

# U.S. COAST GUARD PERFORMANCE MEASURE DEFINITIONS

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# Annual MTSA Facility Compliance Rate with Transportation Worker ID Credential Regulations

<b>Measure Description</b>	The percentage of the more than 3,400 maritime facilities subject to Maritime Transportation Security Act regulation, which are determined to be in compliance with Transportation Worker Identification Card regulations.
<b>USCG PROGRAM</b>	Maritime Prevention
<b>USCG MISSION</b>	Ports, Waterways and Coastal Security—Prevention Activities
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.2 – Safeguard and Expedite Lawful Trade and Travel Sub-Goal 2.2.1 - Safeguard Key Nodes, Conveyances and Pathways
<b>SCOPE</b>	This measure reports results of Coast Guard inspections of maritime facilities subject to the Maritime Transportation Security Act (MTSA), where a notice of violation or civil penalty is recorded for Transportation Worker Identification Card (TWIC) infractions—workers subject to the regulation who do not have and display a valid TWIC card. More than 3,400 MTSA regulated facilities constitute a subset of all waterfront facilities. These are facilities that handle certain dangerous cargoes, liquid natural gas or transfer oil or hazardous materials in bulk; or receive foreign cargo vessels greater than 100 gross tons, U.S. cargo vessels greater than 100 gross tons carrying certain dangerous cargoes, or vessels carrying more than 150 passengers.
<b>DATA SOURCE</b>	The Security and Accountability for Every (SAFE) Port Act requires the Coast Guard to conduct at least two security inspections each year of maritime facilities subject to the Maritime Transportation Security Act (MTSA); one announced and one unannounced. Inspections include random sampling of workers subject to the TWIC regulation. These inspections, and any notices of violation or civil penalties issued, are documented in the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given year are the number of MTSA facilities that have not received notices of violation or civil penalties for Transportation Worker Identification Card (TWIC) infractions in the reporting period, expressed as a percentage of the total number of MTSA regulated facilities.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability and the MISLE application itself contains embedded Help screens. Data verification and validation is also affected through regular records review by the Office of Investigations and Casualty Analysis (CG-INV) and Coast Guard Program managers. To ensure random sampling of workers subject to the TWIC regulation, statistical guidelines based on the size of the facility have been developed to aid inspectors.
<b>LIMITATIONS</b>	The measure is a proxy indicator of maritime security risk; it provides insight into the level of adherence to the TWIC requirement. It does not encompass facilities that have a waiver or exemption, including shipyards, public access facilities, military facilities and facilities that do not store minimum established amounts of dangerous cargoes. It is based on random sampling and the observed TWIC compliance or non-compliance at that point in time; some non-compliance may be unobserved or may emerge and be resolved in between scheduled inspections or unscheduled spot checks. Some infractions can be corrected on the spot, and issuance of a notice of violation or civil penalty will depend on inspector or Captain of the Port judgment of violation severity.

## Annual Number of Breaches at High Risk Maritime Facilities

<b>MEASURE DESCRIPTION</b>	The annual number of breaches of security at any of the more than 3,400 maritime facilities subject to Maritime Transportation Security Act regulation, which are investigated and confirmed incidents where no Transportation Security Incident has occurred, but established security measures have been circumvented, eluded or violated.
<b>USCG PROGRAM</b>	Maritime Prevention
<b>USCG MISSION</b>	Ports, Waterways and Coastal Security—Prevention Activities
<b>DHS ALIGNMENT</b>	Mission Area 1 - Prevent Terrorism and Enhance Security Goal 1.3 - Reduce Risk to Critical Infrastructure, Key Leadership and Events Sub-Goal 1.3.1 - Enhance Security for Critical Infrastructure from Terrorism & Criminal Activity
<b>SCOPE</b>	This measure reports breach of security incidents at facilities subject to the Maritime Transportation Security Act (MTSA) where no Transportation Security Incident has occurred, but established security measures have been circumvented, eluded or violated. MTSA facilities that discover such security incidents must report them to the National Response Center. More than 3,400 MTSA regulated facilities constitute subset of all waterfront facilities. These are facilities that handle certain dangerous cargoes, liquid natural gas or transfer oil or hazardous materials in bulk; or receive foreign cargo vessels greater than 100 gross tons, U.S. cargo vessels greater than 100 gross tons carrying certain dangerous cargoes, or vessels carrying more than 150 passengers.
<b>DATA SOURCE</b>	Qualified Coast Guard Inspectors investigate incidents reported to the National Response Center by MTSA regulated facilities where security measures have been circumvented, eluded or violated. Verified incidents are documented in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database as a Breach of Security Investigation.
<b>METHODOLOGY</b>	Results for a given year are the total number of confirmed breaches of security that occurred over the past 12-months at any of the more than 3,400 MTSA regulated facilities.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability and the MISLE application itself contains embedded Help screens. Data verification and validation is also affected through regular records review by the Office of Investigations and Casualty Analysis (CG-INV) and Coast Guard Program managers.
<b>LIMITATIONS</b>	The measure is a proxy indicator of maritime security risk, which Coast Guard inspectors and facility owners use to collaboratively assess and strengthen security regimes. Reporting requirements are not applicable to facilities that have a waiver or exemption, including shipyards, public access facilities, military facilities and facilities that do not store minimum established amounts of dangerous cargoes. Some reportable incidents may not be reported and some reports are delayed in reaching the Coast Guard; current results are therefore likely to be understated and revised upwards in the future, with the greatest impact affecting recent quarters.

## 3-yr Average Number of Serious Marine Incidents

<b>MEASURE DESCRIPTION</b>	The 3-year average number of serious marine incidents, which are defined by 46 CFR 4.03-2 as any marine casualties or accidents that include death, injury requiring professional treatment beyond first aid, reportable property damage greater than \$100,000, actual or constructive loss of certain vessels, discharge of oil of 10,000 gallons or more, or a discharge of a reportable quantity of a hazardous substance.
<b>USCG PROGRAM</b>	Maritime Prevention
<b>USCG MISSION</b>	Marine Safety
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.2 - Mitigate Hazards and Vulnerabilities Sub-Goal 5.2.3 - Prevent Maritime Incidents by Establishing and Ensuring Compliance
<b>SCOPE</b>	This measure reports the 3-year average number of serious marine incidents. Owners, agents, masters, operators or persons in charge are required by Federal regulation to notify the nearest Coast Guard office of any serious marine incidents. These are defined in 46 CFR 4.03-2 as any marine casualty or accident that includes death, injury requiring professional treatment beyond first aid, reportable property damage greater than \$100,000, actual or constructive loss of certain vessels, discharge of oil of 10,000 gallons or more, or a discharge of a reportable quantity of a hazardous substance.
<b>DATA SOURCE</b>	Reports of Serious Marine Incidents received by Coast Guard offices are investigated and recorded in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given year are the annualized average of total serious marine incidents for the most recent three years.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability and the application itself contains embedded Help screens. MISLE system quality control, and data verification and validation, is affected through regular review of records by the Coast Guard Office of Investigations and Casualty Analysis.
<b>LIMITATIONS</b>	Some incidents are never reported and some delayed in reaching the Coast Guard; previously published data is therefore subject to revision—with the greatest impact affecting recent quarters. Deaths and injuries include crewmembers or employees aboard U.S. commercial vessels, but not those aboard foreign flag vessels; and commercial passengers on U.S. vessels operating in any waters and foreign vessels in U.S. waters. Deaths, disappearances or injuries determined to be the result of natural causes or intentional acts—such as heart attack, altercation, or the like—are excluded. Passenger casualties associated with diving are excluded as well. Serious marine incidents arising from recreational craft, government vessels, fixed platforms, pipelines or other non-Coast Guard regulated facilities are also excluded. A 3-year average is used to mitigate year-to-year variation and ensure any near-term trend is more apparent.

## 3-yr Average Number of Commercial Mariner Deaths and Critical, Serious and Severe Injuries

<b>MEASURE DESCRIPTION</b>	The 3-year average annual number of commercial mariner fatalities and critical, serious or severe injuries.
<b>USCG PROGRAM</b>	Maritime Prevention
<b>USCG MISSION</b>	Marine Safety
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.2 - Mitigate Hazards and Vulnerabilities Sub-Goal 5.2.3 - Prevent Maritime Incidents by Establishing and Ensuring Compliance
<b>SCOPE</b>	This measure reports the 3-year average annual number of commercial mariner fatalities and critical, serious or severe injuries. Owners, agents, masters, operators or persons in charge are required by Federal regulation to notify the nearest Coast Guard office of any loss of life or injury that requires professional medical treatment beyond first aid. Included are casualties of crewmembers or employees aboard U.S. commercial vessels. Casualties of commercial passengers, crewmembers or employees aboard foreign vessels, and those from recreational craft, government vessels, fixed platforms and facilities are excluded. Minor and moderate injuries, and deaths, disappearances or injuries determined to be a result of natural causes or intentional acts—such as heart attack, altercation, or the like—are also excluded.
<b>DATA SOURCE</b>	Notices of mariner casualties received by Coast Guard offices are investigated and recorded in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given year are the annualized average number of applicable commercial mariner deaths, disappearances, and critical, serious, and severe injuries for the most recent three years.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability the application itself contains embedded Help screens. MISLE system quality control, and data verification and validation, is effected through regular review of records by the Coast Guard Office of Investigations and Casualty Analysis.
<b>LIMITATIONS</b>	Some incidents are never reported and some delayed in reaching the Coast Guard; previously published data is therefore subject to revision—with the greatest impact affecting recent quarters. A 3-year average is used to mitigate year-to-year variation and ensure any near-term trend is more apparent.

