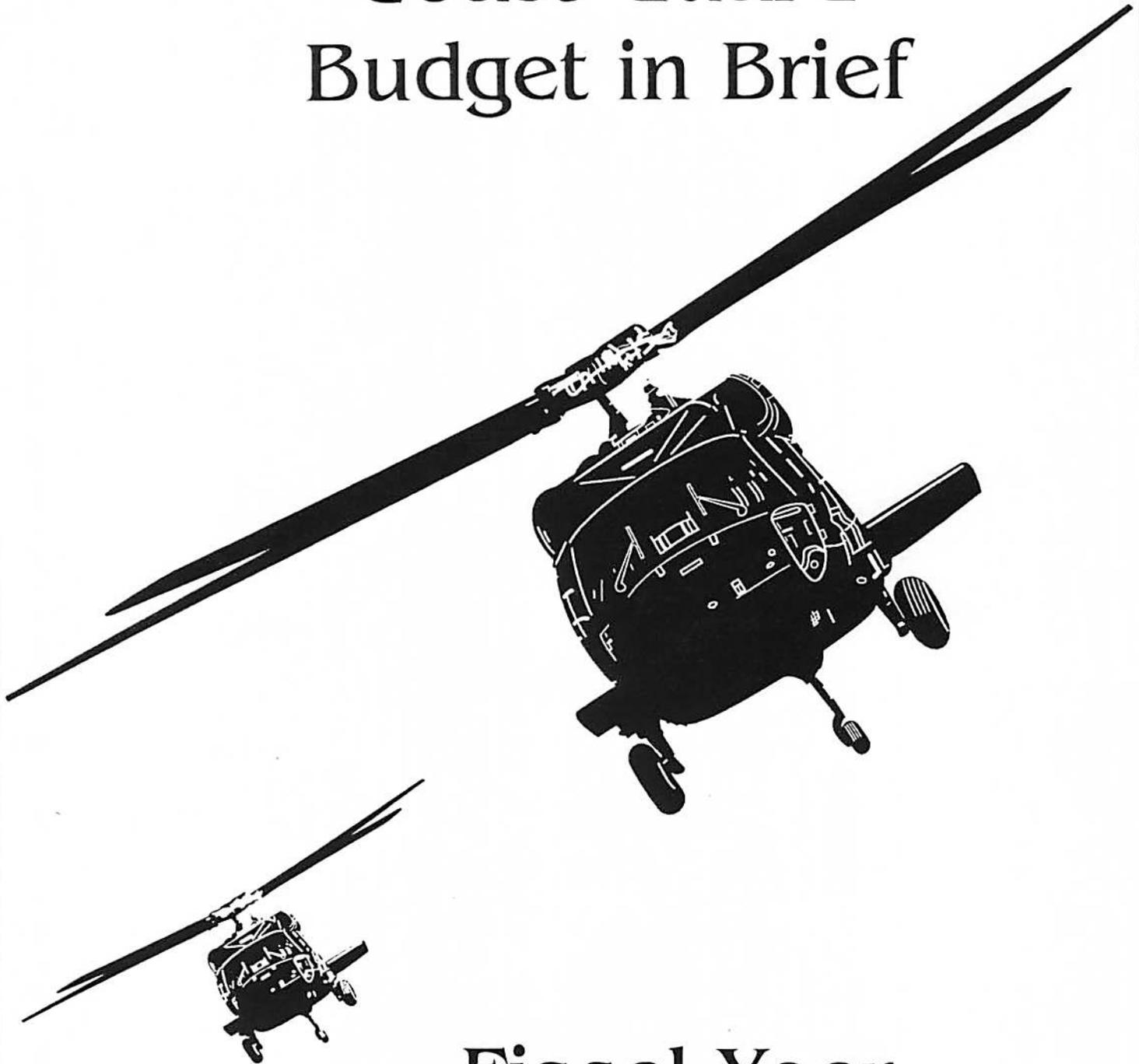




# United States Coast Guard Budget in Brief



Fiscal Year  
1996



# *Budget in Brief*

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The information presented herein is compiled by the Budget Division, Formulation Branch of the U.S. Coast Guard Headquarters. For additional copies call (202) 267-2411 (FTS callers use the same number without area code).

# Coast Guard Vision Statement

The United States Coast Guard is committed to continuous improvement of its performance as the world's leading maritime humanitarian and safety organization..

We strive to be the armed force offering the most challenging and rewarding career for the young men and women of our nation while preserving and honoring those customs and traditions that have served the country so well in peace and war.

We are responsive to changing national priorities. We are willing to explore new areas of endeavor, and we seek a balance in response to our traditional missions in support of national security, law enforcement, maritime safety and environmental protection.

We are committed to providing for the welfare of our people and their families so that the Coast Guard can stand, always ready, to serve, protect and enhance our nation's maritime interests.



*Admiral Robert E. Kramek*  
Commandant, U.S. Coast Guard

## Introduction Purpose

The purpose of the **Budget in Brief** is to provide a brief historical overview of the Coast Guard's appropriations and seven major programs, with emphasis given to the FY 1996 request.

## Organization

The **Budget in Brief** is organized into three sections:

An appropriations and personnel Overview, which includes tabular and graphic depictions of Coast Guard resources.

Major Programs, which includes a description, objective, impact and funding profile for the seven major Coast Guard Operational Programs.

Appropriations, which includes a description, funding profile, and the FY 1996 request for the major Coast Guard accounts.

## Additional Reference

For a detailed presentation and explanation of the Coast Guard's FY 1996 Budget Request, refer to Budget Estimates Fiscal Year 1996, U.S. Coast Guard: Submission to the Committees on Appropriations.

For more information on the Coast Guard, its history, missions and people, refer to the January 1995 issue of the Commandant's Bulletin, 1995 U.S. Coast Guard Overview.

## Overview

# Funding History

(Dollars in millions)

	1990	1991	1992	1993	1994	1995	1996	+/-
<u>Appropriation/Account</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>	<u>95/96</u>
Operating Expenses (1)	\$2,210.3	\$2,353.9	\$2,493.5	\$2,561.1	\$2,587.8	\$2,607.5	\$2,618.3	+10.8
OE Proposed								
Supplemental (2)	--	--	--	--	--	28.3	--	-28.3
Acquisition, Construction and Improvements (3)	444.2	411.3	401.5	340.0	311.5	356.5	428.2	+71.7
Environmental								
Compliance/Restoration (4)	--	21.5	21.5	22.0	22.6	23.5	25.0	+1.5
Reserve Training (5)	71.6	74.3	75.0	73.0	64.0	65.0	64.9	-0.1
Research, Development, Test and Evaluation (6)	20.5	25.0	29.2	27.8	22.5	20.3	22.5	+2.2
Alteration of Bridges	2.3	3.7	11.1	12.6	12.9	--	2.0	+2.0
Boat Safety Account (7)	29.9	35.0	35.0	37.3	39.8	32.5	30.0	-2.5
Retired Pay	420.8	451.8	487.7	519.7	548.8	562.6	582.0	+19.4
Pollution Funds (8)	49.4	--	--	--	--	--	--	--
Emergency Fund (OSLTF)	55.0	50.0	16.3	50.0	50.0	50.0	50.0	0.0
Payment of Claims (OSLTF)	--	--	0.1	5.6	5.8	10.0	10.0	0.0
Miscellaneous Funds	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.2</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>0.0</u>
<b>TOTAL</b>	<b>\$3,303.9</b>	<b>\$3,426.6</b>	<b>\$3,570.8</b>	<b>\$3,649.3</b>	<b>\$3,665.8</b>	<b>\$3,756.3</b>	<b>\$3,833.0</b>	<b>+\$76.7</b>

Note: Numbers may not add due to rounding.

- (1) Includes from DOD: \$140.0 for "services-in-kind" and \$160.0 "cash" in 1990; \$313.9 in 1991, \$153.2 in 1992, \$253.0 in 1993, \$21.7 in 1994 and \$11.2 in 1995. Includes from Boat Safety: \$29.9 in 1990; \$35.0 in 1991 and 1992; \$32.2 in 1993 and 1994; \$25.0 in 1995. Includes \$41.5 in 1991; \$31.9 in 1992 and \$25.0 in 1993, 1994, 1995 and 1996 from the Oil Spill Liability Trust Fund. Includes \$20.0 in 1992 for Hurricanes Andrew and Iniki Relief Emergency Supplemental (P.L. 102-368). Includes from ONDCP: \$0.2 in 1991; and \$0.1 in 1993 and 1994. Includes transfer of \$8.0 (\$4.0 BA and \$4.0 unoblig. balances) to the Acquisition, Construction and Improvements account in 1994 IAW P.L. 103-211.
- (2) Proposed supplemental related to Haitian and Cuban Caribbean operations.
- (3) Includes from DOD: \$5.0 from Coastal Defense Augmentation Account in 1991. Includes \$33.8 in 1992; \$35.6 in 1993; \$20.0 in 1994 and \$32.5 in 1995 and 1996 from the Oil Spill Liability Trust Fund. Reflects \$6.4 rescission in 1995 IAW P.L. 103-331; includes \$8.0 transfer in 1994 from Operating Expenses account pursuant to P.L. 103-211.
- (4) Prior to FY 1991, activities of this nature were included in the Acquisition, Construction & Improvements and Operating Expenses appropriations.
- (5) Includes from DOD: \$50.0 in 1992 and 1993.
- (6) Includes \$5.6 in 1993; \$4.5 in 1994 and \$3.2 in 1995 and 1996 from the Oil Spill Liability Trust Fund.
- (7) Includes mandatory funds \$5.0 in 1993; \$7.5 in 1994 and 1995 pursuant to Title V of P.L. 102-587; and \$30.0 in 1996 pursuant to pending legislation.
- (8) Consolidated into the Oil Spill Liability Trust Fund.

# Overview

## Personnel

### Full-Time Equivalent (FTE) Employment

		Actual	Enacted	Estimate
		<u>1994</u>	<u>1995</u>	<u>1996</u>
Operating Expenses <sup>(1)</sup>	Military	37,518	37,333	36,544
	Civilian	4,900	5,010	4,916
Acquisition, Construction & Improvements	Military	384	387	412
	Civilian	282	286	300
Environmental Compliance & Restoration	Military	11	11	11
	Civilian	52	61	62
Reserve Training	Military	482	473	425
	Civilian	97	98	92
Research, Development, Test & Evaluation	Military	48	42	36
	Civilian	77	82	82
Yard Fund	Military	24	24	24
	Civilian	671	632	632
Grand Total <sup>(2)</sup>	Military	38,467	38,270	37,452
	Civilian	6,079	6,169	6,084

<sup>(1)</sup> Includes Youth Opportunity Civilian FTE employment: 90 in 1994, 140 in 1995 and 112 in 1996.

<sup>(2)</sup> Includes reimbursable FTE employment: 102 Military & 59 Civilian in 1994; 108 Military & 60 Civilian in 1995 and 152 Military & 64 Civilian in 1996.

