

2016 PRESIDENTIAL TRANSITION

U.S. Department of Homeland Security
Component Overview



U.S. COAST GUARD





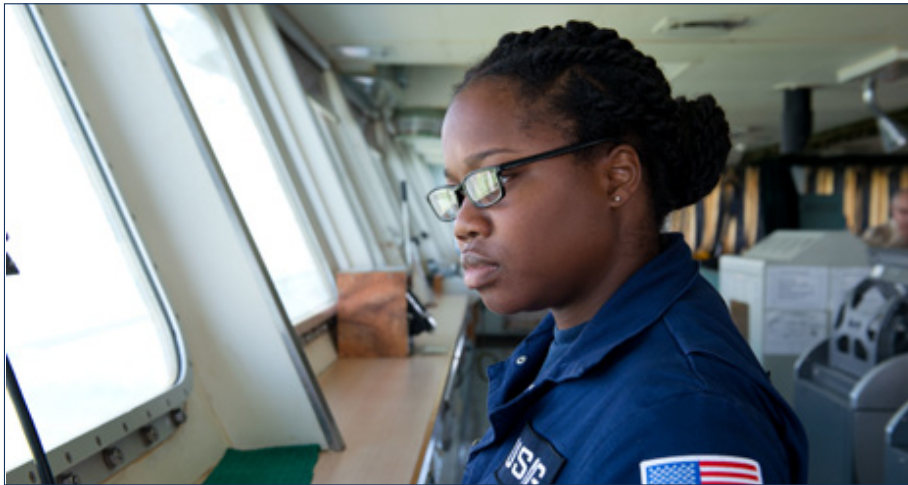
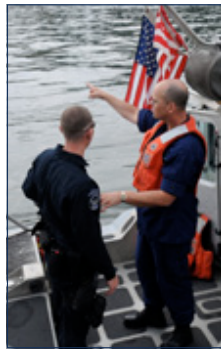
The U.S. Coast Guard Cutter JAMES transits toward its home port of Charleston, S.C.

(Photo by Petty Officer 1st Class Melissa Leake)

U.S. COAST GUARD

The Coast Guard is the principal Federal agency responsible for maritime safety, security, and environmental stewardship in U.S. ports and waterways. In this capacity, the Coast Guard protects and defends more than 100,000 miles of U.S. coastline and inland waterways, and safeguards the world's largest Exclusive Economic Zone encompassing 4.5 million square miles. One of the five Armed Services of the United States, the Coast Guard is the only military branch within the Department of Homeland Security. In addition to its role as an Armed Service, the Coast Guard is a first responder and humanitarian service that provides aid to people in distress or impacted by natural and man-made disasters whether at sea or ashore. The Coast Guard is a member of the Intelligence Community, and is a law enforcement and regulatory agency with broad legal authorities associated with maritime transportation, hazardous materials shipping, bridge administration, oil spill response, pilotage, and vessel construction and operation.

The over 49,000 members of the Coast Guard operate a multi-mission, interoperable fleet of 243 Cutters, 201 fixed and rotary-wing aircraft, and over 1,600 boats. Operational control of surface and air assets is vested in two Coast Guard Areas (Pacific and Atlantic), nine Coast Guard Districts, and 35 Sectors located at strategic ports throughout the country. Six Mission Support Logistics and Service Centers provide services for operational assets and shore facilities. Coast Guard program oversight, policy development, and personnel administration are carried out at Coast Guard Headquarters located on the St. Elizabeths campus in Washington, DC.



On an average day, the Coast Guard:

Conducts **45** search and rescue cases; *saves* **10** lives; *saves over* **\$1.2M** in property;
seizes **874** pounds of cocaine and **214** pounds of marijuana;

conducts **57** waterborne patrols of critical maritime infrastructure; *interdicts* **17** illegal migrants;

escorts **5** high-capacity passenger vessels; *conducts* **24** security boardings in and around U.S. ports;

screens **360** merchant vessels for potential security threats prior to arrival in U.S. ports;

conducts **14** fisheries conservation boardings; *services* **82** buoys and fixed aids to navigation;

investigates **35** pollution incidents; *completes* **26** safety examinations on foreign vessels;

conducts **105** marine inspections; *investigates* **14** marine casualties involving commercial vessels;

facilitates movement of **\$8.7B** worth of goods and commodities through
the Nation's Maritime Transportation System.

