



UNITED STATES COAST GUARD



**POSTURE
STATEMENT**

**2019
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**2017
PERFORMANCE
HIGHLIGHTS**

A Coast Guard member assigned to Maritime Safety and Security Team New Orleans, rescues a child in support of Hurricane Harvey relief efforts in Port Arthur, Texas. The Coast Guard partnered with local emergency operation centers and established an incident command post to manage search and rescue operations.





THE COMMANDANT OF THE UNITED STATES COAST GUARD

WASHINGTON, D.C.

I am pleased to provide the Coast Guard's annual Posture Statement, which provides strategic context for the Service, outlines my Fiscal Year (FY) 2019 budget priorities, and offers performance highlights from 2017.

The Coast Guard provides a unique and enduring value to the Nation. An armed service, with broad law enforcement authorities that span the globe, we are uniquely positioned to ensure our national security by preserving our maritime borders, protecting critical maritime networks in the cyber domain, safeguarding \$4.6 trillion in annual economic activity on America's waterways, supporting Department of Defense Combatant and Functional Commanders, and rapidly responding to natural and man-made disasters.

Toward these ends, the FY 2019 request advances key Coast Guard priorities. Designed to Invest in the 21st Century Coast Guard, Sustain Mission Excellence, and Maximize Service to the Nation, this budget continues efforts to modernize our aged surface assets by funding the Offshore Patrol Cutter, Fast Response Cutter, and heavy Polar Icebreaker – a national asset critical to preserving U.S. security and sovereignty in the Polar Regions. Further, this budget will make a meaningful investment to extend the service life of our aging medium-range recovery helicopter fleet, which has the highest average flight hours of any H-60 fleet in the world. The rotary-wing fleet is critical to the Coast Guard's emergency response capabilities, as illustrated during the recent unprecedented hurricane season, when 34 deployed helicopters flew 1,600 flight hours and completed a majority of the Coast Guard's nearly 12,000 rescues. These investments, coupled with moderate and targeted funding for our workforce, set the conditions for sustained mission excellence.



The 2017 Performance Highlights provided in this year's Posture Statement demonstrate the Coast Guard's significant return on investment. I am exceptionally proud of the myriad operational successes of our active duty, civilian, reserve, and auxiliary personnel. Whether it was during our sustained response to an historic hurricane season, another record year removing illicit narcotics from the maritime approaches, or providing unique support to Combatant Commanders around the globe, our bias for action and ability to rapidly surge resources in response to emerging threats or contingencies distinguishes the Coast Guard and yielded unprecedented results.

History has proven that a responsive, capable, and agile Coast Guard is an indispensable instrument of national security. With continued support of the Administration and Congress, the Coast Guard will continue to live up to our motto – *Semper Paratus – Always Ready*.

A handwritten signature in blue ink that reads "Paul F. Zukunft".

PAUL F. ZUKUNFT

Admiral, U.S. Coast Guard



POSTURE STATEMENT

America's Coast Guard

The Coast Guard is the only branch of the U.S. Armed Forces in the Department of Homeland Security. A law enforcement agency, member of the U.S. Intelligence Community, and first responder during natural and man-made disasters – the Coast Guard leverages an expansive array of interagency, military, international, and industry relationships for maximum strategic effect.

Strategic Landscape

We live in an increasingly volatile, uncertain, complex, and ambiguous world. Rapid technological advancement, increasing globalization, and intensifying threats from state and non-state actors alike challenge international norms and threaten global governance. Transnational Criminal Organizations (TCOs) undermine weak states and fuel instability in Central and South America, compromising regional security, economic prosperity, rule of law, and good governance. The surge in drug consumption and its ancillary effects in the U.S., to include more than 66,000 drug overdose deaths in 2017, exacerbate the challenge, as TCOs and subsidiary networks continue to exploit illicit pathways to bring drugs and other contraband to the U.S. market.

Opportunistic state actors like Russia and China are building military and technological capabilities to exploit emerging regions and erode our military advantage. Escalating competition is evident in the Arctic, where Russia's militarization and China's economic investments have accelerated, effectively challenging U.S. sovereignty and threatening regional stability.

Economic and national security are inextricably linked, and the U.S. network of ports and waterways rely upon the safe and secure flow of commerce to preserve the vitality of our economy. Increased domestic natural gas and hydrocarbon transport, deeper U.S. ports, and the expansion of the Panama Canal place ever increasing demands upon a safe and efficient Maritime Transportation System. Technological advances and increased automation introduce opportunities, but increased connectivity reveals cyber vulnerabilities as well. In preparing for the future, the Coast Guard will leverage its agility and broad operational capabilities to protect our Nation and ensure its prosperity.

Strategic Focus

The Coast Guard is a strategy-driven organization, where intelligence drives operations and risk-based decisions make best use of resources to maximize our enduring value to the Nation. While the Coast Guard will remain active globally – from the high latitudes in the Arctic and Antarctica to the Persian Gulf and beyond – we will continue to implement a suite of regional and functional strategies to drive Coast Guard operations and capital investments. These strategies are informed by the National Security Strategy, applicable Department of Homeland Security strategies, and are coordinated to augment Department of Defense priorities.

- I. Combating Transnational Criminal Organizations.** TCOs are funded by profits from drug and human trafficking operations. Drug-fueled violence weakens the rule of law; threatens regional security, prosperity, and governance; and prompts illegal migration. Leveraging an intelligence-driven, whole-of-government approach, the Coast Guard severs the supply lines of criminal networks by interdicting drugs and apprehending traffickers where they are most vulnerable – at sea. The Coast Guard’s long-term counter-TCO effort integrates over 60 multi and bilateral agreements with a host of government organizations, both at home and in key countries of origin like Colombia and Mexico, to improve information sharing, advance unity of effort, and strengthen the rule of law. With the Department of Homeland Security, the Coast Guard fosters diplomatic partnerships, leverages our dual status as a military service and law enforcement agency, and capitalizes on our Intelligence Community membership to support this fight.
- II. Securing the Southern Border.** Border security not only requires the defense of our ports, waterways, and infrastructure at home, it also necessitates an offshore presence to identify and disrupt illicit networks long before they reach our shores. The only agency capable of providing at-sea interdiction, the Coast Guard executes a defense in-depth approach to improve awareness, prioritize threats, and advance an adaptable defense interdiction posture. Early threat detection requires close coordination between and among maritime partners, intelligence collectors, and state-of-the-art technologies, such as Unmanned Aircraft Systems (UASs). The Coast Guard partners with other components of the Departments of Homeland Security, Defense, State, and Justice and the Office of the Director of National Intelligence to enhance this unity of effort. By fully leveraging strategic intelligence and planning, along with the full suite of platforms and technological tools, the Coast Guard is able to optimize our presence and confront maritime threats far from the homeland.
- III. Safeguarding Maritime Commerce.** The U.S. has one of the largest systems of ports, waterways, and critical maritime infrastructure in the world, and it represents a key advantage underlying our economic competitiveness. The Maritime Transportation System (MTS) supports over \$4.6 trillion of annual economic activity, is a conduit for nearly 90 percent of U.S. trade by volume, and accounts for more than 23 million U.S. jobs. As technological advances introduce opportunities – and risks – the Coast Guard must keep pace with the increasing use, complexity, and interconnectivity in the MTS to ensure we are facilitating – and not impeding – this vital maritime highway system.
- IV. Enhancing Cybersecurity.** Virtually every aspect of modern life is undeniably linked to global networks, and increasingly complex, frequent, and malicious cyber activities pose serious threats to security and privacy. Guided by the tenets of its Cyber Strategy, the Coast Guard continues to invest in our own cybersecurity while developing a diverse cyber workforce to address this growing national security challenge. Leveraging 227 years of operational experience and relationships with state, local, tribal, and territorial governments, as well as maritime industry partners, the Coast Guard is the trusted, physical presence in America’s ports and waterways. By leveraging Captain of the Port authorities and 43 Area Maritime Security Committees, the Coast Guard works with federal, state, local, tribal, and private sector stakeholders to develop measures, which promote cyber risk management to secure our critical maritime infrastructure from those who seek to do it harm.
- V. Preserving Security and Sovereignty in the Polar Regions.** The U.S. faces growing military and economic competition in the Arctic, as melting ice provides greater access to the region’s resources. The Nation’s only military icebreaking Service, the Coast Guard enhances maritime domain awareness, facilitates modernized governance structures, and promotes broad partnerships to meet security and safety needs in this vital region. Coast Guard polar icebreakers can ensure year-round access to both Polar Regions. These national assets preserve our sovereign rights, ensure national security, and protect commerce and safety of life at sea.

