

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commandant  
United States Coast Guard

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COMDTINST 7310.1S  
25 APR 2018

COMMANDANT INSTRUCTION 7310.1S

Subj: REIMBURSABLE STANDARD RATES

- Ref: (a) Federal Accounting Standards Advisory Board, Statement of Federal Financial Accounting Standards No. 4, Managerial Cost Accounting Standards and Concepts  
 (b) Office of Management and Budget, Circular A-25 (Revised)  
 (c) 31 U.S.C. § 1535, Economy Act  
 (d) 14 U.S.C. §141, Cooperation with Other Agencies, States, Territories, and Political Subdivisions  
 (e) 14 U.S.C. §151, Contracts with Government-Owned Establishments for Work Material (Project Order Authority)  
 (f) Financial Resource Management Manual (FRMM), COMDTINST M7100.3 (series)

- PURPOSE.** This Instruction communicates adjustments in the cost of operating Coast Guard assets and non-asset missions. It consolidates hourly program costs for: CG mission assets, personnel, ATON, pollution clean-up, vehicles, outpatient visits, canine and dive teams, and deployable C5I equipment. It assigns responsibility and delegates authority to Commandant (CG-83) for the publishing and updating of personnel rates. This Instruction shall be used when computing reimbursable charges in accordance with References (a) and (b).
- ACTION.** All Coast Guard unit commanders, commanding officers, officers-in-charge, deputy/assistant commandants, and office chiefs of headquarters staff elements shall comply with the provisions of this Instruction. Internet release is authorized.
- DIRECTIVES AFFECTED.** This Instruction cancels Reimbursable Standard Rates, COMDTINST 7310.1R. New rates will take effect 30 days after this Instruction has been signed.

DISTRIBUTION – SDL No. 168

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A																										
B	X	X	X		X	X	X	X	X		X	X	X	X	X		X	X		X						X
C	X	X	X	X	X	X	X		X		X		X	X									X		X	
D	X	X		X	X																				X	
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NON-STANDARD DISTRIBUTION:

4. DISCUSSION.

- a. The Coast Guard enters into reimbursable agreements with other government agencies, states, territories, and political subdivisions in accordance with References (c), (d), and (e), as applicable, and the cost of the services and/or supplies must be recovered. Lacking a more specific statutory authority as prescribed by References (d) and (e), the Economy Act permits heads of agencies or major organizational unit within an agency to place orders with a major organizational unit within the same agency or another federal agency for supplies or services. A condition of the Economy Act requires actual cost recovery. The enclosed rates represent full actual cost to the Coast Guard for use of its resources.
  - b. The standard rates are derived using an activity-based costing system, the Expense Allocation Model (EAM), to aggregate the Coast Guard's direct and indirect operating costs and assign those costs to its asset and non-asset missions. The EAM begins with USCG total annual operating expense – and breaks it into direct, support and overhead costs and allocates these costs to asset classes. These represent the in-government costs. Out-of-government costs include all of the above, plus pension, depreciation and the cost of capital. The hourly rates are calculated using Activity-Based Management (ABM) and survey software technology to capture its costs and levels of effort. The standard rates are calculated by dividing the total asset class cost by total program or resource hours per class (3 yr. average).
5. DISCLAIMER. This guidance is intended to provide operational guidance for Coast Guard personnel. It is not intended to impose legally-binding requirements on any party outside the Coast Guard.
6. MAJOR CHANGES. Enclosures were removed from the Instruction to facilitate real-time changes to operational costs. The list of the most current updates to Coast Guard standard rates can be found at <http://cglink.uscg.mil/6f5bd74c>. The list includes:
- a. Hourly Standard Rates for Cutters, Boats, and Aircraft
  - b. Hourly Rates for Personnel
  - c. Standard Rates for Replacement or Repair to Damaged Aids to Navigation
  - d. Hourly Standard Rates for Pollution Clean-Up Equipment
  - e. Standard Rates for Vehicles
  - f. Standard Rates for Outpatient Visits
  - g. Standard Rates for Canine Teams
  - h. Standard Rates for Dive Teams
  - i. Standard Rates for Deployable C5I

7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.

