

US Coast Guard (USCG)

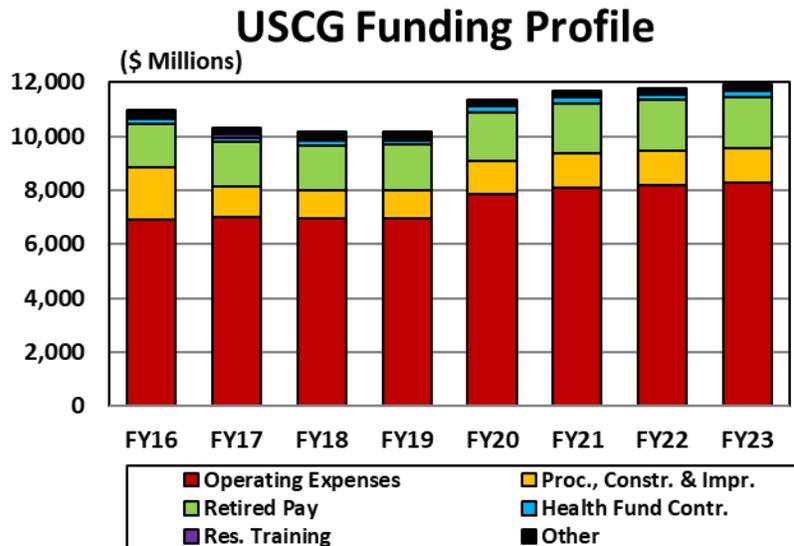
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Brief

The United States Coast Guard (USCG), an element of the Department of Homeland Security (DHS), is the primary federal agency with maritime authority in the US. It has the four main missions of maritime law enforcement, maritime safety, environmental protection and national security. These missions require the USCG to remain constantly ready to defend the US, insure national security and protect national interests; minimize loss of life and property, personal injury and property damage at sea and in US waters; enforce laws and international agreements of the US; assure the safety and security of marine transportation, ports, waterways and shore facilities; promote maritime transportation and other waterborne activity to support national economic, scientific, defense and social needs; protect the marine environment and its wildlife; assure effective US presence in polar regions; project the interests of the US in relationships with other maritime nations around the world; assist other agencies of the Federal Government in performing their duties and cooperate in joint maritime ventures; provide an effective maritime communications system.

With the emphasis on homeland security in the FY04 budget, the national security has assumed primacy in the Coast Guard's mission profile. This ties in with the fact that the Coast Guard is one of the nation's uniformed services; and, as such, operates as part of the Navy during wartime or when directed by the president. The end of the Cold War and the growth of asymmetric threats to the nation's security saw Coast Guard-Navy cooperation increase considerably—cooperation that has



increased greatly following the September 11 terrorist attacks. These operations have had a major effect on the Coast Guard reserve, with 1,900 reservists having been recalled to active duty out of a total strength of about 7,600. Nonetheless, the Coast Guard has not been directed to operate under Navy control during the current crisis. (This is largely because Coast Guard operations during the current crisis are along the nation's coasts, where the Coast Guard has traditionally had primacy.) Coast Guard high endurance cutters operate as integral units in some of the Navy's carrier battle groups, and Coast Guard Law Enforcement Detachments are assigned to navy warships handling maritime interdiction duties.

The USCG operates on a daily basis under a multi-mission approach, with emphasis on aids to navigation, boating safety, defense operations, environmental response, ice operations, maritime law enforcement, marine inspection, marine licensing, marine science, port safety and security, search and rescue (SAR), and waterways management.



Under the Aids to Navigation program, USCG promotes safe and efficient passage of marine traffic by providing accurate and continuous all-weather position-fixing capability. It maintains short- and long-range aids to navigation such as light-houses and buoys and operates long-range radio navigation transmitters including Loran and Omega.

In the area of Boating Safety, USCG helps to reduce the risk of loss of life, personnel injury and property damage in recreational boats. It promotes uniform federal and state boating regulations, and improves boat design and construction.

Defense Operations efforts at the USCG develop plans to ensure the security of US ports in wartime; prepare plans to support strategic sealifts and carry out statutory missions under wartime conditions; and maintain constant readiness. Coast Guard flag officers serve on the NAVGUARD Board that coordinates USCG and Navy policy in areas of mutual interest. In peacetime, Maritime Defense Zone commanders of the USCG are responsible for coastal defense planning and training. In wartime, they conduct defensive operations to ensure the security of ports and coastal approaches out to 200 miles offshore.

Environmental Response is that discipline of the USCG program responsible for minimizing damage from pollutants released in the marine environment. It also assists in reducing the threat to the environment from potential spills of oil or hazardous substances. The USCG also assists in developing national and international pollution response plans.

Under Ice Operations, the USCG promotes maritime transportation in ice-laden polar and domestic waters by providing ice-breaking capabilities for federal and scientific organizations. It also keeps domestic waterways open for vitally needed commerce.

Maritime Law Enforcement is the area responsible for enforcing all federal laws on the high seas and waters under US jurisdiction, and for interdicting smugglers moving drugs and illegal migrants. It also enforces fisheries regulations and the Exclusive Economic Zone out to 200 miles at sea.

Marine Inspection helps to minimize deaths, injuries, property loss and environmental damage by developing and enforcing standards and policies which guarantee the safe design, construction, maintenance and operation of commercial vessels and offshore facilities.

