

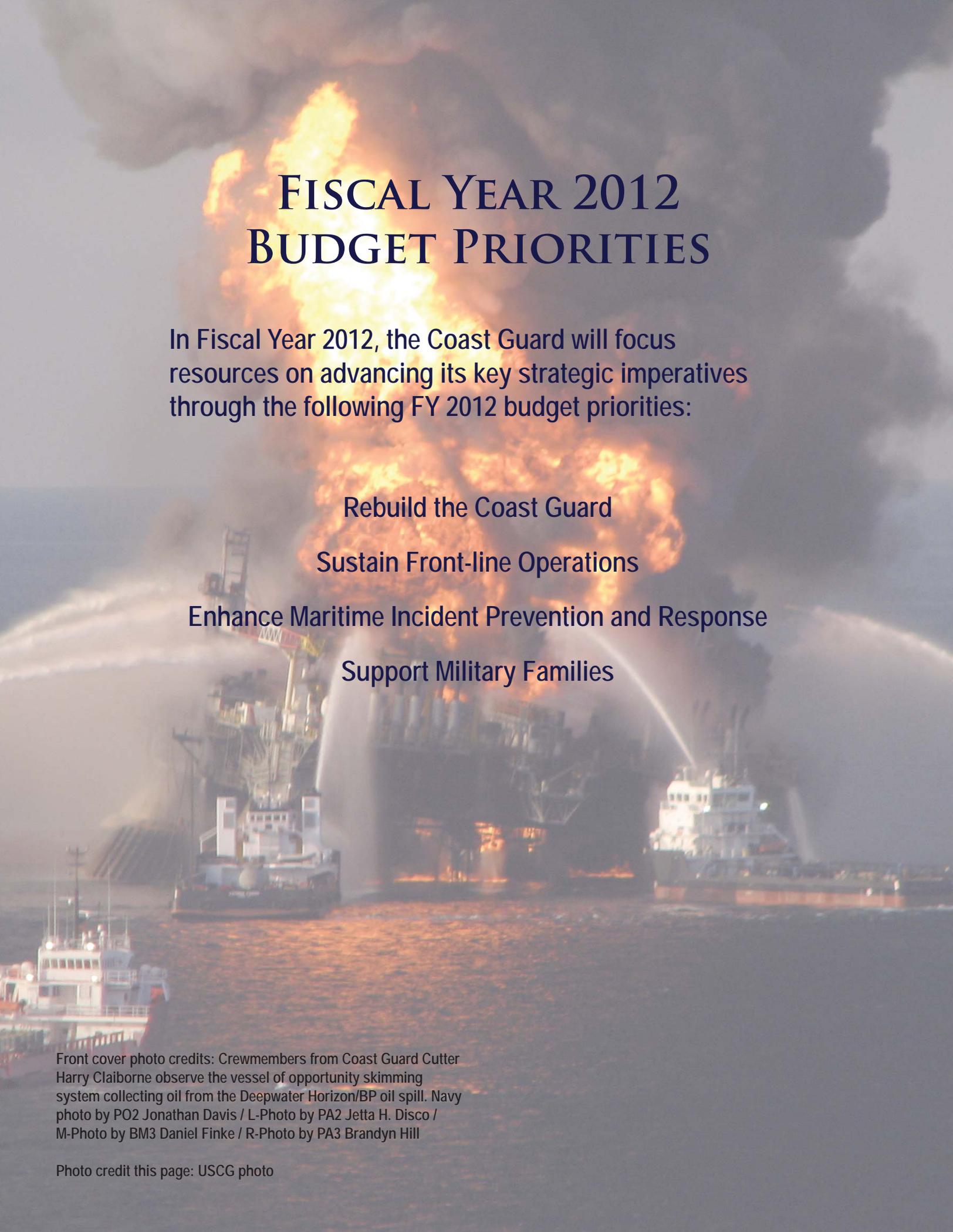
UNITED STATES COAST GUARD 2011 POSTURE STATEMENT



WITH 2012 BUDGET IN BRIEF

February 2011





FISCAL YEAR 2012 BUDGET PRIORITIES

In Fiscal Year 2012, the Coast Guard will focus resources on advancing its key strategic imperatives through the following FY 2012 budget priorities:

Rebuild the Coast Guard

Sustain Front-line Operations

Enhance Maritime Incident Prevention and Response

Support Military Families

Front cover photo credits: Crewmembers from Coast Guard Cutter Harry Claiborne observe the vessel of opportunity skimming system collecting oil from the Deepwater Horizon/BP oil spill. Navy photo by PO2 Jonathan Davis / L-Photo by PA2 Jetta H. Disco / M-Photo by BM3 Daniel Finke / R-Photo by PA3 Brandyn Hill

Photo credit this page: USCG photo



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C.



I am pleased to present the Coast Guard's 2011 Posture Statement and Fiscal Year 2012 Budget In Brief. For over 220 years the U.S. Coast Guard has safeguarded the Nation's maritime interests and natural resources on our rivers and ports, in the littoral regions, on the high seas, and around the world. The role of the Coast Guard is enduring by providing for and protecting *those on the sea, America from threats delivered by sea, and the sea itself*.

Our unique authorities, versatile assets, and dedicated personnel enable us to respond to all threats and hazards in a manner that provides exceptional value and service to the American public and global maritime community.

This past year, the Coast Guard showcased its value as an incident responder and manager by leading America's response to the BP Deepwater Horizon rig explosion and ensuing oil spill disaster. The Service deployed 46 cutters, 22 aircraft and over 7,000 personnel in order to meet Federal On-Scene Coordinator response requirements to provide oversight, logistics, and security of the waterways in and around the oil spill. The Coast Guard also dispatched the first U.S. assets that provided rescue and relief following the devastating earthquake in Haiti. Our value to the Nation is providing this unique capability in the maritime domain, and it is our commitment to enhance our ability to respond to and manage future incidents.

Throughout our Haiti and BP oil spill responses, the Coast Guard continued to serve the American people by performing our 'every day' missions, including Search and Rescue, enforcing immigration laws, interdicting illegal drugs, protecting living marine resources, and ensuring resiliency of our nation's maritime transportation system. These operations, however, further stressed our assets and personnel and highlighted our readiness challenges and ability to meet expanded mission requirements or sustain responses to simultaneous, large-scale operations without degrading mission performance in other areas.

To ensure the future readiness and viability of the Coast Guard, we will continue to focus resources on recapitalizing our ships and aircraft, replacing our command and control systems, and supporting shore infrastructure —these are the foundational assets for carrying out our missions. The initiatives contained in our Fiscal Year 2012 Budget request will enable us to continue fielding new assets through our acquisition programs. While rebuilding the Coast Guard is imperative, we must also sustain front-line operations. The FY 2012 budget requests funding to support our workforce, complete critical depot level maintenance on in-service assets, and operate new assets delivered through our acquisition programs.

To keep pace with the Maritime Industry's growth and increasing regulatory oversight requirements, we continue to improve Marine Safety mission performance through key initiatives that enhance workforce competencies and capacities. Additionally, the Deepwater Horizon incident demonstrated the importance of federal oversight to prevent these accidents, and the necessity of a timely, capable federal response when incidents occur. Investments contained in the Fiscal Year 2012 budget request are essential to ensuring the Coast Guard can respond to major incidents in the maritime domain and continue to ensure America's safety, economic and national security.

Please visit our website, www.uscg.mil, to learn more about the Coast Guard, our performance record, or how we are serving the American Public, maritime community and preparing for the demands of future.

Semper Paratus!

R. J. PAPP, JR
Admiral, U.S. Coast Guard

FISCAL YEAR 2010 PERFORMANCE HIGHLIGHTS

In 2010, over 43,000 active duty members, 8,100 reservists, 8,100 civilian employees, and 33,000 volunteer Auxiliarists of the Coast Guard...



Continued the deployment of six Patrol Boats and 400 personnel to protect Iraqi critical maritime oil infrastructure and train Iraqi naval forces in support of Operation Iraqi Freedom. Photo by Lt. Cmdr. Jim Hotchkiss



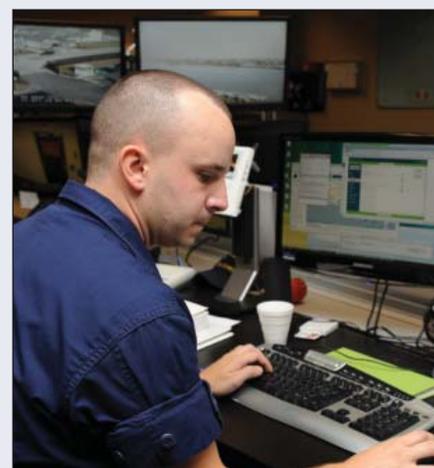
Conducted over 41,000 recreational vessel boardings, issued over 7,000 citations, and visited 2,000 recreational boat manufacturers to provide education and ensure compliance with federal regulations. Photo by PA3 Nathan Littlejohn



Responded to more than 22,000 Search and Rescue cases and saved more than 4,300 lives. In July, the Coast Guard worked with the U.S. Navy and other first responders to rescue passengers of a capsized amphibious tour boat in the Delaware River near Philadelphia. U.S. Navy photo by PO1 Timothy Miller



Led the federal response to the Deepwater Horizon oil spill, the first-ever Spill of National Significance and one of the worst environmental disasters in U.S. history. The Coast Guard's response included establishment of the first-ever National Incident Command, providing federal oversight and direction for over 48,000 response personnel and 4,340 response vessels. The Coast Guard deployed 7,000 people, 46 cutters and 22 aircraft during this unprecedented response operation. Photo by PA3 Patrick Kelley



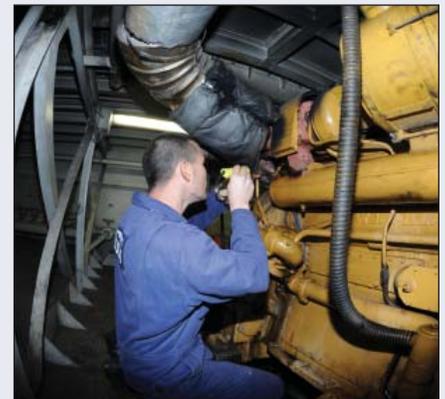
Screened over 257,000 commercial vessels and 71 million crewmembers and passengers prior to arrival in U.S. ports; identified 61 individuals with terrorism associations for further vetting. Photo by PA3 Casey Rane



Investigated 4,650 marine casualties, including 2 marine boards of investigation. In Jan 2010, investigators responded to a collision between the towing vessel Dixie Vengeance and tank ship Eagle Otome near Port Arthur, Texas. USCG photo



Seized 37,739 pounds of marijuana bound for the United States. In June, crewmembers from Coast Guard Cutter Sitkinak intercepted smugglers with nearly 1,000 pounds of marijuana. Photo by PA3 Sabrina Elgammal



Conducted more than 11,000 inspections on U.S. flag vessels and 9,000 Port State Control safety and environmental exams on foreign vessels. Photo by PA3 Tom Atkeson



Christened the National Security Cutter Stratton, named in honor of Captain Dorothy Stratton, the first woman accepted into the Coast Guard Women's Reserve in 1946. In July, First Lady Michelle Obama christened the cutter by breaking a champagne bottle over the bow. Photo by PA3 Casey Ranel



Interdicted more than 2,000 undocumented migrants attempting to illegally enter the United States. In April, crewmembers from Coast Guard Cutter Vigorous interdicted 90 Haitian migrants. USCG photo



Photo by PA1 Sara Francis

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THE ROLE OF THE COAST GUARD



Photo by PA2 Matthew Schofield



Photo by Ensign Shea Winterberger



Photo by OS3 Michael Danvers

The Coast Guard ensures the Safety, Security and Stewardship of U.S. maritime interests. We are the lead federal agency in the maritime domain for law enforcement, incident response, homeland security, and disaster management.