## 3-yr Average Number of Commercial Passenger Deaths and Critical, Serious and Severe Injuries

<b>MEASURE DESCRIPTION</b>	The 3-year average annual number of commercial passenger fatalities and critical, serious or severe injuries.
<b>USCG PROGRAM</b>	Maritime Prevention
<b>USCG MISSION</b>	Marine Safety
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.2 - Mitigate Hazards and Vulnerabilities Sub-Goal 5.2.3 - Prevent Maritime Incidents by Establishing and Ensuring Compliance
<b>SCOPE</b>	This measure reports the 3-year average annual number of commercial passenger fatalities and critical, serious or severe injuries. Owners, agents, masters, operators or persons in charge are required by Federal regulation to notify the nearest Coast Guard office of any loss of life or injury that requires professional medical treatment beyond first aid. Included are commercial passengers on U.S. vessels operating in any waters and foreign vessels in U.S. waters. Casualties of crewmembers or employees, and those from recreational craft, government vessels, fixed platforms and facilities are excluded. Minor and moderate injuries, and deaths, disappearances or injuries determined to be a result of natural causes or intentional acts—such as heart attack, altercation, or the like—are also excluded. Passenger casualties associated with diving are excluded as well.
<b>DATA SOURCE</b>	Notices of passenger casualties received by Coast Guard offices are investigated and recorded in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given year are the annualized average number of applicable commercial passenger deaths, disappearances and critical, serious and severe injuries for the most recent three years.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability the application itself contains embedded Help screens. MISLE system quality control, and data verification and validation, is effected through regular review of records by the Coast Guard Office of Investigations and Casualty Analysis.
<b>LIMITATIONS</b>	Some incidents are never reported and some delayed in reaching the Coast Guard; previously published data is therefore subject to revision—with the greatest impact affecting recent quarters. A 3-year average is used to mitigate year-to-year variation and ensure any near-term trend is more apparent.

## 3-yr Average Number of Recreational Boating Deaths

<b>MEASURE DESCRIPTION</b>	The 3-year average annual number of recreational boating fatalities.
<b>USCG PROGRAM</b>	Maritime Prevention
<b>USCG MISSION</b>	Marine Safety
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.2 - Mitigate Hazards and Vulnerabilities Sub-Goal 5.2.3 - Prevent Maritime Incidents by Establishing and Ensuring Compliance
<b>SCOPE</b>	This measure reports the 3-year average annual number of recreational boating deaths. 33 CFR 173.55 requires operators of vessels used for recreational purposes to file a Boating Accident Report when a person dies, is injured and requires medical treatment beyond first aid or disappears under circumstances that indicate death or injury. Included are deaths caused by or attributed to a vessel, its equipment or appendages. Also included are swimming deaths due to carbon monoxide exposure; electrocution due to improper connection to shore power; a swimmer unable to get back to a drifting vessel not properly anchored, moored or docked; and persons struck by a vessel or associated equipment. Deaths or disappearances determined to be the result of natural causes or intentional acts are excluded as well.
<b>DATA SOURCE</b>	Boating Accident Reports are recorded in the Coast Guard's Boating Accident Report Database (BARD).
<b>METHODOLOGY</b>	Results for a given fiscal year are the average number of all applicable recreational boating deaths and injuries for the most recent three years. Only casualties recorded in BARD are counted. A one percent correction is added to compensate for under-reporting.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure boating casualties are accurately captured, the Coast Guard Office of Auxiliary and Boating Safety (CG-BSX) crosschecks BARD with incidents reported in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database and recreational boating casualties reported in media announcements and articles provided by a news clipping service.
<b>LIMITATIONS</b>	Some incidents are never reported and some delayed in reaching the Coast Guard; previously published data is therefore subject to revision—with the greatest impact affecting recent quarters. A 3-year average is used to mitigate year-to-year variation and ensure any near-term trend is more apparent.

## 3-yr Average Number of Chemical Discharge Incidents per 100 Million Tons Shipped

<b>MEASURE DESCRIPTION</b>	The 3-year average annual number of chemical discharge incidents where a reportable quantity of a hazardous substance is discharged into navigable waters of the United States per 100 million short tons of Chemical and Chemical Products shipped in U.S. waters.
<b>USCG PROGRAM</b>	Maritime Prevention
<b>USCG MISSION</b>	Marine Environmental Protection—Prevention Activities
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.2 - Mitigate Hazards and Vulnerabilities Sub-Goal 5.2.3 - Prevent Maritime Incidents by Establishing and Ensuring Compliance
<b>SCOPE</b>	This measure reports the 3-year average annual number of chemical discharge incidents, where a reportable quantity of a hazardous substance is discharged into U.S. navigable waters, per 100 million short tons of Chemical and Chemical Products shipped. 40 CFR 300 requires vessel or facility operators to report discharges of any hazardous substance that equals or exceeds reportable quantities listed in 40 CFR 302. Discharges onto land, into the air, or into enclosed spaces are excluded. Discharges from non-maritime sources such as aircraft, trucks and other vehicles, rail cars and rail equipment, U.S. Navy and other public vessels, fixed platforms and pipelines are also excluded. Discharges from unspecified, unclassified and unknown sources are excluded as well.
<b>DATA SOURCE</b>	Notices of chemical discharge incidents received by Coast Guard offices are investigated and recorded in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database. Data on chemical and chemical products shipped in U.S. waters is obtained from the Army Corps of Engineers, Waterborne Commerce of the United States. Shipping statistics for a given year are not generally available until December of the following year; the measure uses a simple least-squares projection of the most recent three years of data.
<b>METHODOLOGY</b>	Results for a given fiscal year are the average over the most recent three years of the number of chemical discharge incidents per 100 million short tons of Chemical and Chemical Products shipped.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability the application itself contains embedded Help screens. MISLE system quality control, and data verification and validation, is effected through regular review of records by the Coast Guard's Office of Investigations and Casualty Analysis.
<b>LIMITATIONS</b>	Some incidents are never reported and some delayed in reaching the Coast Guard; previously published data is therefore subject to revision—with the greatest impact affecting recent quarters. A 3-year average is used to mitigate year-to-year variation and ensure any near-term trend is more apparent. Current year shipping statistics are derived from a simple least-squares projection of recent past data and likely differs from actual levels. The number of chemical discharge incidents is reported as proportionate to chemical and chemical product shipping, but not all chemical discharges are transit related.



## 3-yr Average Number of Oil Spills per 100 Million Short Tons Shipped

<b>MEASURE DESCRIPTION</b>	The 3-year average annual number of oil spills greater than 100 gallons discharged into navigable waters of the United States per 100 million short tons of Oil and Oil Products shipped in U.S. waters.
<b>USCG PROGRAM</b>	Maritime Prevention
<b>USCG MISSION</b>	Marine Environmental Protection—Prevention Activities
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.2 - Mitigate Hazards and Vulnerabilities Sub-Goal 5.2.3 - Prevent Maritime Incidents by Establishing and Ensuring Compliance
<b>SCOPE</b>	This measure reports the 3-year average annual number of oil spills greater than 100 gallons discharged into navigable waters of the United States per 100 million short tons of Oil and Oil Products shipped in U.S. waters. 40 CFR 300 requires vessel or facility operators to report any discharge of oil or oil products that cause a sheen, discoloration, sludge, or emulsion. Discharges onto land, into the air, or into enclosed spaces are excluded. Discharges from non-maritime sources such as aircraft, trucks and other vehicles, rail cars and rail equipment, U.S. Navy and other public vessels, fixed platforms and pipelines are also excluded. Discharges from unspecified, unclassified and unknown sources are excluded as well.
<b>DATA SOURCE</b>	Notices of reportable oil spills received by Coast Guard offices are investigated and recorded in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database. Data on oil and oil products shipped in U.S. waters is obtained from the Army Corps of Engineers, Waterborne Commerce of the United States. Shipping statistics for a given year are not generally available until December of the following year; the measure uses a simple least-squares projection of the most recent three years of data.
<b>METHODOLOGY</b>	Results for a given fiscal year are the average over the most recent three years of the number of oil spills greater than 100 gallons per 100 million short tons of Oil and Oil Products shipped.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability the application itself contains embedded Help screens. MISLE system quality control, and data verification and validation, is effected through regular review of records by the Coast Guard Office of Investigations and Casualty Analysis.
<b>LIMITATIONS</b>	Some incidents are never reported and some delayed in reaching the Coast Guard; previously published data is therefore subject to revision—with the greatest impact affecting recent quarters. A 3-year average is used to mitigate year-to-year variation and ensure any near-term trend is more apparent. Current year shipping statistics are derived from a simple least-squares projection of recent past data and likely differs from actual levels. The number of oil spills greater than 100 gallons is reported as proportionate to oil and oil product shipping, but not all oil spills are transit related.