Marine Licensing regulates the manning of commercial vessels and the licensing of officers and seamen.

Marine Science provides weather and oceanographic services for other USCG programs and federal services. It operates the International Ice Patrol that charts iceberg movement into shipping lanes, and its ships and stations provide daily weather reports to the National Weather Service.

Port, Safety and Security is the portion of the USCG program responsible for protecting ports, waterways, shore-side facilities, vessels and people working in them from ac-

cidental or intentional damage or injury. It manages port safety, port security and environmental protection concerns as well.

Search and Rescue renders aid to people and property in distress in the marine environment. It serves as Maritime SAR coordinator within the National SAR plan; maintains SAR facilities on the East, West and Gulf Coasts as well as Alaska, Hawaii and the Great Lakes; and operates the Automated Mutual-assistance Vessel Rescue System (AMVER) and helped design the SARSAT system which uses satellites to pick up emergency locating transmitters or emergency position-indicating radio beacons from aircraft or vessels in distress.

Waterways Management of the USCG develops active and passive traffic management techniques and safety procedures. Active management includes vessel traffic services (VTS) which use VHF-FM communications and a network of television and radar sites to provide mariners with advance information about marine traffic or hazards that could affect their safe movement. (Eight VTS operate in major US ports.)

Funding Data

The FY20 budget requests \$11.34 billion for the Coast Guard, including \$9.32 billion in discretionary funding. This begins to address the Service's erosion of readiness through

critical investments in the workforce, cybersecurity, and depot maintenance of legacy assets and infrastructure. The Budget also supports the

Service's highest priority acquisition, the Offshore Patrol Cutter (OPC), and continues recapitalization efforts for capital assets and infrastructure.

USCG Accounts	FY16	FY17	FY18	FY19
Operations and Support	6,901.5	6,989.8	6,970.0	6,955.0
Procurement, Constr. & Imp.	1,945.2	1,136.8	1,022.0	1,052.0
Environ. Compliance/Rest.	13.2	13.3	13.0	13.0
Retired Pay	1,604.0	1,666.9	1,669.0	1,679.0
Reserve Training	110.6	112.3	100.0	102.0
RDT&E	18.0	18.3	17.0	17.0
Boat Safety Account	114.3	116.1	103.0	100.0
Oil Spill Recovery	107.3	107.9	100.0	100.0
Health Fund Contribution	168.8	160.9	155.0	156.0
Total	10,982.9	10,322.3	10,149.0	10,174.0

USCG Acts. (Forecast)	FY20	FY21	FY22	FY23
Operations and Support	7,858.9	8,094.7	8,175.6	8,257.4
Procurement, Constr. & Imp.	1,234.7	1,271.7	1,284.5	1,297.3
Environ. Compliance/Rest.	13.5	13.9	14.0	14.2
Retired Pay	1,802.3	1,856.4	1,874.9	1,893.7
Reserve Training	—	—	—	—
RDT&E	4.9	5.0	5.1	5.1
Boat Safety Account	116.7	120.2	121.4	122.6
Oil Spill Recovery	101.0	104.0	105.1	106.1
Health Fund Contribution	205.1	211.3	213.4	215.5
Total	11,337.1	11,677.2	11,794.0	11,911.9

Teal Group Analysis

USCG’s FY20 request is a sharp increase over FY19 which has been holding steady at a consistent rate for the past 5 years. USCG was late receiving the FY19 budgeted amount due to the government shut down and

are yet to award several construction contracts from that budget.

Unlike other armed services, USCG funding is non-discretionary which excludes it from the current administration’s increased efforts to increase security and military size.

FY20 budget reflects wide investments across patrol ships, ice breakers, and new unmanned aircraft. The request also facilitates cyber defense and technology improvements.

Programs

The major accounts for the development and contracting community in the USCG budget continue to be OS, PC&I, and RDT&E, with the three accounting for nearly 80 percent of the annual appropriation. The Reserve Training appropriation is also of interest as it finances all necessary expenses relative to recruiting,

training, operating and maintaining training facilities, and for administration of programs for the USCG Reserve. Retired Pay is probably the fastest rising account in the USCG budget.

Each of the key accounts, whether they are procurement, development or service-related, are divided into

projects associated with search and rescue, aids to navigation, marine safety, marine environmental protection, enforcement of laws and treaties, ice operations, and defense readiness. The bulk of the appropriation under the present day USCG mission is applied to enforcing laws and treaties, including drug interdiction.

Strategic Missions

The United States Coast Guard is composed of the following mission-oriented programs that support

achievement of the DHS strategic missions, goals, and objectives.

Strategic Goals	FY20
Aids to Navigation	1,263.7
Defense Readiness	526.2
Drug Interdiction	1,675.7
Ice Operations	390.6
Living Marine Resources	821.4
Marine Environmental Protection	212.0
Marine Safety	888.2
Migrant Interdiction	924.5
Other-Law Enforcement	326.9
Ports, Waterways and Coastal Security	1,332.4
Search and Rescue	964.9

Aids to Navigation

The Coast Guard is responsible for ensuring this network of signs, symbols, buoys, markers, light

houses, and regulations is up to date and functioning properly so recreational and commercial boaters can

safely navigate the maritime environment.

Defense Readiness

The Coast Guard has four major national defense missions: maritime intercept operations, deployed port operations/security and defense, peacetime engagement, and environmental defense operations. These

missions are essential military tasks assigned to the Coast Guard as a component of joint and combined forces in peacetime, crisis, and war.