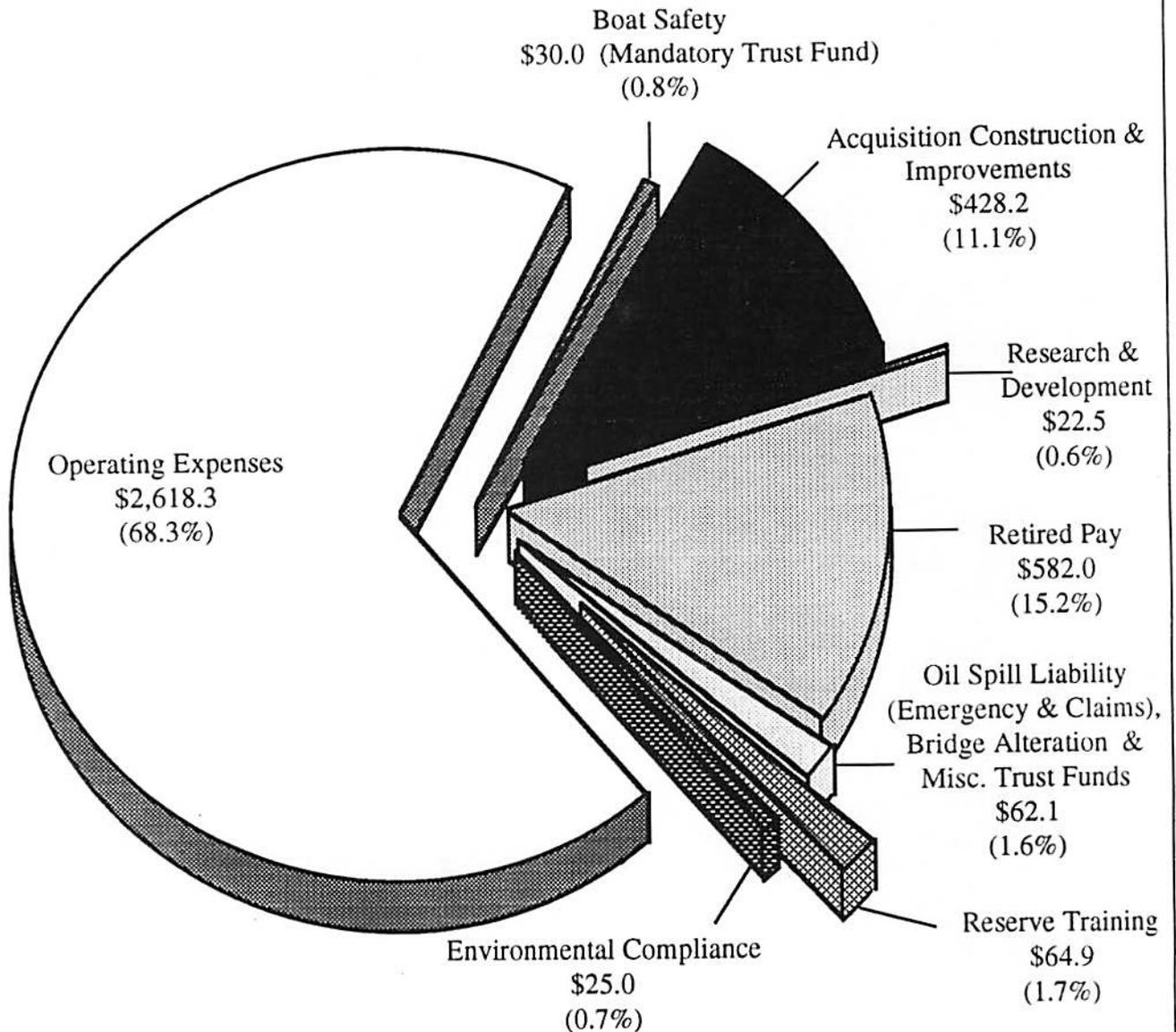
### Full-Time Permanent (FTP) Positions

		Actual	Enacted	Estimate
		<u>1994</u>	<u>1995</u>	<u>1996</u>
Operating Expenses	Military	37,708	36,925	36,258
	Civilian	5,054	4,927	4,883
Acquisition, Construction & Improvements	Military	386	400	446
	Civilian	318	317	326
Environmental Compliance & Restoration	Military	11	11	11
	Civilian	62	61	62
Reserve Training	Military	482	447	421
	Civilian	104	104	95
Research, Development, Test & Evaluation	Military	54	42	42
	Civilian	93	85	85
Yard Fund	Military	24	24	24
	Civilian	654	654	632
Grand Total <sup>(1)</sup>	Military	38,665	37,849	37,202
	Civilian	6,285	6,148	6,083

<sup>(1)</sup> Includes reimbursable FTP positions 102 Military & 59 Civilian in 1994; 108 Military & 60 Civilian in 1995 and 152 Military & 64 Civilian in 1996.

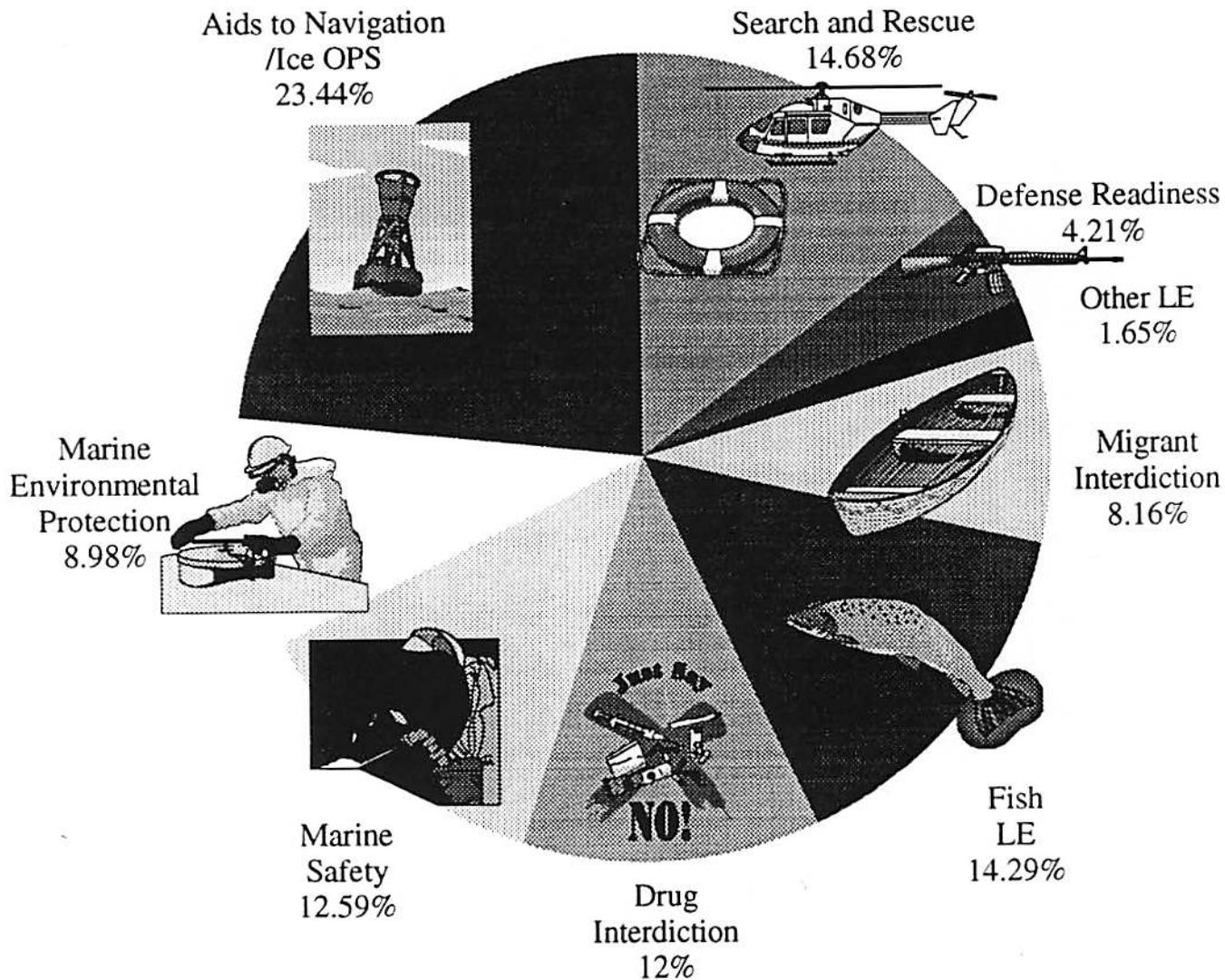
# Overview

## FY 1996 BUDGET REQUEST BY APPROPRIATION



**TOTAL REQUEST: \$3,833.0**  
(DOLLARS IN MILLIONS)

## OPERATING EXPENSES BUDGET BY MAJOR PROGRAM FY 1996



## Major Programs



# Search and Rescue



*Coast Guard rescue swimmer rescues a victim off the coast of North Carolina.*

Search and Rescue (SAR) is one of the Coast Guard's oldest missions. Minimizing the loss of life, injury, or property damage by rendering aid to persons in distress and property in the marine environment has always been a Coast Guard priority. Coast Guard SAR response involves multi-mission stations, cutters, aircraft and boats linked by communications networks. The National SAR Plan is divided into three regions: inland, maritime and overseas. The Coast Guard is the maritime SAR coordinator. To meet this responsibility, the Coast Guard maintains SAR facilities on the East, West and Gulf coasts; in Alaska, Hawaii, Guam, and Puerto Rico, as well as on the Great Lakes and inland U.S. waterways. The Coast Guard is the recognized leader in search and rescue by the international SAR community.

## Program Objective

- Minimize loss of life, personal injury and property damage on the high seas and in all U.S. waters.

### Funding Profile

(Dollars in millions)

	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>+/- 95/96</u>
OE	\$365.5	\$362.0	\$366.1	\$384.2	\$392.6	\$382.8	\$384.4	+\$1.6
AC&I	75.5	64.8	47.1	33.2	25.3	43.7	38.9	-4.8
RDT&E	3.8	5.9	4.2	3.7	3.4	3.1	3.4	+0.3
<b>Total</b>	<b>\$444.8</b>	<b>\$432.7</b>	<b>\$417.4</b>	<b>\$421.1</b>	<b>\$421.3</b>	<b>\$429.6</b>	<b>\$426.7</b>	<b>-\$2.9</b>

## FY 96 Requirements

Selected line items in the FY 1996 Budget Request that will affect the Search and Rescue program:

### OE

- Small Boat Unit Consolidation/ Realignment
- Decommission CG Cutter Yocona
- Shore Facility Construction F/O

### AC&I

- 47-foot Motor Life Boat (MLB) Replacement Project
- 82-foot WPB Capability Replacement
- HH-65 Transmission Gearbox Upgrade
- Several Shore Facility Projects
- Norwegian Crewing Concept Development
- Search and Rescue Simulation Model
- Global Maritime Distress and Safety System