Value to the Nation

Since 1790, the Coast Guard has safeguarded our Nation's maritime interests and natural resources on our rivers, in the ports, in the littoral regions, on the high seas, and in theaters around the world. The Coast Guard is an adaptable, responsive, military force of maritime professionals whose broad legal authorities, capable assets, geographic diversity and expansive partnerships provide a persistent presence in the inland waters, ports, coastal regions and far offshore areas of operations. Coast Guard presence is local, regional, national and international. These attributes make the Coast Guard a unique instrument of maritime safety and security.



Photo by MK2 Vincent Bucaneg



USCG photo

What We Do

We Protect Those on the Sea: leading responses to maritime disasters and threats, ensuring a safe and secure maritime transportation system, preventing incidents and rescuing those in distress.

We Protect America From Threats Delivered by the Sea: enforcing laws and treaties, securing our ocean resources, and ensuring the integrity of our maritime domain from illegal activity.

We Protect the Sea Itself: regulating hazardous cargo transportation, holding responsible parties accountable for environmental damage and cleanup, and protecting living marine and natural resources.

Why We Matter

The United States is a Maritime Nation. With nearly 90% of global trade moving by sea, much of it fueling U.S. jobs and industry, our nation's economy and security are inextricably linked to the sea, our ports and our waterways.

The sea, our ports and our waterways also serve as gateways for multiple challenges to our nation's safety and security, including: mass migration; smuggling of drugs, illegal aliens and contraband; energy exploration; increases in commercial maritime trade and global shipping; and catastrophic weather events. This growth in activity and threat vectors brings a corresponding demand for USCG authorities, capabilities, competencies, capacity and partnerships.



Photo by PA1 Thomas Blue



Photo by PA3 George Degener



Photo by PA3 Tara Molle

AMERICA'S MARITIME INCIDENT RESPONDER AND MANAGER



Two crewmembers from the Coast Guard Cutter Tahoma help prepare a critically injured man for medical evacuation. Photo by SN Melissa Cardwell

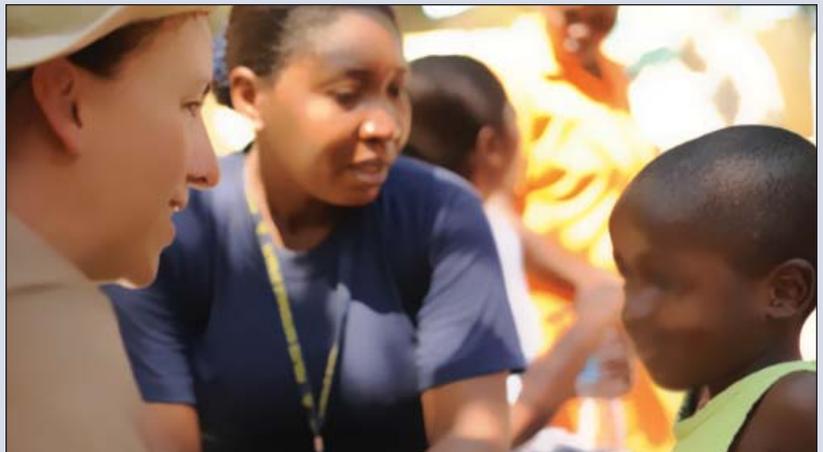


A Coast Guard HH-65 Dolphin helicopter flies overhead as Coast Guard Cutter Resolute steams near the Deepwater Horizon spill site. Resolute served as an incident response, search and rescue, and command and control platform responding to the largest oil spill response in U.S. history. Photo by PA1 Matthew Belson

Coast Guard Lt. Teresa Wolf (left), a physician assistant assigned to Port Security Unit (PSU) 307, and Methelus Edelette, a Haitian Coast Guard corpsman, provide medical attention and medicine during an orphanage relief project. Photo by PA2 Eric Chandler

On any given day, there is a Coast Guard High Endurance Cutter with an embarked helicopter patrolling the waters of the Bering Sea enforcing fisheries law, a Maritime Safety and Security Team conducting Ports, Waterways and Coastal Security missions in coastal waters of the Pacific, a HC-130 aircraft carrying out counter-drug operations in the Caribbean basin, icebreakers supporting the year-round flow of commercial goods on the Great Lakes and in the Northeast, and command centers monitoring vessel movements and mariner distress calls. Through this geographic diversity and broad set of competencies, combined with the Coast Guard's "bias for action," the Coast Guard is always ready as America's incident responder in the maritime domain.

The entire world witnessed this value in the aftermath of the magnitude 7.0 earthquake that struck Haiti on January 12th, 2010. The Coast Guard Cutter Forward was diverted from a law enforcement patrol in the Caribbean and arrived in Port-au-Prince, Haiti within 17 hours of the disaster. The Cutter Forward provided the world with first hand images and reports of the devastation that had struck the impoverished nation. The first helicopters on scene were from Coast Guard units deployed to the Turks and Caicos Islands for counter-narcotics operations. Additional Coast Guard cutters and aircraft arrived within hours to assist thousands of injured Haitians, evacuate American citizens, deliver medical and other critical supplies and begin to restore vital port infrastructure and facilitate the larger-scale federal and international response.



The 738-foot bulk carrier Golden Seas was in danger of running aground after becoming disabled in the Bearing Sea. The Coast Guard provided critical support to assist the towing operation by the Tor Viking II during the four day incident until the vessel reached Dutch Harbor, Alaska. Photo courtesy of Tor Viking II



On April 20th, 2010 the Coast Guard responded to the distress call following an explosion on the Deepwater Horizon oil rig. During the initial Search and Rescue response, more than 100 people were rescued. As the scope and focus of the incident expanded and shifted to the ensuing oil spill, the Coast Guard led the monumental Federal response to the first-ever Spill of National Significance and one of the worst environmental disasters in U.S. history. The scope of the unprecedented response involved over 7,000 Coast Guard personnel, 46 cutters and boats and 22 aircraft. Throughout the incident, the Coast Guard led a whole of government and industry response to secure the well-head, contain and clean up the spill, and protect the Gulf Coast ecosystem.

These incidents clearly demonstrate how the Coast Guard's assets, competencies, capabilities, authorities, and partnerships bring forth a unique ability to serve as a leading maritime responder and incident manager within government. Every day the Coast Guard saves lives, leads humanitarian missions, defends the nation, protects the environment and ensures the safety and security of the American people.

The Coast Guard's Fiscal Year 2012 budget request advances our Nation's maritime response posture with funding to acquire new assets and improved command and control systems, sustain front-line operations, and enhance maritime safety and marine environmental response capabilities. These budget initiatives will help ensure the Coast Guard remains "Always Ready" to meet the most challenging demands of the Nation.



Coast Guard Health, Safety and Environment workers place oil containment boom on low areas of a beach in Fourchon, LA, to prevent oil from getting into nearby marshes. Photo by PA3 Patrick Kelley



An MH-60T Jayhawk helicopter from Coast Guard Sector San Diego, Calif escorts the cruise ship Carnival Splendor into the Port of San Diego Bay. The cruise ship became disabled 150 miles south of San Diego after a fire in the engine room. Photo by PA2 Jetta Disco



Photo by AMT2 Nicholas Mendes



Photo by IT1 Matthew Luce



Photo by YN3 Tyler Pepin



Photo by MEC Carl Shipley

Coast Guard Programs and Missions

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Photo by AMT1 Nicholas Mendes

The Coast Guard delivers value to the public through the execution of its 11 statutory missions. Performance of these inter-related missions ensures the maritime domain is safe and secure, and the marine environment is protected. The role of the Coast Guard in the maritime domain is enduring – with long-standing responsibilities accrued over more than two centuries of service.

As part of the Department of Homeland Security’s (DHS) 2010 Bottom Up Review, the Coast Guard baselined its mission execution and support activities critical to performing its 11 statutory missions. As part of this process, the

DHS Programs	USCG Statutory Missions
Maritime Security Operations	Ports, Waterways and Coastal Security (PWCS) - Operational Activities
Maritime Law Enforcement	Drug Interdiction
	Migrant Interdiction
	Living Marine Resources (LMR)
	Other Law Enforcement (OLE)
Maritime Prevention	Ports, Waterways, and Coastal Security (PWCS) - Prevention Activities
	Marine Safety (MS)
	Marine Environmental Protection (MEP) - Prevention Activities
Maritime Response	Search and Rescue (SAR)
	Marine Environmental Protection (MEP) - Response Activities
Defense Operations	Defense Readiness
Marine Transportation System Management	Aids to Navigation (AtoN)
	Domestic Ice Operations



Members from Maritime Safety and Security Team (MSST) 91109 conduct tactics training in San Diego Bay. Photo by PA1 Allyson Conroy

Coast Guard identified six groupings of activities across the 11 statutory missions in support of the Department's missions and the Quadrennial Homeland Security Review (QHSR) priorities. It was these six groupings that formed the basis for establishing new DHS programs. These programs, implemented through execution of the Coast Guard's 11 statutory missions, are critical to advancing National priorities. The initiatives in the Coast Guard's FY 2012 budget are crucial to the effective achievement of these priorities.