The Coast Guard also has command responsibilities for the US

Maritime Defense Zone, countering potential threats to America's coasts, ports, and inland waterways through numerous port-security, harbor-defense, and coastal-warfare operations and exercises.

Drug Interdiction

The Coast Guard is the nation's first line of defense against drug smugglers seeking to bring illegal substances into the United States. The Coast Guard coordinates closely

with other federal agencies and countries within a vast six million square-mile region to disrupt and deter the flow of illegal drugs.

Coast Guard drug interdiction accounts for more than half of all US government seizures of cocaine each year.

Ice Operations

To facilitate safe maritime commerce in icy waters and to protect communities in emergency situations, the Coast Guard conducts ice

breaking operations in the Great Lakes and Northeast regions.

Beyond domestic operations, the Coast Guard operates the only US-

flagged heavy icebreakers capable of providing year-round access to the Polar regions.

Living Marine Resources

The nation's waterways and marine ecosystems are vital to the country's economy and health. Ensuring America enjoys a rich, diverse and sustainable ocean environment is an important Coast Guard mission. This includes ensuring the country's protected marine species are provided the protection necessary to help their

populations recover to healthy, sustainable levels.

The Coast Guard is a federal agency that protects our ocean environment and the marine life that inhabits it by enforcing domestic and international fisheries laws, as well as protects the US Exclusive Eco-

nomic Zone (EEZ) from foreign encroachment. The US EEZ is the largest in the world, comprising 3.4 million square miles of ocean and more than 90,000 miles of coastline. Keeping these waters clean and safe is critical to both our nation's economy and its environment.

Marine Environmental Protection

Through the Marine Environmental Protection program, the Coast Guard develops and enforces regula-

tions to avert the introduction of invasive species into the maritime environment, stop unauthorized ocean

dumping, and prevent oil and chemical spills.

Marine Safety

Promoting safe boating practices is a key objective to help prevent an incident at sea. The Coast Guard in-

vestigates maritime accidents, merchant vessels, offshore drilling units, and marine facilities. Additionally,

the Coast Guard is responsible for licensing mariners, documenting US flagged vessels, and implementing a variety of safety programs.

Migrant Interdiction

As the United States' primary maritime law enforcement agency, the Coast Guard enforces immigration laws at sea. The Coast Guard conducts patrols and coordinates with federal agencies and foreign countries to detain undocumented migrants at sea and prohibit entry via

maritime routes to the United States and its territories.

Illegal immigration can cost taxpayers billions of dollars each year in social services. In addition to relieving this financial burden on our citizens, the Coast Guard's efforts help to support legal migration systems.

Primarily, the Coast Guard maintains its humanitarian responsibility to prevent the loss of life at sea, since the majority of migrant vessels are dangerously overloaded, unseaworthy or otherwise unsafe.

Other-Law Enforcement

Preventing illegal foreign fishing vessels from encroaching on the Exclusive Economic Zone (EEZ) is a priority for the Coast Guard. Protect-

ing the integrity of the nation's maritime borders and ensuring the health of US fisheries is a vital part of the Coast Guard mission.

The Coast Guard also enforces international agreements to suppress illegal, unreported, and unregulated fishing activity in international waters.

Ports, Waterways and Coastal Security

Along with search and rescue, Port and Waterway Security is the Coast Guard's primary homeland security mission. Coast Guard members protect marine resources and maritime commerce, as well as those who live, work, or recreate on the water.

Port and Waterway Security also involves prevention of terrorist attacks and response when terrorist acts do occur. Counter-terrorism preparedness and response operations all fall within the scope of port and waterway security.

Maritime law enforcement teams serve as a tactical resource with advanced counter-terrorism skills.

Teams are trained to seek out and stop potential terrorist activity before it can be initiated. These anti-terrorism experts enforce security zones, conduct law enforcement boardings, ensure maritime security, augment shoreside security at waterfront facilities, and detect weapons of mass destruction.

Search and Rescue

Search and Rescue (SAR) is one of the Coast Guard's oldest missions. Warding off the loss of life, personal injury, and property damage by helping boaters in distress has always been a top Coast Guard prior-

ity. Coast Guard SAR response involves multi-mission stations, cutters, aircraft, and boats linked by communications networks.

The Coast Guard is recognized as a leader in the field of search and rescue. To meet this responsibility, the

Coast Guard maintains SAR facilities on the East, West and Gulf coasts, as well as in Alaska, Hawaii, Guam, and Puerto Rico, and on the Great Lakes and inland waterways.

Program Highlights

Operations and Support

The Operations and Support (O&S) appropriation funds the Coast Guard's roles and responsibilities as the principal Federal agency in the maritime domain providing for the safety, security, and stewardship of US resources for the Nation. The O&S appropriation funds the annualization of prior-year funding, economic adjustments, and operating and maintenance funding for new

and existing Coast Guard Programs, Projects, and Activities (PPAs).

Funding for FY19/20 is \$7.8 million and \$7.9 million

The O&S request directly funds all 11 statutory Coast Guard missions and other Service activities in support of the Department of Homeland Security and National priorities. Of the funding, \$24.5M is derived from the Oil Spill Liability Trust Fund as

authorized by the Oil Pollution Act of 1990 (33 USC § 2701-2761).