### RDT&E

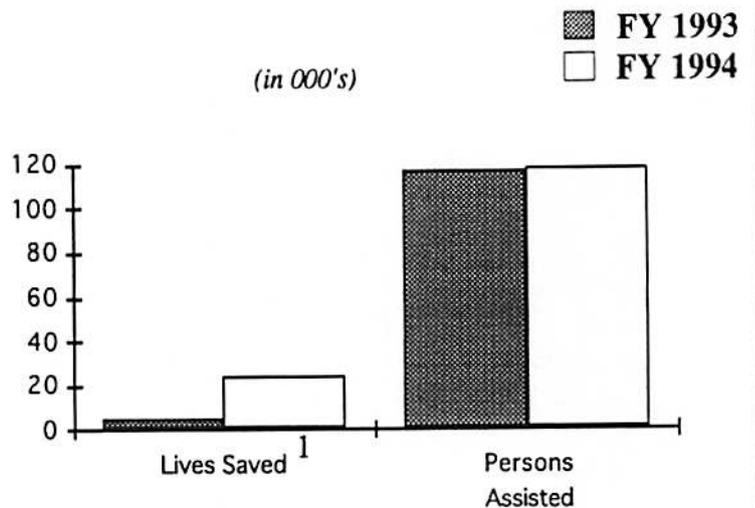
- Improve Search and Rescue Capability

## Program Impact

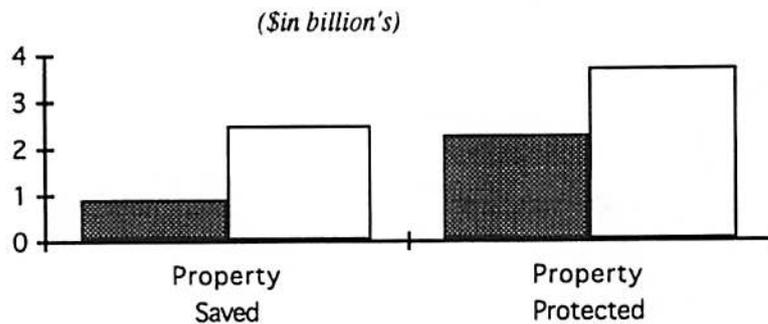
As a result of Coast Guard SAR efforts in 1994:

- 24,441 lives were saved—on average, every 21 minutes, a life was saved.<sup>1</sup>
- 118,380 persons were assisted—on average, every 4 minutes, a person in distress was aided.
- Over \$2.3 billion in property was saved.
- More than \$3.7 billion in property was protected.

<sup>1</sup> Data is unusually high as a result of the massive Haitian and Cuban migration operations (over 65,000 migrants were interdicted some of whom were appropriately included in "lives saved")



■ FY 1993  
□ FY 1994



## Major Programs



# Enforcement of Laws and Treaties



Above: Coast Guard rescue swimmer rescues Haitian migrants.  
Above right: CGC. Baranof crewmembers transfer recently seized cocaine to shore.



## Program Objectives

- Enforce federal laws on the high seas and in U.S. waters. Interdict drug smugglers and illegal migrants.
- Enforce laws and regulations within the 200 mile wide Exclusive Economic Zone (EEZ).
- Inspect domestic and foreign fishing vessels to ensure compliance with U.S. laws.
- Enforce applicable international agreements and assist foreign nations in building law enforcement capability.
- Assist other federal agencies in enforcing U.S. laws.

The Coast Guard enforces all applicable federal laws over, on, and under the high seas and waters subject to the jurisdiction of the United States. Additionally, the Coast Guard enforces applicable international agreements. Coast Guard law enforcement activities generally fall into the broad categories of drug interdiction, fisheries enforcement, and alien migration interdiction. Basic Coast Guard law enforcement authority is provided in 14 U.S.C. 89. The Coast Guard maintains an operating force of multi-mission cutters, aircraft, and boats to support this and other programs.

## Funding Profile

(Dollars in millions)

	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	+/- <u>95/96</u>
OE	\$867.2	\$823.9	\$900.3	\$1,013.9	\$1,021.1	\$941.3	\$945.2	+\$3.9
AC&I	239.8	204.2	173.0	137.5	141.3	97.8	107.9	+10.1
RDT&E	6.0	5.9	7.5	7.4	3.6	3.3	3.6	+0.3
<b>Total</b>	<b>\$1,113.0</b>	<b>\$1,034.0</b>	<b>\$1,080.8</b>	<b>\$1,158.8</b>	<b>\$1,166.0</b>	<b>\$1,042.4</b>	<b>\$1,056.7</b>	<b>+\$14.3</b>

## FY 96 Requirements

Selected line items in the FY 1996 Budget Request that will affect the Enforcement of Laws and Treaties program.

### OE

- Aviation restructuring
- Communication Systems Efficiencies
- Small Boat Unit Consolidation and Replacement
- Decommission CG Cutter Yocona
- Operational Readiness Increase

### AC&I

- 210 foot WMEC MMA
- Seagoing Buoy Tender (WLB) Replacement
- 378-foot Shipboard Command and Control System (SCCS)
- 82-foot WPB Capability Replacement
- 47-foot motor life boat (MLB) Replacement Project
- GPS installation, Phase VI
- HH-65 Helicopter - Main Transmission Gearbox Upgrade - Phase II

### RDT&E

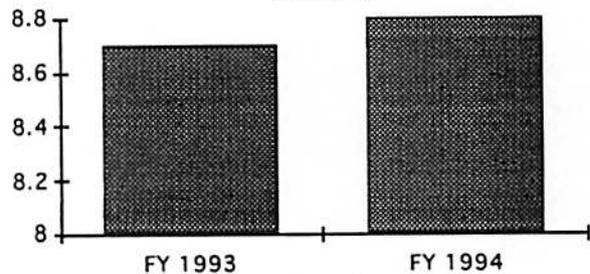
- Technology for surveillance
- Technology for vessel search

## Program Impact

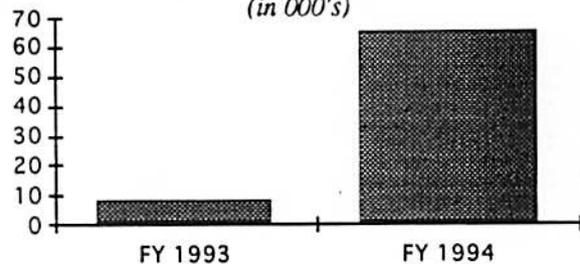
Coast Guard's Enforcement of Laws and Treaties program accomplished the following in 1994:

- Interdicted/assisted over 65,000 migrants.
- Confiscated 38 tons of marijuana.
- Confiscated over 62 thousand pounds of cocaine.
- Conducted over 71 drug seizure cases.
- Conducted 8,868 fisheries law

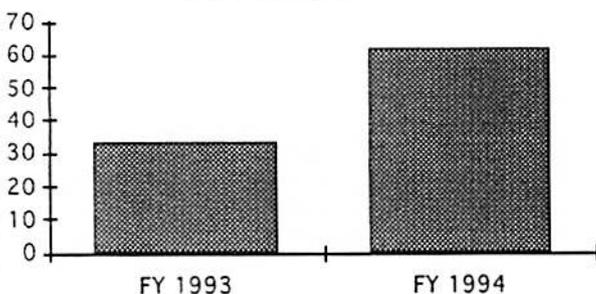
*Fisheries Enforcement  
(Enforcement boardings)  
(in 000's)*



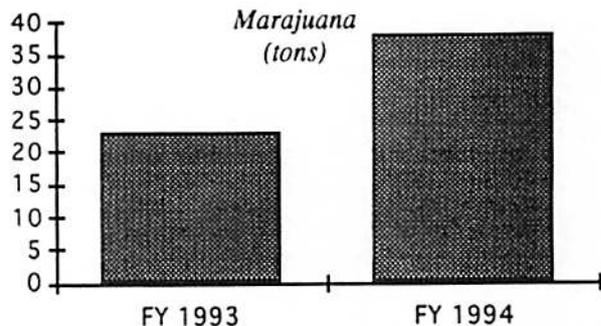
*Migrant Interdiction  
(Interdicted Assisted)  
(in 000's)*



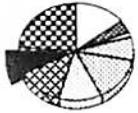
*Drug Interdiction  
(Seizure cases)*



*Marijuana  
(tons)*



## Major Programs



# Marine Environmental Protection

Two major missions of the Coast Guard's Marine Environmental Protection program include **Marine Environmental Response** and **Port Safety**. The Coast Guard has been designated as the lead agency to respond to the threat of pollution in the coastal zone and specified ports on America's inland rivers.

Since the 1972 enactment of the Federal Water Pollution Control Act, the United States has developed a national oil and hazardous substance spill response system, based on statute regulation. This system relies on contingency planning and inter-agency and international relationships.



Strike-team members prepare to enter a cargo hold to determine the extent of pesticide spilled.

## Program Objectives

- Minimize damage caused by pollutants released in the coastal zone.
- Overcome or reduce threats to the marine environment posed by potential spills of oil or hazardous substances.
- Assist in the national and international pollution response planning efforts.
- Recover Costs - Cost recovery is the final stage of environmental response. In all instances which require the use of federal funds, every attempt is made to recover the costs of the federal response from polluters.



Sludge pumped into environmental container.

### Funding Profile

(Dollars in millions)

	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>+/- 95/96</u>
OE	\$174.8	\$222.5	\$204.5	\$232.5	\$242.2	\$234.2	\$235.1	+\$0.9
AC&I	31.1	22.7	34.8	35.7	23.1	27.6	31.5	+3.9
RDT&E	4.3	4.2	6.6	8.2	4.6	4.1	4.6	+0.5
<b>Total</b>	<b>\$210.2</b>	<b>\$249.4</b>	<b>\$245.9</b>	<b>\$276.4</b>	<b>\$269.9</b>	<b>\$265.9</b>	<b>\$271.2</b>	<b>+\$5.3</b>

## FY 96 Requirements

Selected line items in the FY 1996 Budget Request that will affect the Marine Environmental Protection program.

### OE

- Seagoing Buoy Tender (WLB) Lead Ship Crew and Operations Costs
- Small Boat Unit Consolidation and Realignment
- Vessel Traffic System (VTS) F/O
- Marine Safety Program Streamlining
- Operational Readiness Increase

### AC&I

- VTS 2000
- VTS equipment replacement
- Seagoing Buoy Tender (WLB) Replacement
- Traffic Alert & Collision Avoidance System
- Ports and Waterways Boat Replacement

### RDT&E

- Planning, Management, and Training
- Detection/Surveillance Systems
- Develop devices for HAZMAT spill site entry
- OPA-90 Demonstration Projects

## Program Impact

The Marine Environmental Response program accomplished the following in 1994:

### Oil:

- Received 11,708 pollution reports
- Conducted 9,890 investigations
- Supervised 557 federally-funded cleanups

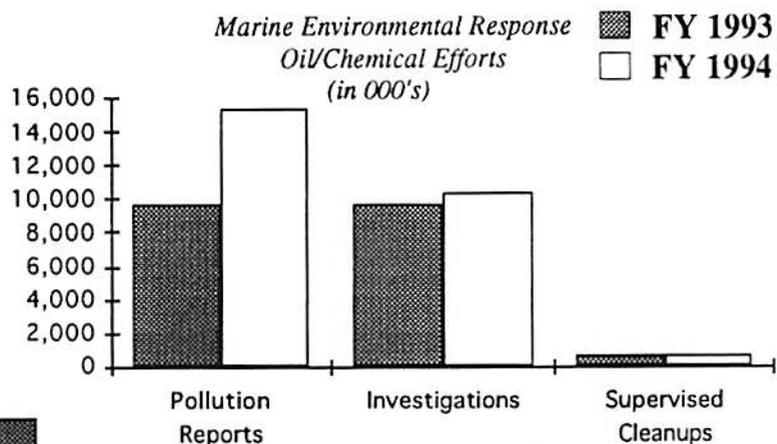
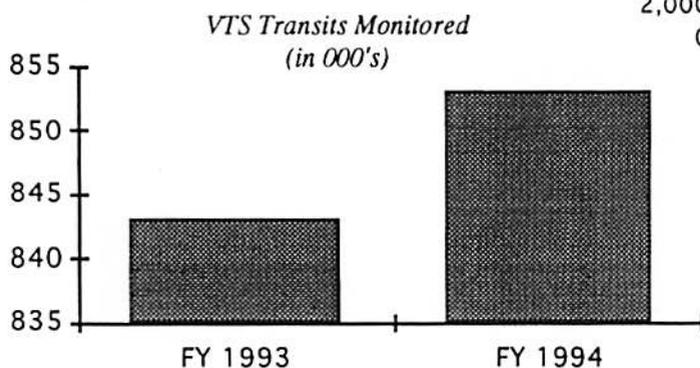
### Chemical:

- Received 3,555 pollution reports
- Conducted 480 investigations
- Supervised 144 federally-funded cleanups

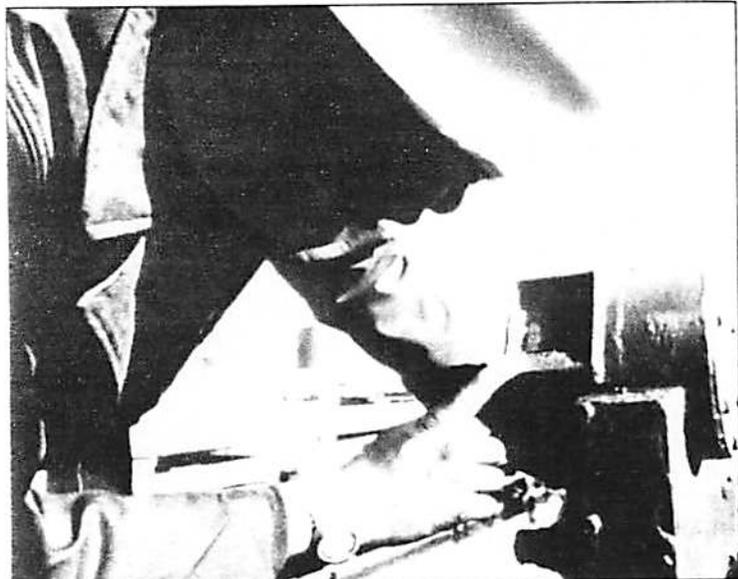
Coast Guard Port Safety efforts in 1994:

- Monitored 5,000 cargo transfer operations
- Inspected 3,200 waterfront facilities
- Conducted 8,431 harbor patrols
- Conducted 360 Safety Zone patrols
- Inspected 2,552 MARPOL facilities
- Conducted 482 contingency drills

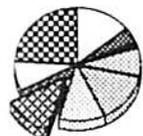
**Vessel Traffic Services** - The Coast Guard operates Vessel Traffic Service (VTS) systems in eight U.S. ports throughout the country. A total of 853,159 VTS transits were monitored in 1994.



## Major Programs



Coast Guardsman viewing the amount of oil in an oil gauge.



## Marine Safety

The Coast Guard's marine safety program develops and enforces standards and policy for the safe design and construction, maintenance and operation of vessels and offshore facilities engaged in commercial, scientific or exploratory activity in the marine environment. The Coast Guard program consists of the following two major activities:

**Commercial Vessel Safety (CVS)** - carries out comprehensive marine inspection and licensing programs.

**Recreational Boating Safety (RBS)** - fulfills the legislative mandates of the Federal Boat Safety Act of 1971.

## Program Objectives

- Commercial Vessel Safety - Minimize deaths, injuries, property loss and environmental damage by developing and enforcing federal standards for vessels, offshore facilities, merchant marine personnel, and other facilities engaged in commercial or scientific activity in the marine environment.
- Recreational Boating Safety - Reduce the number of deaths, personal injuries and property damage involving recreational boats.
- Improve boating safety and encourage the development, use and enjoyment of all U.S. waters.



Coast Guardsman cleans barnacles off of a buoy.

### Funding Profile

(Dollars in millions)

	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	+/- <u>95/96</u>
OE	\$217.3	\$262.3	\$313.7	\$291.2	\$297.3	\$328.3	\$329.6	+\$1.3
AC&I	11.5	26.9	19.5	24.5	26.6	23.3	31.1	+ 7.8
RDT&E	1.5	1.9	3.7	3.5	5.3	4.8	5.3	+ 0.5
<b>Total</b>	<b>\$230.3</b>	<b>\$291.1</b>	<b>\$336.9</b>	<b>\$319.2</b>	<b>\$329.2</b>	<b>\$356.4</b>	<b>\$366.0</b>	<b>+\$ 9.6</b>

## FY 96 Requirements

Selected line items in the FY 1996 Budget Request that will affect the Marine Safety program:

### OE

- Vessel Traffic Service (VTS) System F/O
- Small Boat Unit Consolidation and Realignment
- Marine Safety Program Streamlining
- Operational Readiness Increase

### AC&I

- VTS 2000
- VTS equipment replacement projects

### RDT&E

- Naval , Architecture, Stability, Structures and Marine Engineering
- Human factors analysis
- Improved fire safety for commercial vessels

## Program Impact

CVS: During 1994, the Coast Guard has:

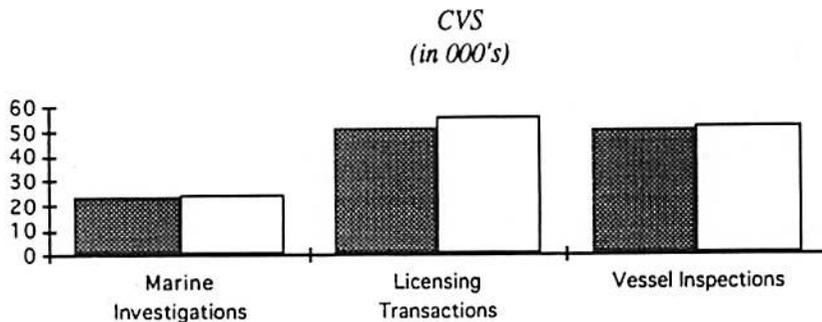
- Conducted 24,352 Marine Casualty Investigations.
- Processed 56,481 licensing and seamen's document transactions.
- Inspected 45,671 U.S. vessels and 6,526 foreign vessels.

RBS: CG Auxiliary - In 1994, this volunteer civilian organization has:

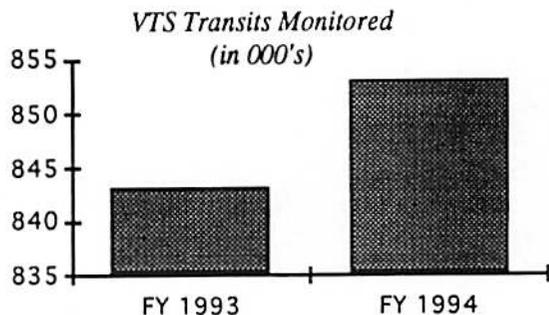
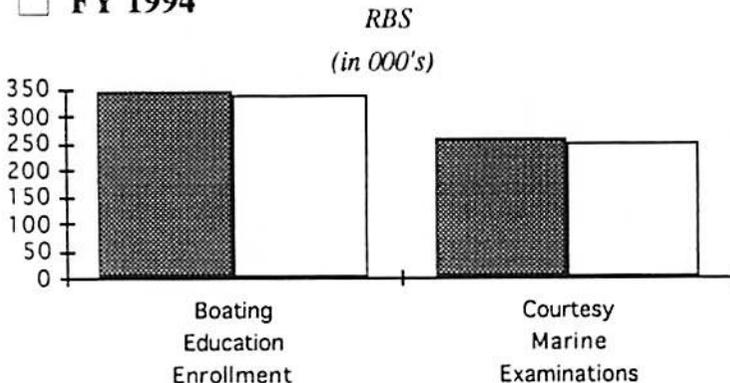
- Enrolled 336,290 persons in boating education courses.
- Conducted 248,046 Courtesy Marine Examinations.
- Conducted 37,359 Safety and/or Regatta Patrols.

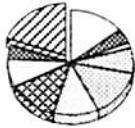
**Vessel Traffic Services** - The Coast Guard operates Vessel Traffic Service (VTS) systems in eight U.S. ports throughout the country. A total of 853,159 VTS transits were monitored in 1994.

■ FY 1993  
□ FY 1994



■ FY 1993  
□ FY 1994





## Major Programs

# Aids to Navigation

The United States Maritime Transportation System is an integral part of the Nation's intermodal transportation network. It serves a multitude of recreational, commercial and military users. More than 17 million recreational boaters and over two billion tons of cargo move into and out of U.S. ports over the Nation's waterways each year. To facilitate the safe, efficient and environmentally sound use of these waterways, the U.S. Coast Guard manages the most sophisticated system of aids to navigation in the world.

The **Aids to Navigation** program helps to ensure the safety, security and efficiency of the maritime transportation infrastructure in the following ways:

Long-range electronic radionavigation aids include: Loran-C stations that provide electronic coastal marine navigation, as well as enroute and non-precision approach aviation navigation information throughout the United States; Domestic Loran-C stations that serve the needs of both civilian and military users throughout the continental

U.S. and Alaska, and is the federally provided radionavigation system for the U.S. coastal confluence zone; and OMEGA Stations that provide navigational coverage to military and civilian ships and aircraft nearly worldwide (Federal Aviation Administration funds OMEGA - Coast Guard operates system). Radiobeacons are operated in the U.S. to provide mariners with an all-weather, low user cost navigation system, used primarily for homing, along our coasts and in the Great Lakes. In addition, Short Range Aids to Navigation include: lighthouses; fog signals; buoys; day-markers; and radar beacons.

This program also operates other key navigational aids such as Vessel Traffic Service systems which monitor, and in some instances, control vessel traffic in our busiest ports.

Administrative control is also exercised over the construction, maintenance, and operation of bridges across navigable waters of the United States.

## Program Objectives

- Develop, establish, maintain and operate audible, visible and radar aids to navigation to help navigators determine their position or safe course and warn of obstructions in or adjacent to navigable waters.
- Establish, operate and maintain electronic aids throughout the United States and in other areas of the world to provide continuous, accurate, all-weather positioning capability for military and civilian mariners and aviators.



Coast Guardsman inspects a light on a buoy.