## Availability of Maritime Navigation Aids

<b>MEASURE DESCRIPTION</b>	The percentage of time Federal Short-Range Aids to Navigation were available and performing their specified functions, where an aid to navigation is counted as not being available from the initial time a discrepancy is reported until the time the discrepancy is corrected.
<b>USCG PROGRAM</b>	Marine Transportation System Management
<b>USCG MISSION</b>	Aids to Navigation
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.2 – Safeguard and Expedite Lawful Trade and Travel Sub-Goal 2.2.2 – Manage the Risk of People and Goods in Transit
<b>SCOPE</b>	This measure reports the hours Federal Short Range Aids to Navigation were available as a percent of total hours they were expected to be available. Short-range aids to navigation are those intended for use within the visual, audible or radar range of the mariner; which term encompasses lighted and unlighted beacons, ranges, leading lights, buoys, and their associated sound signals. The measure includes all short-range aids to navigation in the Coast Guard inventory on the day a report is generated.
<b>DATA SOURCE</b>	The Integrated Aids to Navigation Information System (I-ATONIS) is the official system used by the Coast Guard for information relating to short-range aids to navigation.
<b>METHODOLOGY</b>	Results for a given year are the total hours that all Federal Short Range Aids to Navigation were available, expressed as a percentage of total hours they were expected to be available. Expected availability is the total number of federal aids deployed on the day a report is run times the number of days in the reporting period, multiplied by 24 hours. Availability is determined by subtracting from expected hours, the total time any of these Aids were recorded as not available, which is the time between the initial reporting of a discrepancy until the time the discrepancy is corrected.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, data entry in the I-ATONIS system is limited to specially trained personnel in each District. I-ATONIS data is also subject to review by Unit and District personnel, and by Coast Guard and National Ocean Service managers in the process of generating local Notices to Mariners.
<b>LIMITATIONS</b>	This measure provides an overall assessment of availability across the entire system of Federal Short-Range Aids to Navigation; it does not distinguish any lack of availability by significance. An individual Aid to Navigation can be distinguished by its navigational significance, which is influenced by factors such as its position and function in a waterway, the waterway importance, traffic density, climate and the mix and coverage of other aids in the system. A temporary change to a short-range aid to navigation is not considered a discrepancy.

# Percent of Time High-Priority Waterways in Great Lakes and Eastern Seaboard Open during Ice Season

<b>MEASURE DESCRIPTION</b>	The percent of time Tier One Waterways, in the Great Lakes and along the eastern seaboard, are open to vessel transits during the icebreaking season. Tier One waterways are those connecting waterways of the Marine Transportation System determined to be the highest-priority due to their geographical location or importance of cargo to public health and safety.
<b>USCG PROGRAM</b>	Marine Transportation System Management
<b>USCG MISSION</b>	Ice Operations
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.2 – Safeguard and Expedite Lawful Trade and Travel Sub-Goal 2.2.2 – Manage the Risk of People and Goods in Transit
<b>SCOPE</b>	This measure reports the percentage of time Tier One Waterways in the Great Lakes and along the eastern seaboard are not closed to vessel transits due to ice-related conditions during the icebreaking season. Icebreaking operations in the Great Lakes and waterways along the eastern seaboard are generally conducted during a January to April season. Tier One Waterways are those identified and categorized as such due to their geographical location or importance of cargo to public health and safety. A closure is defined as an event or condition preventing vessels from transiting a waterway, including ice-related waterway restrictions or Captain of the Port limitations.
<b>DATA SOURCE</b>	Data is obtained from end-of-season reports submitted to Coast Guard Headquarters by 01 July each year.
<b>METHODOLOGY</b>	Results for a given year are total hours Tier One Waterways are not closed due to ice-related conditions during the icebreaking season, expressed as a percentage of total waterway hours. Total waterway hours are determined by multiplying the number of Tier One Waterways by ice season days times 24 hours. Total hours Tier One Waterways were closed is ice-related closures reported in days times 24, plus ice-related waterway closures reported in hours, plus ice-related waterway restrictions or Captain of the Port limitations in hours.
<b>VERIFICATION &amp; VALIDATION</b>	Icebreaking and waterway closure data provided in end-of-season reports are reviewed for accuracy and consistency by Unit and District staff and by the Office of Waterways and Ocean Policy (CG-WWM) at Coast Guard Headquarters.
<b>LIMITATIONS</b>	The measure is a proxy gauge of navigational mobility on the Great Lakes and along the eastern seaboard during the winter icebreaking season; it records closures due to ice only for Tier One Waterways. Results are sensitive to the severity of winter weather, and do not necessarily reflect Coast Guard performance; an exceptionally severe winter may produce more closures despite impressive Coast Guard icebreaking performance.

## 5-yr Average Number of Navigational Accidents

<b>MEASURE DESCRIPTION</b>	The 5-year average annual number of distinct Collision, Allision and Grounding events involving a commercial vessel, which includes marine casualties where two or more vessels collide, a vessel strikes a stationary vessel or object, or a vessel runs onto a shore, reef or bottom of a body of water.
<b>USCG PROGRAM</b>	Marine Transportation System Management
<b>USCG MISSION</b>	Aids to Navigation
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.2 – Safeguard and Expedite Lawful Trade and Travel Sub-Goal 2.2.2 – Manage the Risk of People and Goods in Transit
<b>SCOPE</b>	46 CFR 4.05-10 requires the owner, agent, master, operator, or person in charge to notify the Coast Guard of any occurrence involving a vessel that results in a Collision, Allision or Grounding. Only distinct incidents involving a commercial vessel are counted; incidents that involve only non-commercial or recreational vessels are excluded. A vessel striking one or more other vessels, at least one of which is a commercial vessel, is counted as a distinct Collision event. A commercial vessel striking one or more stationary vessels or a stationary object is counted as a distinct Allision event. A distinct Grounding event might include a tug and a perhaps several barges in tow running onto a shore, reef or bottom of a body of water.
<b>DATA SOURCE</b>	Marine casualties are recorded in the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given year are the annualized average number of distinct Collision, Allision and Grounding events for the most recent five years.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability the application itself contains embedded Help screens. MISLE system quality control, and data verification and validation, is effected through regular review of records by the Coast Guard Office of Investigations and Casualty Analysis.
<b>LIMITATIONS</b>	Some incidents are never reported and some delayed in reaching the Coast Guard; previously published data is therefore subject to revision—with the greatest impact affecting recent quarters. The number of Collisions, Allisions and Groundings is a proxy indicator of adverse impacts to maritime mobility; they can result in waterway closures and disruptions to maritime commerce. They may also result in personnel casualties, pollution incidents and property losses. Minimizing their occurrence is an objective of the Coast Guard Marine Transportation System Management Program, though their cause is often not related to a navigation or waterways management concern. A 5-year average is used to mitigate year-to-year variation and ensure any near-term trend is more apparent.

## Percent Risk Impact of Maritime Security Operations

<b>MEASURE DESCRIPTION</b>	The estimated annual maritime security risk impact achieved as a percentage of the risk impact assessed as achievable with unconstrained availability of Coast Guard resources performing Maritime Security Operations activities.
<b>USCG PROGRAM</b>	Maritime Security Operations
<b>USCG MISSION</b>	Ports, Waterways and Coastal Security—Response Activities
<b>DHS ALIGNMENT</b>	Mission Area 1 - Prevent Terrorism and Enhance Security
<b>SCOPE</b>	This measure reports estimated risk impact achieved by maritime security operations across all 37 Captain of the Port-level sectors and units as a percentage of the risk impact assessed as achievable with unconstrained availability of Coast Guard resources performing Maritime Security Operations activities. It includes risk reduction benefits of Coast Guard and Other Government Agency performed security boardings, patrols, fixed security zone enforcements, and vessel escorts.
<b>DATA SOURCE</b>	Annual risk reduction impact values are generated by the Coast Guard’s Risk-Based Maritime Security and Response Operations (RBMSRO) tool, which relies on activity data imported from the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database and Other Government Agency sources, and associated annual risk-reduction parameters determined and validated using the Coast Guard’s Maritime Security Risk Analysis Model (MSRAM).
<b>METHODOLOGY</b>	Results for a given period are the annualized risk impact achieved divided by the risk impact assessed as achievable with unconstrained availability of Coast Guard resources performing Maritime Security Operations activities—expressed as a percentage. Risk impact achieved is the risk reduction values associated with each activity conducted through the end of the period—aggregated for all 37 Captain of the Port-level sectors and units; the risk impact assessed as achievable is determined from the activity levels that would have been appropriate absent any resource constraints.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability and the MISLE application itself contains embedded Help screens. Data verification and validation is also affected through regular records review by District, Area, and Headquarters staffs. Annual risk exposure and activity risk reduction parameters are determined and annually validated using the Coast Guard’s Maritime Security Risk Analysis Model (MSRAM).
<b>LIMITATIONS</b>	The measure estimates risk for a select range of potential maritime security events, which are inferences determined in the absence of actually occurring incidents. Potential likelihood and consequences are also estimated. The projected risk impact does not include the deterrence benefits of maritime security operations, which are difficult to quantify; also not included are the impacts of Maritime Prevention Program security regimes.