The O&S request includes increases for the annualization of FY19 initiatives; the FY19 military pay increase of 2.6%; the FY20 military pay increase of 3.1%; military and civilian personnel allowances and benefits; operational adjustments; the operation, maintenance, and crewing of systems, vessels, aircraft, and shore facilities delivered via the

Coast Guard's acquisition programs (i.e., Shore Facilities, Fast Response Cutter (FRC), Offshore Patrol Cutter (OPC), National Security Cutter (NSC), C-27J aircraft, and HC-130J aircraft); and the training, operation, and administration of the Coast Guard Reserve Program, including training, equipping, and ensuring the readiness of the Coast Guard Reserve workforce to augment active duty Coast Guard forces during times of crisis, domestically or worldwide. The O&S request also funds initiatives that begin to address the erosion of readiness and invest in key national strategic homeland security priorities, including cybersecurity and efforts to combat transnational criminal organizations (TCOs). The O&S request includes decreases to continue the focus on the most critical frontline operations in FY20. The O&S request includes decreases for: termination of one-time costs; annualization of prior-year initiative reductions; operational adjustments; and cutter decommissioning's.

Military Pay and Allowances

The Military Pay and Allowances PPA funds expenses related to compensation and benefits for active duty military personnel.

Environmental Compliance and Restoration

The Environmental Compliance & Restoration (EC&R) appropriation provides funding for environmental cleanup, sustainment, and restoration of current and former contaminated Coast Guard facilities, including site assessment, remediation, and long term monitoring and management. Additionally, it funds engineering remedies on Coast Guard assets for the purpose of obtaining or restoring compliance with environmental laws and preventing contamination and environmental damage.

EC&R funding ensures the Coast Guard maintains its responsibilities

Civilian Pay and Benefits

The Civilian Pay and Benefits PPA funds expenses related to compensation and entitlements for Federal civilian employees.

Training and Recruiting

The Training and Recruiting PPA provides funding for the Coast Guard's basic and advanced professional training and education programs. Additionally, it funds the operation and maintenance of the eight national Coast Guard training centers, the Coast Guard Academy, nine regional training centers, and all Coast Guard recruiting centers.

Operating Funds and Unit Level Maintenance

The Operating Funds and Unit Level Maintenance PPA provides funds for units, facilities, and activities that are under the direct operational and administrative control of the Coast Guard's Headquarters, Atlantic Area Commander, and Pacific Area Commander.

Centrally Managed Accounts

The Centrally Managed Accounts PPA funds services provided across the entire Coast Guard. **Intermediate and Depot Level Maintenance**

The Intermediate and Depot Level Maintenance PPA funds the Coast Guard's depot level maintenance for the Service's vessels, aircraft, and shore facilities. This PPA also funds maintenance and support of enterprise IT software systems, enterprise communication/network services, standard workstations, the Coast Guard Data Network (CGOne), cybersecurity, satellite and data communications, and other Coast Guard-wide Command, Control, Communication, Computer, and Information Technology (C4IT) systems.

Reserve Training

The Reserve Training PPA funds the training, operation, and administration of the Coast Guard Reserve Program and ensures the readiness of a 7,000-member Coast Guard Reserve, which provides units with personnel to augment active duty Coast Guard forces during times of crisis, domestically or worldwide.

Funding for EC&R and MERHCFC is requested in stand-alone appropriations for the FY20 President's Budget via a transfer out of the O&S appropriation and into stand-alone appropriations. In the FY19 President's Budget, funding for EC&R and MERHCFC was requested and displayed as PPAs in the O&S appropriation.

associated with environmental stewardship. The Coast Guard complies with the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Superfund Amendments and Reauthorization Act, Resource Conservation and Recovery Act (RCRA), and other applicable Federal or State laws to clean up contamination at current and former Coast Guard properties.

EC&R activities include site investigation and remediation activities at shore facilities. These include Coast Guard property slated for divestiture or transfer, and engineering

changes to Coast Guard buildings and structures for the purpose of complying with environmental laws and preventing contamination and environmental damage.

The FY20 President's Budget continues long-term monitoring at 24 sites, begins or continues investigation/remediation site work at seven sites, and displays a commitment to ongoing identification, investigation, cleanup, and long-term management of contamination from hazardous substances and pollutants for Coast Guard systems, buildings, structures, and assets. The FY19 President's

Budget requested \$13.4 million for the EC&R program under the Operations and Support account.

Reserve Training

The Reserve Training (RT) appropriation provided funds for the training, operation, and administration of the Coast Guard Reserve Program and ensured the readiness of a 7,000-

member Coast Guard Reserve workforce.

In the FY19 President's Budget, RT was requested as a PPA under the Operations & Support (O&S) appropriation to transition the Coast Guard

to the Common Appropriations Structure. RT is again requested as an O&S PPA in the FY20 President's Budget.

Research, Development, Test & Evaluation

The US Coast Guard's Research and Development (R&D) appropriation sustains critical mission capabilities through applied research, development, testing, and evaluation (RDT&E) programs. Several R&D programs include partnerships with the Department of Homeland Security (DHS), the Department of Defense (DOD), universities, and other Federal and private research organizations.

