



COMDTNOTE 7310
AUG 31 2011

COMMANDANT NOTICE 7310

CANCELLED:

Subj: CH-1 TO COAST GUARD REIMBURSABLE STANDARD RATES, COMDTINST
7310.1M

1. PURPOSE. This Notice promulgates changes to Coast Guard Reimbursable Standard Rates, COMDTINST 7310.1M
2. ACTION. All Coast Guard unit commanders, commanding officers, officers-in-charge, deputy/assistant commandants, and chiefs of headquarters staff elements shall comply with the provisions of this Notice. Internet release is authorized.
3. DIRECTIVES AFFECTED. None.
4. PROCEDURES.

The change consists of 3 pages. Remove & insert the following pages:

Remove

Insert

Enclosure (1) second and third page Enclosure (1) second and third page

5. SUMMARY OF CHANGES. Coast Guard reimbursable hourly rates for cutters, boats, and aircraft have been amended.
6. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is intended to provide operational guidance for Coast Guard personnel and is not intended to nor does it impose legally-binding requirements on any party outside the Coast Guard.
7. RECORDS MANAGEMENT CONSIDERATIONS. This Notice has been evaluated for potential records management impacts. The development of this Notice has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with Federal Records Act, 44 U.S.C.

DISTRIBUTION – SDL No. 159

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NON-STANDARD DISTRIBUTION:

3101 et seq., National Archives and Records Administration (NARA) requirements, and the Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not have any significant or substantial change to existing records management requirements.

8. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.

- a. The development of this Notice and the general policies contained within it have been thoroughly reviewed by the originating office in conjunction with the Office of Environmental Management, and are categorically excluded (CE) under current USCG CE # 33 from further environmental analysis, in accordance with Section 2.B.2. and Figure 2-1 of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1 (series). Because this Notice contains guidance on, and provisions for, compliance with applicable environmental mandates, Coast Guard categorical exclusion #33 is appropriate.
- b. This Directive will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in this Notice must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates. Due to the administrative and procedural nature of this Notice, and the environmental guidance provided within it for compliance with all applicable environmental laws prior to promulgating any directive, all applicable environmental considerations are addressed appropriately in this Notice.

9. FORMS/REPORTS. None.

S. P. Metruck /s/
Assistant Commandant for Resources
Chief Financial Officer

Enclosure: CH-1 to Coast Guard Reimbursable Standard Rates, COMDTINST 7310.1M



COMDTINST 7310.1M
FEB 28 2011

COMMANDANT INSTRUCTION 7310.1M

Subj: COAST GUARD REIMBURSABLE STANDARD RATES

Ref: (a) Statement of Federal Financial Accounting Standards Number 4
(b) Office of Management and Budget Circular No. A-25
(c) Chief Financial Officers Act of 1990 (Public Law 101-576)
(d) Economy Act of 1932

1. PURPOSE. This Instruction establishes the standard rates to be used in computing reimbursable charges.
2. ACTION. All Coast Guard unit commanders, commanding officers, officers-in-charge, deputy/assistant commandants, and chiefs of headquarters staff elements shall comply with the provisions of this Instruction. Internet release is authorized.
3. DIRECTIVES AFFECTED. Coast Guard Reimbursable Standard Rates, COMDTINST 7310.1L is cancelled.
4. DISCUSSION.
 - a. The Coast Guard enters into reimbursable agreements with other government agencies in which the cost of the service provided must be recovered. The Coast Guard also has specific authority for reimbursement of certain services provided to the private sector. The enclosed rates represent the full cost to the Coast Guard for use of its resources.
 - b. An overview of the methodology used to calculate these standard rates can be found on CG Portal: <https://cgportal.uscg.mil/lotus/my poc?uri=dm:672b360041e0d1e79388f340eb65e222&verb=view> or by navigating to CG Portal at <https://cgportal.uscg.mil/lotus/myquickr>, search for Keyword “(Standard Rates).”