- a. The development of this Instruction and the general policies contained within it were thoroughly reviewed by the originating office in conjunction with the Office of Environmental Management, Commandant (CG-47). This Instruction is categorically excluded under current Department of Homeland Security (DHS) categorical exclusion (CATEX) A3 from further environmental analysis in accordance with "Implementation

of the National Environmental Policy Act (NEPA), DHS Instruction Manual 023-01-001-01 (series).

- b. This Directive will not have any of the following: significant cumulative impacts on the human environment, substantial controversy or substantial change to existing environmental conditions, or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in this Instruction must be individually evaluated for compliance with the NEPA, DHS and CG NEPA policy, and compliance with all other environmental mandates.
8. DISTRIBUTION. No paper distribution will be made of this Instruction. An electronic version will be located on the Commandant (CG-612) web sites. Internet: <http://www.dcms.uscg.mil/directives> and CG Portal: <https://cg.portal.uscg.mil/library/directives/SitePages/Home.aspx>.
  9. RECORDS MANAGEMENT CONSIDERATIONS. This Instruction has been evaluated for potential records management impacts. The development of this Instruction has been thoroughly reviewed during the Directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with Federal Records Act, 44 U.S.C. § 3101, National Archives and Records Administration requirements, and the Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not have any significant or substantial change to existing records management requirements.
  10. POLICY.
    - a. Use the "Outside Government" rates for services provided to customers outside of the Federal government. Use the "Inside Government" rates for intra-governmental services.
    - b. The Coast Guard currently has a negotiated rate for certain government users of the Polar Icebreakers. The Office of Waterways and Ocean Policy (CG-WWM) is responsible for publishing and updating the non-standard rate.
    - c. The 'direct' portion of the standard rates includes both fixed and variable components. Therefore, these rates should not be used to calculate reimbursement for Federal Emergency Management Agency (FEMA) and foreseeable costs related to contracting actions, cost justification for use of military aircraft, or incremental operations costs. Rates for these purposes shall be promulgated separately.
    - d. Reimbursable rates for services provided, which are not covered by this Instruction, must be developed in consultation with Commandant (CG-833).
    - e. These rates, where appropriate, should be supplemented with out-of-pocket costs such as:
      - (1) Extra maintenance required due to extraordinary facility use or abuse, based on the actual costs of the additional materials and labor.

- (2) Incidental personnel expenses such as travel and per diem.
- (3) The cost of any special equipment purchased solely for the purpose of providing a reimbursable service.
- f. The Office of Resource Management (CG-83) is responsible for publishing and updating the Reimbursable Personnel Cost and Standard Personnel Cost tables annually in accordance with Reference (f).

11. FORMS/REPORTS. None.

12. REQUEST FOR CHANGES. Address questions concerning these standard rates or the determination of other charges to the Costing Team at [hqs-dg-1st-cg-833-costing-team@uscg.mil](mailto:hqs-dg-1st-cg-833-costing-team@uscg.mil)

A. J. TIONGSON /S/  
Assistant Commandant for Resources  
Chief Financial Officer

## REIMBURSABLE STANDARD RATES

1. The following attachments communicate adjustments in the cost of operating Coast Guard assets and non-asset missions IAW COMDTINST 7310.1 (series). It consolidates hourly program costs for: CG mission assets, personnel, ATON, pollution clean-up, vehicles, outpatient visits, canine and dive teams, and deployable C5I equipment.
2. The list includes:
  - a. Hourly Standard Rates for Cutters, Boats, and Aircraft
  - b. Hourly Rates for Personnel
  - c. Standard Rates for Replacement or Repair to Damaged Aids to Navigation
  - d. Hourly Standard Rates for Pollution Clean-Up Equipment
  - e. Standard Rates for Vehicles
  - f. Standard Rates for Outpatient Visits
  - g. Standard Rates for Canine Teams
  - h. Standard Rates for Dive Teams
  - i. Standard Rates for Deployable C5I

