

MSP IN BRIEF

- Originally established in 1996 as a 10-year program for up to 47 vessels in U.S. registry, Congress expanded MSP in 2003 to its current size of 60 U.S.-Flag vessels, and has authorized MSP through 2035.
- MSP maintains a core fleet of U.S.-flag, privately-owned ships operating in international commerce that are also available under agreement to provide capacity needed to meet Department of Defense (DOD) requirements during armed conflicts and national emergencies.
- All MSP ships are enrolled in the Voluntary Intermodal Sealift Agreement.
- MSP commits approximately 130,000 20-foot equivalent units (TEUs) of container capacity and 3.7 million square feet of RO/RO and heavy-lift capacity to DOD through program obligations.
- MSP ship crews are a major source for the DOD surge fleet, contributing approximately 2,400 highly-skilled mariner positions to the U.S. oceangoing mariner base.



PRESIDENT KENNEDY



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For additional information visit the
Maritime Administration's website at
<https://maritime.dot.gov>

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U.S. Department
of Transportation

The Maritime Security Program

*Meeting National Sealift Resilience
Needs*



LIBERTY PROMISE

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.

MSP is a vital element of our economic resilience, strategic sealift, and global response capabilities.

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

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.

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 vessels, logistics management services, shore infrastructure, and terminals facilities. 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.

<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	9
Hapag-Lloyd USA, LLC	5
Liberty Global Logistics, LLC	4
Maersk Line, Limited	18
Patriot Shipping, LLC	2
Waterman Steamship Corporation	2
Waterman Transport, Inc.	4

28 Containerships — tot. cap. 120,781 TEUs

7 Geared Cont.'s — tot. cap. 9672 TEUs

20 RO/ROs — tot. cap. 3.5M sq. ft.

5 Heavy Lifts — tot. cap. 282,717 sq. ft.

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.