

## MSP FACTS

- Congress originally established MSP in 1996 as a 10-year program for up to 47 vessels in U.S. registry. Expanded to 60 U.S.-Flag vessels in 2003, MSP is currently authorized through 2035.
- MSP maintains a core fleet of U.S.-flag, privately-owned ships operating in international commerce which are also available under agreement to provide capacity needed to meet Department of Defense (DOD) requirements during armed conflicts and national emergencies.
- All MSP dry cargo ships are enrolled in the Voluntary Intermodal Sealift Agreement.
- MSP tankers are enrolled in the Voluntary Tanker Agreement.
- Approximately 130,000 20-foot equivalent units (TEUs) of container capacity, 3.4 million square feet of RO/RO and heavy-lift capacity, and 666,800 Bbls of tanker capacity are committed to DOD through MSP obligations.
- MSP ship crews are a major source for the DOD surge fleet. The MSP contributes approximately 2,400 mariner positions to the U.S. deepwater seafarer base.



PRESIDENT KEN-



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<http://www.marad.dot.gov>

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U.S. Department  
of Transportation

## The Maritime Security Program

*Meeting National Sealift Resilience  
Needs*



LIBERTY PROM-

## Maritime Security Program - At A Glance -

The Maritime Security Program (MSP) was first enacted in 1996, and originally comprised a fleet of 47 U.S.-flag, militarily useful merchant vessels engaged in international trade. Congress expanded MSP to 60 vessels in 2003, and has authorized MSP through 2035.

The Secretary of Transportation, in consultation with the Secretary of Defense, established a fleet of active, commercially viable, militarily useful, privately-owned vessels that operate in the foreign commerce of the United States—the Maritime Security Fleet.

Congress authorized the current 60 ship MSP fleet on the basis that it is the most

**MSP is a vital element of our military's strategic sealift and global response capability.**

effective and cost-efficient means of meeting both the international trade resilience needs and the current and projected sealift requirements for the United States of America.

**MSP is designed to provide sustainment sealift for national emergencies at minimal cost.**

The MSP provides financial assistance to operators of U.S. flag vessels that meet certain qualifications. Participating operators are required to make their ships and commercial transportation resources available upon request by the Secretary of Defense during times of war or national emergency.

**MSP delivers assured universal, unilateral power projection for the Department of Defense.**

The MSP maintains a strong, modern U.S.-flag fleet providing military access to vessels and vessel capacity as well as a vast global, intermodal transportation network. This network includes not only vessels, but logistics management services, infrastructure and terminals facilities. The MSP helps retain a labor base of skilled American mariners who are available to crew the U.S. Government-owned strategic sealift fleet, as well as the U.S. commercial fleet, both in peace and war.

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<u>MSP Operators</u>	<u>Vessels</u>
American International Shipping, LLC	1
APL Marine Services, Ltd.	8
APL Maritime, Ltd.	1
Argent Marine Operations, Inc.	1
Farrell Lines Incorporated	5
Fidelio Limited Partnership	8
Hapag-Lloyd USA, LLC	5
Liberty Global Logistics, LLC	3
Mykonos Tanker Corporation	1
Maersk Line, Limited	18
Patriot Shipping, LLC	2
Santorini Tanker Corporation	1
Waterman Steamship Corporation	2
Waterman Transport, Inc.	4

~~26 Containerships — tot. cap. 120,761 TEUs~~

6 Geared Cont.'s — tot. cap. 8959 TEUs

18 RO/ROs — tot. cap. 3.08M sq. ft.

6 Heavy Lifts — tot. cap. 335,659 sq. ft.

2 Product Tankers — cap. 333,400 Bbls. each

~~The ship capacity and associated intermodal capabilities of the MSP dry cargo vessels are enrolled in the Voluntary Intermodal Sealift Agreement (VISA) program, the government's sealift emergency preparedness program.~~