“We will be building the first new heavy icebreakers the United States has seen in over 40 years. We’re gonna build many of them. We need ‘em,”

– President Donald J. Trump

Investing in the 21st Century Coast Guard

Complex challenges demand contemporary solutions, and funding 21st century Coast Guard platforms and people is a smart investment in our security and prosperity. Modern assets bring exceptional capability, but our greatest strength will always be our people. Successful Coast Guard operations require a capable, proficient, and resilient workforce that draws upon the broad range of skills, talents, and experiences found in the American population. Together, modern platforms and a strong, resilient workforce will maximize the Coast Guard’s capacity to confront the challenges, both domestic and international, to our national security and American way of life.



FY 2019 BUDGET PRIORITIES

The Coast Guard's FY 2019 Budget sustains Coast Guard operations and continues the Service's most critical recapitalization efforts for cutters, boats, aircraft, systems, and infrastructure. The budget also efficiently allocates resources to optimize Coast Guard mission performance. The Coast Guard must continue meeting today's operational requirements while investing in future capability to best serve the Nation.

The Coast Guard's FY 2019 Budget priorities are:

**Invest
in the 21st Century
Coast Guard**

**Sustain
Mission
Excellence**

**Maximize
Value to
the Nation**

THE FY19 BUDGET OVERVIEW

➤ Invest in the 21st Century Coast Guard

Coast Guard mission demands continue to grow and evolve. The complexities and challenges facing the Nation require well-trained Coast Guard men and women with capable platforms providing the persistent presence necessary to conduct operations. Given the age and condition of the Coast Guard's legacy assets, future mission success relies on continued recapitalization of Coast Guard boats, cutters, aircraft, systems, and infrastructure.

The FY 2019 Budget provides funding for construction of the second Offshore Patrol Cutter (OPC) and Long Lead Time Material (LLTM) for the third. OPCs will be the cornerstone of our Service's future surface fleet and comprise 70 percent of the Coast Guard's offshore presence. Furthermore, the budget provides funds to continue acquisition of new polar icebreakers to meet growing demands in the Polar Regions, as well as funding for a Service Life Extension Project for the POLAR STAR. The FY 2019 budget provides funding for four Fast Response Cutters (FRCs) and continues efforts to recapitalize our Service's aging Inland Waterways and Western Rivers Tender fleet by providing funds to conduct an alternatives analysis. In addition to surface recapitalization efforts, the FY 2019 Budget continues sustainment and conversion work on in-service fixed and rotary wing aircraft, including missionization of the C-27J aircraft received from the Air Force, and investment in Small Unmanned Aircraft Systems (sUAS), which have proven to be highly successful in achieving strategic objectives in the Western Hemisphere.

“Defense of the Southwest border really starts about 1,500 miles south,”

*– General John Kelly
White House Chief of Staff*

➤ Sustain Mission Excellence

The FY 2019 Budget ensures the Coast Guard can conduct today's highest priority operations in support of national objectives. Most importantly, it sustains the Coast Guard's workforce and supports proficiency, maximizing operational safety and effectiveness. In 2019, the Coast Guard will accept delivery of more capable, modernized assets, including one National Security Cutter and six Fast Response Cutters. In all, the FY 2019 Budget increases the workforce by 109 positions to support Coast Guard activities across six mission programs.

➤ Maximize Value to the Nation

To best serve the Nation, the Coast Guard must continue to meet evolving mission requirements stemming from national priorities and remain a trusted steward of public resources. The 2019 Budget sustains frontline operations by efficiently allocating resources across all mission programs. Coast Guard Operational Commanders will maintain search and rescue coverage, protect critical infrastructure, counter illicit threats from entering the United States, facilitate safe navigation within the vital Maritime Transportation System (MTS), safeguard the maritime environment, support foreign policy objectives, and conduct defense operations.



Procurement, Construction, and Improvements (PC&I)

Appropriation name reflects the Coast Guard's transition to the Common Appropriations Structure (CAS) in FY 2019.

Surface Assets \$1,543.8 million

The budget provides for the following surface asset recapitalization and sustainment initiatives:

- **National Security Cutter (NSC)** – Provides funding for Post Delivery Activities for the seventh through ninth NSCs, and test and evaluation activities. The acquisition of the NSC is vital to performing DHS missions in the far offshore regions, including the harsh operating environments of the Pacific Ocean, Bering Sea, and Arctic. The NSC also provides a robust command and control platform for homeland security and contingency operations;
- **Offshore Patrol Cutter (OPC)** – Provides funding for construction of the second and Long Lead Time Material (LLTM) for the third OPC, which are scheduled for delivery in 2022 and 2023, respectively. The OPC will replace the Medium Endurance Cutters that conduct missions on the high seas and coastal approaches;
- **Fast Response Cutter (FRC)** – Funds procurement of four FRCs, totaling 52 of 58 on contract. These assets replace the less capable 110-foot patrol boats, enhancing the Coast Guard's coastal capability to conduct Search and Rescue operations, enforce border security, interdict drugs, uphold immigration laws, prevent terrorism, and enhance resiliency to disasters;
- **Polar Icebreaker** – Continues efforts to award a contract for detail design and construction in 2019, and scheduled delivery of the first new heavy polar icebreaker in 2023. The program will provide the Nation with assured surface access to the Polar Regions for decades to come;
- **Polar Sustainment** – Supports program management activities, survey and design efforts, and LLTM purchases for a multi-year Service Life Extension Project for POLAR STAR to provide surface presence in the Polar Regions;
- **Waterways Commerce Cutter** – Provides funding for acquisition planning activities to continue evaluation for the replacement of the multi-mission platform's integral to the protection of maritime commerce on the inland rivers;
- **Cutter Boats** – Continues funding for production of multi-mission cutter boats that will be fielded on the Coast Guard's major cutter fleet, including the NSC;
- **In-Service Vessel Sustainment** – Continues funding for sustainment projects on 140-foot Ice Breaking Tugs, 225-foot Seagoing Buoy Tenders, 270-foot Medium Endurance Cutters, and 47-foot Motor Lifeboats; and
- **Survey and Design** – Continues funding for multi-year engineering and design work for multiple cutter classes in support of future sustainment projects. Funds are included to conduct a Mid-Life Maintenance Availability (MMA) on the CGC HEALY.

