door, or the lock is attached to both sides of the door. This paragraph does not apply to outside doors to deckhouses where such doors are locked by key only, and such key is under control of one of the vessel's officers.

All public spaces having a deck area of over 28 m^2 (300 ft^2) must have at least two exits. Where practicable, the exits must give egress to different corridors, spaces, or rooms to minimize the possibility of one incident blocking both means of escape.

All interior stairways, other than those within the machinery spaces or cargo holds, must have a minimum width of 0.71 m (28 in.). The angle of inclination with the horizontal of such stairways must not exceed 50º.

3.1.2.19 SOLAS Chapter II-2/18.3.2 – Aluminum Helidecks

NVIC 9-97 CH-1 describes the conditions under which aluminum helidecks will be accepted on board U.S. flag vessels.

3.1.3 SOLAS Chapter III Life-Saving Appliances and Arrangements

3.1.3.1 SOLAS Chapter III/11 – Survival Craft Muster and Embarkation Arrangements

If a davit-launched survival craft is not intended to be moved to the stowed position with persons on board, the craft must be provided with a means for bringing it against the side of the vessel and holding it alongside the vessel to allow people to safely disembark after a drill.

3.1.3.2 SOLAS Chapter III/13 – Stowage of Survival Craft

Each liferaft must be arranged to permit it to drop into the water from the deck on which it is stowed, considering the height of the stowage location at maximum freeboard.

A liferaft stowage arrangement meets the above requirement if it:

- is outboard of the rail or bulwark;
- is on stanchions or a platform adjacent to the rail or bulwark; or
- has a gate or other suitable opening large enough to allow the liferaft to be pushed directly overboard and, if the liferaft is intended to be available for use on either side of the vessel, such gate or opening is provided on each side of the vessel.

On a tank vessel certificated to carry cargoes that have a flashpoint less than 60°C (140°F) as determined under ASTM D93-94, each lifeboat or launching appliance of aluminum construction must be protected by a water spray system meeting the requirements of 46 CFR 34.25.

3.1.3.3 SOLAS Chapter III/34 – Life-saving appliances and arrangements requirements

All lifesaving appliances which must comply with the standards in the LSA Code must be approved by the Coast Guard or reciprocally approved through an accepted alternative.[11] Those appliances required by SOLAS Chapter III, but without detailed specifications in the LSA Code, must be to the satisfaction of the Coast Guard, per SOLAS III/4. Additional equipment carried beyond minimum carriage requirements must either be approved by the Coast Guard or be accepted by the cognizant OCMI for use on the vessel.

Each unguarded fall must not pass near any operating position of the winch, such as hand cranks, payout wheels, and brake levers.

Each fall must have guards or equivalent protection where exposed to damage or fouling. Each fall that leads along a deck must be covered with a guard that is not more than 300 mm (12 inches) above the deck.

[11] See also: 46 CFR 2.75 Approvals of Safety Equipment, Materials et al.; 46 CFR 159.003 – Approval under Mutual Recognition Agreement; and NVIC 02-19 "Guide to Marine Equipment Approvals Covered by a Mutual Recognition Agreement."

3.1.4 SOLAS Chapter IV Radio Communications

Additional requirements for radio communications on U.S. flag vessels are found in Title 47 CFR, Telecommunication. Title 47 CFR requirements are not unique to vessels enrolled in the ACP and apply to all U.S. vessels subject to the applicability of each individual requirement.

3.1.5 SOLAS Chapter V Safety of Navigation

In addition to the supplemental requirement below, additional requirements for the safety of navigation on U.S. flag vessels are found in Title 33 CFR, Navigation and Navigable Waters. Title 33 CFR requirements are not unique to vessels enrolled in the ACP and apply to all U.S. vessels subject to the applicability of each individual requirement.

3.1.6 SOLAS Chapter VII Carriage of Dangerous Goods

In addition to the supplemental requirements below, additional requirements for the carriage of dangerous goods on U.S. flag vessels are found in Title 33 CFR, Navigation and Navigable Waters, and Title 49 CFR, Transportation. Title 33 CFR and Title 49 CFR requirements are not unique to vessels enrolled in the ACP and apply to all U.S. vessels subject to the applicability of each individual requirement.