# Maritime Security Operations Efficiency

<b>MEASURE DESCRIPTION</b>	The estimated annual risk impact achieved by Coast Guard maritime security operations, as a percentage of what would have been expected with optimal utilization of available resources.
<b>USCG PROGRAM</b>	Maritime Security Operations
<b>USCG MISSION</b>	Ports, Waterways and Coastal Security—Response Activities
<b>DHS ALIGNMENT</b>	Mission Area 1 - Prevent Terrorism and Enhance Security
<b>SCOPE</b>	This measure reports estimated risk impact achieved by actual maritime security operations across all 37 Captain of the Port-level sectors and units as a percentage of the risk impact that otherwise could have been achieved with optimal use of available resources. It includes risk reduction benefits of Coast Guard and Other Government Agency performed security boardings, patrols, fixed security zone enforcements, and vessel escorts.
<b>DATA SOURCE</b>	Annual risk impact values are generated by the Coast Guard’s Risk-Based Maritime Security and Response Operations (RBMSRO) tool, which relies on activity data imported from the Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database and Other Government Agency sources, and associated annual risk-reduction parameters determined and validated using the Coast Guard’s Maritime Security Risk Analysis Model (MSRAM).
<b>METHODOLOGY</b>	Results for a given period are the annualized risk impact achieved divided by the impact that would have been achieved by optimal employment of available resources—expressed as a percentage. Risk impact achieved is the risk reduction values associated with each activity conducted through the end of the period—aggregated for all 37 Captain of the Port-level sectors and units; the optimized expectation is derived from activity levels prescribed in plans generated by the Risk-Based Maritime Security and Response Operations (RBMSRO) tool.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability and the MISLE application itself contains embedded Help screens. Data verification and validation is also affected through regular records review by District, Area, and Headquarters staffs. Annual risk exposure and activity risk reduction parameters are determined and annually validated using the Coast Guard’s Maritime Security Risk Analysis Model (MSRAM).
<b>LIMITATIONS</b>	The measure estimates risk for a select range of potential maritime security events, which are inferences determined in the absence of actually occurring incidents. Potential likelihood and consequences are also estimated. The projected risk impact does not include the deterrence benefits of maritime security operations, which are difficult to quantify; also not included are the impacts of Maritime Prevention Program security regimes.

# Number of Undocumented Migrants Attempting to Enter U.S. by Maritime Routes

<b>MEASURE DESCRIPTION</b>	The number of known undocumented migrants attempting to enter the U.S. by maritime means, which is comprised of those interdicted by the Coast Guard, plus those interdicted by other agencies or foreign entities in partnership with the Coast Guard, plus those who self-report their entry by maritime means or are apprehended by CBP after so entering.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Migrant Interdiction
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
<b>SCOPE</b>	This measure includes all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions, who are interdicted by the Coast Guard or by other agencies or foreign entities in partnership with the Coast Guard. The measure also includes those undocumented migrants who self-report entry by maritime means or are apprehended by CBP after entering the United States, its territories and possessions.
<b>DATA SOURCE</b>	Coast Guard migrant interdiction data is extracted from Daily Operational Summaries compiled by the Coast Guard National Command Center from operational reports received from Coast Guard units. Additional interdiction data is compiled from notifications received from other agencies or foreign entities acting in partnership with the Coast Guard.
<b>METHODOLOGY</b>	Results for a given year are a compilation of all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions. It is the sum of interdictions during that period by the Coast Guard, plus any notifications of interdictions provided by other law enforcement agencies or foreign entities, plus self-reported entries or apprehensions reported by CBP of undocumented migrants entering by maritime means.
<b>VERIFICATION &amp; VALIDATION</b>	Coast Guard data is subject to review at multiple levels; discrepancies are reviewed and corrected as necessary. Data provided by other foreign entities acting in partnership with the Coast Guard are also reviewed and corrected as needed.
<b>LIMITATIONS</b>	Notifications received from other entities may be delayed in reaching the Coast Guard or not provided at all. The number of known undocumented migrants attempting to enter the U.S. by maritime means is not likely all who attempt entry—the total flow of undocumented migrants is difficult to determine, as the number not interdicted (who succeed, turn back or are lost in transit) is not directly measured.

# Number of Undocumented Migrants Attempting to Enter U.S. by Maritime Routes Interdicted by USCG and Partners

<b>MEASURE DESCRIPTION</b>	The number of undocumented migrants attempting to enter the U.S. by maritime means interdicted by the Coast Guard and other partners before reaching the U.S. land border—including maritime interdictions by Customs and Border Protection and other agencies or foreign entities in partnership with the Coast Guard for migrant interdiction operations.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Migrant Interdiction
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
<b>SCOPE</b>	This measure includes all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions who are interdicted by the Coast Guard or by other agencies or foreign entities in partnership with the Coast Guard.
<b>DATA SOURCE</b>	Coast Guard migrant interdiction data is extracted from Daily Operational Summaries compiled by the Coast Guard National Command Center from operational reports received from Coast Guard units. Additional interdiction data is compiled from notifications received from other agencies or foreign entities acting in partnership with the Coast Guard.
<b>METHODOLOGY</b>	Results for a given year are a compilation of all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions who are interdicted. It is the sum of interdictions during that period by the Coast Guard, plus apprehensions reported by CBP, plus any notifications of interdictions received from other law enforcement agencies or foreign entities.
<b>VERIFICATION &amp; VALIDATION</b>	Coast Guard data is subject to review at multiple levels; discrepancies are reviewed and corrected as necessary. Data provided by other foreign entities acting in partnership with the Coast Guard are also reviewed and corrected as needed.
<b>LIMITATIONS</b>	Notifications received from other entities may be delayed in reaching the Coast Guard or not provided at all. The number of undocumented migrants interdicted is best understood in the context of the flow of such migrants who are attempting to enter the U.S. by maritime means.



# Migrant Interdiction Effectiveness in the Maritime Environment

<b>MEASURE DESCRIPTION</b>	The percentage of known undocumented migrants attempting to enter the U.S. by maritime means who are interdicted by the Coast Guard and other partners before reaching the land border, where the number of known migrants attempting entry is comprised of those interdicted by the Coast Guard and its partners plus undocumented migrants who self-report their entry by maritime means or are apprehended by CBP after so entering.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Migrant Interdiction
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
<b>SCOPE</b>	This measure includes all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions, who are interdicted by the Coast Guard or by other agencies or foreign entities in partnership with the Coast Guard. The determination of known flow includes undocumented migrants interdicted by the Coast Guard or by other agencies or foreign entities in partnership with the Coast Guard plus those undocumented migrants who self-report entry by maritime means or are apprehended by CBP after so entering the United States, its territories and possessions.
<b>DATA SOURCE</b>	Coast Guard migrant interdiction data is extracted from Daily Operational Summaries compiled by the Coast Guard National Command Center from operational reports received from Coast Guard units. Additional interdiction data is compiled from notifications received from other agencies or foreign entities acting in partnership with the Coast Guard.
<b>METHODOLOGY</b>	Results for a given year are the sum of Coast Guard and partner interdictions divided by the known flow of undocumented migrants attempting to enter the U.S. by maritime means, expressed as a percentage. It is Coast Guard interdictions plus maritime apprehensions by CBP plus notifications of interdictions by other agencies or foreign entities, divided by and expressed as a percentage of these interdictions plus any entries by maritime means that are self-reported or afterwards apprehended and reported by CBP.
<b>VERIFICATION &amp; VALIDATION</b>	Coast Guard data is subject to review at multiple levels; discrepancies are reviewed and corrected as necessary. Data provided by other foreign entities acting in partnership with the Coast Guard are also reviewed and corrected as needed.
<b>LIMITATIONS</b>	Notifications received from other entities may be delayed in reaching the Coast Guard or not provided at all. The number of undocumented migrants interdicted is best understood in the context of migrant flow; but the number of known undocumented migrants is not likely all who make the attempt—the total flow is difficult to determine, as the number not interdicted (who succeed, turn back or are lost in transit) is not directly measured.