### Funding Profile

(Dollars in millions)

	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>+/- 95/96</u>
OE	\$440.1	\$486.6	\$498.0	\$465.6	\$464.8	\$520.7	\$522.9	+\$2.2
AC&I	62.2	66.5	93.4	76.3	71.2	137.2	181.0	+43.8
RDT&E	3.1	5.2	4.0	4.0	3.0	2.7	3.0	+ 0.3
<b>Total</b>	<b>\$505.4</b>	<b>\$558.3</b>	<b>\$595.4</b>	<b>\$545.9</b>	<b>\$539.0</b>	<b>\$660.6</b>	<b>\$706.9</b>	<b>+\$46.3</b>

## FY 96 Requirements

Selected line items in the FY 1996 Budget Request that will affect the Aids to Navigation program:

### OE

- Differential Global Positioning System (DGPS) F/O
- Seagoing Buoy Tender Lead Ship Crew operations and maintenance costs
- Coastal Buoy Tender Lead Ship Crew operations and maintenance costs
- Terminate OMEGA

### AC&I

- Seagoing buoy tenders (WLB) Replacement
- Coastal buoy tenders (WLM) Replacement
- Waterways ATON Short Range Aids projects
- Buoy Boat Replacement Project
- VTS equipment replacement projects
- VTS 2000
- DGPS installation

### RDT&E

- Waterways management analysis
- Vessel Traffic Services (VTS) systems
- Aids to navigation (ATON) signalling research
- Integrated navigation system test and evaluation

## Program Impact

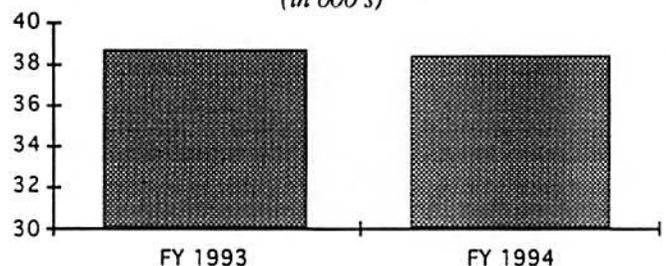
**Radionavigation Aids** - The Coast Guard operates Loran-C stations worldwide, to provide radionavigation signals for roughly 350,000 civil marine, 66,000 aviation and 860 DoD users. The Coast Guard also operates eight OMEGA stations, six of which are operated and funded to various levels by the six host partner nations.

**Short Range Aids to Navigation** - In 1994 the Coast Guard:

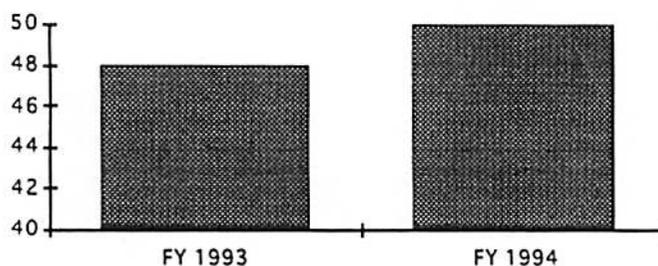
- Serviced 38,430 federal floating and fixed aids.
- Authorized 49,810 private aids.

**Vessel Traffic Services** - The Coast Guard operates Vessel Traffic Service (VTS) systems in eight U.S. ports throughout the country. A total of 853,159 VTS transits were monitored in 1994.

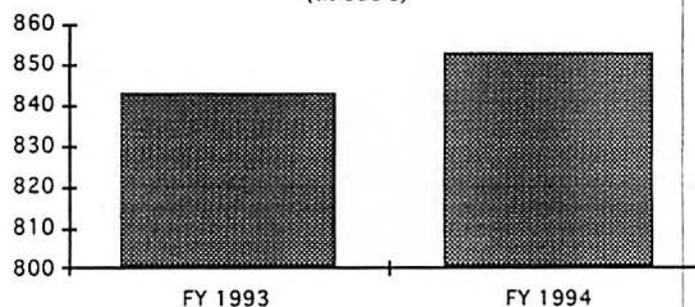
*Serviced Federal Floating and Fixed Aids (in 000's)*



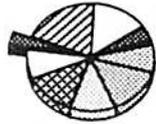
*Authorized Private Aids (in 000's)*



*VTS Transits Monitored (in 000's)*



## Major Programs



# Ice Operations

The Coast Guard conducts both Polar and Domestic Ice Operations, and is the lead federal agency in managing and operating the nation's icebreaker fleet. In polar regions, Coast Guard icebreakers escort resupply ships, carry fuel and cargo to isolated military and scientific installations, survey uncharted waters, and collect meteorological and oceanographic data in support of other federal agencies. In domestic areas, icebreaking resources keep shipping routes and ports open all year. Coast Guard icebreakers also provide support to other programs such as Search and Rescue, Aids to Navigation, and Enforcement of Laws and Treaties.

## Program Objectives

- Provide icebreaking capability to support scientific research and other national interests in polar regions.
- Facilitate U.S. maritime transportation through ice-laden domestic waters.
- Conduct International Ice Patrol to observe and chart the positions and movement of icebergs.



140 foot icebreaking tug in the Great Lakes.

### Funding Profile

	(Dollars in millions)							+/- 95/96
	1990	1991	1992	1993	1994	1995	1996	
OE	\$64.2	\$88.2	\$86.5	\$85.8	\$86.2	\$90.5	\$90.9	+\$0.4
AC&I	8.9	7.6	17.9	21.8	12.7	23.3	30.3	+ 7.0
RDT&E	0.5	0.6	0.5	0.5	0.8	0.7	0.8	+ 0.1
<b>Total</b>	<b>\$73.6</b>	<b>\$96.4</b>	<b>\$104.9</b>	<b>\$108.1</b>	<b>\$99.7</b>	<b>\$114.5</b>	<b>\$122.0</b>	<b>+\$ 7.5</b>

## FY 96 Requirements

Selected line items in the FY 1996 Budget Request that will affect the Ice Operations program:

### OE

- Seagoing Buoy Tender Lead Ship (WLB)  
Crew and Operations and Maintenance Costs

### AC&I

- Polar Icebreaker F/O

### RDT&E

- Mission analysis for programs using major cutters

## Program Impact

<b>Polar Ice Operations:</b>	<b><u>1994</u></b>
Icebreaker deployment days	239

<b>Domestic Ice Operations:</b>	
Cutter operating hours	6,766
Aircraft reconnaissance operating hours	786
Vessels assisted	401

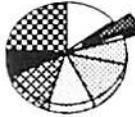
<b>International Ice Patrol:</b>	
Aircraft hours	577

Note: FY 1994 was one of the worst ice years on record.



400 foot Polar Class Icebreaker in the Antartica.

## Major Programs



# Defense Readiness

Readiness and Port Security are the two missions of the Coast Guard's Defense Readiness Program.

**Defense Readiness** - The Coast Guard operates as a service in the Navy upon declaration of war or during times of national emergency at the direction of the President. The Coast Guard also provides individual units and/or personnel to support contingencies at the discretion of the Secretary of Transportation. An effective state of military preparedness is maintained during peacetime to meet these commitments through individual and unit training, joint naval training exercises, and single and multiship operations.

**Port Security** - The Coast Guard is responsible for planning and providing response to contingencies which threaten the security of the ports and waterways of the United States. Coast Guard Captains of the Port (COTP) have a broad role as coordinators and overseers of the port security activities of all parties involved in port complexes.



Coast Guardsmen practicing gunnery with M-60 rifles.

## Program Objectives

- Provide constant Coast Guard military capability and readiness.
- Safeguard the nation's ports, waterways, waterfront facilities, vessels, personnel and property from accidental or intentional damage, disruption, destruction or injury.

### Funding Profile

(Dollars in millions)

	1990	1991	1992	1993	1994	1995	1996	+/- 95/96
OE	\$81.2	\$108.4	\$124.4	\$87.8	\$83.6	\$109.8	\$110.2	+\$0.4
AC&I	15.1	18.7	15.8	11.0	7.2	10.1	7.5	-2.6
RDT&E	1.2	1.3	2.6	0.5	1.8	1.7	1.8	+0.1
<b>Total</b>	<b>\$97.5</b>	<b>\$128.4</b>	<b>\$142.8</b>	<b>\$99.3</b>	<b>\$92.6</b>	<b>\$121.6</b>	<b>\$119.5</b>	<b>-\$2.1</b>

## Program Impact

### FY 96 Requirements

Selected line items in the FY 1996 Budget Request that will affect the Defense Readiness program:

#### OE

- Port Security Unit Recapitilization
- Cutter Crewing Reductions
- Small Boat Unit Consolidation
- FT/GM "A" School Changes

#### AC&I

- 210-foot WMEC MMA Replacement
- Seagoing Buoy Tender (WLB) Replacement
- Coastal Buoy Tender (WLM) Replacement
- 82' WPB Capability Replacement
- 378-foot WHEC Command and Control System (SCCS)
- Aircraft Traffic Alert and Collision Avoidance System (TCAS)
- HC-130 Aircraft Side Looking Airborne Radar

#### RDT&E

- Integrated Navigation Systems
- Improved Surveillance Capability

### Coast Guard Participation:

The Coast Guard's involvement in Operations Restore and Uphold Democracy in Haiti included:

- 1000 personnel and multiple air, floating, and shore units provided search and rescue coverage for the U.S. Army and Marine Corps helicopters transiting from the United States to theater.
- Coordinated theater port security and harbor defense in Haiti as follows:

<u>Units</u>		<u>Personnel</u>
2	Port Security Units (PSU)	185 (1)
1	Harbor Defense Command	19
5	Law Enforcement Detachments	25
	Marine Safety Officers	6
	Navigation Advisors	3
	Liaison Officers to Department of Defense	7
5	Coast Guard Cutters	500 (2)
7-8	Coast Guard Cutters	600 (3)

- (1) Full PSU in Port-au-Prince and half a PSU in Jeremie
- (2) Restored and established aids to navigation and provided logistics support
- (3) Conducted alien migrant interdiction operations in Operation Able Manner off the Haitian Coast

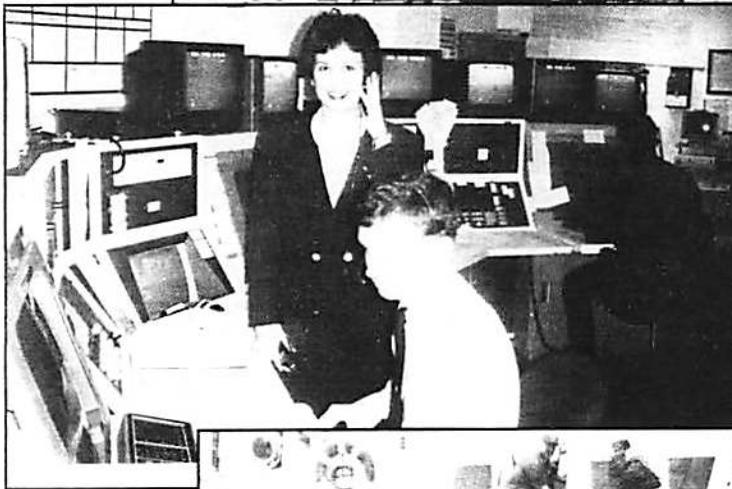
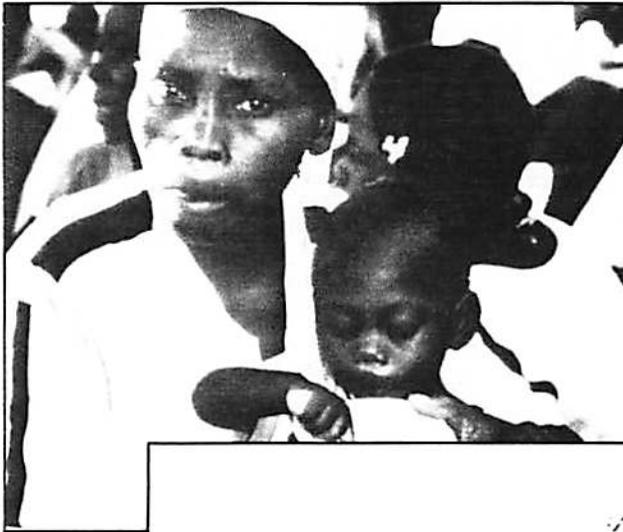
The Coast Guard supported the Commander in Chief, U.S. Navy Central Command (CINCUSNAVCENT) Bahrain with 24 personnel in 1994. Present units and personnel:

<u>Units</u>		<u>Personnel</u>
2	Law Enforcement Detachments	8
	Liaison Officers	2

The Coast Guard supported the United Nations Yugoslavian sanctions with 10 personnel in 1994. Present units and personnel:

<u>Units</u>		<u>Personnel</u>
2	Law Enforcement Detachments	8

# The Ir An Average



# side Picture Coast Guard Day



# Appropriations

## Operating Expenses

This appropriation provides money to operate and maintain multipurpose vessels, aircraft and shore units along the coasts and inland waterways of the United States and in selected areas overseas. The Operating Expenses appropriation also provides for military and civilian salaries.