## HOURLY STANDARD RATES FOR CUTTERS, BOATS, AND AIRCRAFT

1. Rate Computation. The hourly standard rates for cutters, boats, and aircraft are divided into two categories “Inside Government” and “Outside Government.” The “Inside Government” rate is for use when charging other Federal agencies within the government. The “Outside Government” rate is for use when charging all others. FEMA rates are promulgated separately. To access FEMA rates navigate to CG Portal at: <https://cg.portal.uscg.mil/units/cg833/SitePages/Costing%20tools.aspx> and review the Variable Rates under Costing Tools.
2. Rate Application - Inside Government. The following are the components of the “Inside Government” rate in accordance with reference (a):
  - a. Direct Costs: Represents direct costs incurred by a particular asset class. This includes labor, employee benefits, fuel, maintenance, etc.
  - b. Support Costs: Costs allocated to a particular asset class for support received from Coast Guard support activities, including but not limited to, Area Commands, Districts, Sectors, Sector Field Offices, Bases, etc.
  - c. General and Administrative (G&A): Costs allocated to a particular asset class to represent benefit received from Coast Guard general and administrative activities such as legal services, payroll processing, etc.
3. Rate Application - Outside Government. In addition to the costs listed in the “Inside Government” rate, the following additional costs are included in the “Outside Government” rate in accordance with references (a) and (b):
  - a. Pension Benefit Adjustment: Costs incurred for retirement pay and medical expenses.
  - b. Operating Asset Depreciation: Depreciation by class of cutter, aircraft, boats, buildings, structures, electronics, and other assets.
  - c. Operating Asset Cost of Capital: The annual rate of return (equal to the average long-term Treasury Bond rate) applied to the net book value of cutters, aircraft, boats, buildings, structures, and other assets.