ACP vessels which meet the applicability found in 46 CFR 153.1 for ships carrying bulk liquid, liquefied gas, or compressed gas hazardous materials must meet the requirements in 46 CFR 153. Additionally, guidance for the implementation of revisions to MARPOL Annex II and the IBC Code can be found in NVIC 03-06.

3.1.6.1 SOLAS Chapter VII Regulation 13 – Requirements for Gas Carriers

Each liquefied gas carrier proposed for enrollment in the ACP must comply with the following requirements in addition to the applicable standards contained within SOLAS and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code):

- Cargo containment systems must be an approved design,
- meet the enhanced grades of steel as required by 46 CFR 154.170,
- meet the transverse and longitudinal contiguous hull requirements of 46 CFR 154.174 and 176,
- and meet the additional requirements of 46 CFR 154.466 for all containment systems.
- The vessel must be designed such that the cargo pressure will be maintained for 21 days as set forth in 46 CFR 154.703 for methane cargo or 46 CFR 154. 701 for all other applicable cargoes, noting that the consumption of gas as fuel may be considered in how a vessel maintains its cargo pressure within its tanks.
- The pressure relief valves for the cargo containment system must be type approved to 46 CFR 162.018 or 162.017 in accordance with 46 CFR 154.801.
- The dry chemical powder system required by 46 CFR 154.1140 and IGC Code 11.4.1 must be type approved to 46 CFR 162.039. Equivalencies for USCG approval of equipment based on guidelines of MSC.1/Circ.1315, will be considered on a case-by-case basis.
- Equivalencies to any of the above mentioned type approved equipment should be submitted to FlagStateControl@uscg.mil.

Only methane (LNG) boil-off gas and conventional fuels may be used for fuel on a gas carrier. Other cargoes on dual-fuel vessels may be considered on a case-by-case basis by CG-ENG. See section 1.7 above for more information about new and novel technologies.

3.2 Supplemental Requirements and Interpretations Related to the International Convention for the Prevention of Pollution from Ships (MARPOL)

The requirements found in Title 33 CFR are in addition to the applicable requirements of MARPOL and the RO's rules. Title 33 CFR requirements are not unique to vessels enrolled in the ACP and apply to all U.S. vessels subject to the applicability of each individual requirement.

3.3 Coast Guard Type Approvals

The Coast Guard must approve equipment, materials, or installations required by IMO Instruments or Codes. The regulations in 46 CFR 2.75 address Coast Guard authority over approvals of safety equipment, materials and installations, and the regulations in 46 CFR 159.003 address Coast Guard approval pursuant to a Mutual Recognition Agreement (MRA). Neither these regulations nor 46 CFR Part 8 provide the regulatory authority to delegate type approval functions to a classification society. Therefore, the type approval certificates of the class society for the vessel enrolled in ACP cannot be used to meet Coast Guard type approval where required by U.S. regulations. For U.S. flag vessels, the Coast Guard issues type approvals for a variety of equipment and materials including fire suppression equipment, structural fire protection materials, navigation equipment, pollution prevention equipment, and life-saving appliances, generally through independent laboratory testing, inspection, and oversight.

While the Coast Guard recognizes some class societies to perform the role of an independent laboratory, per 46 CFR 159.010, it is a separate and distinct regulatory program from the ACP. Class societies accepted by the Coast Guard to perform functions under both the ACP and independent laboratory programs do not have the unique authority to make decisions on behalf of the Coast Guard in matters related to Coast Guard type approval or regarding the modification to installed equipment holding Coast Guard approval.

All Coast Guard approved equipment receives an approval number and must be permanently marked with that number. The first six digits of an approval number assigned by the Coast Guard are the approval series. Where approval is based on a subpart of 46 CFR Subchapter Q (i.e., Parts 159 to 164), the approval series corresponds to the number of the subpart.

CGMIX provides a listing of current and formerly approved equipment and materials. CGMIX is a publicly available, searchable database maintained by the Coast Guard. CGMIX only lists products approved by the Coast Guard and does not include those products approved under any MRA.

The Marine Equipment Directive (MED) Portal provides a listing of MED products with Coast Guard approval under the MRA. The MED Portal contains general approval information similar to "CGMIX" and has information about the MarED Group, Notified Bodies, and the MED. Access to the product database on the MED website is available to the public; however, registration is needed to access the free membership.

The United Kingdom (UK) posts a list of marine equipment which has been granted UK conformity assessment certification on its marine equipment approval database website. The Maritime and Coastguard Agency (MCA) website contains general approval information similar to "CGMIX" and has information on Approval Bodies and the text of UK technical regulations and associated annexes.