The R&D program is comprised of the Office of RDT&E at Coast Guard Headquarters in Washington, D.C. and the Research and Development Center (RDC) at New London, Connecticut. The RDC is the Coast

Guard's sole facility performing applied R&D experimentation and demonstrations. R&D activities sustain program infrastructure and core capabilities, knowledge, skills, experience, and facilities to give the Coast Guard a strong evidence-based foundation for operational and capital investment decision-making. These activities include formulation and oversight of cooperative agreements with relevant professionals in the public and private sectors, such as University Affiliated Research Centers (UARC) and Federally Funded Research & Development Centers (FFRDC). The cooperative agree-

ments promote collaboration and leverage expertise to further develop techniques, methods, hardware, and systems that directly contribute to increasing productivity and effectiveness of Coast Guard mission execution.

The FY20 Budget includes necessary resources to develop technologies and systems that improve operational presence and response, as well as perform technology assessments to inform the early stages of the acquisition process. Of the funding, \$0.5M is derived from the Oil Spill Liability Trust Fund as authorized by the Oil Pollution Act of 1990 (33 USC § 2701-2761).

Boat Safety

The Boat Safety program aims to minimize loss of life, personal injury, property damage, and environmental impact associated with the use of recreational boats. The program directly supports the Coast Guard's Maritime Prevention Program by promoting the safe and enjoyable use of public US waterways.

Boat Safety activities include: overseeing manufacturer compliance with Coast Guard regulations; making grants to states and national non-profit boating safety organizations; conducting surveys to measure recreational boating activity; continuing

the "Boat Responsibly" national outreach and awareness initiative; promulgating safety regulations; and measuring life jacket wear rates, including the effectiveness of voluntary and mandatory efforts to increase life jacket usage.

In its role as the designated National Recreational Boating Safety Program Coordinator, the Coast Guard is charged with managing dedicated user fee funding provided from the Sport Fish Restoration and Boating Trust Fund to support the National Recreational Boating Safety Program. Under the provisions of the

Sportfishing and Recreational Boating Safety Act of 2005 (Subtitle A, Title X, P.L. 109-59), the Coast Guard receives a percentage distribution of total trust fund receipts from the preceding fiscal year (i.e., FY20 funding will be a percentage of FY19 trust fund receipts). The FY20 President's Budget request includes an adjustment-to-base for trust fund receipts. Funds are available until expended, but are limited in purpose and amount in accordance with existing statute.

Oil Spill Recovery

The Maritime Oil Spill Program operates under the authority of Title I of the Oil Pollution Act of 1990

(OPA), as amended, which provides for the use of the Oil Spill Liability

Trust Fund (OSLTF) to pay for Federal response to oil spills and claims for uncompensated removal costs

and damages resulting from such spills. The Maritime Oil Spill Program directly supports the Coast Guard’s Marine Environment Protection mission and Maritime Response

Program. In Section seven of Executive Order 12777, the President delegated management responsibility of the OSLTF to the Secretary of the Department in which the Coast

Guard is operating. Upon re-delegation by the Secretary, the Commandant of the Coast Guard delegated responsibility to the National Pollution Funds Center (NPFC), which oversees the OSLTF.

Procurement, Construction & Improvements

The US Coast Guard’s Procurement, Construction and Improvements (PC&I) appropriation provides for the acquisition, procurement, construction, rebuilding, and improvement of vessels, aircraft, shore facilities and military housing, aids to navigation systems and facilities, and command, control, communications and computer systems and related equipment.

Funds appropriated for PC&I are managed by Coast Guard acquisition project managers who oversee these projects and apply best practices, in accordance with the Coast Guard’s Major Systems Acquisition Manual (MSAM), applicable Department of Homeland Security (DHS) management directives, and DHS’s Financial Management Policy Manual, to opti-

mize the return on recapitalization investments. Through processes documented in the MSAM, acquisition managers follow a continuum of activities ranging from pre-acquisition concept development to deployment and sustainment. Activities and documentation produced throughout the acquisition lifecycle inform budget requests and budget-related project activities.

PC&I	FY18	FY19	FY20
Vessels	2,192.1	1,543.8	792.2
Aircraft	195.6	148.0	199.6
Other Acquisitions	50.8	60.0	69.3
Shore/ATON	134.5	135.0	173.6
Personnel	121.7	—	—

Vessels

The Vessels PPA provides funding to recapitalize and/or make capital improvements to Coast Guard cutters and boats. With many of the Coast Guard’s surface assets operating beyond their design service life; recapitalization and sustainment projects are critical to ensuring continued mission effectiveness and readiness of the fleet. The FY20 Budget continues efforts that will lead to construction of the first Polar Security Cutter (PSC); funds construction of the third Offshore Patrol Cutter

(OPC); supports Survey and Design for emerging life-cycle event driven maintenance on cutters and boats; funds continued work towards potential solutions for the aging Inland River and Construction Tender fleets; and continues the National Security Cutter (NSC), Fast Response Cutter (FRC), Cutter Boats, and sustainment programs on schedule.

The Coast Guard fleet of cutters and boats supported by this PPA collectively perform all 11 statutory Coast Guard missions in the offshore,

coastal, and inland operational areas. The Coast Guard’s future fleet is replacing the aging High and Medium Endurance Cutters, Island Class Patrol Boats, Inland River and Construction Tenders, and legacy Heavy Polar Icebreakers. These modern assets will provide improved endurance, speed, sea-keeping, surveillance, icebreaking capabilities, and persistent presence in the offshore area of responsibility.