# Hourly Standard Rates for Cutters, Boats, and Aircraft

	Inside Government Rate					Outside Government Rate (added components)				
	Direct	Support	G&A	Total	Total	Pension Adjustment	Op & Other Asset Depreciation	Op & Other Asset Cost of Cap	Total	Total
Aircraft										
HC-144	\$5,612	\$1,186	\$1,970	\$8,768	\$1,590	\$825	\$870	\$12,053		
C-37 (Note 1)	\$9,095	\$1,488	\$4,318	\$14,901	\$3,388	\$1,770	\$2,289	\$22,348		
HC-130	\$7,640	\$1,970	\$2,784	\$12,395	\$1,968	\$1,024	\$1,193	\$16,580		
H-60	\$6,929	\$1,097	\$2,714	\$10,739	\$2,028	\$1,188	\$1,312	\$15,267		
H-65	\$5,286	\$391	\$1,848	\$7,526	\$1,410	\$810	\$866	\$10,612		
Boats										
49' Stern Loading Buoy Boat	\$1,433	\$929	\$1,467	\$3,829	\$871	\$316	\$262	\$5,277		
AtoN (ANB)	\$759	\$569	\$832	\$2,161	\$510	\$189	\$125	\$2,984		
AtoN Boat - Small (AB-S)	\$3,791	\$2,161	\$3,081	\$9,032	\$2,508	\$472	\$408	\$12,420		
Motor Lifeboat	\$1,062	\$460	\$1,015	\$2,537	\$617	\$241	\$202	\$3,597		
Response Boat, Medium	\$1,973	\$916	\$2,153	\$5,042	\$1,125	\$612	\$458	\$7,237		
Response Boat, Small	\$1,747	\$528	\$1,032	\$3,307	\$1,141	\$177	\$137	\$4,762		
Response Boat, Small (II)	\$2,062	\$972	\$1,694	\$4,728	\$1,393	\$274	\$227	\$6,622		
Skiff	\$861	\$425	\$641	\$1,926	\$552	\$76	\$62	\$2,616		
Special Purpose Craft (Law Enforcement) (Note 2)	\$478	\$175	\$219	\$872	\$329	\$16	\$13	\$1,229		
Special Purpose Craft (Airboat)	\$1,391	\$2,617	\$1,927	\$5,936	\$1,347	\$303	\$219	\$7,806		
Special Purpose Craft (Heavy Weather)	\$1,929	\$2,215	\$2,049	\$6,193	\$1,441	\$415	\$425	\$8,474		
Special Purpose Craft (Shallow Water)	\$1,492	\$484	\$845	\$2,820	\$992	\$106	\$86	\$4,004		
Special Purpose Craft (Training Boat)	\$2,745	\$549	\$1,774	\$5,067	\$1,652	\$360	\$282	\$7,362		
Special Purpose Craft (Nearshore Lifeboat)	\$1,721	\$2,640	\$2,100	\$6,461	\$1,386	\$347	\$268	\$8,462		
Trailerable AtoN Boat	\$843	\$465	\$652	\$1,960	\$582	\$101	\$85	\$2,728		
Transportable Port Security Boat	\$701	\$192	\$395	\$1,288	\$438	\$67	\$57	\$1,849		
Utility Boat, Medium	\$182	\$294	\$201	\$678	\$157	\$27	\$21	\$884		
Cutters										
420 USCGC Healy Icebreaker (WAGB)	\$8,060	\$5,699	\$3,324	\$17,083	\$2,451	\$3,896	\$4,001	\$27,430		
418 Maritime Security Cutter Large (WMSL)	\$7,320	\$5,196	\$5,560	\$18,077	\$4,289	\$10,974	\$11,213	\$44,552		
399 Polar Class Icebreaker (WAGB)	\$8,361	\$7,026	\$4,958	\$20,345	\$3,724	\$5,266	\$3,492	\$32,826		
378 High Endurance Cutter (WHEC)	\$3,190	\$2,085	\$2,587	\$7,862	\$2,006	\$269	\$868	\$11,005		
282 USCGC Alex Haley (WMEC)	\$5,979	\$6,321	\$3,919	\$16,219	\$2,906	\$1,828	\$2,339	\$23,292		
270 Medium Endurance Cutter (WMEC)	\$2,885	\$1,258	\$2,121	\$6,263	\$1,664	\$930	\$984	\$9,841		
240 Inland Ice Breaker (WLB)	\$5,832	\$2,367	\$2,350	\$10,549	\$1,760	\$2,349	\$2,364	\$17,023		
225 Seagoing Buoy Tender (WLB)	\$3,704	\$1,177	\$1,848	\$6,729	\$1,443	\$851	\$893	\$9,916		
210 Medium Endurance Cutter (WMEC)	\$2,832	\$1,270	\$1,791	\$5,893	\$1,393	\$288	\$543	\$8,117		
175 Coastal Buoy Tender (WLM)	\$2,679	\$909	\$1,396	\$4,985	\$1,085	\$658	\$658	\$7,386		
160 Inland Construction Tender (WLIC)	\$2,964	\$1,235	\$1,798	\$5,998	\$1,342	\$182	\$217	\$7,739		
154 Fast Response Cutter (WPC)	\$3,827	\$3,453	\$3,838	\$11,118	\$2,931	\$3,782	\$2,232	\$20,062		
140 Icebreaking Tug (WTGB)	\$3,165	\$1,264	\$1,916	\$6,345	\$1,424	\$3,210	\$561	\$11,540		
110 Patrol Boat (WPB)	\$1,529	\$748	\$1,032	\$3,309	\$785	\$415	\$271	\$4,781		
100 Inland Buoy Tender (WLI)	\$3,713	\$3,171	\$2,529	\$9,413	\$1,858	\$996	\$526	\$12,794		
100 Inland Construction Tender (WLIC) (Note 3)	\$2,529	\$3,283	\$2,114	\$7,926	\$1,017	\$101	\$186	\$9,230		