DISTRIBUTION – SDL No. 157

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NON-STANDARD DISTRIBUTION:

5. POLICY.

- a. The enclosed rates are effective as of the date of this Instruction (indicated above) until the next revision is completed based on updated financial information.
- b. Use the “Outside Government” rate for services provided to customers outside the Federal government on or after this date. Use the “Inside Government” rate for intra-governmental services provided on or after this date.
- c. When the National Science Foundation (NSF) has budget authority for polar icebreakers, NSF is responsible for managing agreements and funds transfers with other agencies that require polar icebreaker services.
- d. The “direct” portion of the standard rates includes both fixed and variable components. Therefore, these rates should not be used to calculate reimbursement for FEMA and foreseeable costs related to contracting actions, cost justification for use of military aircraft or incremental operations costs. Rates for these purposes shall be promulgated separately.
- e. Reimbursable rates for services provided which are not covered by this Instruction must be developed in consultation with Commandant (CG-832).
- f. These rates, where appropriate, should be supplemented with out-of-pocket costs such as:
 - (1) Extra maintenance required due to extraordinary facility use or abuse, based on the actual costs of the additional materials and labor;
 - (2) Incidental personnel expenses such as travel and per diem; and
 - (3) The cost of any special equipment purchased solely for the purpose of providing a reimbursable service.
- g. Update or delete any existing rates in manuals or other publications which are based on prior issues of this instruction.
- h. Other than stated above, the enclosures to this Instruction compile standard rates that are utilized throughout the Coast Guard. Enclosures (1) and (2) are designed, modeled and reconciled by Commandant (CG-832), while the other enclosures are designed, modeled and reconciled by the program offices that specifically own the information and can properly calculate the rates. The standard rates for assets and the standard personnel costs that are shown in enclosures (1) and (2) shall be the building blocks for all other rates calculated in the Coast Guard by the respective program offices.

6. INQUIRIES. Address questions concerning these Standard Rates or the determination of other charges to Commandant (CG-832), specifically the Strategic Cost Team.

7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. Environmental considerations under the National Environmental Policy Act of 1969 (NEPA) were examined in the development of COMDTINST 7310.1M. Development of this Commandant Instruction is an action categorically excluded from further NEPA analysis and documentation requirements under current USCG Categorical Exclusion # (33) in accordance with COMDTINST M16475.1D, Figure 2-1. An Environmental Checklist or Categorical Exclusion Determination is not required.
8. FORMS /REPORTS. None.

K. A. TAYLOR /s/
Assistant Commandant for Resources
Chief Financial Officer

- Encls:
- (1) Hourly Standard Rates for Cutters, Boats, and Aircraft
 - (2) Hourly Standard Rates for Personnel
 - (3) Standard Rates for Replacement or Repair to Damaged Aids to Navigation
 - (4) Hourly Standard Rates for Pollution Clean-up Equipment
 - (5) Standard Rates for Vehicles
 - (6) Standard Rates for Outpatient Visits
 - (7) Standard Rates for Canine Teams
 - (8) Standard Rates for Dive Teams
 - (9) Standard Rates for Transportable Communication Centers (TCC'S)

HOURLY STANDARD RATES FOR CUTTERS, BOATS, AND AIRCRAFT

General

The hourly standard rates for cutters, boats, and aircraft are divided into two categories “Inside Government” and “Outside Government.” The “Inside Government” rate is for use when charging other Federal agencies within the government. The “Outside Government” rate is for use when charging all others.

Inside Government – The following are the components of the “Inside Government” rate:

Direct Costs: Represents direct costs incurred by a particular asset class. This includes labor, employee benefits, fuel, maintenance, etc.

Support Costs: Costs allocated to a particular asset class for support received from Coast Guard support activities, including but not limited to, area commands, districts, groups, Base Support Units (BSUs), Personnel Services and Support Units (PSSUs), Naval Engineering Support Units (NESUs), etc.

General and Administrative (G&A): Costs allocated to a particular asset class to represent benefit received from Coast Guard general and administrative activities such as legal services, payroll processing, etc.

