



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

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A																										
B	1	1	1		1	1	1	1	1		1	1	1	1	1		1	1		1						1
C	1	1	1	1	1	1	1		1		1		1	1									1		1	
D	1	1		1	1																				1	
E														1	1						1					
F																										
G																										
H				1																						

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

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.