	Inside Government Rate				Outside Government Rate (added components)			
	Direct	Support	G&A	Total	Pension Adjustment	Op & Other Asset Depreciation	Op & Other Asset Cost of Cap	Total
87 Coastal Patrol Boat (WPB)	\$1,486	\$646	\$1,089	\$3,221	\$821	\$226	\$198	\$4,466
75 Inland Construction Tender (WLIC)	\$2,144	\$1,151	\$1,398	\$4,693	\$1,073	\$119	\$106	\$5,991
75 River Buoy Tender (WLR)	\$2,310	\$880	\$1,355	\$4,546	\$1,035	\$269	\$297	\$6,147
65 Inland Buoy Tender (WLI) (Note 4)	\$1,095	\$4,178	\$1,785	\$7,058	\$989	\$144	\$214	\$8,405
65 River Buoy Tender (WLR)	\$3,751	\$1,710	\$2,592	\$8,052	\$1,962	\$402	\$350	\$10,766
65 Small Harbor Tug (WYTL)	\$3,003	\$1,379	\$2,099	\$6,482	\$1,564	\$220	\$248	\$8,514

87 Coastal Patrol Boat (WPB)  
75 Inland Construction Tender (WLIC)  
75 River Buoy Tender (WLR)  
65 Inland Buoy Tender (WLI) (Note 4)  
65 River Buoy Tender (WLR)  
65 Small Harbor Tug (WYTL)

- Note:
1. Do not include Depreciation or Cost of Capital when computing rates for the leased C-37.
  2. Rate manually updated to include centralized asset manager costs.
  3. Rate updated using non-pay inflation factors due to excessive rate fluctuation caused by single asset class.
  4. Rate updated using non-pay inflation factors due to excessive rate jump caused by maintenance increases.



## HOURLY STANDARD RATES FOR PERSONNEL

1. **Rate Computation.** The hourly standard rates for personnel services are based on prevailing annual standard personnel costs related to employee productive hours as reflected in Coast Guard Staffing Logic and Manpower Requirements Manual, Volume II - Policy, COMDTINST M5310.5 (series). The rates are presented on the following page. A factor representing incurred but unfunded retirement and medical costs is included for customer effort external to the government.
2. **Rate Application.** The personnel rates provided in this enclosure are a derivative of the Standard Personnel Costs and are intended to be applied to reimbursement sought (in arrears), where the Coast Guard is seeking reimbursement for services provided after the fact, or for longer term response events. The average hourly rates for customers inside and outside the government are presented for those situations that require computations on an hourly basis.
  - a. For reimbursements for personnel services that involve extended periods of time (e.g., monthly or yearly) please navigate to CG Portal at: <https://cglink.uscg.mil/16bbc23d> and review the Reimbursable Personnel Cost (RPC) worksheets for the desired fiscal year. If assistance is still desired, please contact Commandant (CG-833), specifically the Costing Team for appropriate guidance.
  - b. It is important to note that charges for normal crews are contained within the rates for Aircraft, Boats, and Cutters. Therefore, use the standard personnel rates listed below only where additional personnel reimbursement is appropriate.
  - c. Actual costs for travel and per diem, if applicable, must also be included in the reimbursement. Use the following link for travel and per diem rates:  
<https://www.defensetravel.dod.mil/site/perdiem.cfm>.
  - d. For reimbursable agreements which utilize apportioned reimbursable budget authority, the RPC tables shall be consulted. The RPC is used to provide calculated costs for reimbursable positions to be included in planned or anticipated Inter/Intra-Agency agreements, when the Coast Guard is the Seller agency. The rate table can be found on the CG Portal:  
<https://cg.portal.uscg.mil/units/cg833/SitePages/Costing%20tools.aspx>.