Outside Government – In addition to the costs listed in the “Inside Government” rate, the following additional costs are included in the “Outside Government” rate:

Pension Benefit Adjustment: Costs incurred for retirement pay and medical expenses.

Operating Asset Depreciation: Depreciation by class of cutter, aircraft, boats, buildings, structures, electronics, and other assets.

Operating Asset Cost of Capital: The annual rate of return (equal to the average long-term Treasury bond rate) applied to the net book value of cutters, aircraft, boats, buildings, structures, and other asset

Amended Hourly Standard Rates for Cutters, Boats, and Aircraft

		Inside Government Rate				Outside Government Rate (added components)			
		Direct	Support	G&A	Total	Pension Adjustment	Op & Other Asset Depreciation	Op & Other Asset Cost of Cap	Total
Cutters	378 WHEC	\$ 5,992	\$ 3,054	\$ 3,928	\$ 12,974	\$ 2,024	\$ 922	\$ 1,439	\$ 17,359
	282 WMEC	\$ 4,006	\$ 5,237	\$ 3,633	\$ 12,876	\$ 1,839	\$ 1,786	\$ 2,138	\$ 18,639
	270 WMEC	\$ 2,979	\$ 1,369	\$ 2,211	\$ 6,560	\$ 1,138	\$ 526	\$ 822	\$ 9,046
	240 WLBB	\$ 5,374	\$ 2,077	\$ 1,956	\$ 9,406	\$ 994	\$ 2,114	\$ 2,927	\$ 15,441
	225 WLB	\$ 3,034	\$ 1,290	\$ 1,977	\$ 6,301	\$ 1,021	\$ 704	\$ 993	\$ 9,019
	213 WMEC	\$ 2,722	\$ 3,044	\$ 3,097	\$ 8,862	\$ 1,546	\$ 146	\$ 274	\$ 10,828
	210 WMEC	\$ 2,326	\$ 958	\$ 1,708	\$ 4,992	\$ 887	\$ 285	\$ 461	\$ 6,625
	179 WPC	\$ 900	\$ 702	\$ 764	\$ 2,367	\$ 384	\$ 28	\$ 30	\$ 2,808
	175 WLM	\$ 2,029	\$ 1,097	\$ 1,549	\$ 4,675	\$ 782	\$ 496	\$ 648	\$ 6,602
	160 WLIC	\$ 1,446	\$ 961	\$ 1,001	\$ 3,408	\$ 504	\$ 62	\$ 98	\$ 4,072
	140 WTGB	\$ 2,346	\$ 823	\$ 1,543	\$ 4,712	\$ 783	\$ 241	\$ 436	\$ 6,173
	110 WPB	\$ 1,504	\$ 645	\$ 956	\$ 3,105	\$ 489	\$ 224	\$ 232	\$ 4,050
	100 WLI	\$ 4,727	\$ 3,010	\$ 4,202	\$ 11,939	\$ 2,073	\$ 158	\$ 195	\$ 14,365
	100 WLIC	\$ 2,266	\$ 2,941	\$ 1,893	\$ 7,100	\$ 911	\$ 91	\$ 166	\$ 8,268
	87 WPB	\$ 1,193	\$ 502	\$ 905	\$ 2,601	\$ 461	\$ 142	\$ 177	\$ 3,380
	75 WLIC	\$ 2,294	\$ 897	\$ 1,468	\$ 4,659	\$ 727	\$ 26	\$ 57	\$ 5,470
	75 WLR	\$ 1,331	\$ 724	\$ 954	\$ 3,008	\$ 486	\$ 72	\$ 104	\$ 3,670
	65 WLI	\$ 981	\$ 3,742	\$ 1,599	\$ 6,322	\$ 886	\$ 129	\$ 192	\$ 7,529
	65 WLR	\$ 2,519	\$ 1,215	\$ 2,056	\$ 5,789	\$ 1,037	\$ 32	\$ 260	\$ 7,117
	65 WYTL	\$ 1,528	\$ 918	\$ 1,326	\$ 3,772	\$ 668	\$ 77	\$ 126	\$ 4,643
Boats	ANB (55_63_64)	\$ 1,522	\$ 1,648	\$ 1,626	\$ 5,184	\$ 709	\$ 124	\$ 161	\$ 6,179
	BU (45' Buoy Boat)	\$ 690	\$ 2,037	\$ 1,051	\$ 3,778	\$ 411	\$ 86	\$ 112	\$ 4,386
	BUSL (49' Stern Loading Buoy Boat)	\$ 1,623	\$ 1,017	\$ 1,690	\$ 4,329	\$ 621	\$ 172	\$ 230	\$ 5,352
	MLB (44', 47' & 52' Motor Lifeboat)	\$ 1,211	\$ 855	\$ 1,355	\$ 3,421	\$ 501	\$ 149	\$ 201	\$ 4,271
	RBM (Response Boat, Medium)	\$ 1,243	\$ 1,110	\$ 1,331	\$ 3,684	\$ 492	\$ 134	\$ 182	\$ 4,492
	RBS (Response Boat, Small)	\$ 723	\$ 228	\$ 490	\$ 1,441	\$ 312	\$ 33	\$ 43	\$ 1,830
	SKF (Skiff)	\$ 526	\$ 449	\$ 476	\$ 1,451	\$ 280	\$ 26	\$ 36	\$ 1,794
	SPC (LE)	\$ 578	\$ 200	\$ 298	\$ 1,076	\$ 271	\$ 9	\$ 13	\$ 1,368
	TANB (Trailerable Aton Boat)	\$ 776	\$ 526	\$ 666	\$ 1,968	\$ 351	\$ 48	\$ 62	\$ 2,429
	TPSB (Transportable Port Security Boat)	\$ 319	\$ 208	\$ 272	\$ 799	\$ 136	\$ 32	\$ 47	\$ 1,014
	UTB (Utility Boat, Big)	\$ 934	\$ 430	\$ 915	\$ 2,278	\$ 363	\$ 84	\$ 112	\$ 2,838
	UTL (Utility Boat, Light)	\$ 496	\$ 680	\$ 587	\$ 1,763	\$ 301	\$ 44	\$ 55	\$ 2,162
UTM (Utility Boat, Medium)	\$ 339	\$ 346	\$ 306	\$ 991	\$ 175	\$ 30	\$ 48	\$ 1,244	