MARITIME SECURITY OPERATIONS

Maritime Security Operations activities detect, deter, prevent, and disrupt terrorist and other criminal acts in the maritime domain. This program includes execution of antiterrorism, response and recovery operations, and related preparedness activities. Through this program, the Coast Guard mitigates the overall risk to Critical Infrastructure and Key Resources (CIKR), and leverages the Maritime Operation Threat Response Plan, which ensures a coordinated response to threats against the United States, its Marine Transportation System (MTS), and interests in the maritime domain. Coast Guard's statutory missions that support the Maritime Security Operations program include:

- **Ports, Waterways, and Coastal Security (PWCS) — Operational Activities**



Members from the Maritime Security Response Team (MSRT) based in Chesapeake, Va., underway in 25-foot Response Boats for maritime security training in San Diego Bay. Photo by PA1 Allyson Conroy



Fireman Robert Arambula, a member of a Sector San Francisco Boarding Team, conducts a security check of the cruise ship Balmoral on its transit into San Francisco Bay. Photo by PA3 Erik Swanson



A Coast Guard security team with a K-9 specially trained in explosive detection, patrol the New Orleans Riverwalk. Photo by PA1 Thomas Blue



A Coast Guard precision marksman explains the weaponry available on the MH-65 helicopter at the Helicopter Interdiction Tactical Squadron. Photo by PA1 Bobby Nash

In 2010 the Coast Guard conducted...

- 16,926 security boardings of small vessels in and around U.S. ports, waterways, and coastal regions.
- 52,018 waterborne security patrols projecting presence near maritime Critical Infrastructure and Key Resources (CIKR).
- 19,407 waterborne patrols of fixed security zones.
- 847 escorts of vessels carrying certain dangerous cargoes.
- 3,168 escorts and boarding of high-capacity passenger vessels such as ferries and cruise ships to ensure the safety of passengers.
- 1,399 escorts of high-value naval vessels transiting U.S. waterways.

MARITIME LAW ENFORCEMENT

The Maritime Law Enforcement program preserves America's jurisdictional rights within our maritime borders and suppresses violations of U.S. federal law on, under and over the high seas. The Coast Guard is the lead federal maritime law enforcement agency and the only agency with both the authority and capability to enforce national and international law on the high seas, outer continental shelf, and throughout the entire U.S. Exclusive Economic Zone (EEZ). Coast Guard statutory missions that support the Maritime Law Enforcement program include:

- **Drug Interdiction**
- **Migrant Interdiction**
- **Other Law Enforcement (OLE)**
- **Living Marine Resources (Fisheries Law Enforcement)**



Members of Coast Guard Tactical Law Enforcement Team (TACLET) South perform a vessel compartment search exercise in Miami. Photo by PA3 Nick Ameen



Coast Guard Cutter Nantucket interdicting illegal migrants. Photo by BM1 Jason Kuzmicki



USS Freedom with embarked USCG LEDET seized 3.7 metric tons of cocaine in two separate Go-fast events. U.S. Navy photo by Lt. Ed Early

In 2010 the Coast Guard ...

- Removed a total of 202,439 pounds of cocaine, and 36,739 pounds of marijuana; seized 56 vessels, and detained 229 suspected smugglers. Deployed Law Enforcement Detachments (LEDETs) aboard US Naval and partner nation warships removed over 61,000 pounds of cocaine, 2,000 lbs of marijuana, detained 74 suspected smugglers, and seized 13 vessels.
- Interdicted 2,088 undocumented migrants attempting to illegally enter the United States.
- Increased Coast Guard presence around Haiti following its devastating earthquake to deter mass illegal migration and reduce loss of life associated with attempts to illegally enter the U.S. by sea.
- Using Biometrics at Sea System (BASS), identified 143 felons and repeat offenders attempting to enter the country illegally via the Mona Passage and the Florida Straits. 54 were prosecuted by the U. S. District Attorney’s Office.



Coast Guard Cutter Dallas interdicted a 35-foot Self-Propelled Semi-Submersible (SPSS) vessel in May 2010 illegally smuggling approximately 3 metric tons of cocaine. Photo by BMC James Moerls

MARITIME PREVENTION

The Maritime Prevention program reduces personnel casualties and property losses, minimizes security risks, and protects the marine environment. The Coast Guard develops and enforces federal marine safety, security, and environmental regulations. It reviews vessel and maritime facility security plans, conducts security inspections, and enforces Transportation Worker Identification Credential regulations. The Coast Guard conducts compulsory, as well as voluntary vessel safety exams and inspections; certifies and licenses U.S. mariners; and promotes best practices by investigating marine casualties and sharing its findings. It provides grants to states to improve recreational boating safety, and supports a variety of government and non-government boating safety efforts in partnership with other federal agencies, state and local governments, and marine industries and associations. The Coast Guard is the primary U.S. representative to the International Maritime Organization (IMO), a specialized agency of the United Nations that develops the international regulatory framework that governs every facet of shipping. The Coast Guard is the primary agency responsible for developing and enforcing federal marine safety, security and environmental protection regulations. Coast Guard statutory missions that support the Maritime Prevention program include:

- **Ports, Waterways, and Coastal Security (PWCS)—Prevention Activities**
- **Marine Safety**
- **Marine Environmental Protection**



Royal Navy Frigate HMS Iron Duke with a Coast Guard LEDET aboard interdicts a boat carrying bales of cocaine worth an estimated \$55 million off the coast of Venezuela. Photo courtesy of HMS Iron Duke



The Coast Guard inspects the certificate of a tugboat pilot in Chicago. Photo by PA3 William Mitchell



The Coast Guard responded to the grounding of the 523-foot chemical tanker Isabel Knutsen in the Houston Ship Channel. The ship was refloated with no damage to the vessel and no impact to the environment. USCG photo



Coast Guard marine inspectors conduct an inspection of the aft section of a deck barge being constructed at Brady Island Southwest Shipyard in Houston, Texas. Photo by CWO4 Jack Quassa



A Coast Guard Marine Science Technician conducts a Port State Control exam on the Panamanian-flagged chemical and oil tanker, Royal Stella, to ensure compliance with safety and security guidelines. Photo by PA3 Caleb Critchfield

In 2010 the Coast Guard ...

- Conducted over 40,000 U.S. commercial vessel inspection activities.
- Conducted more than 9,000 Safety of Life at Sea (SOLAS) Port State Control safety and security exams on foreign flag vessels.
- Enhanced maritime safety and security through the administration of the National Recreational Boating Safety Program in conjunction with state law enforcement; conducted over 1.5 million vessel boardings, yielding over 113,000 citations and 300,000 warnings to reduce safety and security risks.
- Completed over 24,400 container inspections, identifying more than 4,100 deficiencies that led to 750 cargo or container shipments being placed on hold until dangerous conditions were corrected.
- Performed over 14,800 inspections at facilities, identifying over 5,400 deficient conditions with safety, security, and environmental protection regulations.
- Conducted 1,400 transfer monitors of oil and hazardous substances to ensure compliance with environmental protection regulations and operating procedures.
- Conducted over 8,398 voluntary dockside Commercial Fishing Vessel safety examinations.
- Helped lead efforts that prompted action from IMO to bring into effect the Wider Caribbean Region Special Area. This ecologically and economically important area, which largely includes the Gulf of Mexico, will be subject to stringent rules regarding the overboard discharge of shipboard generated garbage, greatly improving water quality and marine habitats.

MARITIME RESPONSE

The Maritime Response program mitigates the consequences of marine casualties and disastrous events. Through the Maritime Response program, the Coast Guard searches for and rescues persons in distress in the maritime environment. Coast Guard preparedness efforts for all threats and all hazards ensures incident response and recovery resources are fully ready and capable of scalable mobilization in coordination with and support of local, state, Federal, international and private sector stakeholders to minimize the impact of disasters on people, the environment and the economy. The Coast Guard minimizes loss of life, injury, and property in the maritime domain. Coast Guard statutory missions that support the Maritime Response program include:

- **Search and Rescue**
- **Marine Environmental Protection—Response Activities**

In 2010 the Coast Guard ...

- Responded 22,220 times to people and vessels in distress resulting in 4,329 lives saved and nearly \$86M in property preserved.
- Led the Federal response to the Deepwater Horizon oil spill, the first-ever Spill of National Significance (SONS) and the worst environmental disaster in U.S. history.
- Provided the first “on-scene” assets following the devastating earthquake in Haiti. Over 800 Coast Guard personnel, cutters and aircraft were involved in response and relief efforts, including operations to evacuate injured personnel, U.S. citizens, and delivery of aid. Coast Guard cutters and personnel also completed port assessments and developed plans to reconstitute port operations, allowing for safe transit of humanitarian supplies from relief ships to coastal logistics staging points.
- Enhanced ability to detect and locate persons in distress with continued installation of Rescue 21, now covering 26 major coastal areas encompassing over 35,000 miles of the Nation’s coastline.

DEFENSE OPERATIONS

As one of the Nation’s five armed services, the Coast Guard, via its Defense Operations program, provides unique authorities and capabilities to support the National Military Strategy. Specific objectives include defending the homeland, promoting international security, deterring conflict, and winning our Nation’s wars. The Coast Guard has the authorities, capabilities and capacity to carry out homeland security and defense operations whether under Coast Guard control or under the control of a Department of Defense (DOD) Geographic Combatant Commander. The Coast Guard maintains a level of readiness and training that allows for immediate integration with DOD forces for peacetime operations or during times of war. This supports U.S. national interests abroad, as well as facilitating DOD support to DHS for the integration of Homeland Defense and Homeland Security. The Coast Guard statutory mission that supports the Defense Operations program is:

- **Defense Readiness**

In 2010 the Coast Guard ...

- Continued the deployment of six patrol boats and their supporting and command elements to U.S. Central Command (CENTCOM).
- Deployed Cutter Mohawk for over three months to West Africa in support of U.S. Africa Command’s (AFRICOM) African Maritime Law Enforcement Partnership (AMLEP) program, conducting extensive joint maritime training operations with West African naval forces.