For information on the MRAs, including how to find and verify Coast Guard approved products, and a complete list of all product categories currently eligible under the MRAs, see NVIC 02-19, CH-2, "Guide to Marine Equipment Approvals Covered by a Mutual Recognition Agreement (MRA)".

Streamlined type approval equivalency requests should be submitted to the USCG through the RO in accordance with Section 1.7 above. Requests must include the vessel name, IMO number, existing approval certificates and the approval standards, approving body, and justification for the request. For new or replacement equipment, which is not a replacement-in-kind, requests should be submitted prior to purchase and installation. Requests for an expedited review must justify operational impacts. Approval authority for these requests remains with the USCG and is not delegated to the ACS. Equivalencies will not be considered for marine sanitation devices, ballast water treatment systems, or other systems or equipment where the U.S. has specific national requirements for all vessels in U.S. waters.

Life-saving appliances carried on board a vessel beyond the minimum carriage requirements must be approved equipment or be acceptable to the cognizant OCMI for use on the vessel.

3.3.1 Coast Guard Type Approval Series for Statutory Certificates

Products marked with an approval number containing one of the following Coast Guard approval series must be used on vessels enrolled in the ACP:

Life Saving Appliances	
160.017	Embarkation-Debarkation Ladders (only if marked "SOLAS 74/83")
160.040	Line-Throwing Appliances
160.115	Launching Appliances – Winches
160.118	Rigid Liferafts
160.121	Hand Red Flares
160.122	Floating Orange Smoke Signals
160.132	Launching Appliances – Davits
160.133	Release Mechanisms (on-load/offload) for Lifeboats and Rescue Boats
160.135	Lifeboats[12]
160.136	Rocket Parachute Flares
160.150	Ring Life Buoys
160.151	Inflatable Liferafts
160.155	Lifejackets
160.156	Rescue Boats
160.157	Self-Activating Smoke Signals
160.162	Hydrostatic Release Units
160.163	Liferaft Launching Appliance
160.170	Liferaft Automatic Disengaging Apparatus
160.171	Immersion Suits
160.174	Thermal Protective Aids
160.175	Marine Evaluation Systems
160.176	Inflatable Lifejackets (SOLAS)
161.010	Floating Electric Water Lights
161.012	Lifejacket Lights
163.003	Pilot Ladders

Interior Finishes and Furnishings	
164.106	Primary Deck Coverings (SOLAS)
164.109	Non-Combustible Materials (SOLAS)
164.111	Draperies, Curtains & Other Suspended Textiles (SOLAS)
164.112	Interior Finish (Bulkheads and Ceiling Finishes) (SOLAS)
164.117	Floor Finishes (SOLAS) (aka Floor Coverings)
164.141	Plastic Pipes
164.142	Bedding Components
164.144	Upholstered Furniture
164.201	Fire-Resisting Materials for High-Speed Craft (aka Fire Restricting Materials)

Combustible Insulation for Cold Service Piping (Approval Series 164.143) is approved on a case-by-case basis by the Commandant (CG-ENG).

[12] Replacement of a release hook installed in a Coast Guard approved lifeboat constitutes a modification of approved equipment and may not be undertaken without prior approval from the Commandant (CG-ENG).

Structural Fire Protection (Fire resistant divisions)	
164.105	Deck Assemblies (A-60) (SOLAS)
164.107	Structural Insulation (A-60) (SOLAS)
164.108	Bulkheads (B-0 and B-15) (SOLAS)
164.110	Continuous Ceilings (SOLAS)
164.136	Fire Doors
164.137	Windows
164.138	Fire Stops (Penetration Seals)
164.139	Dampers
164.140	Penetration Seals H-Class
164.146	Fire Door Control Systems (SOLAS)
164.207	Fire-Resisting Divisions for High-speed Craft
164.236	Doors H-Class
164.237	Windows H-Class
164.307	Structural Insulation H-Class