# Percent Undocumented Migrants Attempting to Enter U.S. By Maritime Routes Interdicted by USCG Alone

<b>MEASURE DESCRIPTION</b>	The percentage of known undocumented migrants attempting to enter the U.S. by maritime means who are interdicted by the Coast Guard, where the number of known migrants attempting entry is comprised of those interdicted by the Coast Guard and its partners plus undocumented migrants who self-report their entry by maritime means or are apprehended by CBP after so entering.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Migrant Interdiction
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
<b>SCOPE</b>	This measure includes all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions, who are interdicted by the Coast Guard. The determination of known flow includes undocumented migrants interdicted by the Coast Guard or by other agencies or foreign entities in partnership with the Coast Guard plus those undocumented migrants who self-report entry by maritime means or are apprehended by CBP after so entering the United States, its territories and possessions.
<b>DATA SOURCE</b>	Coast Guard migrant interdiction data is extracted from Daily Operational Summaries compiled by the Coast Guard National Command Center from operational reports received from Coast Guard units. Additional interdiction data is compiled from notifications received from other agencies or foreign entities acting in partnership with the Coast Guard.
<b>METHODOLOGY</b>	Results for a given year are Coast Guard interdictions divided by the known flow of undocumented migrants attempting to enter the U.S. by maritime means, expressed as a percentage. It is Coast Guard interdictions for the period, divided by and expressed as a percentage of the sum of these interdictions plus maritime apprehensions by CBP plus notifications of interdictions by other agencies or foreign entities plus any entries by maritime means that are self-reported or afterwards apprehended and reported by CBP.
<b>VERIFICATION &amp; VALIDATION</b>	Coast Guard data are subject to review at multiple levels; discrepancies are reviewed and corrected as necessary. Data provided by other foreign entities acting in partnership with the Coast Guard are also reviewed and corrected as needed.
<b>LIMITATIONS</b>	Notifications provided by other entities may be delayed in reaching the Coast Guard or not provided at all. The number of undocumented migrants interdicted is best understood in the context of migrant flow; but the number of known undocumented migrants is not likely all who make the attempt—the total flow is difficult to determine, as the number not interdicted (who succeed, turn back or are lost in transit) is not directly measured.

# Metric Tons of Cocaine Removed

<b>MEASURE DESCRIPTION</b>	Metric tons of cocaine removed by the Coast Guard from non-commercial vessels in the maritime domain, which includes cocaine seized by the Service plus the estimated amount of unrecovered cocaine jettisoned or destroyed as a result of Coast Guard law enforcement efforts.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Drug Interdiction
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
<b>SCOPE</b>	This measure includes the amount of cocaine physically seized by the Coast Guard from non-commercial vessels in the maritime domain, which is weighed and assigned a Federal Drug Identification Number. Also included is cocaine not physically recovered by the Service that is jettisoned or destroyed during interdiction operations, which is typically determined from pursuit video or other intelligence-analysis.
<b>DATA SOURCE</b>	Cocaine removal data is from the Consolidated Counter-Drug Database (CCDB) maintained by the United States Interdiction Coordinator, Office of National Drug Control Policy. CCDB source data includes interdiction reports of Coast Guard and other Joint Interagency Task Force South (JIATF-S) members, intelligence reports from Coast Guard LANT and PAC Maritime Intelligence Fusion Centers, and other authoritative sources for cocaine production, trafficking and consumption information.
<b>METHODOLOGY</b>	Results for a given year are the sum total metric tons of cocaine seized by the Service plus the amount of cocaine observed, reported or determined as having been jettisoned or destroyed by smugglers to avoid seizure by the Coast Guard.
<b>VERIFICATION &amp; VALIDATION</b>	Both the physically seized and jettisoned or destroyed components of this measure are tracked, collected, and analyzed by the Coast Guard Office of Law Enforcement Policy (CG-MLE). Consolidated Counter-drug Database (CCDB) source data is verified and validated quarterly by representatives from the agencies involved in transit zone interdiction, who meet and review the data for each source event and resolve any discrepancies. Coast Guard seizure data is also tracked and verified by Federal Drug Identification Numbers.
<b>LIMITATIONS</b>	This measure reflects Coast Guard efforts, and is focused on cocaine removed from non-commercial vessels in the maritime domain. The amount of cocaine jettisoned or destroyed is a good estimate based on empirical evidence; it is not an absolutely certain quantity. The amount of cocaine removed is best understood in the context of total flow; but even the most authoritative transit information available from the CCDB remains an estimate.

## USCG Removal Rate for Cocaine from Non-Commercial Vessels in Maritime Transit Zone

<b>MEASURE DESCRIPTION</b>	Percentage of cocaine removed by the Coast Guard, where the amount removed includes cocaine seized plus the estimated amount jettisoned or destroyed in the course of interdiction efforts, expressed as a percentage of 3-year average annual maritime flow of cocaine on non-commercial vessels.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Drug Interdiction
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
<b>SCOPE</b>	This measure includes the amount of cocaine physically seized by the Coast Guard from non-commercial vessels in the maritime domain, which is weighed and assigned a Federal Drug Identification Number. Also included is cocaine not physically recovered that is jettisoned or destroyed during interdiction operations, which is typically determined from pursuit video or other intelligence analysis. The amount of cocaine removed is expressed as a percentage of the 3-year average annual maritime flow of cocaine on non-commercial vessels over the previous 12 quarters.
<b>DATA SOURCE</b>	Cocaine flow and removal data is from the Consolidated Counter-Drug Database (CCDB) maintained by the United States Interdiction Coordinator, Office of National Drug Control Policy. CCDB source data includes interdiction reports provided by the Coast Guard—as well as other Joint Interagency Task Force South (JIATF-S) members, intelligence reports from Coast Guard LANT and PAC Maritime Intelligence Fusion Centers, and other authoritative sources for cocaine production, trafficking and consumption information.
<b>METHODOLOGY</b>	Results are the sum total metric tons of cocaine seized during the current 12-month period by the Coast Guard plus the amount of cocaine observed, reported, or determined as having been jettisoned or destroyed by smugglers to avoid seizure; and this is expressed as a percentage of the unweighted 3-year average annual maritime flow of cocaine on non-commercial vessels over the previous 12 quarters.
<b>VERIFICATION &amp; VALIDATION</b>	Both the physically seized and jettisoned or destroyed components of this measure are tracked, collected, and analyzed by the Coast Guard Office of Law Enforcement Policy (CG-MLE). Consolidated Counter-drug Database (CCDB) source data is verified and validated quarterly by representatives from the agencies involved in transit zone interdiction, who meet and review the data for each source event and resolve any discrepancies. Seizure data is also tracked and verified by Federal Drug Identification Numbers.
<b>LIMITATIONS</b>	This measure is focused on cocaine removed from non-commercial vessels in the maritime domain. The amount of cocaine jettisoned or destroyed is a good estimate based on empirical evidence; it is not an absolutely certain quantity. The amount of cocaine removed is best understood in the context of total flow; but even the most authoritative transit information available from the CCDB remains an estimate.

# Fishing Regulation Compliance Rate

<b>MEASURE DESCRIPTION</b>	Percent of those fishing vessels boarded and inspected at sea by the Coast Guard, which had no documented violations of domestic fisheries regulations.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Living Marine Resources Law Enforcement
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.2 – Safeguard and Expedite Lawful Trade and Travel Sub-Goal 2.2.3 - Maximize Compliance with U.S. Trade Laws
<b>SCOPE</b>	This measure includes boardings and inspections of U.S. commercial and recreational fishing vessels inside the portion of state waters that extend from three to nine nautical miles seaward of the state boundary line; U.S. commercial and recreational fishing vessels in the U.S. Exclusive Economic Zone (EEZ); foreign fishing vessels permitted inside the U.S. EEZ; and U.S. commercial and recreational fishing vessels outside the U.S. EEZ. Violations are of domestic fisheries regulations, which are documented by Coast Guard Boarding Forms and entered into the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
<b>DATA SOURCE</b>	Boardings and violations of domestic fisheries regulations are documented by Coast Guard Boarding Forms and entered into the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given year are the number of boarded fishing vessels with no documented violations of domestic fisheries regulations divided by the number of fishing vessels boarded and inspected at sea by the Coast Guard, expressed as a percentage.
<b>VERIFICATION &amp; VALIDATION</b>	MISLE data consistency and integrity is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Reliability is further ensured by comprehensive training and user guides, and the application itself has embedded Help screens. District, Area and Headquarters staffs review, validate and assess the data on a quarterly basis as part of the Coast Guard's Standard Operational Planning Process; and Program managers review and compare MISLE data to after-action reports, message traffic and other sources of information.
<b>LIMITATIONS</b>	Fishing regulation compliance is relevant in terms of Coast Guard enforcement of other-agency established regulations; it is an intermediate outcome and not the ultimate fishery health outcome these regulations are intended to influence. Observed compliance rates are determined from that portion of fishing vessels boarded and inspected; these may not be representative of the total population of fishers. It is also an average across all fisheries that is not indicative of compliance within a specific fishery.