An HH-60 aircraft crew medevacs multiple survivors from the mobile offshore drilling unit Deepwater Horizon after an explosion and fire. Photo by PA3 Tom Atkeson



Coast Guard response personnel conduct a Port Coordination Meeting in Port-Au-Prince under Operation Unified Response to provide aid to Haitian earthquake survivors. USCG Photo



Members from the Coast Guard Cutter Mellon, USS Vandegrift and Indonesian Navy participate in Naval Engagement Activity (NEA) Indonesia combined operations in the Java Sea. U.S. Navy photo by PO2 David Brandenburg



Members from the Maritime Safety and Security Team (MSST) 91103, Los Angeles-Long Beach, perform maritime anti-terrorism and force protection duties in support of Joint Task Force Guantanamo Bay. Photo by PA1 Allyson Conroy



Coast Guard Cutter Mohawk near the Senegalese fishing vessel Onudak I during a joint USCG-Senegal Navy boarding in support of the African Maritime Law Enforcement Partnership operation. Photo by PA3 Victoria Bonk



Elements of the Coast Guard's Deployable Specialized Forces are deployed to U.S. Central Command in support of Combined Task Force 151, a multinational force that conducts counter-piracy operations in and around the Gulf of Aden, Arabian Sea, Indian Ocean and the Red Sea. U.S. Navy photo by PO1 Class Herbert Banks



The instructors, some of whom were U.S. Coast Guard members, and graduates of Iraq's first Port Facility Security Officer Training Course, stand proudly at the entrance to the Arabian Gulf Maritime Academy in Basra, Dec. 7. The PFSOs completed the course and will return to their respective port facilities to implement the International Ship and Port Facility Security Code. U.S. Army photo by Staff Sgt. Cody Harding

- Continued deployment of personnel to the port of Umm Qasr to train and advise the Iraqi Ministry of Transportation in International Ship and Port Facility Security Code (ISPS) compliance and support efforts to establish a US / IRAQ Maritime Academy exchange program.
- Deployed Port Security Units (PSU) to the Middle East with U.S. Navy Maritime Security Squadrons to support point defense and harbor security operations in Kuwait in support of Overseas Contingency Operations.
- Delivered maritime capacity-building assistance to 51 nations, training a total of 2,503 host country participants.
- Deployed Cutter Mellon for 5 months to Southeast Asia in support of U.S. Pacific Command's (PACOM) Cooperative Afloat Readiness and Training (CARAT) security cooperation exercises. During the deployment, Cutter Mellon conducted exercises with Brunei, Thailand, Indonesia, Singapore, and Malaysia forces.
- Coast Guard Law Enforcement Detachments (LEDET) deployed in support of CENTCOM's Combined Task Force 151 to conduct boardings and training with Navy Visit Board Search and Seizure teams in the Gulf of Aden.



Coast Guard Cutter George Cobb, a 175-foot buoy tender homeported in San Pedro, Calif., prepares to service a buoy for maintenance in San Diego Bay. Photo by PA1 Allyson Conroy



Aids to Navigation Team Humboldt Bay servicing an aid. Photo by Lt. Todd Vorenkamp

MARINE TRANSPORTATION SYSTEM MANAGEMENT

The Marine Transportation System Management program ensures a safe, efficient and environmentally sound waterways system. The Coast Guard minimizes disruptions to maritime commerce by assessing and mitigating risks to safe navigation and by providing waterways restoration capabilities after extreme weather events, marine accidents, or other maritime incidents. The Coast Guard works in concert with other Federal agencies, state and local governments, marine industries, maritime associations, and the international community to maintain a healthy balance among competing interests in the use and development of the Nation's marine transportation system. Coast Guard statutory missions that support the Marine Transportation System Management program include:

- **Aids to Navigation**
- **Ice Operations**

In 2010 the Coast Guard ...

- Managed nearly 1.4 million commercial vessel transits in 12 of the Nation's highest traffic ports.
- Cutter Oak, a 225-foot sea going buoy tender, personnel from the Maritime Transportation Recovery Unit (MTSRU), and Port Security Unit 307 completed port assessments and developed plans to reconstitute operations in the port of Port Au Prince, allowing for safe



Aids to Navigation Team San Diego conducts repairs on a navigation light. Photo by PA2 Jetta Disco



Coast Guard Cutter Sledge, a 75-foot construction tender homeported in Baltimore, departs after releasing a buoy for the National Oceanic and Atmospheric Administration in the Potomac River, MD. Photo by PA3 Robert Brazzell



A view of the Arctic through a forward porthole of the Coast Guard Cutter Healy during their Arctic West Summer 2010 patrol. Photo by Lt. j.g. Emily Kehrt



Coast Guard Cutter Willow, homeported in Newport, R.I., conducts an icebreaking operation on the Hudson River Jan. 9, 2010. Photo by Lt. Cmdr. Douglas Wyatt



Coast Guard Cutters Mackinaw and Neah Bay break track lines for commercial vessels in Lake St. Clair. Photo by Ensign Guillermo Colom

transit of humanitarian supplies from relief ships to coastal logistics staging points.

- Diverted eight 225-foot Seagoing Buoy Tenders and four 175-foot Coastal Buoy Tenders, forty percent of the Coast Guard buoy tender fleet, to support the nation's response to the Deepwater Horizon/BP Oil spill in the Gulf of Mexico.
- Processed 113 drawbridge regulatory actions and issued 52 bridge permits nationwide to facilitate safe and efficient movement of vessels along U.S. navigable waterways.
- Provided an ice-capable platform (Cutter Healy) to support federal science and research projects in the Arctic.
- In a joint partnership with the Canadian Coast Guard on the Great Lakes, conducted major icebreaking operations, assisting over 200 vessel transits and facilitating the shipment of \$2 billion of raw materials vital for U.S. manufacturing, electricity production, construction and road maintenance.
- Provided icebreaking services in New England and New York, allowing safe winter shipping of over 12 million barrels of petroleum products valued at over \$1.5 billion.



Photo by PA2 Patrick Kelley



Photo by BM2 William Parkinson





Photo by Auxiliarist Stephen Lee



Photo by Ensign Jason Radcliffe



Photo by SN Benjamin Wilson



Photo by Lt. Todd Vorenkamp

Strategic Priorities

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The Coast Guard, through its Fiscal Year 2012 budget initiatives will pursue strategic priorities across all mission programs to:

Sustain Mission Excellence
Recapitalize and Build Capacity
Enhance Crisis Response and Management
Prepare for the Future



Crewmembers aboard Coast Guard Cutter Jefferson Island, homeported in Portland, Maine, discuss their upcoming schedule while at anchor in Casco Bay, ME. Photo by Lt. Chris Nolan

SUSTAIN MISSION EXCELLENCE

Our operating environment requires that front-line personnel maintain true proficiency in their specialty skills. We will provide clear policy and doctrine, superb training, equipment, tactics, techniques and procedures, and leadership for all mission areas. This is our essential foundation. We will be consummate maritime professionals.

Sustain Front-Line Operations

To ensure the Coast Guard is able to meet the needs of the Nation, the FY 2012 budget provides resources to replace ships, aircraft, boats, and infrastructure to sustain front-line operations. The FY 2012 President's Budget provides new funding to: sustain our workforce, including military pay and benefit increases; complete critical depot

level maintenance on in-service assets; and operate new assets delivered through our acquisition programs. The FY 2012 President's Budget also directly funds operation and maintenance of the polar icebreaking program.

Strong partnerships with the public and private sector are a force-multiplier for the Coast Guard. Public support helps improve voluntary compliance, and public watchfulness aids in detecting and deterring non-compliance. The Coast Guard relies on effective industry and agency relationships to achieve results, and many of our performance initiatives depend on coordinated efforts with external stakeholders. The Coast Guard will continue to integrate our operational capabilities and activities across the whole of government and with the private sector to improve unity of effort. The FY 2012

President's budget provides funding to operate information sharing systems at Interagency Operations Centers in high-priority ports consistent with the SAFE Port Act.

The Coast Guard is singular among 17 agencies that comprise the Intelligence Community (IC) for its national and law enforcement intelligence statutory authorities in the maritime domain. Thus, the Coast Guard is uniquely positioned to provide actionable, timely, and fused intelligence to its operational commanders and IC partners. The Coast Guard is the lead maritime agency within DHS, providing support for the execution of all Coast Guard missions, while achieving a secondary goal of enhancing broader IC efforts. The Coast Guard maintains a robust Counterintelligence Service and the only Signals Intelligence capability within DHS. This broadens maritime domain awareness (MDA) in the execution of our homeland security missions.

RECAPITALIZE AND BUILD CAPACITY

Recapitalization is vital to improve mission readiness by replacing aged, obsolete, and unreliable assets. Investment in Coast Guard recapitalization is the Service's top budget priority and is essential to mission execution.

Rebuild the Coast Guard

The FY 2012 President's Budget focuses resources to recapitalize cutters, boats, aircraft, Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems, and supporting shore infrastructure. Continued investment in modernized assets and systems is the Coast Guard's top budget priority and is critical to ensure the Service has the foundational capabilities to achieve mission objectives—today and for the future.

The FY 2012 President's Budget provides funding to complete production and delivery activities for the fifth National Security Cutter (NSC). To ensure the best value for the Government, the Service has transitioned the NSC project to a fixed-price contract structure at the same time disaggregating it from the commercial Lead System Integrator contract in a similar manner as other legacy projects for the collective program formerly known as Deepwater.

The FY 2012 Budget also includes funding to acquire two HC-144A Maritime Patrol Aircraft (MPA), six 154-foot Sentinel-class Fast Response Cutters (FRC), forty 45-foot Response Boats-Medium (RB-M), and one H-60 aircraft, to replace aging assets. The FY 2012 President's Budget also invests in various surface and air asset sustainment projects, and infrastructure



A smallboat crew from Coast Guard Cutter Tahoma stops illegal migrants south of Acklins Island, Bahamas. The crew uses biometrics to identify criminals attempting to enter the United States. USCG photo



The Response Boat - Medium Project is leveraging two production lines to recapitalize the utility boat fleet on schedule. Photo by PA2 Bill Colclough



The Coast Guard is replacing its aged, obsolete fleet of Falcon HU-25 aircraft with the HC-144 Maritime Patrol Aircraft. This asset is critical for effective law enforcement and search and rescue mission execution. Eleven HC-144A Maritime Patrol Aircraft have been delivered. Photo by PA3 Walter Shinn



Coast Guard crews from Hawaii and Alaska came to the aid of the 28-member crew of the fishing vessel Hou Chun 11 after their vessel caught fire 900 miles southwest of Honolulu, Feb. 8, 2010. USCG photo



A Coast Guard Strike Team member prepares a hydrolab to analyze water temperature and pH levels in the Gulf of Mexico, May 27, 2010. Using fluorometer technology, the team collects water samples and field data, which helps environmental scientists determine how oil is broken down. Photo by PA1 Luke Pinneo

improvements to hangars and moorings necessary to operate these assets. Replacement assets such as the NSC, MPA, FRC, and RB-M provide vastly improved capabilities over the legacy assets they are replacing.