### HOURLY RATES FOR PERSONNEL (\$)

Rank	In Gov't (\$) Rate	Out Gov't (\$) Rate	Grade	In Gov't (\$) Rate	Out Gov't (\$) Rate
O-10	161	236	ES-00	141	149
O-9	160	235	AL-00	133	141
O-8	141	204	AD-00	98	103
O-7	136	198	GS-15	119	126
O-6	120	175	GS-14	103	109
O-5	106	153	GS-13	88	93
O-4	95	137	GS-12	74	78
O-3	81	116	GS-11	64	67
O-2	67	97	GS-10	61	65
O-1	53	75	GS-09	50	53
CADET	25	33	GS-08	48	51
			GS-07	46	49
W-4	88	128	GS-06	42	44
W-3	81	117	GS-05	40	42
W-2	77	111	GS-04	36	38
			GS-03	28	30
E-10	103	149			
E-9	84	121	WG-15	60	63
E-8	74	106	WG-14	59	62
E-7	67	96	WG-13	57	60
E-6	60	86	WG-12	55	58
E-5	53	75	WG-11	53	56
E-4	45	63	WG-10	51	54
E-3	36	51	WG-09	49	51
E-2	34	47	WG-08	46	49
E-1	24	32	WG-07	44	46
			WG-06	42	44
			WG-05	39	41
			WG-04	37	39
			WG-03	34	36
			WG-02	32	34

## STANDARD RATES FOR REPLACEMENT OR REPAIR OF DAMAGED AIDS TO NAVIGATION

1. **Rate Computation.** There are two possible components that may apply when computing a charge for repair or replacement of a damaged or destroyed aid. These components are discussed below, however, they do not include vessel, boat or vehicle time which must be determined separately based upon this instruction. Additional policy on charges for aids to navigation work is contained in 33 CFR Part 74.
2. **Rate Application - Replacement Costs.** For the replacement of buoys, chains and the related transportation cost, see Waterways Operations Product Line website at the following URL: <https://cg.portal.uscg.mil/units/silc/CE%20Product%20Lines/WW/SitePages/Home.aspx>.
  - a. Use actual costs for sinkers, lighting and power equipment. Include costs to install equipment on the buoy (retro, wiring, etc.).
  - b. Replacement cost for structures should be actual cost of materials. If replacement is accomplished using a contractor, charges should include contract cost, contract management cost (including inspection) and actual cost of government furnished equipment.
  - c. Charges shall include the cost of temporary floating aids until the damaged aid is replaced.
  - d. Replacement costs shall also include government labor and shall be computed using the personnel rates contained in this Instruction.
3. **Rate Application - Temporary Aids.** Charges for temporary aids shall include actual cost for retrofit and signal equipment needed to place the aid in the water. After retrieval of the temporary aid, include cost (either Sector or unit) to place buoy in ready for issue condition.
  - a. Monthly servicing costs vary throughout the Coast Guard and shall be computed locally at the District level by prorating costs based upon the following categories and time periods. For example, the monthly servicing cost for a steel buoy would be computed by dividing the 6-year overhaul cost by 72.
  - b. Engage the Waterways Operations Product Line for current overhaul costs by buoy type.
  - c. For the purposes of applying these computed rates, a month is considered to be 16 or more days of use.
  - d. Labor for buoy servicing at support facilities shall be computed using the personnel rates contained in this instruction.
4. Questions concerning computing charges for damaged aids shall be referred to Commandant (CG-NAV-1) at HQS-DG-1st-CG-NAV-1 or Waterways Operations Product Line at D05-DG-SILC-WOPL.

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

1. Rate Application. Apply these charges for every full or fractional hour of use, excluding transit time. Make separate charges for: (1) cost of Coast Guard Strike Team personnel operating and/or supervising the operations of the equipment based on the standard rates for personnel, Enclosure (2) of this instruction; (2) actual fuel costs associated with operational use of the equipment; (3) the cost of transporting the equipment to and from the job site; (4) actual reimbursement cost when performed by a contractor; and (5) actual cost to decontaminate equipment following usage. To obtain cost guidance on any other equipment not listed below contact Commandant (CG-MER-1) or Shore Infrastructure Logistics Center (SILC) – Waterways Operations Product Line (WOPL).

