

FREQUENTLY ASKED QUESTIONS	
COMMENTS	RESOLUTION
Request Consolidation (CONSOL) stations drawing and specifications to determine whether the vessel has sufficient deck space and size to support installation. (Deck reinforcement will be required)	CONSOL station drawings are available on MARAD's TSP webpage: https://www.maritime.dot.gov/national-security/strategic-sealift/tanker-security-program
Responsibility for design, modification, installation of the CONSOL stations? (i.e. U.S. Government or Vessel Owner/Operator)	Utilizing the CONSOL supporting documents found on MARAD's Tanker Security Program webpage (https://www.maritime.dot.gov/national-security/strategic-sealift/tanker-security-program), and in consultation with the Navy's Military Sealift Command and Naval Surface Warfare Center Underway Replenishment Division, the vessel owner/operator will be responsible for designing and installing, at government expense, a CONSOL system suitable to the individual vessel.
Specifications for berthing accommodations for the additional 12 crew for CONSOL, security and communication crew augmentation. Specifically, are bunk rooms similar to a Suez Room allowed or must they be individual cabins?	Bunk rooms are acceptable
Will the TSP Operating Agreement have a similar requirement to the Maritime Security Program (MSP) of requiring U.S. Merchant Marine Academy cadets onboard in both times of peace and war/national security situation/emergency?	Yes. The Agreement Holder must agree: (1) To carry on the fleet vessel two United States Merchant Marine Academy cadets, if available, on each voyage; and (2) To implement prior to accepting an Operating Agreement appropriate policies, programs, and criteria necessary to comply with all MARAD cadet safety guidelines that address sexual harassment, sexual assault, and other inappropriate conduct.
Responsibility of design, modification, installation of additional berthing accommodations? (i.e. U.S. Government or Vessel Owner/Operator)	The Vessel owner/operator is responsible for the design, modification, and installation of additional berthing accommodations.
Must vessel obtain a Certificate of Inspection (COI) from U.S. Coast Guard to accommodate carrying additional crew for CONSOL operations and Communications?	It is the vessel's responsibility to obtain and maintain a Certificate of Inspection from the U.S. Coast Guard.
If additional Safety of Life at Sea (SOLAS) equipment required to support additional crew, who is responsible for installation and annual maintenance? (i.e. U.S. Government or Vessel Owner/Operator)	The vessel owner/operator is responsible for installing and maintaining all SOLAS equipment onboard the vessel.
Must the CONSOL operators and Communications crew be onboard at all times, or must they only be available with short term notice. If short term notice is acceptable, what is that time-frame.	CONSOL operators and Communications Crew will be assigned to the vessel as needed during contingency operations or during exercises when the vessel is on charter to the Department of Defense.
Are CONSOL operators and communications expected to be Civilian Mariners or Military Sealift Command Contract Mariners?	Manning support for CONSOL and military communications is still being worked out.
Specifications for communications facility capability to integrate secure communications equipment. Specifically: a. Will the equipment be permanent or Temporary? b. Space requirements? c. Antenna capability requirements? (i.e. Very High Frequency (VHF) or Ultra High Frequency (UHF), etc.)	Please refer to MARAD's TSP Webpage for technical details.

<p>Given that FY2022 National Defense Authorization Act (NDAA) disqualifies vessels that participate in long-term charters (defined as greater than 180 days), will TSP participants also be prevented from receiving both Charter Fee and the TSP Stipend payment for the duration of the Charter?</p>	<p>While under charter to the U.S. government, TSP participants may receive both charter fees and the TSP stipend during the length of charter to government so long as that charter is under 180 days.</p>
<p>For the reflag process, may the vessel owner/operator utilize the Maritime Security Program (MSP) Expedited Reflag process? (i.e. utilization of U.S. Coast Guard Navigation and Vessel Inspection Circular (NVIC) 01-13 dated 12 FEB 2013 with Change 1 date 4 June 2015)</p>	<p>1. Yes you may use the MSP Expedited Reflag process. NVIC 01-13's Purpose states that the guidance applies to foreign flag vessels eligible for a Certificate of Inspection (COI) issued by the Coast Guard under the provisions of Title 46 U.S. Code 53102, or a voluntary sealift support program. For the purposes of the NVIC, the term MSP includes other voluntary sealift support programs administered by MARAD.</p>
<p>The solicitation does not specify how long the vessel owner/operator has to document the vessel as U.S.-flag after acceptance into TSP. What is the latest date for the vessel to shift to U.S. Registry? (i.e. 180 days or some other period)</p>	<p>MARAD is willing to work with Agreement Holders to ensure a reasonable documentation period is realized.</p>
<p>If the vessel is not operating in the Indo-Pacific region, is there a time specified to be able to shift from the vessel's current foreign commerce or mixed foreign commerce and domestic trade and reposition to the Indo-Pacific?</p>	<p>No specific time has been specified for repositioning. When the Vessel Activation Notice is issued, if the Vessel is at sea, the vessel shall proceed to its next scheduled port-of-call, unless otherwise ordered by the Government. Upon arrival at the next scheduled, or otherwise ordered, port-of-call, Vessel shall offload all commercial cargo onboard. If the Vessel Activation Notice is issued when the Vessel is in port, all commercial cargo onboard shall be offloaded, and the Vessel shall proceed as directed. To the extent that cargo is diverted from its intended transportation by activation of the Vessel, all reasonable costs and damages incurred by Owner as a result of such diversion shall be for the Government's account. The Charter period shall commence upon the Vessel's discharge of commercial cargo, if the Vessel is not diverted. If the Vessel is diverted prior to entry into the next scheduled port-of-call, the Charter period shall commence upon diversion and the Government's liability for charter hire herein shall be reduced by the cost savings, if any, realized by Owner in not completing its scheduled voyage.</p>
<p>Will there be an "Obligation" to carry U.S. Government cargo? If so, what is the minimum requirement?</p>	<p>There is no obligation to carry government cargo unless activated un the Voluntary Tanker Agreement.</p>
<p>Will International Maritime Organization Energy Efficiency Existing Ship Index (EEXI)/Carbon Intensity Indicator (CII) requirements and impact on minimum speed be a consideration since most tankers are designed to operate at 14 knots? Note that an Engine Power Limitation (EPL) installation will further reduce vessel speed.</p>	<p>International Maritime Organization Energy Efficiency Existing Ship Index (EEXI)/Carbon Intensity Indicator (CII) requirements will be taken into consideration.</p>
<p>Is the 14 knot vessel speed requirement for weather conditions or good weather only. If the later, request parameters for determination of good versus bad weather (i.e. Beaufort Wind and Douglas Sea Scales).</p>	<p>Owner must confirm vessel's ability to sustain warranted speed of 14 knots, fully laden, in moderate weather (Force 4 on the Beaufort Scale).</p>
<p>Request clarification of requirement "Participating operators will be required to make their commercial transportation resources available upon the request of SecDef during time of war or national emergency." Specifically, what is included in resources? (vessels, terminals, personnel, subcontractors, etc.) b. What is the impact if these transportation resources are unavailable due to long-term charters/commercial contracts, etc.? c. Will the U.S. Government indemnify and make up any penalties/losses experienced by the operator in order to comply? Will this be codified in the Volunteer Tanker Agreement (VTA)?</p>	<p>Where a company has their own physical transportation resources available, such as terminals and other fleet vessels, they are required to make them available as requested. Company personnel and contractors are not considered transportation resources subject to this request. Should the assets be required under an activation The TSP Activation</p>