Fire Suppression[13]	
162.027	Combination Fire Hose Nozzles
162.028	Portable Fire Extinguishers (PFE)[14]
162.029	Fixed Fire Extinguishing Systems (Pre-Engineered)[15]
162.033	Foam Type Fire Extinguishing Systems
162.035	Halon 1301 Type Fire Extinguishing Systems (Obsolete)
162.038	Carbon Dioxide Type Fire Extinguishing Systems
162.039	Semi-Portable Marine Type Fire Extinguishers
162.127	Fire Monitors and Nozzles
162.135	Water Mist Fire Extinguishing Systems
162.136	Water Spray Systems for Machinery Spaces (IMO)
162.138	Water-Based Fire Systems for Vehicle Spaces (IMO)
162.161	Engineered Halocarbon Fire Ext. Systems (and Clean Agent Fire Ext. Systems)
162.162	Engineered Inert Gas Fire Extinguishing Systems

Fire Detection Systems	
161.002	Fire Detection Systems

Other Systems	
159.015	Sewage Pollution Prevention Equipment
162.017	Pressure-Vacuum Relief Valve for Tank Vessels
162.018	Liquefied Compressed Gas Safety Relief Valve
162.050	Pollution Prevention Equipment (OWS)
162.050	Pollution Prevention Equipment (Bilge Alarm)
162.055	Oil Water Interface Detectors
162.060	Ballast Water Management Systems
162.063, 63.25-9	Incinerators

[13] Fixed fire suppression systems must be designed, constructed, and installed in accordance with the terms of the Coast Guard Certificate of Approval (COA) including any drawings, specifications, or manuals referenced on the COA.
[14] Performance based PFE are discussed in CVC Policy letter 18-04.
[15] In accordance with 46 CFR 95.16, the design and installation must be in accordance with the Coast Guard Type Approved manufacturer's manual. The requirements of 46 CFR 95.16 apply to all Fixed Fire Extinguishing Systems on ACP vessels. Where SOLAS and the Coast Guard Type Approved manufacturer's manual have dissimilar requirements (such as agent required calculations) the higher standard is to be satisfied.

Navigation	
165.101	Magnetic Compasses
165.102	Transmitting Heading Devices (THD) (formerly Electromagnetic Compass)
165.103	Gyrocompasses
165.105	Speed and Distance Measuring Equipment (SDME)
165.106	Rate of Turn Indicator
165.107	Echo-Sounding Equipment
165.110	Heading Control System
165.112	Track Control System
165.115	Shipborne Radar – Category 1 (Category 1C with Chart Option)
165.116	Shipborne Radar – Category 2 (Category 2C with Chart Option)
165.117	Shipborne Radar – Category 3 (Category 3C with Chart Option)
165.123	Electronic Chart Display and Information System (ECDIS)
165.124	ECDIS Back-up Equipment
165.130	Global Positioning System (GPS) Equipment
165.131	Global Navigation Satellite System (GLONASS) Equipment
165.132	Maritime Radio Beacon Receiver Equipment for Differential Global Position System (DGPS) Equipment
165.133	Maritime Radio Beacon Receiver Equipment for Differential Global Navigation Satellite System (DGLONASS) Equipment
165.134	Combined Global Position System and Global Navigation Satellite System (GPS/GLONASS) Receiver Equipment
165.137	Galileo Receiver Equipment
165.141	Integrated Navigational System
165.142	Bridge Navigational Watch Alarm System (BNWAS)
165.150	Voyage Data Recorder (VDR)
165.151	Simplified Voyage Data Recorder (S-VDR)
165.155	Shipborne Automatic Identification System (AIS)
165.160	Radar Reflector
165.165	Sound Reception System
165.166	Daylight Signaling Lamp
165.167	Rudder Angle Indicator
165.168	Propeller Revolution Indicator
165.169	Pitch Indicator
165.203	Gyrocompass for High Speed Craft
165.207	Long Range Information Tracking (LRIT)
165.210	Heading Control System for High Speed Craft (Formerly Automatic Pilot)
165.216	Shipborne Radar – Category 1H for High Speed Craft (Category 1HC with Chart Option)
165.217	Shipborne Radar – Category 2H for High Speed Craft (Category 2HC with Chart Option)
165.251	Night Vision Equipment for High Speed Craft
165.252	Searchlight for High Speed Craft

3.3.2 Items not type approved by the Coast Guard

(a) Breathing Apparatus are not type approved. They must be NIOSH-approved as pressure demand, open circuit, self-contained type, of 30-minute duration and with a full-face piece. (Ref: 46 CFR 77.35-5(b) and 46 CFR 96.30-5).
(b) Firefighting outfits are not type approved. They must meet NFPA 1971, Standard on Protective Ensemble for Structural Fire Fighting (Ref: NVIC 6-01).
(c) Firehoses are not type approved. They must be lined commercial firehose that conforms to Underwriters' Laboratories, Inc. Standard 19, or Federal Specification ZZ-H-451E. Hose that bears the label of Underwriters' Laboratories, Inc. as lined firehose is accepted as conforming to this requirement. (Ref: 46 CFR 34.10-10 and 46 CFR 95.10-10).
(d) Emergency Escape Breathing Devices (EEBD) are not type approved. They must meet Enclosure (2) of NVIC 6-02.