Vessels	FY18	FY19	FY20
Cutter Boats	1.0	1.0	5.0
Fast Response Cutter	340.0	340.0	240.0
In-Service Vessel Sustain	60.5	60.5	63.3
National Security Cutter	1,241.0	1,241.0	65.0
Offshore Patrol Cutter	500.0	500.0	400.0
Polar Security Cutter	19.0	19.0	750.0
Polar Sustainment	—	—	15.0

Cutter Boats

The boat acquisition PMO ensures commonality across the operational community by supporting procurement of boats throughout the Coast Guard for use on newly acquired assets, as well as replacement boats for stations and in-service cutters. Given the expiration schedule of existing acquisition contracts, the PMO will initiate new contracts to develop the next generation of the OTH and LRI in order to align with cutter delivery schedules.

The OTH is deployed on the NSC, FRC, legacy polar icebreakers, and WMEC, and will be the cutter boat for the OPC. The OTH is a single-engine, open-cabin boat that operates beyond sight of the parent cutter (over-the-horizon) to deploy boarding parties to pursue and interdict targets of interest and perform search and rescue operations.

The LRI is deployed on the NSC. The LRI is a dual-engine, enclosed-cabin boat that operates beyond sight of the parent cutter (over-the-horizon) with enhanced crew protection/comfort, greater storage capacity for longer duration missions, and increased capability for passenger and cargo transport.

Fast Response Cutter (FRC)

This investment supports production of two Fast Response Cutters (FRC), associated contract line items, project management costs, Economic Price Adjustment, Antecedent Liability, Post Delivery Activities, Government Furnished Equipment, and logistics and technical support under the Phase II FRC production contract. Including the two FRCs within the FY 2020 Budget, 54 of the 58 FRCs required for domestic operations are funded.

The Sentinel Class FRCs are replacing the legacy 110-foot Island Class patrol boats, in accordance with the Coast Guard's recapitalization plan, and will similarly operate in the coastal zone. FRC missions include: search and rescue; migrant in-

terdiction; living marine resource enforcement; drug interdiction; and ports, waterways and coastal security. FRCs provide enhanced capabilities over the 110-foot Island Class patrol boats including improved C4ISR capability and interoperability; stern launch and recovery (through sea state 4) of a 40-knot, 7-meter Over-the-Horizon cutter boat; a remotely-operated, gyro-stabilized MK38 Mod 2/3 25mm main gun; improved sea keeping; and enhanced crew habitability.

In-Service Vessel Sustainment (ISVS)

This investment funds multi-year engineering survey and design work in direct support of emerging In-Service Vessel Sustainment (ISVS) projects. Preliminary survey and design work is essential to properly plan and scope sustainment availabilities, such as Midlife Maintenance Availabilities (MMA), Mission Effectiveness Projects (MEP), and Service Life Extension Projects (SLEP). As in-service vessels continue to age, this program conducts detailed hull condition surveys, along with engineering design work useful in identifying and planning future projects. FY 2020 funding supports initiatives related to conducting an MMA on CGC HEALY (Medium Icebreaker), CGC MACKINAW (Great Lakes Icebreaker), and the 175-foot Coastal Buoy Tenders (WLM).

National Security Cutter (NSC)

These Legend Class NSCs are replacing the legacy High Endurance Cutters (WHECs), built between 1967 and 1972. Compared to WHECs, the NSCs provide increased endurance, intelligence, and maritime domain awareness capability in the offshore environment and better integration with Department of Defense operations. The NSC, along with the OPC, will comprise the Coast Guard's offshore response capability for the next 40 years, and is an essential element of DHS's layered security posture.

NSC missions are primarily focused on drug interdiction, fisheries enforcement, and defense readiness. NSCs also perform search and rescue; ports, waterways and coastal security; migrant interdiction; and serve as mobile command and control platforms for surge operations. Completion of the NSC program will improve long-term capacity and capability in the execution of long-range and extended Coast Guard mission assignments offshore.

Offshore Patrol Cutter (OPC)

The OPC will replace the Coast Guards fleet of Medium Endurance Cutters (WMECs) in accordance with the Coast Guard's recapitalization plan. The OPC is an essential element of the Department's layered security strategy for the Homeland.

OPC missions may include ports, waterways, and coastal security; search and rescue; drug interdiction; migrant interdiction; living marine resources; other law enforcement; and elements of defense readiness. Similar to the legacy WMEC fleet, OPCs will be able to support contingency operations for emergency response and national security, if needed.

Polar Security Cutter (PSC)

The Coast Guard's two heavy polar icebreakers are over 43 years old and are well past their designed service life. Currently only one heavy polar icebreaker is in active service (POLAR STAR) with the other vessel (POLAR SEA) in an inactive status serving to provide specialty parts to help sustain POLAR STAR. To ensure POLAR STAR can continue to meet and support national interests in the Polar Regions and provide assured surface presence in those ice-impacted waters, the Coast Guard needs to maintain POLAR STAR's ability to perform these missions while recapitalizing the heavy polar icebreaking fleet. Accordingly, this SLEP is intended to extend POLAR STAR's service life so that it remains

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Polar Sustainment

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Aircraft

The Aircraft PPA provides funding for recapitalization and sustainment of the Coast Guard’s fleet of fixed and rotary-wing aircraft. The Coast Guard’s fleet of fixed and rotary-wing aircraft supported within this program collectively performs all Coast Guard missions in the offshore, coastal, and inland areas of responsibility. The land-based fixed-wing aircraft include the HC-144, HC-130H/J and HC-27J aircraft.