Air Assets \$148.0 million

The budget provides for the following air asset recapitalization or enhancement initiatives:

- **HC-27** – Funds continue missionization activities of the C-27J, including funding for spare parts, logistics, training, and mission system development;
- **HC-144** – Funds continue Minotaur mission system retrofits and provide high-definition electro-optical infrared cameras to meet the DHS Joint Operational Requirements Document;
- **HH-65** – Continues modernization and sustainment of the Coast Guard's fleet of H-65 Short Range Recovery (SRR) helicopters, converting them to multi-mission MH-65E variants. The modernization effort includes reliability and sustainability improvements, where obsolete components are replaced with modernized sub-systems, including an integrated cockpit and sensor suite. Initial funding is also included to extend aircraft service life for an additional 10,000 hours;
- **MH-60** – Includes initial funding to extend aircraft service life for an additional 10,000 hours to better align with DOD's H-60 replacement timeline; and
- **sUAS** – Continues program funding to deploy small Unmanned Aircraft Systems (sUAS) onboard the NSC allowing increased interdiction through greater Intelligence, Surveillance, and Reconnaissance (ISR).

Shore Units and Aids to Navigation (ATON) \$135.0 million

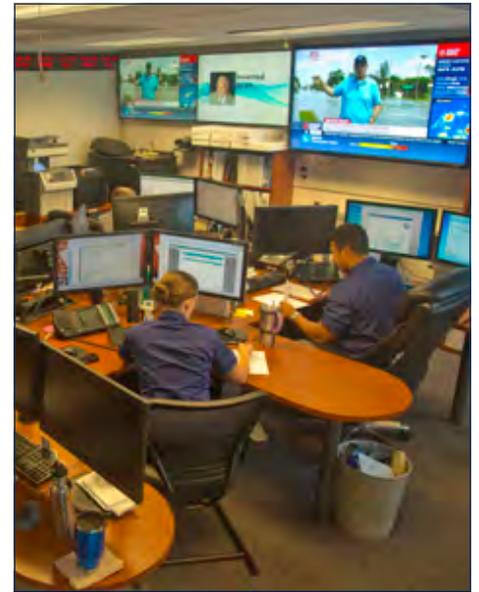
The budget provides funding to recapitalize shore infrastructure that supports Coast Guard assets and personnel, as well as construction and improvements to ensure public safety on waterways:

- **Specific Projects** – Funds continued renovation and modernization of Chase Hall Barracks at the Coast Guard Academy, site work and construction of a new residential complex in Wailupe, Hawaii, and other minor repairs/improvements; and
- **Major Acquisition Systems Infrastructure** – Funds modification and construction of facilities to support newly arriving assets. Includes upgrades and construction for NSC, FRC, OPC homeports and also supports upgrades for Air Station Barbers Point, Hawaii to transition to C-130Js.

Other (Asset Recapitalization) \$60.0 million

The budget provides for other initiatives funded under the Procurement, Construction, and Improvements account, including the following equipment and services:

- **Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR)** – Provides design, development, upgrades, and assistance on C4ISR hardware and software for new and in-service assets;
- **Program Oversight and Management** – Funds activities associated with the transition of the Coast Guard's assets from acquisition to operations, including delivery, provision of logistics, training, and other services necessary to ensure seamless integration into the operational fleet;
- **CG-Logistics Information Management System** – Continues development and deployment of this system to Coast Guard operational assets; and
- **Other Equipment and Systems** – Funds end-use items costing more than \$250,000 used to support Coast Guard missions, including equipment to support the operation and maintenance of vessels, aircraft, and infrastructure.



Operations and Support (O&S)

Appropriation name reflects the Coast Guard's transition to the Common Appropriations Structure (CAS) in FY 2019.

Operations and Maintenance of New Assets +\$63.2 million (+189 FTE)

Funds operations and maintenance of shore facilities and provides sustainment funding for new cutters, boats, aircraft, and associated C4ISR subsystems delivered through acquisition efforts:

- **Shore Facilities** – Funds operations and maintenance of shore facility projects scheduled for completion prior to FY 2019;
- **FRC** – Funds operations and maintenance of FRCs #31-36, as well as personnel for FRC crews #34-38 and shore-side support for FRC homeports in Cape May, NJ; Galveston, TX; Honolulu, HI; San Juan, PR; and San Pedro, CA;
- **NSC** – Funds operations and maintenance of NSC #8, as well as personnel for NSC SCIF crew and analytical support, and shore-side support for a third NSC homeport in Honolulu, HI;
- **C-27J Aircraft** – Funds fixed-wing aircraft support personnel at the Aviation Logistics Center; and
- **HC-130J Aircraft** – Funds operations, maintenance, and personnel for HC-130J airframes #10-11.

Pay & Allowances +\$101.4 million

As a branch of the Armed Forces of the United States, the Coast Guard is subject to the provisions of the National Defense Authorization Act, which include pay and personnel benefits for the military workforce. The FY 2019 Budget maintains parity with DOD for military pay, allowances, and health care, and for civilian benefits and retirement contributions, including a 2.6 percent military pay raise in FY 2019.

Asset Decommissionings

As the Coast Guard recapitalizes its cutter and aircraft fleets and brings new assets into service, the older assets that are being replaced will be decommissioned:

- **HC-130H Aircraft** **-\$16.2 million (-56 FTE)**
Decommissions four HC-130H aircraft. These assets are being replaced with HC-130J aircraft.