Amended Hourly Standard Rates for Cutters, Boats, and Aircraft

		Inside Government Rate				Outside Government Rate (added components)			
		Direct	Support	G&A	Total	Pension Adjustment	Op & Other Asset Depreciation	Op & Other Asset Cost of Cap	Total
Aircraft **	HC-144 CASA	\$ 7,363	\$ 1,124	\$ 3,073	\$ 11,560	\$ 2,054	\$ 1,026	\$ 715	\$ 15,354
	C-143 MRCCA	\$ 5,590	\$ 4,091	\$ 2,619	\$ 12,300	\$ 1,331	***	***	\$ 13,631
	C-37 LRCCA	\$ 6,583	\$ 4,256	\$ 3,029	\$ 13,869	\$ 1,547	\$ 4,310	\$ 2,873	\$ 22,600
	HC-130H/J	\$ 8,675	\$ 2,216	\$ 3,548	\$ 14,439	\$ 1,686	\$ 935	\$ 805	\$ 17,866
*	H-60	\$ 6,859	\$ 1,284	\$ 3,108	\$ 11,251	\$ 1,556	\$ 726	\$ 785	\$ 14,318
	H-65	\$ 5,171	\$ 938	\$ 2,530	\$ 8,640	\$ 1,290	\$ 503	\$ 628	\$ 11,061
*	HU-25	\$ 6,394	\$ 1,367	\$ 2,602	\$ 10,364	\$ 1,257	\$ 435	\$ 510	\$ 12,566

* Depreciation rate was calculated using a 3 year average

** Values calculated outside due to adjustment of operational hours

*** C-143 is leased; therefore no depreciation or cost of capital

Note: Rates in bold italicized font were revised with updated depreciation figures to reflect re-assessments of surveyed asset classes as part of the Coast Guard's ongoing efforts to maintain the accuracy of its balance sheet.