The Coast Guard’s fleet of HC-144s and HC-27Js provide medium-

range surveillance (MRS) fixed-wing capability. The Coast Guard’s fleet of existing HC-130Hs and HC-130Js provide long-range surveillance (LRS) fixed-wing capability. Each of these fixed-wing aircraft enables the Coast Guard to conduct airborne surveillance, detection, classification, and identification of vessels and other aircraft.

The Coast Guard’s fleet of rotary-wing aircraft includes the MH-60 and MH-65 helicopters. The MH-60 is a

medium-range recovery (MRR) helicopter and the MH-65 is a short-range recovery (SRR) helicopter. Both aircraft are deployed from land-based air stations; the MH-65 is also deployed routinely aboard the Coast Guard’s fleet of NSCs, WHECs, and WMECs. Similarly, the Coast Guard will continue outfitting NSCs with small Unmanned Aircraft Systems (sUAS) to fulfill unmanned air surveillance capability requirements.

Aircraft	FY18	FY19	FY20
HC-144 Conversion/Sustainment	—	17.0	17.0
HC-27J Conversion/Sustainment	70.0	80.0	103.2
HC-130J Acquisition/Conv/Sust.	100.6	—	—
MH-65 Conversion/Sustainment	22.0	20.0	50.0
MH-60T Sustainment	2.5	25.0	20.0
Small Unmanned Aircraft Sys	0.5	6.0	9.4

HC-144 Conversion/Sustainment

The HC-144 Ocean Sentry is an MRS and transport aircraft providing fixed-wing air capability; complementing the HC-27J aircraft and the longrange, heavy-lift four-engine HC-130 aircraft. The two-engine high-efficiency turboprop design allows extended surveillance and quick response capability at a relatively low cost per flight hour. The HC-144 is a multi-mission platform that performs search and rescue; law enforcement; homeland security; marine environmental protection; as well as assistance with cargo and personnel transport. The aircraft can perform aerial delivery of search and rescue equipment, such as rafts, pumps, and flares, and can be used as an On-Scene Commander platform.

HC-27J Conversion/Sustainment

The HC-27J is one of the Coast Guard’s MRS aircraft. The engines and propellers share commonality with Coast Guard’s HC-130J aircraft. The twoengine high-efficiency turboprop design allows extended surveillance and quick response capability. Once missionized, the HC-27J will be a multimission asset that performs search and rescue; alien migrant interdiction operations; counter-drug operations; ports, waterways, and coastal security; and marine environmental protection missions, as well as cargo and personnel transport in support of mission requirements.

HC130J Acquisition/Conversion/Sustainment

The HC-130J aircraft are replacing the aging Coast Guard HC-130H fleet. The HC-130J is a major contributor to performance of the Coast Guard’s statutory missions with specific contributions to DHS and Coast Guard programs of Maritime Law Enforcement, Maritime Response, Defense Operations, and Marine Transportation System Management. While program work continues, no new funds are required for this program in the FY20 Budget.

**MH-65 Conversion/
Sustainment**

The FY20 Budget will support DS6 Automatic Flight Control System (AFCS)/Avionics upgrades and DS8 Service Life Extension Project (SLEP) for the MH-65 helicopters. This program continues modernization and sustainment of the Coast Guard’s MH-65 helicopter fleet. The modernization effort includes reliability and sustainability improvements where obsolete components are replaced with modernized subsystems, including an integrated cockpit and sensor suite.

Other Equipment

The Other Acquisition Programs PPA includes funding to support initial acquisition, development, construction, or improvement of any end-use system, hardware, software or equipment costing over \$250,000, or \$10M total project cost. In FY 2020, funding will also support continued progress on build-out of Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems; CGLogistics Information Management System (CG-LIMS); and emerging Cyber and Enterprise Mission Platform projects. This PPA also provides funding for Program Oversight and Management (PO&M).

MH-60T Sustainment

This airframe complements the SRR MH-65 helicopter in support of a 24/7 search and rescue and disaster recovery posture while also contributing to other Coast Guard missions such as ports, waterways, and coastal security; marine environmental protection; living marine resources; drug interdiction; migrant interdiction; and other law enforcement.

Small Unmanned Aircraft Systems

The Small Unmanned Aircraft System (sUAS) for the NSC program

is intended to address the NSC’s requirement for a persistent airborne surveillance capability, and will serve as an information, surveillance, and reconnaissance (ISR) platform for the cutter. The FY20 Budget will continue to fund the installation and System Operation Verification and Test (SOVT) of sUAS capability on the NSC, to include engineering services, procurement, and installation of sUAS components.

The Coast Guard leverages its C4ISR capability to effectively execute a broad mission set in immensely challenging operating environments. Assets are able to receive, evaluate and act upon information obtained through the systems supported in this program. The C4ISR acquisition provides standardized capability to major cutters and aircraft, facilitating interoperability and information sharing inside and outside the Coast Guard. The CGLIMS acquisition replaces, modernizes and unifies redundant and obsolete logistics systems with a consolidated, centralized, and integrated IT database system with enhanced configuration management, supply support, and

improved financial accountability. The Cyber and Enterprise Mission Platform projects support replacement of the obsolete Maritime Security Risk Analysis Model (MSRAM) with a web-based application, start recapitalization of MILSATCOM capabilities at shore stations with the Mobile User Objective System (MUOS), and begin transition to a network infrastructure that supports operations in a secure mobile environment. PO&M is critical for oversight and efficient execution of Coast Guard’s acquisition programs.