Semper Paratus – *Always Ready*

MISSION ALIGNMENT

Department of Homeland Security Missions

The Coast Guard manages SIX major operational mission programs¹:

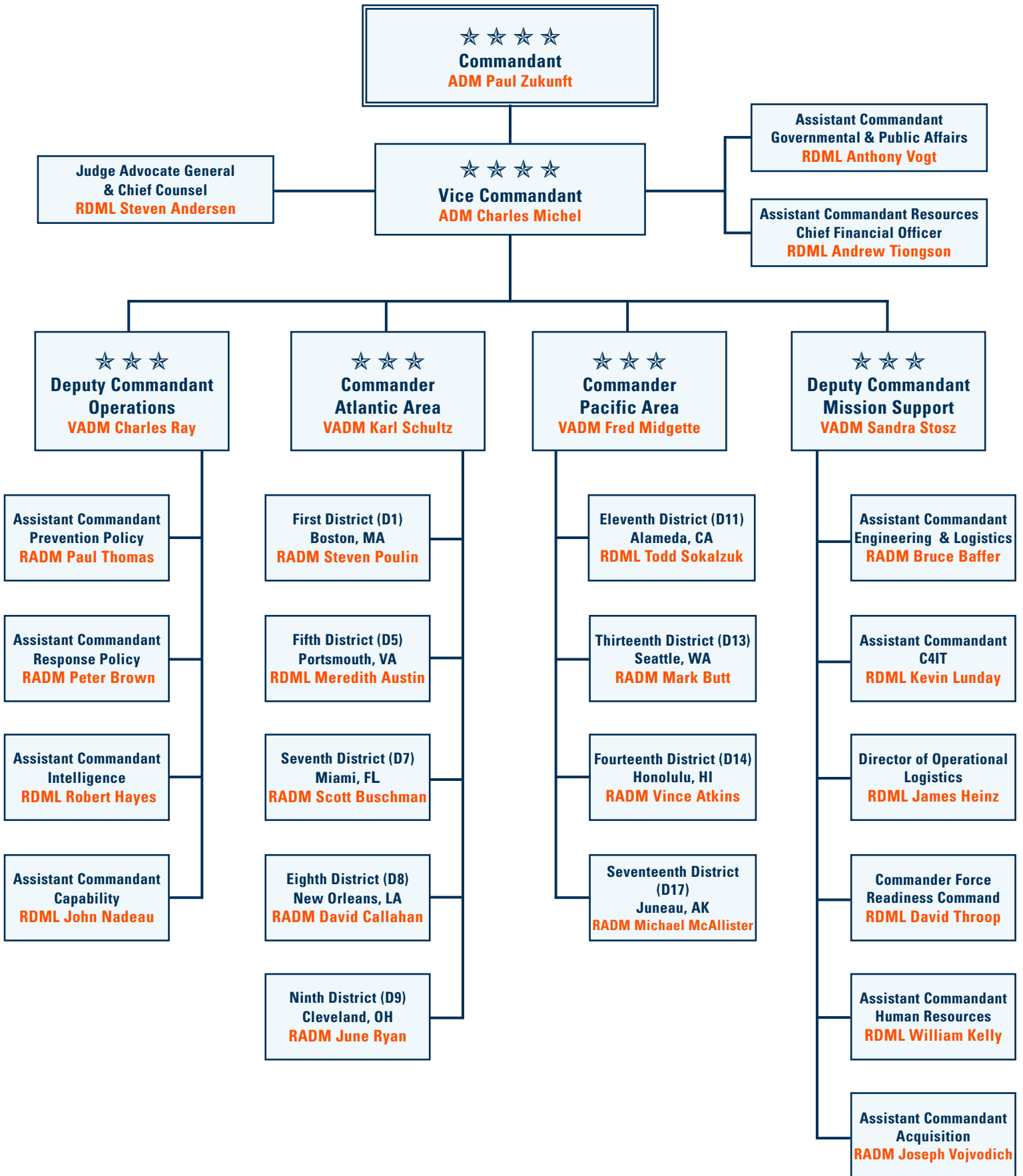


¹ The Coast Guard's SIX operational mission programs oversee 11 Missions codified in the *Homeland Security Act of 2002*. That act delineates the 11 missions as "homeland security" or "non-homeland security" missions.

Homeland Security Missions: Ports, Waterways, and Coastal Security; Drug Interdiction; Migrant Interdiction; Defense Readiness; and Other Law Enforcement.