3.4 Accommodations for Officers and Crew

Accommodations on vessels engaging in international voyages should be documented in accordance with the Maritime Labor Convention voluntary inspection program established in NVIC 02-13, CH-1.

Vessels not engaged on international voyages may comply with the standards documented in the relevant certifying subchapter in lieu of NVIC 02-13, CH-1. These standards are as follows:

Subchapter D	Tank Vessels	46 CFR 32.40
Subchapter H	Passenger Vessels	46 CFR 72.20
Subchapter I	Cargo Vessels	46 CFR 92.20
Subchapter L	OSV	46 CFR 127.250-280
Subchapter U	Research Vessels	46 CFR 190.20

3.5 Lithium-Ion Battery Installations

Lithium-ion batteries are an evolving technology. Many ROs have their own standards, but at present there is no unified IACS standard. Therefore, lithium-ion battery installations should follow the design guidance of CG-ENG Policy Letter 02-19. The MSC, in collaboration with CG-ENG and CG-CVC, will review RO requests for acceptance of their class rules as equivalent to this policy letter on a case-by-case basis. Such "case-by-case" equivalencies may be granted for a specific vessel or as a standing authorization for the use of a specific RO's rules.

4 SUPPLEMENTAL REQUIREMENTS SPECIFIC TO CERTAIN TITLE 46 CFR, CHAPTER I, INSPECTION SUBCHAPTERS

4.1 Subchapter D – Tank Vessels

4.1.1 Vapor Control Systems

The requirements of 46 CFR Part 39 are applicable to vapor control systems subject to the applicability found in 46 CFR 39.1001.

4.2 Subchapter L – Offshore Supply Vessels

Offshore Supply Vessels (OSV), certificated under 46 CFR Subchapter L, are afforded certain design and operational considerations that can be different from vessels certificated under other subchapters of the CFR. For this reason, this section of the U.S. supplement contains specific requirements for OSVs, certificated under Subchapter L, including those greater than 6000 GT, enrolled or proposed for enrollment in the ACP.

Where no additional instructions, interpretations, or requirements are provided in this section, the requirements that make up the ACP standard set out elsewhere in this U.S. Supplement, IMO instruments, or the RO's rules should be applied as written.

4.2.1 Operational Requirements

This section applies to each OSV certificated under 46 CFR Subchapter L enrolled in the ACP.

Operational limitations may be placed on a vessel's Certificate of Inspection for international voyages based on the vessel's design or the equipment carried on board. For example, the number of offshore workers carried on board may be a higher number domestically than internationally based on the vessel's design and equipment. In all cases, the vessel's Certificate of Inspection will reflect the domestic allowance and any operational restriction when traveling international. International certificates should only reflect the conditions allowed when traveling internationally.

4.2.1.1 Carriage of Flammable, Combustible, or Noxious Liquid Substances in Bulk

CG-ENG Policy Letter 03-12, CH-1, "Policy on the Implementation of IMO Resolution A.673(16) for Offshore Supply Vessels" provides the U.S. interpretations of Res. A.673(16) for offshore supply vessels carrying limited amounts of hazardous and noxious liquid cargoes in bulk. CG-ENG Policy Letter 03-23, "Guidance for the U.S. implementation of the Code for the Transport and Handling of Noxious Liquid Substances in Bulk on Offshore Support Vessels – OSV Chemical Code" provides interpretations for IMO Resolution A.1122(30) -- the OSV Chemical Code.

4.2.1.2 Carriage of offshore workers

Offshore workers may be carried aboard an OSV if certificated under Subchapter L. The maximum number of offshore workers authorized for carriage will be endorsed on the vessel's Certificate of Inspection; changes to the number of authorized offshore workers must be approved by the Officer in Charge, Marine Inspection.