The President's request for Coast Guard acquisition programs is detailed in the enclosed Budget in Brief (Section III).

ENHANCE CRISIS RESPONSE AND MANAGEMENT

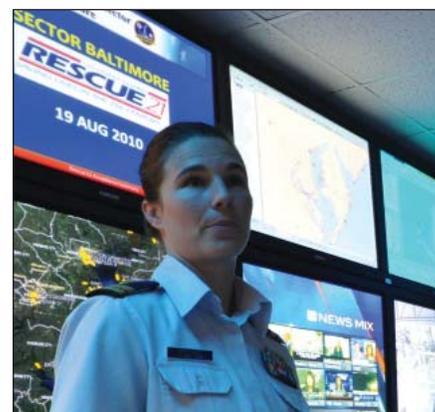
Crisis leadership, management, and command and control are Coast Guard core competencies. Every Coast Guardsman is trained for incident response. We will ensure an adequate mix of crisis response skills throughout the organization. We will enhance our ability to manage complex, interagency operations, and systematically incorporate the lessons learned from Deepwater Horizon, the Haiti Earthquake, Hurricane Katrina, and other large scale crises and exercises.



A Senior Marine Inspector from the Coast Guard Cruise Ship National Center of Expertise provides instruction during a cruise ship inspection. Photo by PA3 Nick Ameen

Enhance Maritime Incident Prevention and Response

As maritime commerce and the methods for transporting goods and exploring our oceans evolve and become more sophisticated, so must the Coast Guard's marine safety workforce. The Coast Guard is the primary agency responsible for developing and enforcing Federal marine safety regulations, certifying and licensing over 200,000 mariners, promoting safe practices by investigating commercial marine casualties and sharing its findings, and conducting compulsory as well as voluntary safety exams and inspections. The FY 2012 President's budget includes provisions to enhance Marine Safety and Marine Environmental Response mission performance, capacity, capability, and competencies by adding inspectors, investigators, National Strike Force experts and incident management personnel. As witnessed on a national scale during the response to the Deepwater Horizon oil spill, when maritime emergencies occur, Coast Guard incident responders rapidly establish and execute the Incident Command System to lead an effective, unified effort. In FY 2012 the Coast Guard will enhance these core competencies to keep pace with an ever-growing and evolving maritime industry and ensure continued proactive leadership to prevent disasters on the Nation's waters, remaining ready to respond to them when they occur. This investment will enable the Coast Guard to overcome capacity and competency gaps to perform essential Federal oversight responsibilities. The FY 2012 President's budget also enhances Coast Guard prevention and response capabilities and leadership in the maritime environment in support of the 2010 Coast Guard Authorization Act.



A command duty officer gives a presentation about Rescue 21 that was installed at Sector Baltimore Aug 19, 2010. Photo by PA2 Brandyn Hill



A marine science technician checks the expiration date on an emergency positioning-indicating radio beacon while conducting a voluntary fishing vessel safety examination. Photo by PA3 Jonathan Lally



A Coast Guard MH-60 Jayhawk from Air Station Kodiak, Alaska is airborne for a search and rescue case near Cordova. Photo by AST1 Chuck Ferrante



Seaman Jared Weeks shares a moment with his 5-week-old daughter, Kathleen, before watching the Coast Guard Festival fireworks from Station Grand Haven, Mich. Photo by PA2 Lauren Jorgensen



After a five-month deployment, Cmdr. Jadon Klopson, executive officer of the Coast Guard Cutter Mellon, receives a warm welcome home from family in Seattle. Photo by PA3 Colin White

The Coast Guard is continually improving its ability to rescue mariners in distress by leveraging new technologies and more capable assets. The FY 2012 President’s Budget includes funding to begin the interagency effort to replace the Search and Rescue Satellite Aided Tracking (SARSAT) system with the Distress Alerting Satellite System (DASS). SARSAT has reached the end of its service life and will be deactivated in 2017. DASS is the next generation in space-based distress alerting, and will increase distress positioning accuracy by 80 percent and provide near real-time distress notification. The FY 2012 Budget also continues deployment of the Rescue 21 system as a cornerstone of maritime response.

PREPARE FOR THE FUTURE

Tomorrow’s world will be increasingly reliant on and active in the maritime domain. This drives the need to continuously review our response, mitigation, regulatory, law enforcement, inspection, and monitoring capabilities. As maritime activities expand further offshore and into more remote areas, our ability to meet our responsibilities will hinge on the development and deployment of new technologies, partnerships, competencies and assets.

Support For Military Families — Childcare, Work Life and Housing

The Department and the Coast Guard are committed to improving the quality of life for military members and their families. The health and welfare of families is the heart of operational readiness. In FY 2012, the Coast Guard will help with the Administration’s efforts to improve the quality of life for military families. Specific emphasis will be placed on increasing child care capacity for Coast Guard and DOD families. The FY 2012 President’s budget increases access to child care services for Coast Guard families with dependents younger than 12 years old and funds new positions critical to ensuring accreditation by the National Association for the Education of Young Children for the Coast Guard’s nine child development centers.

It is also imperative that the Coast Guard has the ability to provide appropriate housing for its members. The FY 2012 President’s budget requests \$20 million to improve military housing in Cape Cod, Mass, and Astoria, Ore., two areas with significant shortfalls in suitable private sector housing.

Coast Guard Work-Life programs provide organizational, individual and family support services that positively contribute to mission readiness, execution and effectiveness. Actively supporting their use and improving the services provided

promotes the well being of our families. To enhance the work-life programs and services offered to our personnel and their families, a work-life program customer satisfaction survey will be conducted to identify opportunities to improve accessibility and delivery of those services. Efforts will also continue to enhance program awareness and communication through marketing initiatives and website improvements.

Arctic Operations

The reduction in the extent and thickness of summer sea ice cover has become an increasingly apparent feature in a changing Arctic environment. Projections that the Arctic Ocean is slowly moving toward an ice-diminished condition portends greater marine access to and through the region in the coming decades, which would result in longer seasons of navigation, and potentially more hazardous conditions for marine operations in broken ice packs. Several federal agencies, including the Coast Guard, expect to see their missions in the Arctic increase in terms of range and tempo.

Maritime operations in the Arctic face additional hazards from inadequate charts and hydrographic data, limitations to radio and satellite communications, absence of ports of refuge, vast distances, harsh operating conditions, and the lack of on-shore infrastructure to support normal shipping and emergencies.

The Coast Guard is an active participant on several interagency committees and workgroups that are addressing these



Vice Adm. Sally Brice-O'Hara (left), on the open ramp of a C-130, watches as the Coast Guard Cutter Healy breaks ice approximately 560 nautical miles North of Barrow, Alaska, Sept. 3, 2010. Vice Adm. Brice-O'Hara led a cross-government team that included Interior Secretary Ken Salazar to view the region and meet with local officials and industry in the North Slope. USCG photo



Coast Guard divers train in the Northwest Passage during Exercise Natsiq, a joint operation involving forces from the U.S. Coast Guard, U.S. Navy, the Canadian Navy and Coast Guard, and the Royal Danish Navy, founded on enhancing Arctic operations and developing multi-national capabilities for future operations in the Arctic domain. USCG photo



Crewmembers of the Coast Guard Cutter James Rankin, a 175-foot buoy tender homeported at the Coast Guard Yard in Curtis Bay, MD, service a buoy in upper Chesapeake Bay that helps ensure the safe flow of maritime commerce. Photo by Auxiliarist Caryl P. Weiss



A polar bear sniffs at the water near Coast Guard Cutter Healy north of the Arctic Circle during the cutter's Arctic West Summer patrol. Photo by Lt j.g. Emily Kehrt

challenges. Internationally, the Coast Guard is a leader under the auspices of the Arctic Council to establish a multilateral Search and Rescue agreement among the Arctic maritime nations that will leverage scarce search and rescue assets in the region. The Coast Guard is also actively engaged in initiatives at the International Maritime Organization to update and strengthen measures applicable to vessels operating in the Arctic region. These initiatives and operations advance the requirements of NSPD-66/HSPD-25 of 9 January 2009, "Arctic Region Policy," and Executive Order 13547 of 19 July 2010, "Stewardship of the Ocean, Our Coasts, and the Great Lakes," and its emphasis on responding to the changing conditions in the Arctic.

Legislative Initiatives

Looking forward, the Coast Guard will seek legislative authorities during the 112th Congress to enhance our ability to effectively carry out our statutory missions, manage our assets, and support our people. For example, the Coast Guard will seek new authorities to dispose of decommissioned legacy vessels (also addressed in the FY 2012 President's Budget), provide for

the health care of foreign cadets at the Academy, and maintain aids to navigation.

Coast Guard Reserve

Coast Guard reservists routinely support the Nation during short-duration incidents, as well as during sustained activations and deployments—notably, in response to Hurricane Katrina (2005), Hurricanes Gustav and Ike (2008), and Deepwater Horizon (2010). The recent experience with relatively long duration surges in rapid succession highlight potential limitations of calls to service under Title 14. The Coast Guard will work with the Administration and 112th Congress to address this issue.

Sportfishing and Recreational Boating Safety Act

The Coast Guard’s recreational boating safety program seeks to maximize safe use and enjoyment of U.S. waterways by the boating public, as well as minimize the loss of life, personal injury, property damage, and environmental impact associated with the use of recreational boats. This Coast Guard legislative priority would reauthorize the various uses of the Sportfishing and Recreation Boating Safety Trust Fund and possibly modify the distribution of the funds to better serve the boating community.