## Percent of Federal Fisheries Found in Compliance with Laws and Regulations

<b>MEASURE DESCRIPTION</b>	The percentage of federal fisheries where an acceptable Level of Effective Enforcement was attained, where individual fishery components are considered acceptable if their observed compliance rates—discounted by their ratio of actual versus targeted enforcement effort—is 97% or better.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Other Law Enforcement
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.2 – Safeguard and Expedite Lawful Trade and Travel Sub-Goal 2.2.3 - Maximize Compliance with U.S. Trade Laws
<b>SCOPE</b>	A List of Fisheries is compiled annually, designating each as high or low precedence based upon relevant economic, biological, environmental or other factors. The number of active fishing vessels is determined for each fishery component and targets established for boarding 20% of these in high-precedence fisheries and 10% in low-precedence fisheries. Actual boardings are determined and enforcement effort expressed as the ratio of actual to target boardings. Associated compliance rates are determined, which are the percentage of boardings where no significant violations were found. Significant violations are those that result in significant damage or impact to a resource or fishery management plan, result in significant monetary advantage over competitors, and/or have high regional or national interest.
<b>DATA SOURCE</b>	A List of Fisheries and associated tally of Active Fishing Vessels is compiled by the Coast Guard Office of Law Enforcement Policy (CG-MLE), based on annual Coast Guard District submissions. Boardings and violations are documented by Coast Guard Report of Boarding Forms and entered into the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given year are the number of fisheries that attain an acceptable level of enforcement, expressed as a percentage of the total List of Fisheries. Individual fisheries are considered acceptable if they attain a Level of Effective Enforcement that is 97% or better. The Level of Effective Enforcement is the Observed Compliance Rate discounted by the ratio of actual versus targeted enforcement effort. It is the number of boardings where no significant violations were found expressed as a percentage of the total conducted, multiplied by the ratio of actual versus targeted boardings for that fishery.
<b>VERIFICATION &amp; VALIDATION</b>	MISLE data consistency and integrity is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Reliability is further ensured by comprehensive training and user guides, and the application itself has embedded Help screens. District, Area and Headquarters staffs review, validate and assess the data on a quarterly basis as part of the Coast Guard’s Standard Operational Planning Process; and Program managers review and compare MISLE data to after-action reports, message traffic and other sources of information.
<b>LIMITATIONS</b>	Fishing regulation compliance is relevant in terms of Coast Guard enforcement of other-agency established regulations; it is an intermediate outcome and not the ultimate fishery health outcome these regulations are intended to influence. Observed compliance rates are determined from that portion of fishing vessels boarded and inspected; these may not be representative of the total population of fishers. The percent of fisheries found in compliance is an assessment across all fisheries, which is not indicative of compliance within a specific fishery. It is also important to note that ‘ <i>significant violations</i> ’ is a qualitative standard that requires uniform application to ensure consistent results.

# Number of Detected Incursions of Foreign Fishing Vessels Violating U.S. Waters

<b>MEASURE DESCRIPTION</b>	The number of incursions into the U.S. Exclusive Economic Zone (EEZ) by foreign fishing vessels detected by the Coast Guard, or reported by other sources and judged by operational commanders as valid enough to order a response.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Other Law Enforcement
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.2 – Safeguard and Expedite Lawful Trade and Travel Sub-Goal 2.2.3 - Maximize Compliance with U.S. Trade Laws
<b>SCOPE</b>	This measure includes foreign vessels illegally fishing inside the U.S. Exclusive economic Zone (EEZ) detected by the Coast Guard and incursions by foreign fishing vessels reported by other sources, which reports or intelligence are judged by Coast Guard operational commanders as valid enough to order a response. The Magnuson-Stevens Act, Title 16 of the U.S. Code defines terms necessary for identifying an incursion—such as fishing, fishing vessel, foreign fishing, etc.—and establishes an exemption for recreational fishing.
<b>DATA SOURCE</b>	Source data is collected from Living Marine Resource Enforcement Summary Reports and recorded in the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given year are the total number of incursions into the U.S. Exclusive Economic Zone (EEZ) by foreign fishing vessels detected by the Coast Guard, or reported by other sources and judged by operational commanders as valid enough to order a response.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. The LMR Enforcement Summary Report purpose, format and submission requirements, and guidance on the use of MISLE, are provided in the Maritime Law Enforcement Manual. Comprehensive training and these user guides help ensure reliability, and the application itself contains embedded Help screens. Additionally, District summaries of EEZ cases are reviewed monthly by Areas and submitted to the Coast Guard Office of Law Enforcement Policy (CG-MLE), and these and other sources of information are used to assess the reliability of the MISLE database.
<b>LIMITATIONS</b>	The number of vessels detected is dependent on actual sightings by Coast Guard assets and other reports of incursions or intelligence judged by operational commanders as being of sufficient validity to order available resources to respond. Standard rules of evidence do not apply; an incursion is counted if it is reasonably believed to have occurred. The result is a generally consistent sub-sample of EEZ foreign fishing violations, which is not presumed to be the total number that actually occurred. The measure is useful in assessing if such incursions are increasing or remain sufficiently deterred. Different types of incursions are not distinguished by this measure—whether large fishing factory ship or small lancha, one-time incursion or repeat offender.

# Interdiction Rate of Foreign Fishing Vessels Violating U.S. Waters

<b>MEASURE DESCRIPTION</b>	The percentage of detected incursions into the U.S. Exclusive Economic Zone (EEZ) by foreign fishing vessels that are interdicted by the Coast Guard.
<b>USCG PROGRAM</b>	Maritime Law Enforcement
<b>USCG MISSION</b>	Other Law Enforcement
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.2 – Safeguard and Expedite Lawful Trade and Travel Sub-Goal 2.2.3 - Maximize Compliance with U.S. Trade Laws
<b>SCOPE</b>	This measure includes foreign vessels illegally fishing inside the U.S. Exclusive economic Zone (EEZ) detected by the Coast Guard and incursions by foreign fishing vessels reported by other sources, which reports or intelligence are judged by Coast Guard operational commanders as valid enough to order a response. The Magnuson-Stevens Act, Title 16 of the U.S. Code defines terms necessary for identifying an incursion—such as fishing, fishing vessel, foreign fishing, etc.—and establishes an exemption for recreational fishing.
<b>DATA SOURCE</b>	Source data is collected from Living Marine Resource Enforcement Summary Reports and recorded in the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given year are the number of Coast Guard interdictions of foreign fishing vessels expressed as a percentage of the total number of incursions into the U.S. Exclusive Economic Zone (EEZ) by foreign fishing vessels detected by the Coast Guard, or reported by other sources and judged by operational commanders as valid enough to order a response.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. The LMR Enforcement Summary Report purpose, format and submission requirements, and guidance on the use of MISLE, are provided in the Maritime Law Enforcement Manual. Comprehensive training and these user guides help ensure reliability, and the application itself contains embedded Help screens. Additionally, District summaries of EEZ cases are reviewed monthly by Areas and submitted to the Coast Guard Office of Law Enforcement Policy (CG-MLE), and these and other sources of information are used to assess the reliability of the MISLE database.
<b>LIMITATIONS</b>	The number of vessels detected is dependent on actual sightings by Coast Guard assets and other reports of incursions or intelligence judged by operational commanders as being of sufficient validity to order available resources to respond. Standard rules of evidence do not apply; an incursion is counted if it is reasonably believed to have occurred. The measure is useful in assessing relative level of effort devoted to EEZ enforcement, as the number of interdictions is dependent on Coast Guard asset availability and employment. Different types of incursions and subsequent interdictions are not distinguished by this measure—whether large fishing factory ship or small lancha, one-time incursion or repeat offender.