### Historical Funding Profile

(Dollars in millions)							+/-
1990	1991	1992	1993	1994	1995	1996	95/96
\$2,210.3	\$2,353.9	\$2,493.5	\$2,561.1	\$2,587.8	\$2,607.5	\$2,618.3	+\$10.8

Note: Footnote (1) from the Funding History table on Page 1 applies to dollar amounts shown above. FY 1995 does not reflect \$28.3M proposed supplemental.

## FY 1996 Request

- I. Program Reductions .....-1092 FTE; -\$81.6**
- A. Termination of One-time Costs .....-\$8.8**
- B. 210-Foot Major Maintenance Availability (MMA) Operations and Maintenance Base Reduction .....-\$1.2**
- C. Annualization of FY 1995 Management Savings .....-\$35.1**
- D. Streamlined Administration, Operations and Support .....-\$10.8**
- 1. Streamline Administration and Operations (\$-3.0)
- 2. Reduce General Detail (\$-3.5)
- 3. Reduce Engineering Staffs Due to Decommissionings (\$-0.9)
- 4. Marine Safety Program Streamlining (\$-0.7)
- 5. Consolidate Headquarters Information Resource Management (IRM) (\$-0.5)
- 6. Instructor Reduction (\$-0.4)
- 7. Create Engineering Logistics Center (\$-0.5)
- 8. Consolidate Civilian Personnel Offices (\$-0.4)
- 9. Reduce Clerical Workforce (\$-0.4)
- 10. Reduce Coast Guard-Exchange System (CGES) Billets (\$-0.3)
- 11. Public Health Service Billet Management Efficiencies (\$-0.1)
- 12. Streamline Marine Safety Lab (\$-0.1)
- 13. Consolidate Field Support Offices (\$-.05)
- E. Management of Base Resources .....-\$14.3**
- 1. Cutter Crewing Reduction (\$-1.3)
- 2. Decommission Coast Guard Cutter Yocona (\$-1.9)
- 3. Aviation Restructuring (\$-1.9)
- 4. Decommission Two Coastal Buoy Tenders (\$-0.9)
- 5. Select Equipment Overhauls at Aircraft Repair and Supply Center (AR&SC) (\$-0.1)
- 6. Ammunition and Ordnance Funding Reduction (\$-1.2)
- 7. Medium Range Recovery Helicopter (H-60) Maintenance Savings (\$-1.0)

**Management of Base Resources (cont.)**

8. Small Boat Unit (SBU) Consolidation/Realignment (\$-6.0)

**F. Beneficial Application of Technology .....\$-11.4**

- 1. Transfer OMEGA Funding (\$-8.1)
- 2. Postal Bill Savings (\$-1.0)
- 3. CD-ROM Printing Savings (\$-0.7)
- 4. Eliminate Forms Management/Storage (\$-0.5)
- 5. Communication Systems Efficiencies (\$-0.2)
- 6. Command, Display and Control Facility (COMDAC) Support Reduction (\$-0.1)
- 7. Telecommunications Service Savings (\$-0.8)

**II. Built-In Changes ..... 149 FTE; \$84.8**

**A. Personnel Entitlements .....\$28.6**

- 1. FY 1996 Pay Raise (2.4% Mil./2.2% Civ.) (\$24.4)
- 2. Federal Employee Compensation Fund Increase (\$0.7)
- 3. Federal Workforce Act Requirement (\$0.5)
- 4. Extraordinary Streamlining Costs (\$3.0)

**B. Cost of Living Allowances .....\$31.3**

- 1. Non-Pay Cost-of-Living Adjustment (2.0%) (\$23.4)
- 2. Benefits Cost Increases (\$1.1)
- 3. Continental United States Cost-of-Living Allowance (CONUS COLA) (\$6.8)

**C. Annualizations .....\$19.9**

- 1. Annualization of FY 1995 Part Year Funding (\$10.8)
- 2. Annualization of FY 1995 Pay Raise (2.6%) (\$9.1)

**D. Operational Cost Increases and Restoration of Base Reductions .....\$5.0**

- 1. Operational Readiness Increase (\$1.2)
- 2. Olympics Support (\$2.0)
- 3. FY 1995 210-Footer Cutter Major Maintenance Availability (MMA) Restore Base (\$1.4)
- 4. Port Security Unit (PSU) Fund Transfer (\$0.4)

**III. Operate New Facilities ..... 40 FTE; \$7.6**

**A. Shore Facility Construction Follow-On .....\$1.0**

**B. Health Care Resource Information System (KRIS) Follow-On .....\$0.5**

**C. Vessel Identification and Documentation System (VIDS) Follow-On .....\$2.0**

**D. Vessel Traffic Service (VTS) System Follow-On .....\$1.0**

**E. Waterways Follow-On .....\$0.3**

**F. Seagoing Buoy Tender (WLB) Lead Ship Crew and Operations and  
Maintenance Follow-On Costs .....\$2.8**

# Appropriations

## Acquisition, Construction & Improvements

This appropriation funds major acquisitions, construction and improvements of vessels, aircraft, other equipment, shore facilities and aids to navigation.

### Historical Funding Profile

(Dollars in millions)							+/-
1990	1991	1992	1993	1994	1995	1996	95/96
\$444.2	\$411.3	\$401.5	\$340.0	\$311.5	\$356.5	\$428.2	+\$71.7

Notes: Footnote (2) from the Funding History table on Page 1 applies to dollar amounts shown above.

## FY 1996 Request

<b>Vessels</b> .....	<b>\$203.7</b>
Survey and Design - Cutters and Boats .....	\$0.5
Seagoing Buoy Tender (WLB) Replacement .....	\$65.0
Coastal Buoy Tender (WLM) Replacement .....	\$93.0
47-foot Motor Lifeboat (MLB) Replacement Project .....	\$0.5
Buoy Boat Replacement Project (BUSL) .....	\$8.5
Polar Icebreaker Replacement Follow-On .....	\$4.3
82-Foot WPB Capability Replacement .....	\$4.0
Norwegian Crewing Concept Development (NORCREW) .....	\$2.0
Self-Propelled Barge Replacement .....	\$0.9
Surface Search Radar Replacement Project .....	\$3.5
210-Foot Medium Endurance Cutter (WMEC) Major Maintenance Availability (MMA) .....	\$14.5
378-Foot Shipboard Command and Control .....	\$1.3
Configuration Management .....	\$5.7
<b>Aircraft</b> .....	<b>\$19.5</b>
Traffic Alert and Collision Avoidance System (TCAS) - Phase IV .....	\$13.0
Global Positioning System Installation - Phase VI .....	\$1.9
HH-65 Helicopter - Main Transmission Gearbox Upgrade - Phase II .....	\$2.5
HC-130 Side Looking Airborne Radar (SLAR) Upgrade .....	\$2.1
<b>Other Equipment</b> .....	<b>\$56.3</b>
Supply Center Computer Replacement .....	\$1.0
Fleet Logistics System (FLS) .....	\$3.0
Vessel Traffic Services (VTS) 2000 .....	\$5.0
Vessel Traffic Services (VTS) Equipment Replacement .....	\$3.0

**Other Equipment (Cont.)**

Marine Information For Safety and Law Enforcement (MISLE) .....	\$11.0
Conversion of Software Applications .....	\$11.1
Finance Center Information System Replacement .....	\$2.6
Differential Global Positioning System (DGPS) Transmitter Replacement .....	\$1.7
Differential Global Positioning System (DGPS) Implementation in the 2nd Coast Guard District .....	\$2.4
Search and Rescue Simulation Model (SARSIM) .....	\$0.5
Communication Systems (COMMSYS) 2000 .....	\$11.0
Seagoing Buoy Tender (WLB) and Coastal Buoy Tender (WLM) Support Facility .....	\$1.5
Vessel Navigation Training Simulator .....	\$1.5
Local Notice to Mariners Automation .....	\$0.5
Global Maritime Distress and Safety System (GMDSS) .....	\$0.5

**Shore Facilities and Aids to Navigation .....\$99.8**

Survey and Design - Shore Projects .....	\$8.0
Minor AC&I Shore Construction Projects .....	\$5.0
Streamlining Initiatives: Project Execution Costs .....	\$5.0
Air Station - Consolidation .....	\$11.0
Baltimore, MD - Coast Guard Yard Land Based Ship Handling Facility - Phase II .....	\$15.1
Public Family Quarters .....	\$22.7
Station Boothbay Harbor, ME - Renovate/Expand Station Facilities .....	\$2.8
Base South Portland, ME - Construct Station Operations Building .....	\$2.6
Base San Juan, PR - Reconstruction - Phase II .....	\$3.2
Station Port Isabel, TX - Reconstruct/Expand Waterfront Facilities .....	\$2.6
Station Portage, MI - Relocate/Replace Station Facilities .....	\$4.2
Station Chetco River, OR - Construct Mooring/Waterfront Support Facility .....	\$2.0
Station Honolulu, HI - Replacement .....	\$5.0
Coast Guard Academy - Roland Hall Renovation .....	\$5.1
Waterways Aids-to-Navigation Projects .....	\$5.5

**Personnel and Related Costs .....\$48.9**

Direct Personnel Costs .....	\$48.2
Core Acquisition Costs .....	\$.7

# Environmental Compliance & Restoration

The Coast Guard Authorization Act of 1989 (P.L. 101-225) established the Coast Guard Environmental Compliance and Restoration Account to consolidate funding for Coast Guard efforts in this area into one appropriation. Program goals include:

- (1) Identifying, investigating, and cleaning up contamination from hazardous substances and pollutants;
- (2) Correcting other environmental damage that poses an imminent and substantial danger to the public health or welfare of the environment;
- (3) Demolishing and removing unsafe buildings and structures, including buildings and structures at former Coast Guard facilities; and
- (4) Preventing contamination from hazardous substances and pollutants at current Coast Guard facilities.

The Coast Guard Environmental Compliance and Restoration Account provides resources to the Coast Guard to carry out its environmental compliance and restoration responsibilities resulting from the operation of former and current Coast Guard facilities. Prior to FY 1991, activities of this nature were funded within the Acquisition, Construction and Improvements and Operating Expenses appropriations.

### Historical Funding Profile

(Dollars in millions)

<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>95/96</u>
- - -	\$21.5	\$21.5	\$22.0	\$22.6	\$23.5	\$25.0	+/- +\$1.5

## FY 1996 Request

The focus in the Coast Guard Environmental Compliance and Restoration Program is tightened on specific restoration issues, driven by the level of hazard posed to the environment and tempered by the demands of federal, state, and local environmental regulatory agencies. These issues include more vigorous clean-ups at Support Centers' Kodiak, Alaska and Elizabeth City, North Carolina, as well as increased emphasis on the recovery and disposal of batteries from Aids to Navigation (ATON) sites. Continuing compliance initiatives include the final implementation of the Clean Air Act Amendments of 1990 and the required compliance of all underground storage tanks.