A Coast Guard Auxiliary crewmember on a boating safety patrol in Cape May Harbor Inlet, NJ. Photo by Auxiliarist Joseph Giannattasio



Coast Guard Academy cadets working aboard Cutter Eagle, homeported in New London, CT, during their summer training in the Caribbean Sea. Photo by PA2 Jetta Disco

Petty Officer April Rex (center), a reservist from Port Allerton, MA, helps deploy an oil skimmer during a training exercise aboard a converted commercial shrimping vessel, June 27. Thousands of reservists, like Rex, played an integral role in the response to the Deepwater Horizon oil spill. Photo by Isaac Pacheco



Crewmen on the Coast Guard Cutter George Cobb with Coast Guard Auxiliary members preparing to conduct a Patrol off Catalina Island, CA. Photo by Auxiliarist Ramon Evans



Photo by Lt. Todd Vorenkamp



Photo by Eugene Nieminen



Photo by Ensign Jason Radcliffe

FY 2012 Budget In Brief

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In Fiscal Year 2012, the Coast Guard will focus resources to advance strategic priorities. Through tough decisions and difficult resource trade-offs, the Coast Guard's FY 2012 budget leverages savings generated through management efficiencies and offsets, and allocates funding toward higher order needs to preserve front-line operations. These offsets and reductions required difficult, albeit necessary, trade-offs to implement the following FY 2012 budget priorities:

Rebuild the Coast Guard
Sustain Front-line Operations
Enhance Maritime Incident Prevention and Response
Support Military Families

REBUILD THE COAST GUARD

The Coast Guard's FY 2012 budget requests \$1.4 billion to continue recapitalization of cutters; boats; aircraft; Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems; and infrastructure to improve mission readiness by replacing aged, obsolete, and unreliable assets. The FY 2012 budget requests funding for 40 Response Boats and six Fast Response Cutters, as well as a sizable investment in the renovation and restoration of shore facilities. This budget also provides resources to ensure that the Coast Guard's aviation fleet is mission-ready through the acquisition of two Maritime Patrol Aircraft, one HH-60 helicopter, and conversion and sustainment projects of multiple aircraft. Investment in Coast Guard recapitalization is the Service's top budget priority and is essential to mission execution.

Surface Assets **\$642M (0 FTE)**

The budget provides \$642 million for surface asset recapitalization and sustainment initiatives, including:

- **National Security Cutter (NSC)** – Fully funds NSC-5 (anticipates \$615 million provided for NSC-5 in 2011). The NSC is replacing the High Endurance Cutter class.
- **Offshore Patrol Cutter (OPC)** – Sustains initial acquisition work and design of the OPC. The OPC will replace the Medium Endurance Cutter class to conduct missions on the high seas and coastal approaches.
- **Fast Response Cutter (FRC)** – Provides production funding for six FRCs to replace the 110-ft Island Class Patrol Boat.
- **Response-Boat Medium (RB-M)** – Provides production funding for 40 boats.

- **Medium Endurance Cutter (MEC)** – Provides for operational enhancement of five MECs at the Coast Guard Yard through the Mission Effectiveness Program.

Air Assets

\$289.9M (0 FTE)

The budget provides \$289.9 million for the following air asset recapitalization or enhancement initiatives, including:

- **MH-60T** – Replaces one Jayhawk lost in an operational crash in 2010.
- **HC-144** – Funds production of two Maritime Patrol Aircraft and procurement of up to five Mission System Pallets and associated spare parts to complete outfitting of the fleet.
- **HH-60** – Funds service life extension and component upgrades for eight aircraft.
- **HH-65** – Funds sustainment of key components.
- **HC-130H** – Funds Avionics Upgrade and Center Wing Box (CWB) replacements.

Asset Recapitalization – Other

\$166.1M (0 FTE)

The budget provides \$166.1 million for the following equipment and services:

- **Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR)** – Deploys standardized C4ISR capability to newly fielded NSCs and MPAs, and develops C4ISR capability for the OPC. Interoperable and integrated C4ISR is essential to the efficient and effective operation of these assets.
- **CG-Logistics Information Management System** – Continues development and prototype deployment to Coast Guard operational assets and support facilities.
- **Rescue 21** – Completes deployment at Sectors Lake Michigan, San Juan, PR, Honolulu, HI, Guam; and continues replacement of legacy VHF systems in the Western Rivers.
- **Interagency Operations Center (IOC)** – Deploys Watchkeeper Information Sharing capability to three IOC locations. Commences deployment of the sensor management capability; resulting in improved capability to see, understand, and share tactical information critical to security and interagency coordination in vulnerable ports and coastal areas.

Shore Units and Aids to Navigation (ATON)

\$193.7M (0 FTE)

The budget provides \$193.7 million to recapitalize fixed infrastructure for safe, functional and modern shore facilities that effectively support Coast Guard assets and personnel:

- Cape May, NJ – Replaces a condemned pier critical to execution of patrol boat missions.
- Corpus Christi, TX – Implements Sector/Air Station Corpus Christi consolidation in order to properly hangar, maintain, and operate MPA and enhance mission effectiveness.
- Chase Hall Barracks, New London, CT – Continues renovations at the Coast Guard Academy by modernizing cadet barracks.
- Commences construction of the #3-6 FRC homeports, C4ISR training facility, and continues modifications to Air Station Miami to accommodate new MPA.
- Station Memensha Boathouse, Chilmark, MA – Replaces the boathouse destroyed by a fire in July 2010 essential to supporting coastal law enforcement, security and safety operations.
- TRACEN Petaluma, CA Wastewater Treatment Plant – Recapitalizes and expands the capability of the Wastewater Treatment Plant to ensure compliance with environmental regulations.
- Station Fairport, Ohio – Recapitalizes multi-mission boat station, originally constructed in 1918,

to facilitate current-day operations.

- ATON Infrastructure – Improves short-range aids and infrastructure to promote the safety of maritime transportation.

Personnel and Management

\$110.2M (794 FTE)

The budget provides \$110.2 million to provide pay and benefits for the Coast Guard's acquisition workforce. The budget includes additional resources to support the government-wide Acquisition Workforce Initiative to bolster the professional development and capacity of the acquisition workforce.

SUSTAIN FRONT-LINE OPERATIONS

To ensure the Coast Guard is able to meet the needs of the Nation, the FY 2012 budget balances resources between investing in capital assets, initiatives to sustain front-line operations, and measures to enhance mission execution.

Pay & Allowances

\$66.1M (0 FTE)

The budget provides \$66.1 million to maintain parity of military pay, allowances, and health care with the Department of Defense (DOD). As a branch of the Armed Forces of the United States, the Coast Guard is subject to the provisions of the National Defense Authorization Act (NDAA), which includes pay and personnel benefits for the military workforce.

Annualization of Fiscal Year 2011

\$53.9M (194 FTE)

The budget provides \$53.9 million to continue new initiatives begun in the prior year, including increased counternarcotics enforcement through enhanced Law Enforcement Detachment (LEDET) capacity and follow-on funding for new assets (e.g., NSC, FRC, MPA, etc.).

Surface and Air Asset Follow-on

\$50.8M (220 FTE)

The budget provides a total of \$50.8 million to fund operations and maintenance of cutters, boats, aircraft, and associated subsystems delivered through major cutter, aircraft, and associated C4ISR acquisition efforts. Funding is requested for the following assets:

- RB-M – Funding for maintenance, repair and operational costs.
- FRC – Operating and maintenance funding for FRCs #6-8 and funding for crews #9-10. These assets will be homeported in Miami and Key West, FL. Funding is also requested for shore-side maintenance personnel needed to support FRCs.
- NSC – Signals Intelligence Capability follow-on and Crew Rotational Concept implementation for three NSCs located in Alameda, CA.
- HC-144A MPA – Operating and maintenance funding for aircraft #14; support and maintenance of Mission System Pallets 1-12.
- C4ISR Follow-on – Funding to maintain more than 200 C4ISR systems deployed and delivered by the Coast Guard C4ISR Program.
- Helicopter Systems – Funding to operate and maintain communications and sensor systems for HH-60 and HH-65 helicopters.

- Asset Training System Engineering Personnel - Funding to support NSC and FRC training requirements at Training Center Yorktown.

Polar Icebreaking Program

\$39M (180 FTE)

The budget requests \$39 million in polar icebreaking budget authority. Funding will support the operation and maintenance of CGC HEALY and prepare for the operational reactivation of CGC POLAR STAR. The Coast Guard plans to decommission CGC POLAR SEA in FY 2011 and transition her crew to CGC POLAR STAR, enabling efficient transition to CGC POLAR STAR and facilitating her return to operations in FY 2013.

Critical Depot Level Maintenance

\$28.7M (0 FTE)

The budget provides \$28.7 million for critical depot level maintenance and asset sustainment for vessels, aircraft, and shore infrastructure. Funding will increase support levels for the 140-, 175-, and 225-foot classes of cutters, restore aircraft spare parts and provide sustainment for aging shore infrastructure.

Distress Alerting Satellite System (DASS)

\$6.3M (1 FTE)

The budget provides \$6.3 million to begin replacement of the Search and Rescue Satellite Aided Tracking (SARSAT) system with the Distress Alerting Satellite System (DASS). This multi-agency partnership also includes the National Aeronautics and Space Administration (NASA), the National Oceanic and Atmospheric Administration (NOAA), and the U.S. Air Force (USAF). Recapitalization of the SARSAT system beginning in FY 2012 is critical to ensure no loss of coverage in distress notification and life saving response during the planned deactivation of the legacy SARSAT system.

Coast Guard Network Security

\$8.6M (0 FTE)

The budget provides funding for the Coast Guard to transition from its commercially provided Internet Access Points (IAPs) to DOD IAPs via the Defense Information Systems Agency (DISA) to ensure security of vital networks.

ENHANCE MARITIME INCIDENT PREVENTION AND RESPONSE

Coast Guard Marine Safety and Environmental Response personnel provide value to the Nation by establishing a regime for safe and efficient maritime travel, the flow of commerce in the maritime domain, and protection of our natural resources. The Coast Guard continues to implement the Marine Safety Performance Plan, a multi-year strategy to improve workforce competency and capacity in order to effectively regulate industry, monitor the safety and security of the maritime supply chain, and improve the ability to prevent incidents in the maritime domain. As witnessed on a national scale during the response to the Deepwater Horizon oil spill, when maritime emergencies occur, Coast Guard incident responders rapidly establish and execute the Incident Command System (ICS) to lead an effective, unified effort. The Coast Guard will enhance these core competencies in FY 2012 to keep pace with an ever-growing and evolving maritime industry and ensure continued proactive leadership to prevent disasters on the Nation's waters, and remain ready to respond to them when they occur.

Marine Safety Enhancement**\$10.7M (53 FTE)**

The budget provides \$10.7 million and 105 personnel to implement the next segment of the Marine Safety Performance Plan by investing in Marine Safety Inspectors, Investigators, and Fishing Vessel Safety Examiners at Coast Guard Sectors. This initiative furthers the Coast Guard's efforts to achieve an appropriate mix of military and civilian personnel with the necessary skill-sets and experience to perform Marine Safety inspections and investigations.

Marine Environmental Response Enhancement**\$11.5M (44 FTE)**

The budget provides \$11.5 million and 87 personnel to enhance Marine Environmental Response (MER) capacity. This initiative supports the Marine Environmental Protection Mission by providing funding for a new MER Incident Management and Assist Team (IMAT) and by increasing technical expertise and strengthening MER career paths at Coast Guard Sectors and Strike Teams. This request will improve mission performance in accordance with the MER Mission Performance Plan.