Non-Homeland Security Missions: Marine Safety; Search and Rescue; Aids to Navigation; Living Marine Resources; Marine Environmental Protection; and Ice Operations

ORGANIZATION



OPERATIONAL ASSETS



U.S. Coast Guard Cutters¹ – 243 Total

TYPE	QUANTITY	TYPE	QUANTITY
Icebreakers ² – Polar/Great Lakes	3/1	Buoy Tenders – Seagoing/Coastal	16/14
National Security Cutters	5	Buoy Tenders – Inland, River	22
High Endurance Cutters	5	Construction Tenders	13
Fast Response Cutters	17	Icebreaking Tugs	9
Medium Endurance Cutters	28	Harbor Tugs	11
Patrol Boats	98	Training Cutter	1

1: Any U.S. Coast Guard vessel larger than 65-feet in length

2: 1 of 3 inactive



U.S. Coast Guard Aircraft – 201 Total

TYPE	QUANTITY	TYPE	QUANTITY
MH-65D (Helicopter)	102	HC-144 (Airplane)	18
MH-60T (Helicopter)	44	HC-27J (Airplane)	8
HC-130H (Airplane)	18	C-37A (Airplane)	2
HC-130J (Airplane)	9		



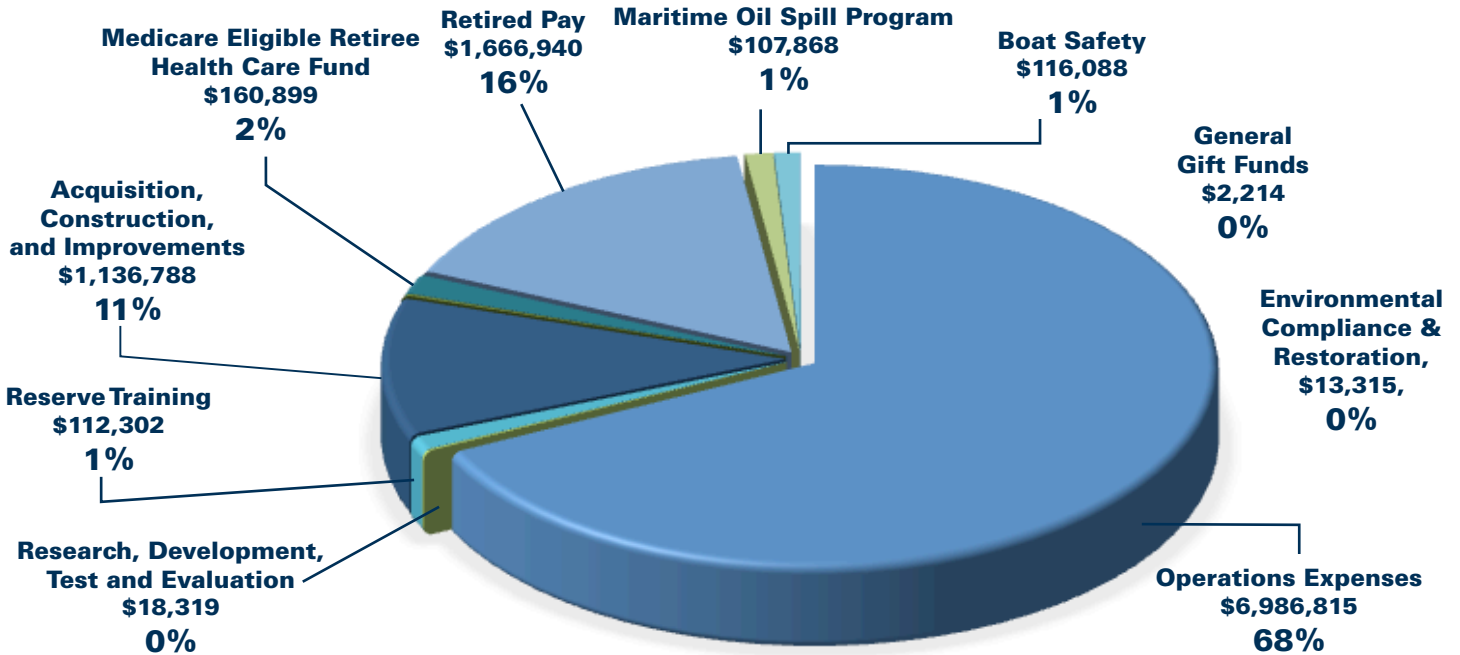
U.S. Coast Guard Boats³ – 1,650 Total

TYPE	QUANTITY	TYPE	QUANTITY
Response Boat Small	372	Aids to Navigation Boats	152
Response Boat Medium	174	Cutter Boats	421
Motor Life Boats	117	All other boat types	414