In 1996, the requested funding level of \$25.0 million is needed to support the Environmental Compliance and Restoration program in the following categories:

Cleanup and Remediation Projects and Activities .....	\$13.5
Environmental Compliance Programs and Activities .....	\$6.0
Personnel .....	\$5.5

## Reserve Training

The Coast Guard Reserve Forces provide qualified individuals and trained units for active duty in the event of conflict, national emergency, or natural and man-made disasters. The reservists maintain their readiness through realistic coordinated mobilization exercises, formal military training and duty alongside regular Coast Guard members during routine and emergency operations. The 1996 Selected Reserve program level will support a fully funded strength of 8,000.

**Historical Funding Profile**

(Dollars in millions)

<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>95/96</u>
\$71.6	\$74.3	\$75.0	\$73.0	\$64.0	\$65.0	\$64.9	+/- -\$0.1

Notes: Includes from DoD \$50.0 in 1992 and 1993.

## FY 1996 Request

<b>Program Reduction</b> .....	<b>-\$2.2</b>
Termination of Port Security Unit Support .....	-\$0.4
Reduce Full- Time Support .....	-\$1.8
<b>Built-in Changes</b> .....	<b>\$2.1</b>
Annualize FY95 Pay Raise .....	\$0.8
FY 1996 Pay Raise .....	\$0.9
Non-Pay Cost of Living Adjustment .....	\$0.2
Reserve Transition Benefits .....	\$0.2

## Appropriations

# Research, Development, Test & Evaluation

This program improves the execution of existing USCG missions and anticipates future requirements by developing hardware, procedures and systems to improve the productivity of operating forces. It also expands our technical knowledge to support operating and regulatory programs. Independent research, development and assessments are conducted to determine the applicability of technological innovations and integrate them into our service.

### Historical Funding Profile

(dollars in millions)

<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>+/-</u> <u>95/96</u>
\$20.5	\$25.0	\$29.2	\$27.8	\$22.5	\$20.3	\$22.5	+\$2.2

Note: Includes \$5.6 in 1993, \$4.5 in 1994, and \$3.2 in 1995 and 1996 from the Oil Spill Liability Trust Fund.

## FY 1996 Request

(dollars in millions)

<b>Program Areas/Programs .....</b>	<b>\$22.5</b>
Improve Search and Rescue Capability .....	\$0.9
Waterways Safety and Management.....	\$2.8
Marine Safety .....	\$4.2
Ship Structure Committee .....	\$0.3
Marine Environmental Protection.....	\$1.6
Improve Maritime Law Enforcement Capability .....	\$1.2
Servicewide Safety & Environmental Compliance .....	\$2.4
Increased Human Resource Management Effectiveness .....	\$0.4
Command, Control, Communications, Computers & Intelligence Integration ...	\$0.9
Technology Base.....	\$1.6
R&D Personnel, Program Support & Operations .....	\$6.2

## Alteration of Bridges

This appropriation provides the Federal government's share of the costs for altering or removing bridges determined to be obstructions to navigation. Generally, bridges to be altered were built with what are now insufficient vertical and/or horizontal clearances for free navigation on navigable waters of the United States. Currently, under the Truman-Hobbs Act of 1940, as amended, --33 U.S.C. 511 et seq. -- the Coast Guard shares, with the bridge owner, the cost of altering railroad and publicly-owned highway bridges which obstruct the free movement of marine traffic.

### Historical Funding Profile

(Dollars in millions)

<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>95/96</u>
\$2.3	\$3.7	\$11.1	\$12.6	\$12.9	---	\$2.0	+\$2.0

## FY 1996 Request

This appropriation provides the Government's share of the costs for altering or removing railroad bridges determined to be obstructions to navigation. Beginning in 1995, the Coast Guard proposed to no longer fund alteration of highway bridges determined to be unreasonably obstructive under the Truman-Hobbs Act of 1940 as amended, (33 U.S.C. 511 et seq.). The Federal share of Highway projects will be financed from bridge program funds of the Federal Highway Administration, under the continuing program direction of the Coast Guard. Coast Guard will continue to seek direct funding for the Federal share of the necessary alteration of railroad bridges under this appropriation.

# Appropriations

## Boat Safety

The Deficit Reduction Act of 1984 established the Boating Safety Account within the Aquatic Resources Trust Fund. This fund provides financial assistance to States to coordinate national recreational boating safety programs as provided for in the Federal Boat Safety Act of 1971, as amended.

### Historical Funding Profile

(Dollars in millions)

<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>95/96</u> +/-
\$29.0	\$35.0	\$35.0	\$37.3	\$39.8	\$32.5	\$30.0	-\$2.5

Note: Excludes BA from Boating Safety made available to Operating Expenses: \$29.9 in 1990; \$35.0 in 1991 and 1992; \$32.2 in 1993 and 1994; \$25.0 in 1995. Footnote 7 of "Overview Funding History" applies.

## FY 1996 Request

For FY 1996, the Coast Guard is proposing a shift in funding to support State recreational boating safety programs. Due to budgetary constraints, no discretionary appropriation is requested in FY 1996 from the funds deposited in the Boat Safety account of the Aquatic Resources Trust Fund. Federal funding for assistance to States, administrative costs of the program, and the nonprofit grant program will be provided through a transfer to the Secretary of Transportation from the mandatory appropriation of the Sport Fish Restoration Account of the Aquatic Resources Trust Fund. Current law, under the authority of Title V of the Oceans Act of 1992 (P.L. 102-587), authorizes the transfer of \$10 million for 1996. However, it is anticipated that Congress will enact legislation (originally considered in 1994) to increase the amount transferred in 1996 to \$30 million.

## Retired Pay

This appropriation provides funding to pay retired military personnel of the Coast Guard, CG Reserve and the former Lighthouse Service. It also makes payments to their survivors pursuant to the Retired Serviceman's Family Protection Plan and the Survivor Benefits Plan. Since 1983, the medical care of retirees and dependents -- formerly financed by the Department of Health and Human Services under the Dependent's Medical Care Act -- has been funded under this account.

### Historical Funding Profile

(Dollars in millions)

<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>95/96</u> +/-
\$420.8	\$451.8	\$487.7	\$519.7	\$548.8	\$562.6	\$582.0	+\$19.4

## FY 1996 Request

**Annualization of 1995 Adjustments .....\$9.3**

**Anticipated Program Changes for 1996 .....\$10.1**

Planned new retirements .....\$8.0

Anticipated savings due to expected attritions from retired rolls .....-\$4.7

Cost-of-living adjustment .....\$2.1

Increases in the medical benefits program .....\$4.7

## Oil Spill Liability Trust Fund

Established by section 9509 of the Internal Revenue Code (26 U.S.C. 9509) and implemented by the Oil Pollution Act of 1990 (OPA-90), the Oil Spill Liability Trust Fund provides a source of funds for removal costs and damages, including assessment of damaged natural resources, paying claims, and for Federal expenses necessary to administer the Fund.

### Historical Funding Profile

(Dollars in millions)

<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>95/96</u>
\$55.0	\$50.0	\$16.4	\$55.6	\$55.8	\$60.0	\$60.0	+/- - - -

## FY 1996 Request

In accordance with the provisions of the Omnibus Budget Reconciliation Act of 1989 (P.L. 101-239), the fund may finance annually up to \$50 million of emergency resources and all valid claims from injured parties resulting from oil spills. The \$60 million consists of \$50 million for emergency response costs and \$10 million for payment of damage claims.

## Miscellaneous Funds

**Supply Fund** -- This fund finances the central procurement of uniform clothing, commissary provisions, general stores, technical materials, and fuel for vessels over 180 feet long. The objective of the fund is to make needed items readily available while controlling costs and improving inventory management.

**Yard Fund** -- The Yard Fund supports the industrial operations of the Coast Guard Yard. The Yard manufactures items not normally or economically obtainable from private contractors. It also provides maintenance and repair to property used by the Coast Guard and other agencies, including the repair, alteration and construction of selected vessels, boats, aids to navigation and other special items.

**Gift Fund** -- This fund fosters Coast Guard morale and training programs as specified by donors of gifts and bequests to the General Gift Fund. The fund acts as a vehicle through which gifts and bequests received from donors are maintained and used.

**Miscellaneous Trust Revolving Funds** -- These funds carry out a responsible cycle of business practices to ensure the efficient use of resources entrusted to the Coast Guard for the welfare of Coast Guard Academy Cadets and the operation of a commissary in Alaska.

## FY 1996 Request

These funds are revolving or revolving trusts, and therefore are normally self-sustaining and do not require new budget authority. Only periodic adjustments in obligation and outlay levels are needed to accommodate fluctuations in levels of workload or anticipated receipts.

# TODAY'S COAST GUARD

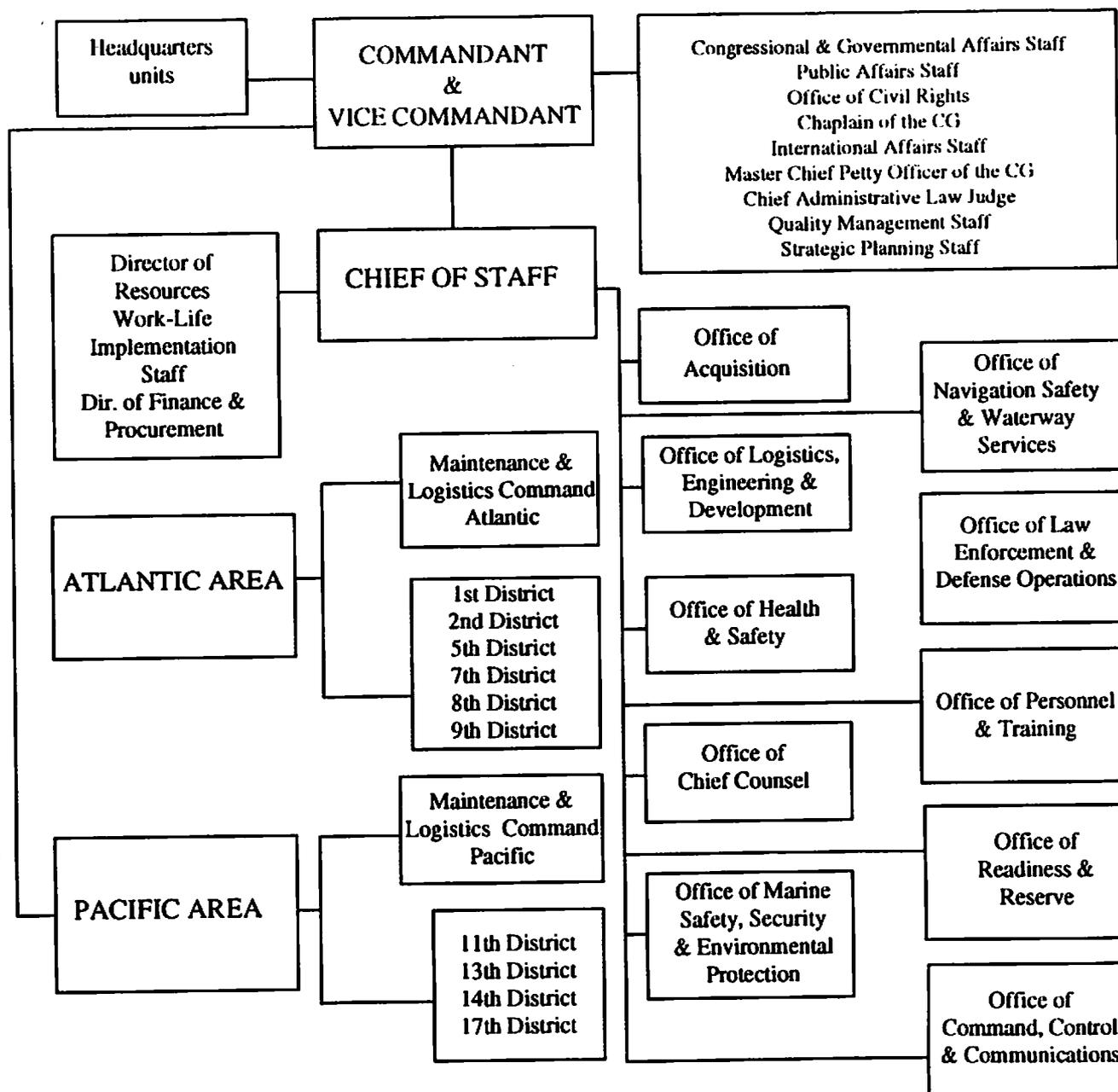
⊗ IN TIME OF WAR, OR PRESIDENTIAL DECREE, THE COAST GUARD REPORTS TO THE U.S. NAVY, OTHERWISE, ORGANIZATIONALLY IT REMAINS IN THE DEPARTMENT OF TRANSPORTATION.