SUPPORT MILITARY FAMILIES

The Department and the Coast Guard are committed to improving the quality of life for military members and their families. The health and welfare of families is the heart of operational readiness. The FY 2012 budget focuses resources to address critical housing shortfalls and improve access to affordable, quality childcare. These initiatives will ensure Coast Guard members are *Semper Paratus* for all hazards and all threats.

Child Development Services**\$9.3M (6 FTE)**

The budget provides \$9.3 million to increase access to child care services for Coast Guard families with dependents under the age of 12, better aligning the Coast Guard with the Department of Defense (DOD) child care standards. Additionally, this request funds 12 new positions critical to ensuring continued accreditation of the Coast Guard's nine child development centers by the National Association for the Education of Young Children.

Military Housing**\$20.0M (0 FTE)**

The budget provides \$20.0 million to build family housing units at Sector Columbia River and recapitalize the Air Station Cape Cod Unaccompanied Personnel Housing, the highest priority housing projects, critical to the well-being of military personnel and their families assigned to these geographic regions.

FY 2012 DECOMMISSIONINGS, EFFICIENCIES, AND SAVINGS**High Endurance Cutter Decommissioning****-\$6.7M (-92 FTE)**

The Coast Guard will decommission one High Endurance Cutter (HEC) in FY 2012. As part of its long-term recapitalization plan, the Coast Guard is decommissioning HECs as NSCs are delivered

and made operational. The average age of the HEC fleet is 43 years and these assets are failing at an increased rate resulting in lost operational days and increased maintenance costs.

PC-179 Patrol Coastal Decommissioning
-\$16.4M (-108 FTE)

The three remaining 179-foot Patrol Coastal (PC) vessels will be decommissioned per a January 2007 Memorandum of Agreement (MOA) with the U.S. Navy. These vessels will be returned to the U.S. Navy in FY 2012.

Standard Workstation Help Desk consolidation
-\$6.9M (0 FTE)

Consolidates computer workstation support into two regional centers, eliminating 56 contractors.

Program Support Reduction
-\$13.6M (0 FTE)

Reduction in programmatic support across the Coast Guard including support reductions for: small boat replacement, reservist and contract support for audit remediation, innovation program funding, recruiting, and training opportunities.

ADMINISTRATIVE SAVINGS INITIATIVES

In FY 2012 the Coast Guard will seek efficiencies and make targeted reductions in order to sustain front-line operational capacity and invest in critical recapitalization initiatives.

Management Efficiencies
-\$61.1M (0 FTE)

Consistent with the Secretary of Homeland Security's Efficiency Review and building upon efforts in previous fiscal years, efficiencies will be generated by leveraging centralized purchasing and software licensing agreements, reductions in printing and publications, reductions in shipping and the transportation of things, reductions in advisory and assistance contracts, minimizing purchases of supplies and materials, office equipment consolidation, implementing automation and energy conservation/savings measures, and limiting government usage of commercial facilities.

Professional Services Reduction
-\$15.2M (0 FTE)

A reduction in professional services contracts for enterprise-wide mission support and operational support activities.

Non-Operational Travel Reduction
-\$10.0M (0 FTE)

A 25% reduction in Coast Guard-wide non-operational travel, including travel for training, professional development, conferences, and international engagement.

Table 1: Appropriation Summary

Appropriations (\$000)	FY 2010 Actual Obligations	FY 2011 C.R.	FY 2012 President's Budget
Operating Expenses (OE)	\$6,872,464	\$6,563,888	\$6,819,505
Environmental Compliance and Restoration (EC&R)	\$16,759	\$13,198	\$16,699
Reserve Training (RT)	\$127,701	\$133,632	\$136,778
Acquisition, Construction, and Improvements (AC&I)	\$1,292,779	\$1,536,280	\$1,421,924
Alteration of Bridges	\$21,000	\$4,000	\$0
Research, Development, Test, and Evaluation (RDT&E)	\$24,519	\$24,745	\$19,779
Health Care Fund Contribution (HFC)	\$263,789	\$265,321	\$261,871
Sub-total (Discretionary Funding)	\$8,619,011	\$8,541,064	\$8,676,556
Retired Pay	\$1,288,249	\$1,400,700	\$1,440,157
Boating Safety	\$130,180	\$117,699	\$120,752
Maritime Oil Spill Program	\$708,063	\$92,000	\$101,000
Gift Fund	\$1,810	\$80	\$80
Sub-total (Mandatory Funding)	\$2,128,302	\$1,610,479	\$1,661,989
Transfer from National Science Foundation (NSF) (P.L. 111-117) ¹	[\$52,172]	\$54,000	---
Overseas Contingency Operations Funding (OCO) (P.L. 111-83) ²	[\$241,503]	\$241,503	---
Proposed DoD Transfer	---	---	[\$258,278]
Sub-total (Transfers and Supplementals)	[\$295,503]	\$295,503	[\$258,278]
TOTAL APPROPRIATIONS	\$10,747,313	\$10,447,046	\$10,338,545

1) FY 2010 obligations reflect rescissions of \$800,000 in AC&I, \$2.2 million in OE and \$5.9 million in AB from FY 2010 unobligated balances. AC&I obligations exclude \$77.8 million in ARRA funding.

2) FY 2010 obligations and FY 2011 estimate include transfers to Operating Expenses (OE) for the National Science Foundation (NSF) for Polar Icebreaking.

Table 2: FY 2012 Net Discretionary Budget Authority - Breakout by Statutory Mission¹

Coast Guard Mission (\$000)	FY 2010 Revised Enacted	FY 2011 C.R.	FY 2012 President's Budget	FY 2012 +/- FY 2011
Search and Rescue	\$1,030,746.00	\$985,911.00	\$1,021,699.00	\$35,788.00
Marine Safety	\$734,604.00	\$649,651.00	\$686,308.00	\$36,657.00
Aids to Navigation	\$1,188,879.00	\$1,215,194.00	\$1,263,204.00	\$48,010.00
Ice Operations	\$158,875.00	\$167,383.00	\$185,144.00	\$17,761.00
Marine Environmental Protection	\$372,762.00	\$202,224.00	\$225,237.00	\$23,013.00
Living Marine Resources	\$784,436.00	\$893,328.00	\$829,291.00	-\$64,037.00
Drug Interdiction	\$884,773.00	\$1,193,645.00	\$1,228,131.00	\$34,486.00
Migrant Interdiction	\$709,572.00	\$742,273.00	\$759,764.00	\$17,491.00
Other Law Enforcement	\$116,224.00	\$148,833.00	\$122,552.00	-\$26,281.00
Ports, Waterways, and Coastal Security	\$1,598,227.00	\$1,801,980.00	\$1,830,154.00	\$28,174.00
Defense Readiness	\$960,234.00	\$540,642.00	\$525,072.00	-\$15,570.00
Net Discretionary: Excluding Supplemental and Transfers²	\$8,539,332.00	\$8,541,064.00	\$8,676,556.00	\$135,492.00
Mandatory	\$2,249,744.00	\$1,610,479.00	\$1,661,989.00	\$51,510.00
DoD Transfer (P.L. 111-8)	\$241,503.00	\$241,503.00	---	-\$241,503.00
FY 2010 Supplemental (P.L. 111-212)	\$65,500.00	---	---	---
Proposed DoD Transfer	---	---	-\$258,278.00	---
Transfer from National Science Foundation (P.L. 111-117)	\$54,000.00	\$54,000.00	---	-\$54,000.00
Prior Year Rescissions of Unobligated Balances	-\$3,000.00	-\$800.00	---	---
Total Budget Authority	\$11,150,079.00	\$10,447,046.00	\$10,338,545.00	-\$108,501.00

1) The Coast Guard budgets by appropriation rather than individual missions. The Coast Guard projects resource allocations by mission through use of an activity-based costing system. Actual allocations will vary depending upon operational environment and mission need.

2) FY 2010 obligations and FY 2011 estimate include transfers to Operating Expenses (OE) for the National Science Foundation (NSF) for Polar Icebreaking.

FISCAL YEAR 2012 APPROPRIATION SUMMARY

Table 1, on page 44, provides a summary by appropriation of the FY 2012 President’s Budget for the Coast Guard. Additional details are listed below for each appropriation. Because of the Coast Guard’s multi-mission character, funding is not appropriated by its 11 statutory missions. Instead, the substantial portion of discretionary funding is appropriated for Coast Guard “Operating Expenses,” which supports all Coast Guard missions. Table 2, on page 44, provides an estimation of the FY 2010 – FY 2012 budgets by mission.



Photo by AMTC Scott Cowan

Fiscal Year 2012 Appropriation Details

Operating Expenses (OE)

Actual, FY 2010	\$6,872,464
Appropriation, FY 2011	TBD
Budget Estimate, FY 2012	\$6,819,505

Appropriation Description

The Operating Expense appropriation provides funding for the operation and maintenance of multi-purpose vessels, aircraft, and shore units strategically located along the coasts and inland waterways of the United States and in selected areas overseas. This is the primary appropriation financing operational activities of the Coast Guard. Table 3, on page 46, provides a detailed walkdown to the FY 2012 OE request from an estimated FY 2011 budget derived by annualizing the FY 2011 funding provided through March 4, 2011, in Continuing Resolution P.L. 111-242, as amended.

Environmental Compliance and Restoration (EC&R)

Actual, FY 2010	\$16,759
Appropriation, FY 2011	TBD
Budget estimate, FY 2012	\$16,699

Appropriation Description

The Environmental Compliance and Restoration appropriation assists in bringing Coast Guard facilities into compliance with applicable Federal and state environmental regulations; conducting facilities response plans; developing pollution and hazardous waste minimization strategies; and conducting environmental assessments. These funds permit the continuation of a service-wide program to correct environmental problems, such as major improvements to storage tanks containing petroleum and regulated substances. The program addresses Coast Guard facilities and third-party sites where Coast Guard activities have contributed to environmental concerns.