HOURLY STANDARD RATES FOR PERSONNEL

Rate Computation

The hourly standard rates for personnel services are based on prevailing annual standard personnel costs related to employee productive hours as reflected in Staffing Standards Manual, COMDTINST M5312.11(series). The rates are presented on the following page. A factor representing incurred but unfunded retirement and medical costs is included for customer effort external to the government.

Rate Application

The average hourly rates for customers inside and outside the government are presented for those situations that require computations on an hourly basis. For reimbursable agreements that involve extended periods of time (e.g., monthly or yearly) please navigate to CG Portal at: <https://cgportal.uscg.mil/lotus/myquickr>, search for (Keyword: SPC) and review the Standard Rates for Personnel worksheets for the desired fiscal year. If assistance is still desired, please contact Commandant (CG-832), specifically the Strategic Cost Team for appropriate guidance.

It is important to note that charges for normal crews are contained within the rates for cutters, aircraft and small boats. Therefore, use the standard personnel rates listed below only where additional personnel reimbursement is appropriate.

Actual costs for travel and per diem, if applicable, must also be included in the reimbursement.

HOURLY RATES FOR PERSONNEL (\$)

<u>Rank</u>	<u>In Gov't (\$) Rate</u>	<u>Out Gov't (\$) Rate</u>	<u>Grade</u>	<u>In Gov't (\$) Rate</u>	<u>Out Gov't (\$) Rate</u>
O-10	129	166	ES-00	125	133
O-9	129	165	AL-00	121	129
O-8	126	161	AD-00	95	102
O-7	122	157	GS-15	105	112
O-6	107	136	GS-14	90	96
O-5	95	120	GS-13	77	83
O-4	83	104	GS-12	65	69
O-3	72	90	GS-11	56	59
O-2	58	72	GS-10	50	53
O-1	47	57	GS-09	47	50
CADET	21	23	GS-08	45	48
			GS-07	40	43
			GS-06	36	38
W-4	79	99	GS-05	33	35
W-3	77	96	GS-04	30	32
W-2	63	78	GS-03	26	28
E-10	74	94	WG-15	58	62
E-9	78	98	WG-14	56	60
E-8	67	84	WG-13	54	58
E-7	61	76	WG-12	52	56
E-6	54	67	WG-11	50	53
E-5	48	59	WG-10	49	52
E-4	40	49	WG-09	46	49
E-3	33	39	WG-08	44	47
E-2	31	37	WG-07	42	45
E-1	22	25	WG-06	40	42
			WG-05	37	40
			WG-04	35	37
			WG-03	33	35
			WG-02	30	32

STANDARD RATES FOR REPLACEMENT OR REPAIR OF DAMAGED AIDS TO NAVIGATION

Rate Application

There are two possible components that may apply when computing a charge for repair or replacement of a damaged or destroyed aid. These components are discussed below, however, they do not include vessel, boat or vehicle time which must be determined separately based upon this instruction. Additional policy on charges for aids to navigation work is contained in 33 CFR Part 74.

Replacement Costs

For the replacement of buoys, chains and the related transportation cost, see Commandant (CG-432) website at the following URL: <http://www.uscg.mil/hq/cg4/cg432/products.asp>. Units which do not have access to the internet can obtain hard copies of these rates from Commandant (CG-832), specifically the Strategic Cost Team.

Use actual costs for sinkers, lighting and power equipment. Include costs to install equipment on the buoy (retro, wiring, etc.).

Replacement cost for structures should be actual cost of materials. If replacement is accomplished using a contractor, charges should include contract cost, contract management cost (including inspection) and actual cost of government furnished equipment.

Charges shall include the cost of temporary floating aids until the damaged aid is replaced.

Replacement costs shall also include government labor and shall be computed using the personnel rates contained in this Instruction.

Temporary Aids

Charges for temporary aids shall include actual cost for retrofit and signal equipment needed to place the aid in the water. After retrieval of the temporary aid, include cost (either ISC or unit) to place buoy in ready for issue condition.