Operational Adjustments

In FY 2019, the Coast Guard will make sound, risk based operational decisions while investing in critical recapitalization and new workforce initiatives:

- **Obsolete Equipment Replacement** **+\$10.7 million (+1 FTE)**
Funds the replacement of obsolete cutter and aircraft equipment; including: MILSATCOM Mobile User Objective System (MUOS), and Cutter Underway Connectivity equipment;
- **DHS Immigration Database Initiative (IDI)** **+\$0.1 million (+1 FTE)**
Provides funding to integrate immigration data and inform and strengthen decision-making between USCG, CBP, and ICE;
- **Mission Essential Systems** **+\$5.0 million (0 FTE)**
Funds sustainment of critical network infrastructure necessary to comply with DOD information network and cybersecurity requirements;

- **Federal Aviation Administration (FAA) Compliance** **+\$20.2 million (0 FTE)**
Funds aircraft equipment upgrades and associated equipment replacement necessary to comply with FAA 2020 airspace requirements;
- **Acquisition Personnel and Management** **+\$6.8 million (+46 FTE)**
Provides funding to increase the Coast Guard's professional acquisition workforce to support recapitalization efforts; and
- **Elimination of the Crew Rotation Concept (CRC) Pilot Program** **-\$31.7 million (-231 FTE)**
Eliminates funding for CRC operations on NSC hulls #1-3 homeported in Alameda, California. Elimination of the CRC program standardizes operations across the NSC fleet and avoids costly and inefficient CRC implementation on other NSCs.



Table 1: Appropriation Summary

Appropriation (\$000)	FY 2017 Enacted	FY 2018 President's Budget	FY 2019 President's Budget
Operations and Support (O&S) ¹	6,916,936	7,213,464	7,792,498
Procurement, Construction, and Improvements (PC&I) ¹	1,370,007	1,203,745	1,886,750
Research and Development (R&D) ¹	36,319	18,641	19,109
Reserve Training (RT) ²	112,302	114,875	-
Environmental Compliance and Restoration (EC&R) ²	13,315	13,397	-
Medicare-Eligible Retiree Health Care Fund Contribution (MERHCFC) ²	175,506	195,784	-
Sub-Total (Discretionary Funding)	8,624,385	8,759,906	9,698,357
Retired Pay	1,666,940	1,690,824	1,734,844
Boat Safety	113,049	118,416	114,682
Maritime Oil Spill Program	101,000	101,000	101,000
Funds	2,829	2,864	2,864
Sub-Total (Mandatory Funding)	1,883,818	1,913,104	1,953,390
Oil Spill Liability Trust Fund (OSLTF) Contribution	[45,000]	[45,000]	[45,000]
Overseas Contingency Operations (OCO)	162,692	-	-
Sub-Total (Transfers & Supplementals)	162,692	-	-
TOTAL BUDGET AUTHORITY	10,670,895	10,673,010	11,651,747

¹ Appropriation names reflect the Coast Guard's transition to the Common Appropriations Structure (CAS) in FY 2019
² Appropriation funding transferred to Operations and Support in FY 2019

Table 2: Net Discretionary Budget Authority – Breakout by Statutory Mission

Coast Guard Mission (\$000)	FY 2017 Enacted	FY 2018 President's Budget	FY 2019 Request	FY 2018 +/- FY2019
Aids to Navigation	\$1,347,180	\$1,283,614	\$1,418,384	\$134,770
Defense Readiness	\$406,751	\$599,748	\$593,160	-\$6,588
Drug Interdiction	\$1,366,883	\$1,479,440	\$1,414,807	-\$64,633
Ice Operations	\$386,863	\$186,136	\$259,436	\$73,300
Living Marine Resources	\$888,026	\$896,369	\$934,106	\$37,737
Marine Environmental Protection	\$207,244	\$217,744	\$260,574	\$42,830
Marine Safety	\$568,322	\$549,718	\$703,796	\$154,078
Migrant Interdiction	\$785,747	\$874,666	\$927,195	\$52,529
Other-Law Enforcement (Foreign Fish)	\$117,433	\$112,287	\$114,833	\$2,546
Ports, Waterways and Coastal Security	\$1,678,786	\$1,756,284	\$2,142,068	\$385,784
Search and Rescue	\$871,150	\$803,901	\$929,998	\$126,097
Net Discretionary (Excluding Supplementals & Transfers)	\$8,624,385	\$8,759,907	\$9,698,357	\$938,450
Retired Pay	\$1,666,940	\$1,690,824	\$1,734,844	\$44,020
Boat Safety	\$113,049	\$118,416	\$114,682	-\$3,734
Maritime Oil Spill Program	\$101,000	\$101,000	\$101,000	\$0
Gift Fund	\$2,829	\$2,864	\$2,864	\$0
Mandatory Funding	\$1,883,818	\$1,913,104	\$1,953,390	\$40,286
OSLTF Contribution	[\$45,000]	[\$45,000]	[\$45,000]	[\$45,000]
Overseas Contingency Operations	\$162,692	\$0	\$0	\$0
TOTAL BUDGET AUTHORITY¹	\$10,670,895	\$10,673,011	\$11,651,747	\$978,735

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

Table 3: FY 2019 Procurement, Construction, and Improvement (PC&I)

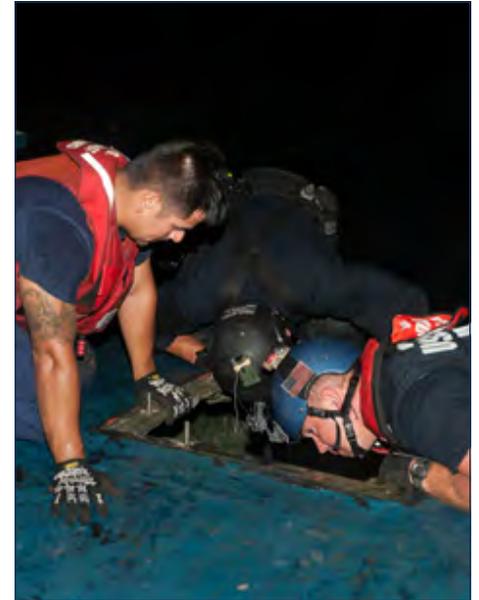
Appropriations (\$000)	FY 2019 President's Budget
Vessels	\$1,543,750
Survey and Design – Vessel and Boats	\$500
In-Service Vessel Sustainment	\$63,250
National Security Cutter (NSC)	\$65,000
Offshore Patrol Cutter (OPC)	\$400,000
Fast Response Cutter (FRC)	\$240,000
Cutter Boats	\$5,000
Waterways Commerce Cutter	\$5,000
Polar Icebreaker	\$750,000
Polar Sustainment	\$15,000
Aircraft	\$148,000
HC-144A Conversion/Sustainment	\$17,000
HC-27J Conversion/Sustainment	\$80,000
HH-65 Conversion/Sustainment Projects	\$20,000
MH-60T Sustainment	\$25,000
Small Unmanned Aircraft System (sUAS)	\$6,000
Other	\$60,000
Program Oversight and Management	\$20,000
C4ISR	\$23,300
CG-LIMS	\$13,200
Other Equipment and Systems	\$3,500
Shore and ATON	\$135,000
Major Shore, ATON and S&D	\$30,000
Major Acquisition Systems Infrastructure	\$100,000
Minor Shore	\$5,000
TOTAL	\$1,886,750

Table 4: Operations and Support FY 2018 to FY 2019 Budget Change

(DOLLARS IN THOUSANDS)

