

# United States Coast Guard



## U.S. Coast Guard: FY2024 Performance Report

Office of Program Analysis and Evaluation (CG-PAE)

February 2025

## Table of Contents

Coast Guard Missions and Mission Programs .....	1
Coast Guard Measures and Target Setting Process .....	2
Prevention Mission Programs.....	4
Maritime Prevention Program .....	5
Marine Transportation System (MTS) Management Program .....	9
Response Mission Programs.....	11
Maritime Security Operations Program .....	12
Maritime Law Enforcement Program.....	14
Maritime Response Program .....	20
Defense Operations.....	26
Appendix – References .....	28

Cover Photo: The recently acquired Commercially Procured Icebreaker: CGC STORIS (WAGB 21). The vessel represents the fastest-ever acquisition of a Coast Guard vessel (Coast Guard photo).

# COAST GUARD MISSIONS AND MISSION PROGRAMS

The Coast Guard upholds and safeguards the Nation’s maritime interests, protects those on the sea, protects the Nation against threats delivered by sea, and protects the sea itself. The Coast Guard ensures the territorial integrity of America’s maritime domain, comprised of 95,000 miles of shoreline and a nearly 4.5 million square mile exclusive economic zone. In the Nation’s ports and harbors, and across the vast expanse of the ocean, coastal and inland waterways, we protect the safety and security of the American people and ensure the stewardship of natural and commercial resources, against all threats internal and external, natural and man-made.

The Homeland Security Act of 2002 transferred the Coast Guard to the Department of Homeland Security (DHS). It delineated 11 Coast Guard missions ensuring performance is reasonably tracked and non-homeland security results did not suffer because of the transfer. These are managed within six mission programs comprising the Coast Guard’s strategic mission management construct, which is based on the prevention and response architecture. The six Coast Guard mission programs and their Homeland Security Act mission responsibilities are listed in the table below.

U.S. COAST GUARD MISSION PROGRAMS	HOMELAND SECURITY ACT MISSIONS
Maritime Prevention	Ports, Waterways & Coastal Security — <i>Prevention Activities</i> (PWCS-P)
	Marine Safety (MS)
	Marine Environmental Protection — <i>Prevention Activities</i> (MEP)
Marine Transportation System Management	Aids to Navigation (ATON)
	Ice Operations (ICE)
Maritime Security Operations	Ports, Waterways & Coastal Security — <i>Response Activities</i> (PWCS-R)
Maritime Law Enforcement	Migrant Interdiction (MIGRANT)
	Drug Interdiction (DRUG)
	Living Marine Resources (LMR)
	Other Law Enforcement (OLE)
Maritime Response	Search and Rescue (SAR)
	Marine Environmental Protection — <i>Response Activities</i> (MER)
Defense Operations	Defense Readiness (DR)

The Coast Guard has other mission responsibilities not explicitly listed in the Homeland Security Act, including products and services for the Intelligence Community; activities and efforts provided in support of United States diplomacy and international relations; Cyber Security; and Bridge Administration, Great Lakes Pilotage, and other Waterways Management functions.

# COAST GUARD MEASURES AND TARGET SETTING PROCESS

*On a quarterly basis, the Coast Guard reports on performance measures to DHS in accordance with the Government Performance and Results Modernization Act (GPRAMA) of 2010. The following report summarizes the results of all four quarters of Fiscal Year 2024 and provides additional explanation and context on each measure.*

The GPRAMA, enacted on January 4, 2011, amends the performance management framework created by the Government Performance and Results Act (GPRA) of 1993. The GPRA established strategic planning, performance planning and reporting as a framework for agencies to communicate progress in achieving their missions. GPRAMA builds upon GPRA by adding a requirement for agencies to identify a limited number of their highest-priority goals, frequent leadership-led data-driven review of progress, a central website that provides a comprehensive picture of government performance ([performance.gov](https://www.performance.gov)), and aligned planning processes with election cycles.