For an OSV not issued an Industrial Personnel Safety Certificate, and in addition to adequate lifesaving and accommodation arrangements, an OSV carrying offshore workers must comply with the following:

0-16 offshore workers	No additional requirements
17-36 offshore workers	Damaged stability in 46 CFR 174.205
More than 36 offshore workers	Construction and Arrangements per 46 CFR 127 subpart F

No more than 12 offshore workers may be carried aboard an OSV certificated under Subchapter L when on an international voyage, unless the vessel holds a valid Passenger Ship Safety Certificate or Industrial Personnel Safety Certificate.

4.2.1.3 Carriage of passengers

No passengers may be carried aboard an OSV, except for an emergency.

4.2.2 Design Requirements

The requirements found in this section of the supplement will be applied to each OSV provisionally enrolled in the ACP, or undergoing a major modification, on or after the date found on the title page of this supplement. Generally, this section will not be applied to an existing OSV fully enrolled in the ACP, or for an existing U.S. flag OSV entering the ACP for the first time.

4.2.2.1 Construction and Arrangements of Accommodations for Offshore Workers

The construction and arrangement of accommodations for offshore workers must meet the requirements of 46 CFR 127.280(b).

4.2.2.2 Fire monitors

When a fire monitor is connected to the fire main system, it must lead from a discharge manifold near the fire pump. Each fire monitor must be fitted with a shut-off valve at the monitor and at the connection to the fire pump discharge manifold.

4.2.2.3 Fire stations

A suitable hose rack or other device must be provided for each fire hose. Each rack on a weather deck must be placed to protect its hose from heavy weather.

4.2.2.4 Intact and damage stability requirements

All OSVs must comply with the intact and damage stability requirements of either (a) IMO Res. MSC.235(82), sections 2 and 3, as amended by Res. MSC.335(90) (the IMO Guidelines for the Design and Construction of Offshore Supply Vessels, 2006) or (b) 46 CFR Part 174, Subpart G.

4.2.2.5 OSV of at least 6,000 gross tonnage

All OSVs of at least 6,000 gross tonnage must comply with the following:

46 CFR 111.05-20 *	Grounded distribution systems on OSVs designed to carry flammable or combustible liquids
46 CFR 127.225	Structural fire protection
46 CFR 129.570	Overfill Protection
46 CFR 132.100(d)	General - fire pumps, fire hoses and nozzles
46 CFR 132.200(b)	General – portable and semiportable fire extinguishers
46 CFR 132.365	Emergency outfits
46 CFR 132.390 *	Added requirements for carriage of flammable or combustible cargo

* For OSVs that carry no more than 20% of its deadweight in diesel or diesel blends (including fuel) and oils of grade E and below, these requirements do not apply.

4.3 Subchapter U – Oceanographic Research Vessels

Vessels certificated under 46 CFR Subchapter U, Oceanographic Research Vessels, may comply with the Code of Safety for Special Purpose Ships (SPS Code) as an alternative to the CFR requirements. While the SPS Code is written using non-mandatory language (e.g., "should"), when used as the alternative to CFR requirements the SPS Code is to be applied in its entirety and all sections as mandatory.

When conducting the formal safety assessment detailed in Chapter 7, Dangerous goods, of the SPS Code, the regulatory requirements found in 46 CFR 190.05-20, 46 CFR Part 194 and 46 CFR 196.80 for handling, use and control of explosives and other hazardous materials should be used as a guide.