Monthly servicing costs vary throughout the Coast Guard and shall be computed locally at the District level by prorating costs based upon the following categories and time periods. For example, the monthly servicing cost for a steel buoy would be computed by dividing the 6-year overhaul cost by 72.

- A 6-year overhaul cost for steel buoys
- A 6-year life for lighting and power equipment
- A 2-year life for moorings
- A 20-year life for steel buoys with the exception of 4th and 6th class
- A 2-year life for 4th and 6th class buoys
- An 8-year life for foam buoys
- A 6-year life for plastic buoys

For the purposes of applying these computed rates, a month is considered to be 16 or more days of use.

Labor for buoy servicing at support facilities shall be computed using the personnel rates contained in this instruction.

Questions concerning computing charges for damaged aids shall be referred to Commandant (CG-5531) or Commandant (CG-432).

HOURLY STANDARD RATES FOR POLLUTION CLEAN-UP EQUIPMENT**Rate Application**

Apply these charges for every full or fractional hour of use, excluding transit time. Make separate charges for: (1) cost of Coast Guard Strike Team personnel operating and/or supervising the operations of the equipment based on the standard rates for personnel enclosure (2); (2) actual fuel costs associated with operational use of the equipment; (3) the cost of transporting the equipment to and from the job site; (4) actual reimbursement cost when performed by a contractor and (5) actual cost to decontaminate equipment following usage. To obtain cost guidance on any other equipment not listed below contact Commandant (CG-5332) or Commandant (CG-432).

HOURLY STANDARD RATES FOR POLLUTION CLEAN-UP EQUIPMENT

<u>Equipment Type</u>	<u>Rate</u>	<u>Equipment Type</u>	<u>Rate</u>
All Terrain Vehicle (ATV)	\$7	Non-Submersible Pumps	\$20
Boom Mooring System	\$50	Pollution Response Trailers Command/Comms Office	\$361
CCN-150 Pump	\$15	Small Pump System	\$74
DESMI 250 Skimmer and Control Std	\$36	Storage Seaslugs (12,000 gal)	\$71
Deutz Prime Mover	\$23	Storage Seaslugs (25,000 gal)	\$93
DOP 250 Pump	\$46	Viscous Oil Pumping System	\$129
Fast Sweep Boom	\$33	Voss System Trailer	\$276
High Speed Skimmer	\$77	500 ft Foam Boom	\$22
Highstar Prime Mover	\$26	500 ft Foam Boom, 3 Boxes w/Trailer	\$80
Inflatable Boom (5 reels) w/ Trailer	\$254	650 Ft Inflatable Boom (1 reel)	\$50
Large Pump System w/ Trailer	\$122		

STANDARD RATES FOR VEHICLES

Rate Computation

The standard rates for vehicles are available from GSA at the following web site:

<http://www.gsa.gov/portal/content/104468>

These rates represent averages for similar vehicle types from different regions of the country. Units which do not have access to the internet can obtain hard copies of these rates from Commandant (CG-832), specifically the Strategic Cost Team.

Rate Application

The rates are applied for every full or fractional mile or month of use. These rates can be prorated to a daily rate if necessary. If the vehicle is a commercial rental or GSA lease, charge the actual cost of the rental if available. Include a charge for personnel if the driver is not attached to another unit (such as cutter, aircraft or small boat) involved in the operation.

Note: The most current GSA vehicle rates apply.

STANDARD RATES FOR OUTPATIENT VISITS

All medical services provided to authorize beneficiaries in Coast Guard medical treatment facilities are recorded in an electronic healthcare database. The database is a historical repository for all medical records and it is used to generate invoices as appropriate for services provided to beneficiaries other than Coast Guard members and their eligible dependents. Commandant (CG-11) is responsible for management and oversight of the database and all the information contained within the database. Commandant (CG-11) is responsible for executing reimbursable agreements with other government agencies and certifying all intra-governmental invoices prior to billing. Commandant (CG-11) is responsible for billing other health insurance as appropriate. Commandant (DCMS-831) is responsible for all activities related to recording the accounts receivable transactions and reconciling them in the Coast Guard Core Accounting System (CAS). The Coast Guard Finance Center is responsible for invoicing the appropriate uniformed service and public health insurance provider.