Other	FY18	FY19	FY20
Program Oversight/Management	15.0	20.0	20.0
C4ISR	22.0	23.3	25.2
Logistics Information Management	9.8	13.2	6.4

Program Oversight and Management

This PPA provides funding for Program Oversight and Management (PO&M) activities associated with the transition of the Coast Guard’s assets from acquisition to operations, including delivery, provision of logistics, training, and other services necessary to ensure seamless integration into the operational fleet.

Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR)

This program integrates and funds the design, development, and information assurance posture of C4ISR Integrated hardware and software systems on NSCs, OPCs, PSCs, FRCs, WCCs, and legacy 270-foot

WMECs undergoing SLEPs. These assets are using interoperable C4ISR system designs to optimize lifecycle costs and operational effectiveness.

CG-Logistics Information Management System

This investment supports the modernization and unification of the Coast Guard’s logistics configuration, maintenance, supply chain and

technical information into a central database system. Funding continues for the Coast Guard Logistics Information Management System (CG-LIMS) development, configuration,

and testing with phased delivery deployment to Coast Guard operational assets and support facilities to include aircraft, surface, and shore facility product lines. Specifically, the

funding continues to support Configuration/Maintenance Management (Segment 1), Supply Chain Management (Segment 2), and Technical Information Management (Segment 3) functionality.

Aids to Navigation and Shore Facilities

The Shore Facilities and Aids to Navigation (ATON) PPA supports survey and design, and provides for the recapitalization, construction, rebuilding, and improvement of the

Coast Guard’s shore facilities, military housing, ATON and related equipment. Shore facilities support all Coast Guard operations and address the shore-side needs of the service’s operational communities. This

funding also provides infrastructure upgrades to homeport new assets and will ensure these facilities are fully functional and ready prior to arrival of new assets.

Shore & ATON	FY18	FY19	FY20
Major Shore, ATON and S&D	42.4	30.0	52.0
Acquisition Systems Infrastructure	87.1	100.0	116.6
Minor Shore	5.0	5.0	5.0

Shore & ATON

This investment includes major PC&I shore facility and housing construction, replacement, upgrade or improvement projects; construction and improvements to buoys and structures assisting navigation on Federal waterways; and survey and design required for future year PC&I shore projects.

Funding supports Coast Guard shore facility infrastructure, which includes recapitalizations, modifications, upgrades, real property and land acquisitions, and new construction associated with execution of

Coast Guard operations by cutters, boats, and aircraft, as well as shore forces, command and control, logistics, training, and personnel support. The funding provides necessary investment to address the Coast Guard’s highest priority shore plant requirements.

Major Acquisition Systems Infrastructure

This program supports shore facility infrastructure modifications, upgrades, new construction, and real property and land acquisition associ-

ated with homeporting new or modified cutters, boats, and aircraft. The program also supports infrastructure modifications, upgrades, and new construction to provide logistics, maintenance, and training support for new or modified cutters, boats, and aircraft.

Minor Shore

The FY20 Budget provides funds to complete minor PC&I shore facility construction projects. These projects are typically less complex and require less advance planning than major shore projects.

Agency Structure

The US Coast Guard, under the direction of a Commandant and Vice Commandant, is structured around a Chief of Staff, offices for Civil Rights; Acquisition; Engineering Logistics and Development; Health and Safety; Chief Counsel; Marine

Safety, Security and Environmental Protection; Navigation Safety and Waterway Services; Law Enforcement and Defense Operations; Personnel and Training; Readiness and Reserve; and Command, Control and Communications. Included as well in

the agency’s makeup are district offices for the Atlantic and Pacific areas and various Headquarters units as well as the Coast Guard Air Station in Washington, DC. The key offices are listed below along with their subordinate elements.

Directory

Law Enforcement & Defense Operations (202) 267-0977
 Chief
 Plans & Programs
 Operational Law Enforcement

Defense Operations
 Investigations & Security
 Cutter
 Coast Guard Command Center

Personnel & Training (202) 267-0905
 Chief
 Civilian Personnel
 Military Personnel
 Work-Life

Training & Performance
Women's Policy Advisory

Marine Safety, Security & Environmental Protection (202) 267-2200

Chief
Quality Assurance
Investigations & Analysis
Resource Management
Standards
Field Activities
Compliance
National Strike Force
Response
Maritime Center

Acquisition (202) 267-2007

Chief
Vessel Traffic Services
Acquisition Technical Support
Quality Management
Selected Major Acquisitions
Resource Management

Information Resources
Polar Icebreaker Replacement
Buoy Tender Replacement
Fleet Logistic Systems
Patrol Boat & Motor Lifeboat
Contract Support

Navigation Safety & Waterway Services (202) 267-2267

Chief
Short Range Aids To Navigation
Bridge Administration
Ice Operations
Search & Rescue
Auxiliary Boating & Consumer Affairs
Radio Navigation
Vessel Traffic Services

Command Control & Communications (202) 267-2767

Chief
Data Systems
National Response Center

Plans & Programs
Telecommunications
Electronic Systems

Engineering Logistics & Development (202) 267-1844

Chief
Aeronautical Engineering
Naval Engineering
Logistics Management
Civil Engineering
RDT&E Staff
Engineering Staff

Readiness & Reserve

Chief (202) 267-2350
Reserve Training
Readiness Analysis & Exercise
Readiness Plans
Reserve Programs