<u>Equipment Type</u>	<u>Rate</u>	<u>Equipment Type</u>	<u>Rate</u>
All Terrain Vehicle (ATV)	\$15	Honda EB 11000 10.5 KW	\$5
AreaRAE	\$13	Inflatable Boom (5 reels) w/ Trailer	\$288
Boom Mooring System	\$48	Ingersol-Rand	\$12
Command and Control Trailer (C2 Trailer)	\$150	Large Pump System w/ Trailer	\$136
CCN-150 Pump	\$15	Level A Trailer/Basic Incident Command Post (BICP)	\$79
DataRAM	\$17	MultiRAE	\$8
DESMI 250 Skimmer and Control Std	\$40	Non-Submersible Pumps	\$19
Deutz Prime Mover	\$22	Small Pump System	\$81
DOP 160 Pump	\$9	Storage Seaslugs (12,000 gal)	\$73
DOP 250 Pump	\$14	Storage Seaslugs (25,000 gal)	\$102
Fast Sweep Boom	\$38	UltraRAE 3000	\$13
Fluorometers	\$13	Viscous Oil Pumping System	\$149
Generic 6.5 KW	\$4	Voss System Trailer	\$371
Genpro 10.5	\$5	500 ft Foam Boom	\$25
Hazmat Response Trailer (HMRT)	\$296	500 ft Foam Boom, 3 Boxes w/ Trailer	\$88
High Speed Skimmer	\$77	42' Trailer	\$80
Hystar Prime Mover	\$30	48' Trailer	\$80
Honda 4.5 KW	\$3	48" Inflatable Boom (650'/1 reel)	\$58
Honda 5.5 KW	\$3		
Honda EX 1000 1.0 KW	\$2		

**Note:** Spilled Oil Recovery System (SORS) is not listed as a standard rate cost item because it is considered part of the Allowance Equipment List (AEL) for the Juniper Class Buoy Tenders (WLB's). Each SORS consists of two of the following: DESMI Terminator Weir Skimmer, SORS Control Stand, Hydraulic Hoses, Outrigger Arm, Fast Sweep Boom, and Canflex Bladders. Some of these components are listed above, but not as a complete SORS unit. The standard rate for the WLBs includes the AEL items as part of the rate. For additional information contact SILC WOPL at 202-475-5627.

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## STANDARD RATES FOR VEHICLES

1. Rate Computation. The standard rates for vehicles are available from GSA at the following web site: <http://www.gsa.gov/vehiclerates>. These rates represent averages for similar vehicle types from different regions of the country.
2. Rate Application. The rates are applied for every full or fractional mile or month of use. These rates can be prorated to a daily rate, if necessary. If the vehicle is a commercial rental or GSA lease, charge the actual cost of the rental if available. Include a charge for personnel if the driver is not attached to another unit (such as Aircraft, Boats, or Cutters) involved in the operation.

Note: The most current GSA vehicle rates apply.

3. For additional information, contact Commandant (CG-833), Costing Team at [hqs-dg-lst-cg-833-costing-team@uscg.mil](mailto:hqs-dg-lst-cg-833-costing-team@uscg.mil).

**STANDARD RATES FOR OUTPATIENT VISITS**

1. Rate Computation. All medical services provided to authorized beneficiaries in Coast Guard medical facilities are recorded using paper records and an electronic healthcare systems (DoD and TRICARE). Personally Identifiable Information (PII) is protected in accordance with DHS Handbook for Safeguarding Sensitive Personally Identifiable Information. Protected Health Information (PHI) is managed in accordance with Health Insurance Portability and Accountability Act of 1996 (HIPAA). Commandant (CG-11) is responsible for management and oversight of the medical records. Commandant (CG-11) is responsible for executing reimbursable agreements with other government agencies. Rates for the exchange of medical goods and services are determined in accordance with Title 10 U.S.C. § 1085 and Public Law 114-328 Section 722. Commandant (CG-DCMS-831) is responsible for all activities related to recording the accounts receivable transactions and reconciling them in the Coast Guard Core Accounting System (CAS). The Coast Guard Finance Center is responsible for invoicing the appropriate uniformed service.
2. For further guidance, contact Commandant (CG-DCMS-831) at HQS-DG-LST-CG-DCMS-831-SP or 202-475-5058.