Contact Commandant (CG-11) for further guidance.

STANDARD RATES FOR CANINE TEAMS

Rate Computation

When computing the standard rates for a canine team's services and when applicable, the following charges should apply:

- (1) Canine handler based on the standard rates for personnel per enclosure (2);
- (2) Canine fees at the rate of \$9.00 per day;
- (3) The standard rate for vehicles per enclosure (5);
- (4) Parking and Toll fees.
- (5) Air Fare;
- (6) Vehicle rental;
- (7) Per Diem;
- (8) Kenneling fees;

Rate Application

The rates should be applied for every full hour of use, and should include vehicle mileage to and from the team's home base to the requesting authority's site. Kenneling, canine fees and per diem should be charged for missions that required overnight stays outside the team's commuting area.

Note: When calculating "usage" charges, personnel off-duty time should not be included.

Contact Commandant (CG-532) for further guidance.

STANDARD RATES FOR DIVE TEAMS

Rate Computation

When computing the standard rates for a dive team's services, the following charges should apply, if applicable:

- (1) Each dive team member based on the standard rates for personnel enclosure (2);
- (2) The standard rate for vehicles enclosure (5);
- (3) Vehicle rental;
- (4) Parking and Toll fees;
- (5) Air Fare;
- (6) Vessel rental;
- (7) Per Diem;
- (8) Dive equipment rental (typically limited to SCUBA bottles);
- (9) Dive equipment use fees at the rate of \$50 per diver per hour of total dive time.

Rate Application

The rates should be applied for every full hour of use, and should include vehicle mileage to and from the team's home base to the requesting authority's site. Per diem should be charged for missions that require overnight stays outside the team's commuting area.

Note: When calculating "usage" charges, personnel off-duty time should not be included.

For additional information, contact Commandant (CG-7212).

STANDARD RATES FOR TRANSPORTABLE COMMUNICATION CENTERS (TCC'S)

Apply these charges for every full or fractional day of use, including transit time. Make separate charges for: (1) cost of Coast Guard Communications Contingency Team personnel operating and/or supervising the operations of the equipment based on the standard rates for personnel, enclosure (2); (2) actual fuel costs associated with operational use of the equipment; (3) the cost of transporting the equipment to and from the job site. To obtain cost guidance on any other equipment not listed below contact LANTAREA Contingency Comms Manager CWO4 Vern Tuss at (757) 398-6330.

Transportable Communications Center (TCC):

\$3,300/mo / \$770/wk / \$110/day

Enhanced Mobile Incident Command Center (eMICP):

\$5,100/mo / \$1,190/wk / \$170/day

Mobile Communications Vehicle (MCV):

\$5,100/mo / \$1,190/wk / \$170/day

TACHYON (commercial satellite internet access):

1-3 days \$1,400 4-10 days \$1,800 11+ days \$2,300

BGAN VOIP (voice over internet protocol-landline telephone)

- DATA ONLY (Internet/RAS) = \$6.30 per MB.
- VOIP = In addition to \$6.30 per MB, phone usage is charged as follows:
- 1 day =\$0.50-1.10
- 2 weeks =\$7.50-15.00
- 1 month = \$15-30 dependent on during Hurricane Season (1JUN-31NOV) or not.
- Note: Unless calling the 757 area code, all calls are long distance. Long distance calls avg \$0.03 per minute.

Final BGAN usage charge will be provided to user at end of operation.

Portable Siprnet (Swiftlink) \$1,500/mo \$375/wk \$12.50/day

Standard rates for vehicles apply as per encl (5)

Standard rates for personnel apply as per encl (2)

Note: Additional charge for generator fuel use at prevailing market rates. Minimum 2 personnel deployed with TCC. 4 pers w/eMICP and MCV