	Pos.	FTE	AMOUNT
FY 2017 ENACTED¹	48,452	48,259	6,916,936
FY 2018 PRESIDENT'S BUDGET	48,677	47,181	7,213,464
ADJUSTMENTS-TO-BASE			
TRANSFERS OF LEGACY APPROPRIATIONS TO O&S (CAS TRANSITION)			
TRANSFER FROM ENVIRONMENTAL COMPLIANCE AND RESTORATION	25	23	13,397
TRANSFER FROM MEDICARE-ELIGIBLE RETIREE HEALTH CARE FUND CONTRIBUTION	-	-	195,784
TRANSFER FROM PROCUREMENT, CONSTRUCTION, AND IMPROVEMENTS	914	835	118,245
TRANSFER FROM RESERVE TRAINING	416	409	114,875
TRANSFER OF ST. ELIZABETHS IT SUPPORT FROM USCG TO DHS CRSO	-	-	(15,600)
TRANSFER OF WCF CONTRIBUTIONS FROM USCG TO DHS CHCO/OCFO	-	-	(2,302)
TOTAL TRANSFERS	1,355	1,267	424,399
PRICING CHANGES			
INCREASES			
ANNUALIZATION OF FY 2018 INITIATIVES	-	288	49,247
MANDATORY PERSONNEL ENTITLEMENTS			
ANNUALIZATION OF 2018 MILITARY AND CIVILIAN PAY RAISE	-	-	16,749
2018 NDAA MILITARY PAY RAISE ADJUSTMENT	-	-	7,130
2019 MILITARY PAY RAISE	-	-	46,434
2019 MILITARY ALLOWANCES	-	-	27,335
2019 CIVILIAN ALLOWANCES	-	-	3,717
MEDICARE-ELIGIBLE RETIREE HEALTH CARE FUND ADJUSTMENT	-	-	3,576
OPERATIONAL ADJUSTMENTS			
GSA AND OTHER GOVERNMENTAL RENT	-	-	1,962
OCONUS (KODIAK) BASE OPERATING SUPPORT SERVICES	-	-	4,900
PPA TECHNICAL BASE FUNDING ADJUSTMENTS			
MILITARY AND CIVILIAN FTP AND FTE TRANSFER	-	-	[0]
PPA FUNDING ADJUSTMENT	-	-	[0]
TOTAL INCREASES	-	288	161,050
DECREASES			
TERMINATION OF ONE-TIME COSTS	-	-	(37,146)
ANNUALIZATION OF FY 2018 INITIATIVE REDUCTIONS	-	(145)	(27,079)
TOTAL DECREASES	-	(145)	(64,225)
TOTAL ADJUSTMENTS-TO-BASE	1,355	1,410	521,224
PROGRAM CHANGES			
INCREASES			
OPERATIONAL ADJUSTMENTS			
AIRCRAFT FAA COMPLIANCE & OBSOLETE EQUIPMENT REPLACEMENT	-	-	20,233
MILSATCOM OBSOLETE EQUIPMENT REPLACEMENT	-	-	9,324
MISSION ESSENTIAL SYSTEMS (MES)	-	-	5,000
CUTTER UNDERWAY CONNECTIVITY OBSOLETE EQUIPMENT REPLACEMENT	1	1	1,396
DHS IMMIGRATION DATABASE INITIATIVE (IDI)	1	1	109
DEPARTMENT OF STATE PASSPORTS (OFFICIAL & DIPLOMATIC)	-	-	769
ACQUISITION PERSONNEL & MANAGEMENT	92	46	6,802
OPERATING AND MAINTENANCE FUNDS FOR NEW ASSETS			
SHORE FACILITY FOLLOW-ON	8	4	2,636
FAST RESPONSE CUTTER (FRC) FOLLOW-ON	206	112	24,734
NATIONAL SECURITY CUTTER (NSC) FOLLOW-ON	76	38	23,997
C-27J AIRCRAFT SUPPORT FOLLOW-ON	2	1	688
HC-130J AIRCRAFT FOLLOW-ON	66	34	11,176
TOTAL INCREASES	452	237	106,864
DECREASES			
OPERATIONAL ADJUSTMENTS			
ELIMINATION OF CREW ROTATION CONCEPT PILOT PROGRAM	(231)	(231)	(31,657)
ST. ELIZABETHS PHYSICAL SECURITY	-	-	(1,162)
ASSET DECOMMISSIONINGS AND RETIREMENTS			
FOUR HC-130H AIRCRAFT - PLANNED	(112)	(56)	(16,235)
TOTAL DECREASES	(343)	(287)	(49,054)
TOTAL PROGRAM CHANGES	109	(50)	57,810
FY 2019 CURRENT SERVICES	50,141	48,541	7,792,498
FY 2019 OPERATIONS & SUPPORT REQUEST	50,141	48,541	7,792,498
FY 2018 TO FY 2019 OPERATIONS & SUPPORT TOTAL CHANGE	1,464	1,360	579,034

¹ EXCLUDES FUNDING PROVIDED TO THE COAST GUARD FOR OVERSEAS CONTINGENCY OPERATIONS (OCO).



On an average day, the Coast Guard:

Conducts **44** search and rescue cases; *saves* **12** lives; *assists* **60** people in distress;
seizes **1,221** pounds of cocaine and **85** pounds of marijuana;
conducts **48** waterborne patrols of critical maritime infrastructure; *interdicts* **7** undocumented migrants;
escorts **9** high-capacity passenger vessels; *conducts* **12** security boardings in and around U.S. ports;
screens **329** merchant vessels for potential security threats prior to arrival in U.S. ports;
conducts **15** fisheries conservation boardings; *services* **80** buoys and fixed aids to navigation;
investigates **34** pollution incidents; *completes* **23** safety examinations on foreign vessels;
conducts **107** marine inspections; *investigates* **50** marine casualties involving commercial vessels;
facilitates movement of **\$12.6B** worth of goods and commodities through
 the Nation's Maritime Transportation System.

Semper Paratus – *Always Ready*



The Coast Guard Cutter JAMES serves as a command and control platform in San Juan, Puerto Rico. The cutter's crew deployed to aid in Hurricane Maria response operations and the ship's communications capabilities were utilized to help first responders coordinate efforts.



2017 PERFORMANCE HIGHLIGHTS

The Coast Guard effectively and efficiently performs activities that support the Department of Homeland Security in its mission priorities: *Prevent Terrorism and Enhance Security, Secure and Manage Our Borders, Enforce and Administer Our Immigration Laws, Safeguard and Secure Cyberspace, and Ensure Resilience to Disasters.*

Coast Guard activities cross six mission programs:

1. Maritime Law Enforcement;
2. Maritime Response;
3. Maritime Prevention;
4. Maritime Transportation System Management;
5. Maritime Security Operations;
6. Defense Operations.

Every day Coast Guard men and women work with DHS, DOD, and other Federal, State, local, tribal, territorial, and international partners to provide the service the Nation has come to expect over our 227 year history. In 2017, operations across the six Coast Guard mission programs supported National goals and achieved phenomenal results.