## STANDARD RATES FOR CANINE TEAMS

1. Rate Computation. When computing the standard rates for a canine team's services and when applicable, the following charges should apply:
  - a. Canine handler based on the standard rates for personnel per Enclosure (2);
  - b. Canine handler cover officer based on rates for personnel per Enclosure (2);
  - c. Canine fees at the rate of \$17.00 per day;
  - d. The standard rate for vehicles per Enclosure (5);
  - e. Parking and Toll fees;
  - f. Air Fare;
  - g. Vehicle rental;
  - h. Per Diem for Canine handler and cover officer;
  - i. Kenneling fees.
2. Rate Application. The rates should be applied for every full hour of use, and should include vehicle mileage to and from the team's home base to the requesting authority's site. Kenneling, canine fees, air fare, vehicle rental and per diem should be charged for missions that required overnight stays outside the team's commuting area.

Note: When calculating "usage" charges, personnel off-duty time should not be included.
3. For further guidance, contact Commandant (CG-721) at HQS-DG-LST-CG-721 or 202-372-2647.



## STANDARD RATES FOR DIVE TEAMS

1. Rate Computation. When computing the standard rates for a dive team's services, the following charges should apply, if applicable:
  - a. Each dive team member based on the standard rates for personnel, Enclosure (2);
  - b. The standard rate for vehicles, Enclosure (5);
  - c. Vehicle rental;
  - d. Parking and toll fees;
  - e. Air fare;
  - f. Vessel rental;
  - g. Per diem;
  - h. Dive equipment rental (typically limited to SCUBA bottles).
2. Rate Application. The rates should be applied for every full hour of use, and should include vehicle mileage to and from the team's home base to the requesting authority's site. Per diem should be charged for missions that require overnight stays outside the team's commuting area. A normal dive team is comprised of six (6) members. However, more divers may be required depending on mission needs.

Note: When calculating "usage" charges, personnel off-duty time should not be included.
3. For additional information, contact Commandant (CG-7212) at HQS-DG-LST-CG-7212 or 202-372-2575.

## STANDARD RATES FOR DEPLOYABLE C5I

1. Rate Computation. Charges shall be applied for every full or fractional day of use, including transit time for Mobile assets and personnel. Separate charges are incurred for: (1) cost of Coast Guard Communications Command (COMMCOM) Deployable Communications Forces (DCF) technicians setting up and/or supervising the use of equipment including per diem and lodging expenses, per Enclosure (2); (2) actual fuel costs associated with use of the equipment including the fuel required for transit and sustaining generator power systems, per Enclosure (5); and (3) actual costs for tractor rental if applicable. Costs outside of personnel and fuel are as follows:

a. Enhanced Mobile Incident Command Center (eMICP) – Requires tractor rental:

(1) \$27,960/mo

(2) \$6,524/wk

(3) \$937/day

b. Mobile Communications Vehicle (MCV):

(1) \$27,960/mo

(2) \$6,524/wk

(3) \$937/day

c. Commercial Satellite Service (Data and Telephony):

(1) Daily \$247

(2) 5 days \$1,231

(3) 10 days \$2,461

(4) 30 days \$7,382

Note: Data and telephony requires two separate satellite systems and are billed separately. Billing period resets every (30) days and is per kit.

d. Portable SIPRNET Kit (PSK): The Portable SIPRNet Kit will require a satellite connection billed separately, per paragraph 1.c. above. The PSK is typically deployed with one (1) supporting technician. Requesting unit incurs the costs for technician and connectivity.

e. Standard rates for personnel apply per Enclosure (2).

- f. Standard rates for vehicles apply per Enclosure (5).

Note: All DCF assets utilize diesel fuel which is estimated using prevailing market rates. A minimum of four (4) personnel will accompany the eMICP and MCV. Depending on the dynamics of the mission, more personnel may be assigned as necessary by COMMCOM.

2. To obtain a complete cost analysis for use of the Deployable C5I assets/equipment, contact the LANTAREA Deployable C5I Asset Manager at (757) 398-6330 or COMMCOM at [COM-DG-M-DeployCommsRequest@uscg.mil](mailto:COM-DG-M-DeployCommsRequest@uscg.mil). COMMCOM can fund most Coast Guard internal requests. Requesting commands will be aware of all charges prior to final approval/authorization and deployment of resources.