5 RECORD OF REVISIONS

Date	Revision
12 NOV 2025	• Updated paragraph 1.2 to expand the U.S. Supplement applicability to all vessels enrolled in the ACP. • Provided additional guidance for the application of the U.S. Supplement in paragraph 1.6. • Updated and expanded paragraph 1.7 to more broadly discuss new and novel technologies not explicitly covered by the U.S. Supplement or Coast Guard regulation or policy. • Expanded section 2 of the U.S. Supplement to include maintenance and testing requirements applicable to all vessels enrolled in the ACP. • Added paragraphs 2.1.6, 2.1.7, and 2.3. • Moved the requirements for testing and maintaining lifesaving and firefighting systems to section 2, as the new sections 2.4 and 2.5 respectively, from section 3 of the previous iteration of the U.S. Supplement. • Moved the requirement for annual testing of periodic test procedures to section 2 from section 3 of the previous iteration of the U.S. Supplement. • Updated the applicability of section 3 to align with the new applicability of the U.S. Supplement. • Updated paragraphs 3.1.1.1 and 3.1.1.2 to more clearly state U.S. requirements. • Updated paragraph 3.1.1.7 to align with updated U.S. requirements in 46 CFR, Chapter I, Subchapter J. • Updated paragraph 3.1.1.8 to more clearly state the U.S. requirements. • Added paragraph 3.1.1.9 to now cover low-flashpoint fuels under the ACP. • Updated paragraph 3.1.6.1 to streamline the requirements for U.S. flag gas carriers under the ACP. • Updated paragraph 3.3 to provide additional guidance for finding Coast Guard approved equipment under an MRA. • Added paragraphs 3.4 and 3.5 for Officer and Crew Accommodations and Lithium-ion Battery Installations, respectively. • Added section 4 to the U.S. Supplement. This new section provides specific requirements for certain inspection subchapters that have unique requirements not contained elsewhere.

APPENDIX 1: U.S. SUPPLEMENT REVISION PROCESS

Purpose

To provide a procedure for the maintenance of the U.S. Supplement for U.S. flag vessels enrolled in the ACP.

Action

The Coast Guard, in consultation with ACP-authorized ROs, will maintain the U.S. Supplement so that it remains relevant with changes in vessel technology, design, and construction practices.

Maintenance of the U.S. Supplement

Maintenance of the U.S. Supplement consists of an annual review of the current supplement and a review of suggested changes compiled throughout the previous year. Accepted changes during the annual review are published in the U.S. Supplement as needed.

IMO actions may lead to harmonization or divergence of the requirements in IMO instruments and those in U.S. regulations. The U.S. delegation to the IMO meeting will notify the Supplement Manager, at flagstatecontrol@uscg.mil, if an IMO action affects the critical ship safety systems referenced in Section 1.6.

ROs may request that the U.S. Supplement be updated when discrepancies are found between the U.S. Supplement and IMO instruments, IACS Resolutions, or U.S. regulations. RO requests should be addressed to the Supplement Manager at flagstatecontrol@uscg.mil.

Coast Guard stakeholders, such as OCMIs, the Commanding Officer, Marine Safety Center, and headquarters offices including but not limited to CG-ENG and CG-OES, may request that the U.S. Supplement be revised when discrepancies are found between the U.S. Supplement and IMO instruments, IACS Resolutions, or U.S. regulations. Requests should be addressed to the Supplement Manager at flagstatecontrol@uscg.mil.

Proposed Changes to the U.S. Supplement

Once a discrepancy between the U.S. Supplement and an IMO instrument, IACS requirement, or U.S. requirement is submitted, the Supplement Manager will conduct a review of the request. This review is to gain a complete understanding of the discrepancy so the appropriate action can be taken to resolve the discrepancy. For each request, the Supplement Manager will complete a Coast Guard Corrective Action Request (CAR), Coast Guard form CG-5200.1, for the needed change.

The Supplement Manager will continually work with the appropriate Coast Guard Subject Matter Experts to assess each CAR to determine if the discrepancy changes the gap addressed by the U.S. Supplement. If it does, the needed change will be included in the next U.S. Supplement revision.

Determining Critical Ship Safety Systems for Inclusion in the U.S. Supplement

Critical ship safety systems included in the U.S. Supplement are those systems whose failure in whole or in part would pose immediate risk to the crew, vessel, or the environment, and, in the opinion of the Coast Guard, are not adequately covered by IMO instruments or IACS Resolutions.

Criteria considered when determining which critical ship safety systems are to be included in the U.S. Supplement:

1. Would failure of the item pose immediate risk to the crew, vessel, or the environment?
2. Does the item deal with Type Approval of equipment?
3. Is the item addressed in Title 46 CFR, chapter I?
4. Was there a recent casualty, identified casualty trend, or Coast Guard safety recommendation which requires the item to be addressed?
5. Is there a technical study by an RO, Administration, or technical society that cites a gap in U.S. statute or regulation, or international convention or code?

Publishing U.S. Supplement Revisions

Following the release of a U.S. Supplement revision, the Supplement Manager will draft and publish a Maritime Commons Blog Post. The Blog Post will announce the revised U.S. Supplement and summarize the changes. All U.S. Supplements are published on the Flag State Control website: Alternate Compliance Program.