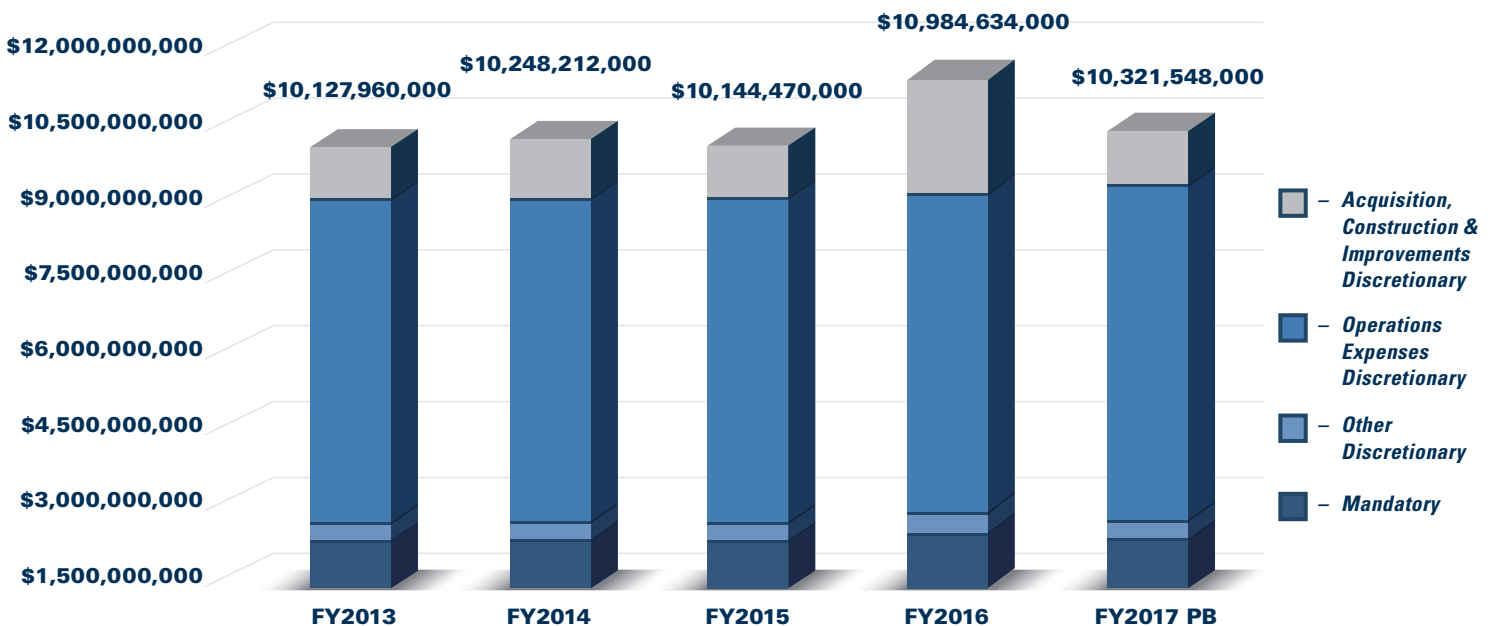
3: Any U.S. Coast Guard vessel less than 65-feet in length

U.S. Coast Guard Total Budget Authority		
FY 2016 Enacted	FY 2017 President's Budget	+/-
\$10,984,634,000	\$10,321,548,000	- \$663,086,000