Coast Guard Cutter STRATTON crewmembers aboard Coast Guard small boat return to the ship after a successful mission. In September, Coast Guard Cutter STRATTON offloaded over 50,000 pounds of cocaine and heroin.

MARITIME LAW ENFORCEMENT

The Maritime Law Enforcement program protects America's maritime borders from encroachment, defends our Nation's maritime sovereignty, facilitates legitimate use of the waterways, and suppresses violations of U.S. Federal law on, under, and over the seas. The Coast Guard is the lead federal maritime law enforcement agency and the only agency with both the authorities and capabilities to enforce national and international law on the high seas, outer continental shelf, and inward from the U.S. Exclusive Economic Zone (EEZ) to inland navigable waters, including the Great Lakes.

New ships equipped with enhanced intelligence capabilities leverage interagency resources to complement the work of Coast Guard crews to stem the persistent drug flow in the Western Hemisphere Transit Zone. In 2017, the Coast Guard once again surpassed its annual record, interdicting over 223 metric tons of cocaine from the maritime domain and detaining 708 suspected smugglers for prosecution. In September, Coast Guard Cutter STRATTON offloaded over 50,000 pounds of cocaine and heroin. This was a result of collaborative efforts between four U.S. Coast Guard cutters, Coast Guard and CBP Maritime Patrol Aircraft, and a U.S. Navy ship from 25 separate interdictions.

The Coast Guard secures the Southern Border and Approaches by conducting patrols and coordinating with other Federal agencies and foreign countries to interdict undocumented migrants at sea, denying them entry via maritime routes to the United States, its territories, and possessions. Thousands of people attempt to illegally enter the United States every year using maritime routes, many via smuggling operations. Interdicting migrants at sea reduces the safety risks involved in such transits. Migrants can be quickly returned to their countries of origin, avoiding the more costly processes required if they successfully enter the United States. In 2017, the Coast Guard interdicted 2,510 undocumented migrants attempting to illegally enter the United States by maritime routes and repatriated 1,532 Cuban migrants, 451 Dominican migrants, and 1,442 Haitian migrants back to their country of origin.

To protect America's natural resources, endangered marine species, and marine sanctuaries, the Coast Guard conducted 5,500 fisheries boardings on U.S. vessels and cited 158 significant fishery violations. Close collaboration with partner agencies was a key part of this effort. The Coast Guard also conducted other law enforcement mission responsibilities related to foreign flagged fishing vessels. Under the auspices of bilateral enforcement agreements and Regional Fisheries Management Organizations, the Coast Guard boarded 86 foreign vessels on the high seas and in EEZs of partner nations to suppress Illegal, Unregulated, and Underreported (IUU) fishing. IUU fishing is global in reach, harmful to ecosystems, and a threat to global food security. The Coast Guard's efforts are critical to stemming this illegal activity. The Coast Guard also detected 136 illegal incursions by foreign flagged fishing vessels into the U.S. EEZ and interdicted 31 vessels, protecting our Nation's sovereignty and natural resources.



OUR BUDGET AT WORK

As the lead Federal agency for drug interdiction on the high seas, Coast Guard operations support national and international strategies to deter and disrupt illegal drug traffickers. These efforts are crucial to Federal efforts to dismantle Transnational Criminal Organizations (TCOs)/ Drug Trafficking Organizations (DTOs), and prevent transnational threats from reaching U.S. shores.

\$6.6
billion

Wholesale value of illegal narcotics removed by the Coast Guard in 2017.

A Coast Guard member of the Pacific Strike Team, observes crane operations as they remove a sunken vessel from Great Cruz Bay, St. John, U.S. Virgin Islands, in the aftermath of Hurrice Maria, as part of the Emergency Support Function 10 response.



MARITIME RESPONSE

The Maritime Response program mitigates the consequences of marine casualties and disastrous events. The Coast Guard minimizes loss of life and property by searching for and rescuing persons in distress in the maritime environment. Coast Guard preparedness efforts ensure incident response and recovery resources are fully ready and capable to minimize impacts of disasters to people, the environment, and the economy.

As the federal expert in search and rescue and marine pollution response, the Coast Guard is an effective leader in the maritime domain. During August and September, the Coast Guard launched one of the largest responses in its history to assist victims of Hurricanes Harvey, Irma, and Maria. By mobilizing more than 2,900 personnel, 66 helicopters, 28 fixed wing aircraft, 29 cutters, and 115 shallow water assets, the Coast Guard rescued or assisted nearly 12,000 people. Despite the evacuation of many active duty and reserve Service members, the displacement of their families, and extensive infrastructure damage to the impacted geographic areas, the Coast Guard continued to answer the call of duty through search and rescue, Maritime Transportation System recovery, and pollution response.

The Coast Guard's robust multi-mission capability and bias for action enable protection of life, property, and the environment in the united Federal, state, territorial, and local response to disasters. In addition to Hurricanes Harvey, Irma, and Maria, the Service responded to 16,069 Search and Rescue (SAR) cases in 2017, assisted 22,004 people, saved 4,228 lives, and protected approximately \$76 million in property loss. For example, on the evening of June 17, 2017, Coast Guard Sector Southeastern New England received notification that the high-speed ferry IYANOUGH, with 48 passengers and nine crewmembers, collided with the Hyannis Harbor West Jetty while operating in limited visibility, gale force winds, and dense fog. Air Station Cape Cod's MH-60 helicopter hoisted the critically injured victims and transported them to the nearest hospital. The Sector Command Center coordinated efforts between the Coast Guard and local agency response boats for a safe, efficient, and coordinated response. Rescue assets overcame challenging sea conditions and winds in excess of 30 knots to save the remaining passengers and crew.

As the principal Federal Maritime Security Coordinator and Federal On-Scene Coordinator in the coastal zone, the Coast Guard coordinates the response to oil and other hazardous material spills in navigable waterways up to and including Spills of National Significance. In response to the environmental damage caused by Hurricanes Harvey, Irma, and Maria, Unified Commands (UCs) were established across Texas, Florida, Puerto Rico, and the U.S. Virgin Islands to ensure command and control with Federal, state, and local response agencies. In Florida, where much of the impacted area is considered environmentally sensitive, the UC deployed over 1,200 personnel and identified more than 750 sunken vessels for removal within days of Irma's landfall.



OUR BUDGET AT WORK

The Coast Guard provides emergency response to save lives in peril, minimize loss of life, injury, and property damage. Responsible for the execution of the National Search and Rescue Plan, the Coast Guard plans searches, organizes, and dispatches assets to search, locate, and rescue mariners in distress, and provides initial medical advice, assistance, and evacuation. The Coast Guard relies on extensive partnerships to conduct SAR and coordinates SAR operations with international, federal, state, local, and tribal authorities.

4,228

Lives saved
during Coast Guard
operations in 2017.