Reserve Training

Actual, FY 2010	\$127, 701
Appropriation, FY 2011	TBD
Budget estimate, FY 2012	\$136,778

Table 3: Operating Expenses (OE) FY 2011 to FY 2012 Budget

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2010 Actual	48,778	48,547	6,872,464
2011 C.R. ¹	48,701	48,591	6,563,888
Adjustments-to-Base			
Transfers to and from Other Accounts			
A. Interdepartmental Transfer	113	113	24,174
Total Transfers	113	113	24,174
Increases			
Technical Adjustment	42	307	107,722
A. Annualization of Prior Year Funding	-	194	53,871
B. Mandatory Personnel Entitlements			
1. Annualization of FY 2011 Military Pay Raise	-	-	7,171
2. FY 2012 Military Pay Increase	-	-	24,590
3. Military Allowances	-	-	34,334
C. Non-pay Adjustments			
1. Non-pay Inflation	-	-	36,077
2. Operational Adjustments			
a) GSA Rent Increase	-	-	200
b) Critical Depot Level Maintenance - Asset Sustainment	-	-	28,670
c) Government Services Increase	-	-	4,673
D. Operating and Maintenance Funds for New Assets			
1. Shore Facility Follow-On	-	-	4,925
2. Response Boat - Medium (RB-M) Maintenance Follow-On	1	1	2,090
3. Interagency Operations Centers (IOC) Follow-On	14	7	3,407
4. Rescue 21 (R21) Follow-On	-	-	6,151
5. Nationwide Automatic Identification System (NAIS) Follow-On	6	3	570
6. Manned Covert Surveillance Aircraft (MCSA) Follow-On	12	6	1,880
7. Surface and Air Asset Follow-On	373	219	48,737
E. Base Re-Allocations (Non-Add)			
1. Reserve Force Contract Conversion	13	13	[1,490]
2. Military FTP and FTE Transfer to Civilian	[32]	[32]	[3,127]
3. PPA Funding Technical Transfers	-	-	[22,365]
4. Multi-Sector Workforce Rebalancing Initiative Technical Adjustment	15	15	[22,629]
Total Increases	476	765	365,068
Decreases			
A. Termination of One-Time Costs	-	-	(19,935)
B. Prior Year Management Annualizations	-	(314)	(41,133)
C. Asset Decommissionings			
1. Three PC-179s	(108)	(108)	(16,383)
2. Decommission High Endurance Cutter (HEC)	(184)	(92)	(6,700)
D. Termination of Sector Corpus Christi Facility Follow-On	(26)	(26)	(2,301)
E. FY 2012 Balanced Workforce Strategy	4	4	(484)
F. Efficiencies and Offsets			
1. Operational Support Reduction	-	-	(36,077)
2. Administrative Savings Initiative ²	-	-	(83,469)
3. Standard Workstation Help Desk Consolidation	-	-	(6,900)
4. Program Support Reduction ²	-	-	(13,594)
Total Decreases	(314)	(536)	(226,976)
Total Adjustments-to-Base	275	342	162,266
2012 Current Services	48,976	48,933	6,726,154
Program Changes			
Program Increases			
A. Enhancing Marine Safety	105	53	10,666
B. Enhancing Marine Environmental Response	87	44	11,485
C. Child Care Initiative	12	6	9,300
D. Polar Icebreaking Program	247	180	39,000
E. Coast Guard Network Security	-	-	8,600
F. Distress Alerting Satellite System (DASS)	1	1	6,300
G. FY 2012 Data Center Migration	-	-	8,000
Total Program Changes	452	284	93,351
2012 Request	49,428	49,217	6,819,505
2011 to 2012 Total Change	727	626	255,617

1) FY 2011 C.R. funding level equals the FY 2010 Enacted.

2) A total of \$92.0M for the Administrative Savings Initiative (ASI) is taken across Coast Guard in two accounts: OE and AC&I. It comprises reductions to the following types of activities: advisory and assistance services; travel of people and things; printing and reproduction; and supplies and materials. From OE, this amount is comprised of \$83.5M listed above under ASI and \$5.7M included in the Program Support Reduction listed above. From AC&I \$2.8M in Systems Engineering and Integration.

Appropriation Description

The Reserve Training appropriation provides for the training of qualified individuals who are available for active duty in time of war or national emergency or to augment regular Coast Guard forces in the performance of peacetime missions. Program activities fall into the following categories:

Pay, Benefits, and Allowances – Funds the costs associated with salaries, benefits, and other compensation for full-time staff that support members of the Selected Reserve.

Operations, Maintenance, and Administration – Funds the costs related to training Reservists, administering the Reserve program, and the portion of organizational costs shared by the Reserve Training appropriation for the day-to-day operation and maintenance of the Coast Guard Reserve program.

Acquisition, Construction, and Improvements (AC&I)

Actual, FY 2010	\$1,292,779
Appropriation, FY 2011	TBD
Budget estimate, FY 2012	\$1,421,924

Appropriation Description

The Acquisition, Construction, and Improvements appropriation finances the acquisition of new capital assets, construction of new facilities, and physical improvements to existing facilities and assets. The appropriation covers Coast Guard-owned and operated vessels, aircraft, shore facilities, and other equipment such as computer systems and personnel needed to manage acquisition activities. Table 4, on page 48, provides a detailed breakout of the Coast Guard’s FY 2012 Capital Investment Plan.

Alteration of Bridges

Actual, FY 2010	\$21,000
Appropriation, FY 2011	TBD
Budget estimate, FY 2012	\$0

Appropriation Description

The alteration of unreasonably obstructive bridges improves navigational safety and freedom of mobility to facilitate commerce, emergency response, and U.S. Government operations, by providing sufficient clearances for the type of vessels that transit through the bridge.

Research, Development, Test, and Evaluation (RDT&E)

Actual, FY 2010	\$24,519
Appropriation, FY 2011	TBD
Budget estimate, FY 2012	\$19,779

Appropriation Description

The Research, Development, Test, and Evaluation appropriation allows the Coast Guard to sustain and enhance mission performance through applied research and development conducted at the Coast Guard’s Research and Development Center in New London, CT, as well as through partnerships with DHS and DOD.

Health Care Fund Contribution (HFC)

Actual, FY 2010	\$263,789
Budget Authority, FY 2011	\$265,321
Budget estimate, FY 2012	\$261,871

Table 4: FY 2012 Capital Investment Plan (CIP)
Acquisition, Construction and Improvements

Appropriations (\$000)	FY 2011 C.R. ¹	FY 2012 President's Budget
Vessels	\$975,000	\$642,000
Survey and Design - Vessel and Boats	\$0	\$6,000
In-Service Vessel Sustainment	\$0	\$14,000
Response Boat - Medium (RB-M)	\$42,000	\$110,000
National Security Cutter (NSC)	\$615,000	\$77,000
Offshore Patrol Cutter (OPC)	\$45,000	\$25,000
Fast Response Cutter (FRC)	\$240,000	\$358,000
Cutter Boats	\$3,000	\$5,000
Medium Endurance Cutter Sustainment	\$30,000	\$47,000
Aircraft	\$180,531	\$289,900
CGNR 6017 Airframe Replacement	\$0	\$18,300
Maritime Patrol Aircraft (MPA)	\$119,531	\$129,500
HH-60 Conversion Projects	\$32,000	\$56,100
HH-65 Conversion/Sustainment Projects	\$0	\$24,000
HC-130H Conversion/Sustainment Projects	\$25,000	\$62,000
HC-130J Fleet Introduction	\$4,000	\$0
Other	\$147,500	\$166,140
Government Program Management	\$45,000	\$35,000
Systems Engineering and Integration	\$29,000	\$17,140
C4ISR	\$30,500	\$34,500
Technology Obsolescence Prevention	\$1,000	\$0
CG-LIMS	\$6,000	\$6,500
Nationwide Automatic Identification System (NAIS)	\$0	\$5,000
Rescue 21	\$36,000	\$65,000
Interagency Operations Centers (IOCs)	\$0	\$3,000
Shore and ATON	\$113,200	\$193,692
Major Shore, ATON and S&D	\$69,200	\$92,900
Major Acquisition Systems Infrastructure	\$44,000	\$94,500
Minor Shore	\$0	\$6,292
Military Housing	\$13,966	\$20,000
Military Housing	\$13,966	\$20,000
Personnel and Management	\$106,083	\$110,192
AC&I Core	\$510	\$600
Direct Personnel Costs	\$105,573	\$109,592
TOTAL	\$ 1,536,280	\$ 1,421,924

1) For purposes of display, 2011 project funding levels are a distribution of the annualized March 4, 2011 Continuing Resolution (H.R. 3082) "top-line" AC&I funding level, which is \$156.6 million more than the FY 2011 President's Budget. The distribution of funds to each project is consistent with the FY 2011 President's Budget.

Appropriation Description

The Medicare-Eligible Retiree Health Care Fund Contribution provides funding to maintain the cost of accruing the military Medicare-eligible health benefit contributions to the DOD Medicare-Eligible Retiree Health Care Fund. Contributions are for future Medicare-eligible retirees currently serving on active duty in the Coast Guard, retiree dependents, and their potential survivors. The authority for the Coast Guard to make this payment on an annual basis was provided in the 2005 Defense Appropriations Act (P.L. 108-375). While this expenditure requires no annual action by Congress, it is considered discretionary spending.

Retired Pay

Actual, FY 2010	\$1,288,249
Budget Authority, FY 2011	\$1,400,700
Budget estimate, FY 2012	\$1,400,157

Appropriation Description

The Retired Pay appropriation provides payments as identified under the Retired Serviceman's Family Protection and Survivor Benefits Plans, as well as other retired personnel entitlements identified under the National Defense Authorization Act. It also provides payments for medical care of retired personnel and their dependents.

Boating Safety

Actual, FY 2010	\$130,180
Budget Authority, FY 2011	\$117,699
Budget estimate, FY 2012	\$120,752

Appropriation Description

The Boating Safety appropriation funds the Coast Guard's Boating Safety program. This program minimizes loss of life, personal injury, property damage, and environmental impact associated with the use of recreational boats. In its role as the designated National Recreational Boating Safety Program Coordinator, the Coast Guard manages dedicated user fee funding to support the National Recreational Boating Safety Program provided from the Sport Fish Restoration and Boating Trust Fund. 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, and a portion of the funds drawn out of the Boating Safety Account of the trust fund.

Maritime Oil Spill Program (MOSP)

Actual, FY 2010	\$708,063*
Budget Authority, FY 2011	\$92,000
Budget estimate, FY 2012	\$101,000

Appropriation Description

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. In Section Seven of Executive Order 12777, the President delegated management responsibility for these uses 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.

*FY 2010 amount includes \$611,706 obligated for Deepwater Horizon.



Coast Guard Dolphin (HH-65) gets airborne off the Coast Guard Cutter Vigorous with Coast Guard Cutter Alert in the background near the coast of Miami. Photo by OS3 Samuel Clemons

Semper Paratus



Back cover photo: Cutter Vigilant conducts an "at sea replenishment" evolution with Cutter Pea Island.
Photo by OS3 Michael Danvers



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