U. S. Coast Guard – FY 2017 President's Budget



U. S. Coast Guard – 5-Year Total Funding Trend

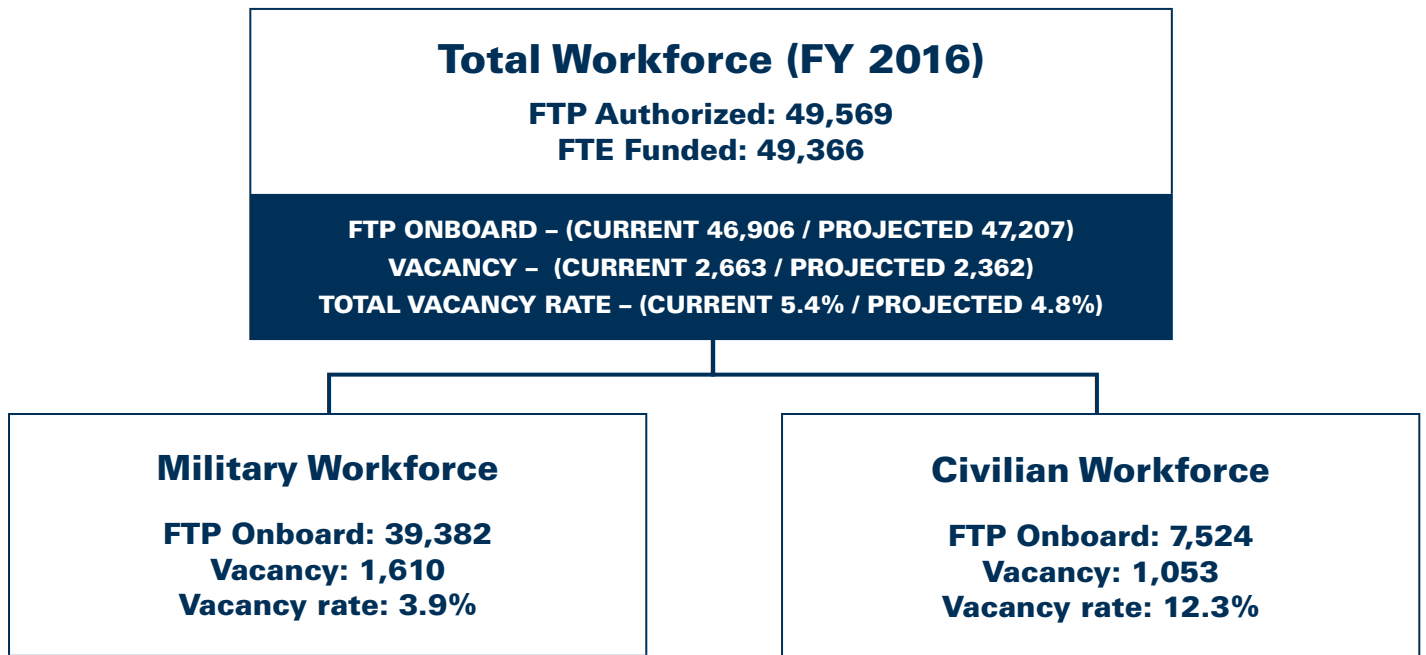




Authorized*		Onboard*		Vacancies*	
ACTIVE DUTY	40,992	ACTIVE DUTY	39,382	ACTIVE DUTY	1,610
CIVILIAN	8,577	CIVILIAN	7,524	CIVILIAN	1,053
TOTAL	49,569	TOTAL	46,906	TOTAL/RATE	2,663/5.4%
RESERVE	7,000	RESERVE	6,063	RESERVE	937
		AUXILIARY**	31,000		
		TOTAL	83,969		