Facilities inspectors walk the pier at the Domino Sugar factory to conduct part of the MTSA compliance inspection. Along with inspecting vessels, the Coast Guard's port state and security branch has the job of inspecting facilities that transfer to or from vessels with a capacity of oil greater than 250 barrels.

MARITIME PREVENTION

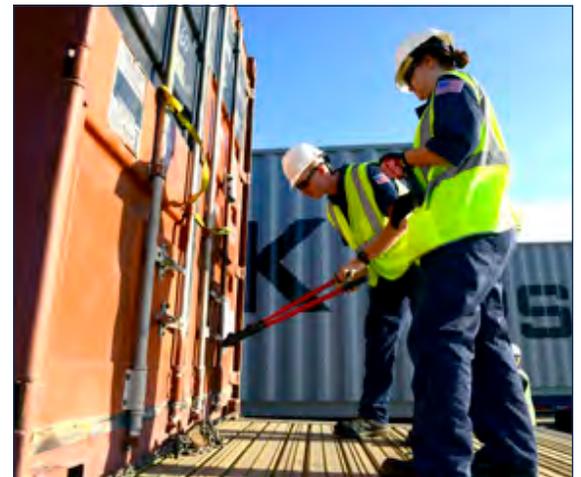
The Maritime Prevention program mitigates the risk of human casualties and property losses, minimizes security risks, and protects the marine environment. The Coast Guard does so by providing the maritime governance that ensures safe, secure, and environmentally sound maritime approaches to the Nation.

Maritime governance is established by Coast Guard regulations and operating standards for domestic vessels and marine facilities. Enforcement of those regulations occurs primarily through comprehensive inspections. In 2017, the Service conducted over 25,000 container inspections and monitored 1,000 oil, hazardous substance, or explosive transfers to ensure security of the maritime domain. The Coast Guard also inspected more than 16,000 marine facilities for compliance with safety and environmental protection regulations. In addition, the Coast Guard investigates commercial marine casualties to determine causal factors and provide recommendations to prevent future incidents. In 2017, the Coast Guard conducted more than 3,300 incident investigations, after having initiated more than 18,600 preliminary investigations, and partnered with the National Transportation Safety Board (NTSB) to investigate 27 major marine casualties involving public interest vessels.

The Coast Guard also regulates recreational boating. In 2017, the Coast Guard boarded over 41,800 recreational vessels and conducted over 2,500 recreational boat manufacturer inspections to ensure compliance with federal regulations.

As an active member of the International Maritime Organization (IMO), the Coast Guard shares a global responsibility to facilitate safe and secure maritime commerce. Through the Port State Control program, the Coast Guard conducted over 9,100 safety examinations on foreign commercial vessels, resulting in 75 operational control restrictions reportable to the IMO.

The Coast Guard also minimizes security risks to the homeland through activities to prevent incidents in the maritime domain, to the global supply chain, or to the maritime transportation system. In 2017, the Service conducted over 5,300 security-related inspections at Maritime Transportation Security Act regulated facilities to identify potential port security risks. The Coast Guard also visited more than 50 maritime trading partner countries to assess the effectiveness of anti-terrorism measures in over 150 foreign port facilities.



OUR BUDGET AT WORK

As a component of the Department of Homeland Security, the Coast Guard minimizes security risks to the Nation by screening vessels, crew members, passengers, and insuring compliance with international and domestic safety regulations.

\$4.6
trillion

Economic activity linked to U.S.
waterways every year.

A crewmember aboard the Coast Guard Cutter FIR, a 225-foot seagoing buoy tender homeported in Astoria, Oregon, replaces an LED light atop buoy 14 during buoy operations at the mouth of the Columbia River.



MARITIME TRANSPORTATION SYSTEM MANAGEMENT

The Maritime Transportation System Management program ensures a safe, secure, and environmentally sound waterways system. The Coast Guard minimizes disruptions to maritime commerce by assessing and mitigating risks to safe navigation by providing waterways restoration capabilities after extreme weather events, marine accidents, or intentional incidents. The Coast Guard works in concert with other Federal agencies, state and local governments, marine industries, maritime associations, and the international community to optimize balanced use of the Nation's Maritime Transportation System. The Coast Guard also works with these key maritime industry stakeholders to recognize and address the growing cyber security vulnerabilities to the Maritime Transportation System.

Our Nation's waterways support \$4.6 trillion in economic activity for the United States. In 2017, the Coast Guard played a critical role in facilitating the safe transport of goods and services within the Maritime Transportation System by performing maintenance on 29,295 buoys and beacons and responding to more than 7,700 aids to navigation infrastructure discrepancies.

The Coast Guard is leveraging technology to improve safety and resilience of the Maritime Transportation System. In conjunction with port partners and industry stakeholders, electronic aids to navigation are being tested in locations in which they can best augment, and possibly replace, the existing physical system of buoys and beacons. The Coast Guard envisions an integrated system where a combination of electronic and physical Aids to Navigation (ATON) improves the overall safety, efficiency, and resiliency of our waterways. Following Hurricane Harvey, the Coast Guard employed Electronic Aids to Navigation (eATON) to provide temporary markings along the Gulf Coast where physical ATON were destroyed or damaged in the storm. These efforts were vital to enabling the Port of Houston-Galveston, the Nation's second busiest port, to re-open only seven days after the hurricane made landfall.

Coast Guard domestic icebreakers conducted more than 5,300 hours of icebreaking to facilitate the movement of \$1.5 billion of dry bulk and liquid cargoes through ice-impeded waters of the Great Lakes and Eastern Seaboard, providing critical supplies and materials to American manufacturers. Domestic Coast Guard icebreaking cutters kept connecting Tier One Waterways in the Great Lakes and Eastern Seaboard open to vessel transits during the 2017 icebreaking season.



OUR BUDGET AT WORK

The Coast Guard is responsible for maintaining secure and safe waterways for the benefit of commerce. Efforts require close coordination with all levels of government and the maritime industry to effectively manage inland and coastal navigational aids and keep critical maritime routes open during winter months.

\$1.5 billion

Value of dry bulk and liquid cargoes transited through ice-impeded waters of the Great Lakes and Eastern Seaboard facilitated by Coast Guard icebreaking in 2017.

The Coast Guard's Maritime Security Response Team (MSRT) participates in a training evolution. The highly trained and specialized team, using a real-world underway ferry, practiced tactical boardings-at-sea, active shooter scenarios, and detection of radiological material.



MARITIME SECURITY OPERATIONS

Maritime Security Operations encompass activities to detect, deter, prevent, and disrupt terrorist attacks, and other criminal acts in the U.S. maritime domain. It includes the execution of antiterrorism, response, and select recovery operations. This program conducts the operational element of the Coast Guard's Ports, Waterways, and Coastal Security mission and complements our Maritime Prevention efforts.

The Ports, Waterways, and Coastal Security mission is a critical component of a layered approach to homeland security. It is conducted in coordination with other Department of Homeland Security agencies and the Department of Defense. The approach places a premium on intercepting threats before they reach U.S. shores by conducting multi-agency maritime security operations and by strengthening the port security posture of strategic economic and military ports. In this construct, the Coast Guard conducts both offshore and inshore security operations.