# Percent of People in Imminent Danger Saved in the Maritime Environment

<b>MEASURE DESCRIPTION</b>	Lives saved by the Coast Guard on the oceans and other waterways expressed as a percentage of all people in imminent danger at the time the Service received notification. The measure excludes persons lost prior to notification and single incidents with eleven or more people, which if included might skew results and impede trend analysis.
<b>USCG PROGRAM</b>	Maritime Response
<b>USCG MISSION</b>	Search and Rescue
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.3 - Ensure Effective Emergency Response Sub-Goal 5.3.3 - Provide Timely and Appropriate Disaster Assistance
<b>SCOPE</b>	This measure encompasses all maritime distress incidents reported to the Coast Guard, which are judged by Coast Guard operational commanders as valid enough to order a response. This measure includes lives recorded as saved, lost after notification, or unaccounted. Single incidents with eleven or more people saved, lost, or unaccounted are excluded so as not to skew results or impede trend analysis.
<b>DATA SOURCE</b>	All maritime distress incidents reported to the Coast Guard, which are judged by Coast Guard operational commanders as valid enough to order a response—and associated response data—are recorded in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given fiscal year are the total number of lives recorded as saved in the period expressed as a percentage of the total number of lives recorded as saved, lost after notification, or unaccounted. Single incidents with eleven or more people saved, lost, or unaccounted are excluded from the calculation.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, limit choices to pre-determined options, and flag data not conforming to expectations. Comprehensive training and user guides help ensure reliability and the application itself contains embedded Help screens. Search and rescue data are also reviewed at multiple levels, and discrepancies reviewed and corrected as necessary.
<b>LIMITATIONS</b>	Some distress incidents may not be reported to the Coast Guard, and some reported incidents might not be judged by Coast Guard operational commanders as valid enough to order a response. Imminent danger is not always obvious; the determination that a life was saved and not merely assisted can be subjective. Factors beyond Coast Guard control can lead to tragic outcomes regardless of life saving efforts. Single incidents with eleven or more people saved, lost or unaccounted are excluded so as not to skew measure results or impede trend analysis.

## Percent of Time Rescue Assets are On Scene within 2 Hours

<b>MEASURE DESCRIPTION</b>	The percent of all maritime distress incidents reported to the Coast Guard where a Search and Rescue Unit arrives on scene within two hours.
<b>USCG PROGRAM</b>	Maritime Response
<b>USCG MISSION</b>	Search and Rescue
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.3 - Ensure Effective Emergency Response Sub-Goal 5.3.3 - Provide Timely and Appropriate Disaster Assistance
<b>SCOPE</b>	This measure encompasses all maritime distress incidents reported to the Coast Guard, which are judged by operational commanders as valid enough to order a response. Time on scene is the earliest time a Search and Rescue Unit is requested to proceed until the earliest time of an arrival on scene. It includes preparation time required for engine warm-up, underway checklist, risk management evaluation, mission planning, etc.; and transit time from underway to on scene.
<b>DATA SOURCE</b>	All maritime distress incidents reported to the Coast Guard, which are judged by Coast Guard operational commanders as valid enough to order a response—and associated response data—are recorded in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given fiscal year are the number of distress incidents where the First Sortie On Scene Time minus the First Resource Requested Time is less than or equal to two hours, expressed as a percentage all maritime distress incidents reported to the Coast Guard, which are judged by operational commanders as valid enough to order a response.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, limit choices to pre-determined options, and flag data not conforming to expectations. Comprehensive training and user guides help ensure reliability and the application itself contains embedded Help screens. Search and rescue data are also reviewed at multiple levels, and discrepancies reviewed and corrected as necessary.
<b>LIMITATIONS</b>	The time it takes to reach the scene of a distress call is a key performance factor. The 2-hour standard was established in the 1970's and revalidated in 1992 based on survival expectations in weighted-average water temperatures, which consider the varying number of incidents occurring regionally. The standard may not be a realistic benchmark for every circumstance. Adverse weather conditions, geographical proximity and asset availability may preclude arrival within the standard timeframe.

## Percent of Property “in Danger of Loss” Saved

<b>MEASURE DESCRIPTION</b>	Property saved by the Coast Guard expressed as a percentage of all property in danger of loss, which consists of saved, lost or unaccounted property associated with notifications the Service receives of people in imminent danger on the oceans and other waterways. The measure excludes single incidents with property valuations in excess of \$2 million, which if included might skew results and impede trend analysis.
<b>USCG PROGRAM</b>	Maritime Response
<b>USCG MISSION</b>	Search and Rescue
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.3 - Ensure Effective Emergency Response Sub-Goal 5.3.2 – Conduct Effective and Unified Incident Response Operations
<b>SCOPE</b>	This measure encompasses all maritime distress incidents reported to the Coast Guard, which are judged by Coast Guard operational commanders as valid enough to order a response. This measure includes property recorded as saved, lost and unaccounted for. Single incidents with property valuations in excess of \$2 million are excluded, so as not to skew results or impede trend analysis.
<b>DATA SOURCE</b>	All maritime distress incidents reported to the Coast Guard, which are judged by Coast Guard operational commanders as valid enough to order a response—and associated response data—are recorded in the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
<b>METHODOLOGY</b>	Results for a given fiscal year are the total value of property recorded as saved in the period expressed as a percentage of the total value of property recorded as saved, lost and unaccounted. Single incidents with property valuations in excess of \$2 million are excluded from the calculation.
<b>VERIFICATION &amp; VALIDATION</b>	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, limit choices to pre-determined options, and flag data not conforming to expectations. Comprehensive training and user guides help ensure reliability and the application itself contains embedded Help screens. Search and rescue data are also reviewed at multiple levels, and discrepancies reviewed and corrected as necessary.
<b>LIMITATIONS</b>	Some distress incidents may not be reported to the Coast Guard, and some reported incidents might not be judged by Coast Guard operational commanders as valid enough to order a response. Imminent danger is not always obvious; the determination that property was saved and not merely rendered assistance can be subjective. Factors beyond Coast Guard control such as weather, capabilities of responding units, and the priority necessarily given to saving lives can significantly impact the Service’s ability to save property. Single incidents with property valuations in excess of \$2 million are excluded so as not to skew measure results or impede trend analysis.

# Marine Environmental Response Compliance

<b>MEASURE DESCRIPTION</b>	The percentage of reported pollution events where a Federal Water Pollution Control Act enforcement action was taken.
<b>USCG PROGRAM</b>	Maritime Response
<b>USCG MISSION</b>	Marine Environmental Protection – Response Activities
<b>DHS ALIGNMENT</b>	Mission Area 5 - Strengthen National Preparedness and Resilience Goal 5.2 - Mitigate Hazards and Vulnerabilities Sub-Goal 5.2.3 - Prevent Maritime Incidents by Establishing and Ensuring Compliance
<b>SCOPE</b>	This measure reports the annual percentage of oil spills discharged into U.S. navigable waters that are investigated where all elements of a Federal Water Pollution Control Act violation are established and some level of enforcement action is taken. 40 CFR 300 requires Vessel or facility operators to report any discharge of oil or oil products that cause a sheen, discoloration, sludge, or emulsion. Excluded from the measure are discharges onto land, into the air, or into enclosed spaces; discharges from non-maritime sources such as aircraft, trucks and other vehicles, rail cars and rail equipment; discharges from U.S. Navy and other public vessels; discharges from fixed platforms and pipeline; and discharges from unspecified, unclassified and unknown sources.
<b>DATA SOURCE</b>	Notices of reportable oil discharge incidents received by the Coast Guard managed National Response Center (NRC) are assigned an incident number and recorded in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database. Incidents taken for action by Coast Guard units are then opened as a MISLE Case with the NRC incident number as a reference; and any Coast Guard enforcement actions taken recorded in the MISLE Case record.
<b>METHODOLOGY</b>	Results for a given fiscal year are the sum total of all responses by the Coast Guard to discharges of oil into the navigable waters of the United States where at least one enforcement action is taken over the number of notifications of all applicable oil spills reported to Coast Guard for the previous four quarters.
<b>VERIFICATION &amp; VALIDATION</b>	Results for a given fiscal year are the sum total of all responses by the Coast Guard to discharges of oil into the navigable waters of the United States where at least one enforcement action is taken over the number of notifications of all applicable oil spills reported to Coast Guard for the previous four quarters.
<b>LIMITATIONS</b>	Some incidents are never reported and some are delayed in reaching the Coast Guard. Thus, previously published data is subject to revision, with the greatest impact affecting recent quarters. Additionally, some cases may be investigated by the Coast Guard and included in reported results, but later determined that jurisdiction resides with another entity such as the Environmental Protection Agency and results for that period revised accordingly.