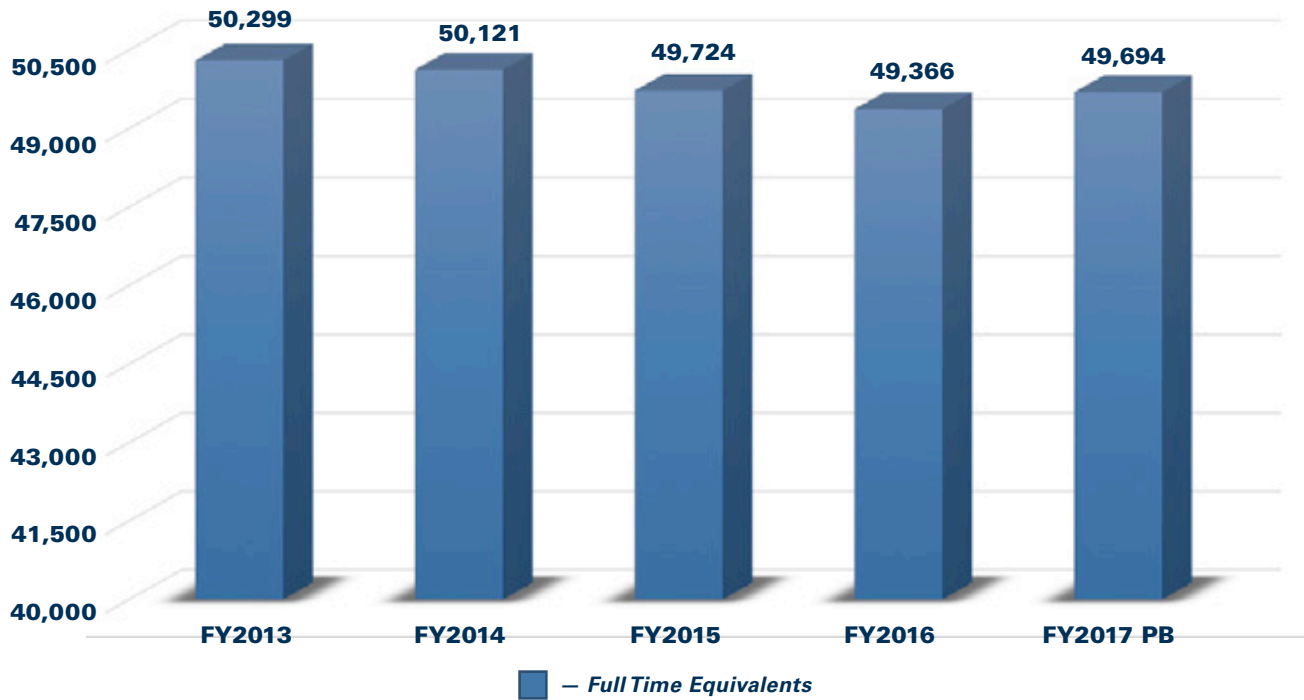
* DOES NOT INCLUDE OVERSEAS CONTINGENCY OPERATIONS, YARD, AND REIMBURSABLE EMPLOYEES.
 ** U.S. COAST GUARD AUXILIARY IS AN ALL-VOLUNTEER FORCE.

U. S. Coast Guard – Total Active Duty and Civilian Workforce



FTP: Full Time Position – permanent.
 FTE: Full Time Equivalent. The equivalent of 2,080 work hours / a standard work year.
 Vacancy Rates: calculated using FTE funded positions as the denominator.
 Source: DHS On-board monthly Report and FY 2017 Congressional Justification. (minus Overseas Contingency Ops, Yard, and Reimbursables)
 As of: 06/02/2016

U. S. Coast Guard – 5-Year Workforce Trend



Crewmembers from the Coast Guard Cutter SLEDGE and JAMES RANKIN, both based out of Baltimore, pose for a group picture during their Earth Day project to clean up the shore in Curtis Bay, Md. The two ships sent volunteers from each crew to assist in the clean up efforts to improve the environment.
 (Photo by Petty Officer 3rd Class Robert Brazzell)

- **Build the 21st Century Coast Guard** – Future mission success relies on continued recapitalization of Coast Guard boats, cutters, aircraft, systems and infrastructure. Critical recapitalization programs include beginning production of Offshore Patrol Cutters, completing the Fast Response Cutter program, and initiating acquisition of new heavy icebreakers.



- **Maritime Border Security and Transnational Criminal Organizations (TOC)** – Combating transnational criminal organizations at sea, where they are most vulnerable, severs the financial lines of criminal networks that are destabilizing governments, threatening rule of law, and spreading violence throughout Central America. This effort includes intelligence-queued joint DHS, Department of Defense, and allied partner operations using forward deployed cutters with armed use-of-force capable rotary-wing aircraft, fixed wing maritime patrol aircraft, and deployable specialized forces to disrupt and interdict illicit drug and human smuggling operations in the transit and approach zones of the Eastern Pacific and Caribbean Basin.



- **Maritime Cyber Security** – Cybersecurity is one of the most serious economic and national security challenges we face as a Nation. Government systems face a mounting array of emerging cyber threats that could severely compromise the Coast Guard's ability to perform its essential missions. These growing threats also pose significant risks to our Nation's Maritime Transportation System and critical infrastructure. With over 90% of the Nation's goods moving via increasingly networked maritime conveyance, preserving cyber security is essential to overall safety, security and effectiveness.

- **Increasing Activity in the Polar Regions** – As ice melts, and sea lanes and access to precious natural resources expand, the Nation must maintain adequate access and presence to address increased safety, security, and environmental risks associated with increased exploration, vessel traffic, and human activity. Improved governance through cooperation with other Arctic Nations and becoming party to the Law of the Sea Convention are critical to resolving competing claims by other nations and protecting U.S. sovereign rights in the Polar Regions, particularly the Arctic.