⊗ THE COAST GUARD IS THE SMALLEST OF THE FIVE U.S. ARMED SERVICES.

⊗ IT IS THE LARGEST COAST GUARD IN THE WORLD.

⊗ IT IS THE 12TH LARGEST NAVY - IN NUMBER OF VESSELS - IN THE WORLD.

⊗ IT IS THE 7TH LARGEST NAVAL AIR FORCE IN THE WORLD.

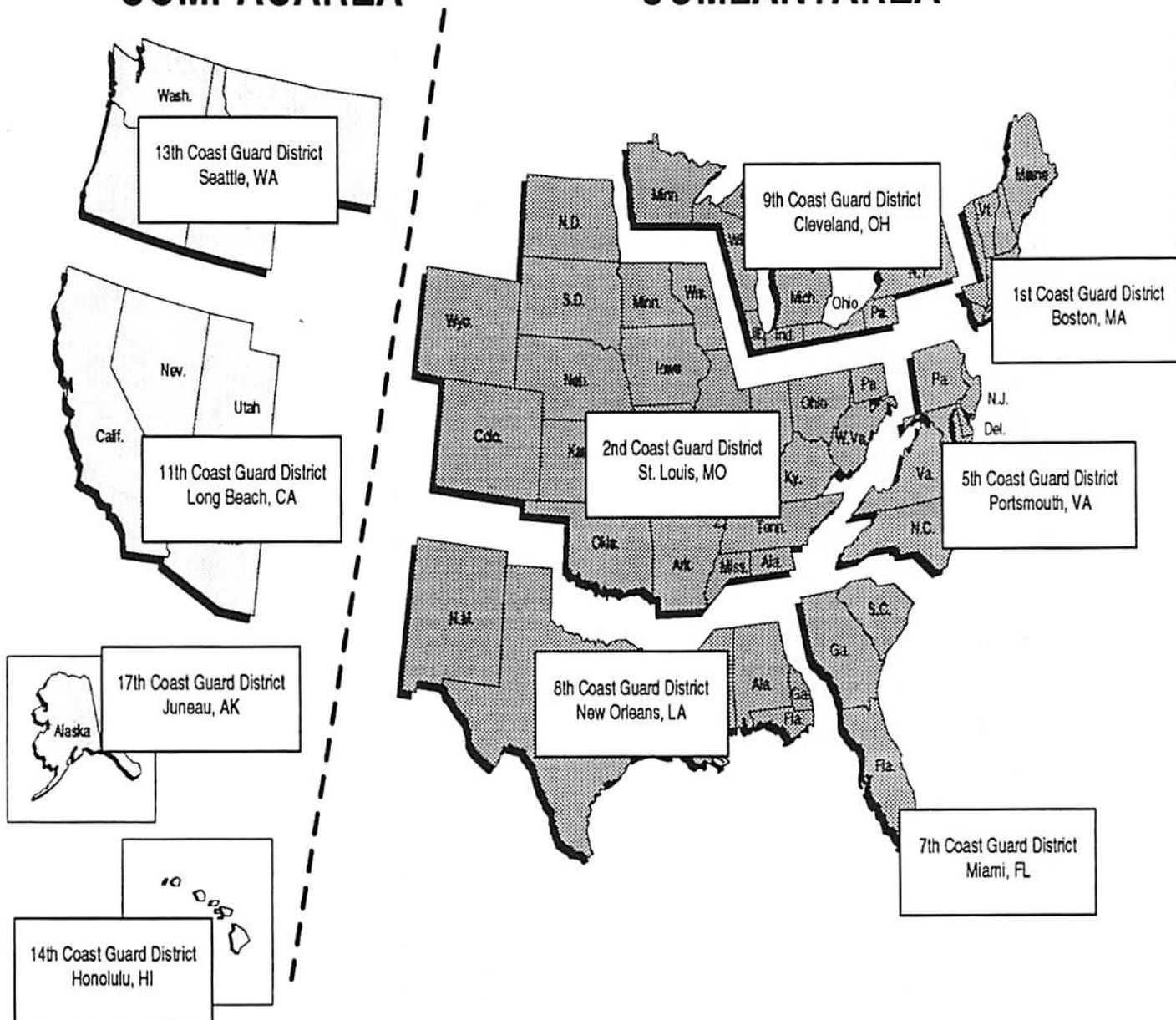




# U.S. Coast Guard Districts

## Pacific Area COMPACAREA

## Atlantic Area COMLANTAREA



## Glossary

AC&I .....	Acquisition, Construction & Improvements	MMA .....	Mid-life Maintenance Availability
AR&SC .....	Aircraft Repair and Supply Center	MMR .....	Medium Range Recover (helicopter)
ATON .....	Aids to Navigation	MRS .....	Medium Range Search (aircraft)
BA .....	Budget Authority	MS .....	Marine Safety
BS .....	Boat Safety	MSN .....	Marine Safety Network
C3 .....	Command, Control and Communications	MSO .....	Marine Safety Office
CASP .....	Computer Assisted Search Planning	NORPAC .....	Northern Pacific
CG .....	Coast Guard	OE .....	Operating Expenses
CVR .....	Cockpit Voice Recorder	OPA-90 .....	Oil Pollution Act of 1990
CVS .....	Commercial Vessel Safety	OPBAT... ..	Operation Bahamas, Turks and Caicos
DGPS .....	Differential Global Positioning System	OPS .....	Operations
DIO .....	Domestic Ice Operations	OSLTF .....	Oil Spill Liability Trust Fund
DOD .....	Department of Defense	PIO .....	Polar Ice Operations
DOT .....	Department of Transportation	PMIS/JUMPS .....	Personnel Management
DR .....	Defense Readiness	.....	Information System/Joint Uniform
ECDIS .....	Electronic Chart Display Information System	.....	Military Pay System
ELT .....	Enforcement of Laws and Treaties	PSS .....	Port Safety and Security
FDR .....	Flight Data Recorder	RA .....	Radionavigation Aids
FLAR .....	Forward-Looking Airborne Radar	RBS .....	Recreational Boating Safety
FTE .....	Full-time Equivalent employment	RDT&E .....	Research, Development, Test
F/O .....	Follow-on	.....	and Evaluation
FY .....	Fiscal Year	R&D .....	Research and Development
GPS .....	Global Positioning System	SAR .....	Search and Rescue
HazChem .....	Hazardous Chemical(s)	SARSAT .....	Search and Rescue Satellite-Aided
HC-130 .....	Long range search/surveillance fixed-wing	.....	Tracking
.....	aircraft	SEUS .....	Southeast United States
HH-60 .....	Medium range recovery helicopter	SRA .....	Short Range Aids to Navigation
HH-65A .....	Short range recovery helicopter	TCAS .....	Traffic Alert & Electronic Collision
HH-3F .....	Medium range helicopter	.....	Avoidance System
HU-25 .....	Medium range search/surveillance fixed-wing	USCGC .....	U.S. Coast Guard Cutter
.....	aircraft	VIDS .....	Vessel Identification & Documentation
IRM .....	Information Resources Management	VTS .....	Vessel Traffic Service
LEDETS .....	Law Enforcement Detachment Teams	WAGB .....	Polar Class Icebreaker
MARPOL .....	International Convention for Prevention of	WHEC .....	High Endurance Cutter
.....	Pollution from Ships	WLB .....	Buoy Tender, Oceangoing
MDZ or MARDEZ .....	Maritime Defense Zone	WLM .....	Buoy Tender, Coastal
MEP/MER ..	Marine Environmental Protection/Response	WMEC .....	Medium Endurance Cutter
MilCon .....	DOD Military Construction Account	WPM .....	Patrol Boat
MLB .....	Motor Life Boat		

# From Shore to Shore

## Headquarters Units

Academy .....	New London, CT
Administrative Law Judges .....	Washington, DC
Air Station Washington .....	Arlington, VA
Aircraft Repair & Supply Center .....	Elizabeth City, NC
Aviation Technical Training Center .....	Elizabeth City, NC
Command, Display & Control Facility .....	Portsmouth, VA
Electronics Engineering Center .....	Wildwood, NJ
Finance Center .....	Chesapeake, VA
Headquarters .....	Washington, DC
Institute .....	Oklahoma City, OK
Intelligence Coordination Center .....	Washington, DC
Marine Safety Center .....	Washington, DC
Marine Safety Laboratories .....	Groton, CT
Military Personnel Command .....	Washington, DC
National Data Buoy Center .....	Bay St. Louis, MS
National Motor Lifeboat School .....	Ilwaco, WA
National Pollution Funds Center .....	Alexandria, VA
National Strike Force .....	Elizabeth City, NC
Omega Navigation Center .....	Alexandria, VA
Operations Systems Center .....	Martinsburg, WVA
Pay and Personnel Center .....	Topeka, KA
Regional Recruiting Commands .....	MO, VA, WA
Research & Development Center .....	Groton, CT
Reserve Training Center .....	Yorktown, VA
Supply Center .....	Baltimore & Curtis Bay, MD
Telecommunications & Information Systems Command .....	Alexandria, VA
Training Center Cape May .....	Cape May, NJ
Training Center Petaluma .....	Petaluma, CA
Training Quota Management Center .....	Chesapeake, VA
Yard .....	Curtis Bay, MD

## Shore Unit Totals

Aids-to-navigation teams .....	65
Bases .....	15
Captains of the port .....	46
Communication stations .....	7
Group offices .....	44
Large air stations .....	16
Light stations .....	1
Loran stations .....	24
Marine inspection offices .....	3
Marine safety offices .....	44
Port security units .....	3
Small air stations .....	9
Smallboat stations .....	161
Vessel traffic services .....	28

# Notes

U.S. Department  
of Transportation

**United States  
Coast Guard**

2100 Second St., S.W.  
Washington, D.C. 20593

Official Business  
Penalty for Private Use \$300