# Defense Readiness of Major Cutters for DoD Contingency Planning

<b>MEASURE DESCRIPTION</b>	The percentage of reporting period days designated Coast Guard Cutters are fully mission capable to meet Service commitments established in Department of Defense Global Force Management Implementation Guidance to conduct military activities necessary to reduce risk of terrorism, facilitate interoperability and jointly support national defense and homeland security.
<b>USCG PROGRAM</b>	Defense Operations
<b>USCG MISSION</b>	Defense Readiness
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches
<b>SCOPE</b>	This measure encompasses all Major Coast Guard Cutters capable of meeting commitments established in Department of Defense Global Force Management Implementation Guidance. The war fighting readiness of associated personnel, equipment, supplies and logistics are reported daily and compared to minimum standards. This measure reports the percentage of period days the Coast Guard is deemed capable of fully meeting established joint military contingency planning commitments for Major Cutters.
<b>DATA SOURCE</b>	All Coast Guard unit types designated in Department of Defense contingency plans use the Coast Guard Resource and Capabilities Evaluation (CG-RACE) system to report war-fighting readiness of unit personnel, equipment, supplies and logistics. CG-RACE information is reported to DoD via the Defense Readiness Reporting System (DRRS).
<b>METHODOLOGY</b>	Results for a given fiscal year are the number of days designated Coast Guard Cutters are fully mission-capable to meet Service commitments established in Department of Defense Global Force Management Implementation Guidance, expressed as a percentage of total period days.
<b>VERIFICATION &amp; VALIDATION</b>	CG-RACE data entry is controlled through program logic and structured menus to ensure consistency and integrity. Credibility and consistency criteria are promulgated as enclosure 9 to COMDTINST 3501.2H, and comprehensive training and user guides help ensure reliability. Readiness reports must be approved by unit commanding officers, and any discrepancies are identified and corrected as necessary. CG-RACE information is transferred to the Defense Readiness Reporting System (DRRS), where the data is further reviewed by Department of Defense managers.
<b>LIMITATIONS</b>	This measure reports Coast Guard Major Cutter readiness to meet specific Service commitments to support established Department of Defense Global Force Management Implementation Guidance. It is not an indicator of Coast Guard capability to meet any greater level of military support, nor a measure of the Service's overall operational readiness or capability to perform any specific Coast Guard mission.

# Defense Readiness of Patrol Boats for DoD Contingency Planning

<b>MEASURE DESCRIPTION</b>	The percentage of reporting period days Coast Guard Patrol Boats are fully mission capable to meet Service commitments established in Department of Defense Global Force Management Implementation Guidance to conduct military activities necessary to reduce risk of terrorism, facilitate interoperability and jointly support national defense and homeland security.
<b>USCG PROGRAM</b>	Defense Operations
<b>USCG MISSION</b>	Defense Readiness
<b>DHS ALIGNMENT</b>	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches
<b>SCOPE</b>	This measure encompasses all Coast Guard Patrol Boats capable of meeting commitments established in Department of Defense Global Force Management Implementation Guidance. The war fighting readiness of associated personnel, equipment, supplies and logistics are reported daily and compared to minimum standards. This measure reports the percentage of period days the Coast Guard is deemed capable of fully meeting established joint military contingency planning commitments for patrol boats.
<b>DATA SOURCE</b>	All Coast Guard unit types designated in Department of Defense contingency plans use the Coast Guard Resource and Capabilities Evaluation (CG-RACE) system to report war-fighting readiness of unit personnel, equipment, supplies and logistics. CG-RACE information is reported to DoD via the Defense Readiness Reporting System (DRRS).
<b>METHODOLOGY</b>	Results for a given fiscal year are the number of days designated Coast Guard Patrol Boats are fully mission capable to meet Service commitments established in Department of Defense Global Force Management Implementation Guidance, expressed as a percentage of total period days.
<b>VERIFICATION &amp; VALIDATION</b>	CG-RACE data entry is controlled through program logic and structured menus to ensure consistency and integrity. Credibility and consistency criteria are promulgated as enclosure 9 to COMDTINST 3501.2H, and comprehensive training and user guides help ensure reliability. Readiness reports must be approved by unit commanding officers, and any discrepancies are identified and corrected as necessary. CG-RACE information is transferred to the Defense Readiness Reporting System (DRRS), where the data is further reviewed by Department of Defense managers.
<b>LIMITATIONS</b>	This measure reports Coast Guard Patrol Boat readiness to meet specific Service commitments to support established Department of Defense Global Force Management Implementation Guidance. It is not an indicator of Coast Guard capability to meet any greater level of military support, nor a measure of the Service's overall operational readiness or capability to perform any specific Coast Guard mission.

## Defense Readiness of Port Security Units (deployed)

<b>MEASURE DESCRIPTION</b>	The percentage of reporting period days currently deployed Coast Guard Port Security Units are fully mission capable to meet Service commitments to conduct military activities necessary to reduce risk of terrorism, facilitate interoperability and jointly support national defense and homeland security in support of the current DoD Global Force Management Allocation Plan (GFMAP).
<b>USCG PROGRAM</b>	Defense Operations
<b>USCG MISSION</b>	Defense Readiness
<b>DHS ALIGNMENT</b>	Mission Area 1 – Prevent Terrorism and Enhance Security Goal 1.3 - Reduce Risk to the Nation’s Critical Infrastructure, Key Leadership and Events
<b>SCOPE</b>	This measure encompasses Coast Guard Port Security Units currently deployed in support of the DoD Global Force Management Allocation Plan (GFMAP). War fighting readiness of associated personnel, equipment, supplies and logistics are reported daily and compared to minimum standards. This measure reports the percentage of period days the Coast Guard is deemed capable of fully meeting established joint military commitments for Deployed Port Security Units.
<b>DATA SOURCE</b>	All Coast Guard unit types designated in Department of Defense contingency plans use the Coast Guard Resource and Capabilities Evaluation (CG-RACE) system to report war-fighting readiness of unit personnel, equipment, supplies and logistics. CG-RACE information is reported to DoD via the Defense Readiness Reporting System (DRRS).
<b>METHODOLOGY</b>	Results for a given fiscal year are the number of days Deployed Coast Guard Port Security Units are fully mission-capable of meeting Service commitments established in the current Department of Defense Global Force Management Allocation Plan (GFMAP), expressed as a percentage of total period days.
<b>VERIFICATION &amp; VALIDATION</b>	CG-RACE data entry is controlled through program logic and structured menus to ensure consistency and integrity. Credibility and consistency criteria are promulgated as enclosure 9 to COMDTINST 3501.2H, and comprehensive training and user guides help ensure reliability. Readiness reports must be approved by unit commanding officers, and any discrepancies are identified and corrected as necessary. CG-RACE information is transferred to the Defense Readiness Reporting System (DRRS), where the data is further reviewed by Department of Defense managers.
<b>LIMITATIONS</b>	This measure reports the readiness of deployed Coast Guard Port Security Units to meet specific Service commitments in support of the current DoD Global Force Management Allocation Plan (GFMAP). It is not an indicator of Coast Guard capability to meet any greater level of military support, nor a measure of the Service’s overall operational readiness or capability to perform any specific Coast Guard mission.

## Defense Readiness of Port Security Units (Ready to Deploy)

<b>MEASURE DESCRIPTION</b>	The percentage of reporting period days designated Coast Guard Port Security Units are fully mission capable of deploying and meeting Service commitments to conduct military activities necessary to reduce risk of terrorism, facilitate interoperability and jointly support national defense and homeland security in support of the current DoD Global Force Management Allocation Plan (GFMAP).
<b>USCG PROGRAM</b>	Defense Operations
<b>USCG MISSION</b>	Defense Readiness
<b>DHS ALIGNMENT</b>	Mission Area 1 – Prevent Terrorism and Enhance Security Goal 1.3 - Reduce Risk to the Nation’s Critical Infrastructure, Key Leadership and Events
<b>SCOPE</b>	This measure encompasses all Coast Guard Port Security Units capable of deploying in support of the DoD Global Force Management Allocation Plan (GFMAP). War fighting readiness of associated personnel, equipment, supplies and logistics are reported daily and compared to minimum standards. This measure reports the percentage of period days the Coast Guard is deemed capable of fully meeting established joint military contingency planning commitments for deploying Port Security Units.
<b>DATA SOURCE</b>	All Coast Guard unit types designated in Department of Defense contingency plans use the Coast Guard Resource and Capabilities Evaluation (CG-RACE) system to report war-fighting readiness of unit personnel, equipment, supplies and logistics. CG-RACE information is reported to DoD via the Defense Readiness Reporting System (DRRS).
<b>METHODOLOGY</b>	Results for a given fiscal year are the number of days designated Coast Guard Port Security Units are fully mission-capable of deploying to meet Service commitments established in the current Department of Defense Global Force Management Allocation Plan (GFMAP), expressed as a percentage of total period days.
<b>VERIFICATION &amp; VALIDATION</b>	CG-RACE data entry is controlled through program logic and structured menus to ensure consistency and integrity. Credibility and consistency criteria are promulgated as enclosure 9 to COMDTINST 3501.2H, and comprehensive training and user guides help ensure reliability. Readiness reports must be approved by unit commanding officers, and any discrepancies are identified and corrected as necessary. CG-RACE information is transferred to the Defense Readiness Reporting System (DRRS), where the data is further reviewed by Department of Defense managers.
<b>LIMITATIONS</b>	This measure reports Coast Guard Port Security Unit readiness to meet specific Service commitments in support of the current DoD Global Force Management Allocation Plan (GFMAP). It is not an indicator of Coast Guard capability to meet any greater level of military support, nor a measure of the Service’s overall operational readiness or capability to perform any specific Coast Guard mission.