- **Increasing Maritime Commerce** – Address risks associated with increased domestic natural gas transport, deeper U.S. ports, and larger vessels due to the expansion of the Panama and Suez canals through compliance enforcement, regulatory frameworks, and prevention and response operations. The prosperity of our Nation is inextricably linked to a safe and efficient Maritime Transportation System.
- **Fiscal Management** – Stable, consistent funding streams and sound fiscal stewardship are essential to responsibly and economically execute the Coast Guard's increasingly complex acquisition programs, and maintaining a well-trained and properly equipped military workforce.

KEY PARTNERSHIPS/STAKEHOLDERS

Interagency – Non DHS	
PARTNER	DESCRIPTION
Department of Defense	Broad spectrum of interactions: defense readiness and interoperability, cyber security, research and development, counternarcotics, disaster preparedness and emergency response, training, logistics, and acquisitions.
The Interdiction Committee (TIC)	TIC is a statutorily-mandated interagency body of over 25 federal departments, agencies, offices, and components. TIC discusses and resolves issues related to the coordination, oversight, and integration of international, border and domestic drug interdiction and counter-network efforts. These efforts support the Office of National Drug Control Policy (ONDCP) in executing the <i>President's National Drug Control Strategy</i> (NDCS) at the strategic level. By developing interagency recommendations that incorporate various facets of national power, TIC supports the NDCS and provides advice, situational awareness, and expertise to ONDCP on trafficking activities that threaten U.S. interests.
Department of State	Coast Guard executes missions abroad to train international partners and foreign navies to support efforts to stem the flow of weapons of mass destruction; counter international crime, illegal drugs, and instability; enhance international maritime security capacity building; provide weapon guidance systems training; support Foreign Military Sales.
The Intelligence Community	The Coast Guard interacts across the spectrum of military and civilian agencies that comprise the Intelligence Community. Through this interaction the Coast Guard contributes to achieving national security objectives in the course of conducting its statutory missions.
Department of Commerce (NOAA, National Marine Fisheries Service)	Partner to enforce <i>Magnuson-Stevens, Endangered Species (ESA), Marine Mammal Protection (MMPA) and National Marine Sanctuaries (NMSA) Acts.</i>

Stakeholder Groups and Federal Advisory Committees (FACA)	
PARTNER	DESCRIPTION
National Boating Safety Council	Statutory
Towing Safety Advisory Committee	Statutory
Great Lakes Pilotage Committee	Statutory
National Maritime Security Advisory Committee	Statutory
Merchant Medical Mariner Advisory Committee	Statutory
Navigation Safety Advisory Council	Statutory
Merchant Marine Personnel Advisory Committee	Statutory
Lower Mississippi River Waterway Safety Advisory Committee	Statutory
Commercial Fishery Safety Advisory Committee	Statutory

Industry / Public-Private / Academia

PARTNER	DESCRIPTION
Port Partners	The Coast Guard works with port partners in the Area Committees to meet requirements of the <i>Oil Pollution Act of 1990</i> , the Area Maritime Security Committee to meet requirements of the <i>Maritime Transportation Security Act of 2004</i> , and Harbor Safety Committees which exist in most ports and include robust industry partnerships.

International Engagements

PARTNER	DESCRIPTION
International Maritime Organization (IMO)	The IMO is the global standard-setting authority for the safety, security, and environmental performance of international shipping. As the IMO is a specialized agency of the United Nations, Department of State has designated the Coast Guard as the lead agency responsible for representing the U.S. interests and coordinating with appropriate U.S. agencies, stakeholders, and nongovernmental organizations for all work conducted at the various levels of the IMO. This includes an Assembly, a Council, five main committees, and seven sub-committees.
Bilateral agreements	40+ bilateral agreements expand the Coast Guard's ability to use its authorities and support combating Transnational Organized Crime networks.
Arctic Coast Guard Forum	Multi-lateral Forum comprised of Coast Guard-like agencies from Russia, Sweden, Norway, Denmark, Finland, Iceland, and Canada to advance safe and secure activity in the Arctic.

Organized Labor / Advocacy Groups

PARTNER	DESCRIPTION
American Federation of Government Employees (AFGE)	The Coast Guard relies heavily on our organic union labor pool. These dedicated professionals are a critical part of the Coast Guard team providing mechanical, overhaul, and logistics services.