Preventing and disrupting terrorist attacks requires integrated, comprehensive operations that maximize effectiveness without duplicating efforts. The Coast Guard is a critical component in the effort to safeguard the Maritime Transportation System. The Service uses its unique authorities, competencies, operational capabilities, and partnerships to board and escort suspect vessels, enforce fixed security zones around maritime critical infrastructure and key resources, and patrol the maritime approaches, coasts, ports, and rivers of America.

On January 12, 2017, Coast Guard Sector Hampton Roads stood up a Unified Command in response to suspicious containers onboard a merchant vessel bound for Norfolk, Virginia. A Coast Guard helicopter vertically inserted a boarding team from the Maritime Security Response Team and two Canine Explosive Detection Teams, which assumed positive control of the vessel. During the explosive detection sweeps, the canines alerted on a suspect container and a joint bomb squad was deployed with advanced explosive detection capability to board the vessel and assess the containers. All suspect containers were cleared and the vessel was allowed to proceed to the port with an armed escort to ensure positive control measures were in place. The situation demonstrated the Coast Guard's ability to coordinate the layered security critical to homeland defense within the maritime domain.

The Coast Guard also plays a key role surging to support Maritime Security Response Operations to known security threats and high-profile events. In 2017, Coast Guard assets established and enforced fixed security zones in support of National Special Security Events, including the United Nations General Assembly in New York City.

To help protect the American people from maritime security threats, the Coast Guard conducted 17,667 waterborne patrols of critical maritime infrastructure, escorted over 3,552 high-capacity passenger vessels, and conducted 4,468 security boardings in and around U.S. ports during 2017.



OUR BUDGET AT WORK

Coast Guard efforts to enhance port security involve detecting, deterring, preventing, disrupting, and aiding in recovery from terrorist attacks and other criminal acts in the maritime domain.

635

High Interest Vessels identified as potential security threats boarded and positively controlled by armed escort for entry into U.S. waters in 2017.

U.S. Coast Guard 110-foot Patrol Boats have been supporting Combatant Commanders around the world since 2003. That support continues with the Coast Guard and the U.S. Navy, along with the Qatari Emiri Naval ship HUWAR, participating in Eastern Sailor 18, an annual, bilateral surface exercise with the Qatari Emiri Naval Forces that allows both countries to strengthen tactical proficiency in critical mission areas and continue to support regional maritime security.



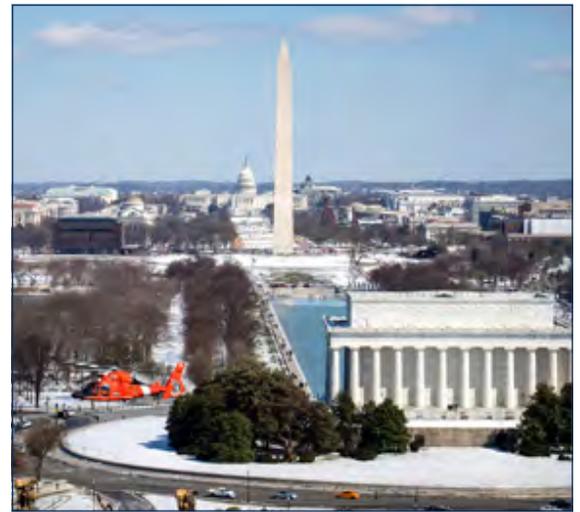
DEFENSE OPERATIONS

The Defense Operations program exercises the Coast Guard's unique authorities and capabilities to support the National Military Strategy. The program portfolio comprises eight activities including: Maritime Interdiction Operations; Combating Maritime Terrorism; Port Operations Security and Defense; Military Environmental Response Operations; Coastal Sea Control Operations; Maritime Operational Threat Response (MOTR); Rotary Wing Air Intercept Operations; and Support for Theater Security Cooperation (TSC) Initiatives.

The Coast Guard is involved in fighting terrorism not only in U.S. waters, but around the world through its support of Department of Defense (DOD) partners. As both a federal law enforcement agency and an Armed Service, the Coast Guard is uniquely positioned to conduct defense operations in support of Combatant Commanders by performing rotary-wing air intercept operations and providing assets to work with U.S. naval forces. An example of the synergy between the Services is the Cooperative Strategy for 21st Century Seapower; this strategy reaffirms the importance of the maritime domain and the Coast Guard, Navy, and Marine Corps' role in supporting national defense and homeland security priorities across the globe. Coast Guard multi-mission forces integrate seamlessly with DOD in a wide range of maritime operations. On any given day, 11 cutters, two maritime patrol aircraft, five helicopters, two specialized boarding teams, and an entire Port Security Unit are supporting Combatant Commanders on all seven continents.

Overseas deployments demonstrate to DOD, Joint Forces, and Combatant Commanders that the Coast Guard possesses relevant competencies to contribute to the successful accomplishment of naval warfare missions and TSC initiatives. For example, Coast Guard Port Security Units have been deployed almost continuously to strategic ports in Kuwait since 2002 for port security; Island class patrol boats have conducted security for Iraqi oil platforms continuously since 2003 and in more recent years have been conducting TSC missions throughout U.S. Central Command's area of responsibility. In addition to these TSC missions, Coast Guard Tactical Law Enforcement Teams conducted 17 deployments onboard U.S. Navy and Allied vessels in 2017.

The Coast Guard is also uniquely positioned to assist other nations in developing maritime forces and is involved in a diverse range of productive Security Sector Assistance (SSA) partnerships around the world. The Coast Guard is a full-service maritime development partner with the technical and professional capabilities to address a range of small-service maritime development issues. As a Service with a global reputation for humanitarian response, the Coast Guard often enjoys a level of entry not afforded to other U.S. or foreign military organizations. In 2017, Coast Guard Maritime Safety and Security Team members deployed in support of SOUTHCOM's Joint Riverine Training Teams. The team conducted Security Force Assistance operations with U.S. Marine Forces South to help build partner nation marine and riverine force capabilities for conducting drug and counter narcotics interdiction operations in Belize, Costa Rica, Guatemala, and Panama.



OUR BUDGET AT WORK

The Department of Homeland Security's efforts to combat terrorism and enhance security include detecting, deterring, preventing, disrupting, and aiding in recovery from terrorist attacks and other criminal acts in the maritime domain. The Coast Guard also conducts defense operations in support of Combatant Commanders by performing rotary-wing air intercept operations in the nation's capital and elsewhere as well as providing assets to work with U.S. naval forces.

40%

Coast Guard Cutter fleet assigned to support Combatant Commanders in 2017.



A few armed vessels, judiciously stationed at the entrances of our ports, might at a small expense be made useful sentinels of the laws.

*— Alexander Hamilton,
Founder*



U.S. COAST GUARD HEADQUARTERS
WASHINGTON, D.C.

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