In addition to annual appropriations, the Coast Guard is required by law to submit an annual authorization request to Congress (*House Transportation and Infrastructure Committee and Senate Committee on Science and Technology*) through the Secretary of Homeland Security within thirty days of the President's budget submission.

As a military service and a branch of the armed forces of the United States, the Coast Guard is directly impacted by the *National Defense Authorization Act* (NDAA), primarily in the areas of pay and benefits. The 2016 NDAA includes proposals that would revise the *Uniform Code of Military Justice* and affect how the Coast Guard carries out its military justice programs.

Legislative Priorities

- **Recapitalization Funding** - Fund asset recapitalization programs with emphasis on the Offshore Patrol Cutter.
- **Polar Icebreakers** - Garner support for a heavy polar ice breaker fleet.
- **Operating Expenses and New Asset Funding** - Preserve the operating expenses base and new asset operating funds.
- **Military Blended Retirement** - Address funding shortfalls projected with the new military Blended Retirement system.
- **Ratify Law of the Sea Convention** - The Convention sets forth the comprehensive, globally-accepted legal framework addressing activities on, over, and under the world's oceans. Ratifying the Convention will strengthen Coast Guard military and law enforcement efforts.
- **Ratify Maritime Labour Convention 2006** - The Convention establishes minimum requirements for seafarer working and living conditions. By ratifying, it would allow the Coast Guard to issue certificates to U.S. flag vessels certifying compliance and reducing risk of costly delays when U.S. flag vessels call on foreign ports party to the Convention.

Regulations

The Coast Guard has a significant rulemaking docket that includes both Headquarters rules that are national in scope and long term, as well as field regulations that are local in scope and temporary in duration. The Headquarters rulemaking docket accounts for approximately 40% of all of DHS regulations. Notable recent regulations include rules on inspection of towing vessels, safety regulations for commercial fishing vessels, and removal of conditions of entry on vessels arriving from the Republic of Cuba.

Government Accountability Office Audits

TITLE	DESCRIPTION	FINAL REPORT DUE
GAO-15-195	Coast Guard: Timely Actions Needed to Address Risks in Using Rotational Crews	31 Dec 2017

DHS Office of the Inspector General Audits

TITLE	DESCRIPTION	FINAL REPORT DUE
NONE		



Admiral Paul F. Zukunft Commandant, U.S. Coast Guard

Admiral Paul Zukunft assumed the duties of the 25th Commandant of the U.S. Coast Guard on May 30, 2014. He leads the largest component of the Department of Homeland Security, composed of nearly 84,000 personnel including active duty, reserve, civilian and volunteer Auxiliarists.

Prior to this, Admiral Zukunft served as Commander, Coast Guard Pacific Area, where he was operational commander for all U.S. Coast Guard missions in an area encompassing more than 74 million square miles and provided mission support to the Department of Defense and Combatant Commanders. Other Flag assignments include Commander of the Eleventh Coast Guard District and Director, Joint Interagency Task Force West, where he served as executive agent to United States Pacific Command for combating Transnational Criminal Organizations in the Asia-Pacific Region.

In 2010, Admiral Zukunft served as the Federal On-Scene Coordinator for the Deepwater Horizon Spill of National Significance where he directed more than 47,000 responders, 6,500 vessels and 120 aircraft during the largest oil spill in U.S. history. His senior staff assignments included Chief of Operations, Coast Guard Pacific Area and Chief of Operations Oversight, Coast Guard Atlantic Area where he directly supervised all major cutter operations in the Atlantic and Pacific theaters. He also served as Chief of Staff at the Fourteenth Coast Guard District in Honolulu, Hawaii.

Admiral Zukunft has commanded six units and served extensively in the cutter fleet where he commanded the cutters CAPE UPRIGHT, HARRIET LANE, and RUSH.

A native of North Branford, Connecticut, Admiral Zukunft graduated from the U.S. Coast Guard Academy in 1977 with a Bachelor of Science degree in Government; from Webster University in 1988 with a Master of Arts degree in Management; and from the U.S. Naval War College in 1997 with a Master of Arts degree in National Security and Strategic Studies. He is a graduate of the Asia Pacific Center for Strategic Studies Executive Seminar and Harvard's Kennedy School of Government National Preparedness Leadership Initiative course.

His personal awards include both the Department of Homeland Security and Coast Guard Distinguished Service Medals, Defense Superior Service Medal, three Legions of Merit and five Meritorious Service Medals with "O" device among others.