Performance management is the ongoing monitoring and reporting of program accomplishments, particularly progress toward pre-established goals. Performance measures are typically developed, monitored, and reported by programs or agency management. Measures may address the type or level of program activities conducted (process), the direct products and services delivered by a program (outputs), or the results of those products and services (outcomes).

Program and performance measure reviews continually assess, develop, improve and implement program improvements and performance measures. This is an iterative process embraced by all levels of the Coast Guard to best serve our nation.

## **THREE TYPES OF REPORTING PERFORMANCE MEASURES**

***Strategic Measures*** strive to clearly communicate to its stakeholders the value proposition for DHS. These measures are published in the Department's Annual Performance Report (APR). Subsets of the measures are included in other performance deliverables such as Agency Priority Goals, the Agency Financial Report, the Summary of the Financial and Performance Report, the Overview Chapter of Components' Congressional Justification, and the Future Years Homeland Security Program (FYHSP) Report to Congress.

***Management Measures*** are designed to gauge program results. They are often process or output type measures and likely tie to resource requests. These measures tend to be more relevant to individual programs and may focus on specific important initiatives that support strategic measures. Management measures are typically externally published in the Overview Chapters of Components' Congressional Justification and in the FYHSP Report to Congress.

*Operational Measures* are managed at the DHS component and program level. They provide a more granular level on how program operations are performing and tend to be input, process, or output in nature. These measures are used to manage activities, processes and provide input to course corrections as necessary. Data for these measures are typically collected much more frequently than quarterly to be useful for informing how things are operating and where changes need to be made.

For all programs, the year-to-year analyses for each measure are based on the most recent available data. These data may differ from previously published annual results due to reporting lags. They remain as published for consistency and transparency. All performance measure targets included in this report are minimum thresholds, unless otherwise noted.

Included in this report is a summary of the Coast Guard's strategic, management and operational measures by mission program.

# PREVENTION MISSION PROGRAMS

The Assistant Commandant for Prevention Policy, through its *Maritime Prevention* mission program and *Marine Transportation System Management* mission program, develops and promulgates mission strategy, doctrine, and policy guidance to enable the safe and efficient flow of people and commerce on the Nation's waterways. The Assistant Commandant also provides strategic planning direction to ensure successful operational execution against programmatic standards, and maintains outreach to key stakeholders including federal, state, tribal, military, industry, and international partners.

The *Maritime Prevention* mission program seeks to prevent marine casualties and property losses, minimize security risks, and protect the marine environment. The Coast Guard does so by developing and enforcing Federal regulations, conducting safety and security inspections, and analyzing port security risk assessments nationwide.

The *Marine Transportation System Management* mission program seeks to ensure a safe, secure, and environmentally sound waterways system. The Coast Guard works in concert with other Federal, State, local, tribal, and territorial agencies, the marine industry, maritime associations, and the international community to safeguard the efficient movement of \$5.4T in annual economic activity, 30 million jobs, and 90% of global trade that relies upon the Marine Transportation System (MTS).

## Maritime Prevention Program

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY 2020	FY 2021	FY 2022	FY 2023	FY24 Target	FY24 Year End Result	FY25 Target	FY26 Target	FY27 Target
Maritime Prevention	Marine Environmental Protection - Prevention Activities (MEP)	Management	Three-year average number of chemical discharge incidents in the maritime environment per 100 million short tons shipped	7.9	6.8	5.2	4	≤ 7.8	4	≤ 7.7	≤ 7.6	≤ 7.5
		Management	Three-year average number of oil spills in the maritime environment per 100 million short tons shipped	8.2	7.1	6.5	6.2	≤ 9	6.2	8.7	8.4	8.1
	Marine Safety (MS)	Strategic	Three-year average number of serious marine incidents	612	605	522	488	≤ 612	460	598	584	680
		Management	Three-year average number of commercial mariner deaths and significant injuries	120	115	108	87	≤ 106	71	102	98	131
		Management	Three-year average number of commercial passenger deaths and significant injuries	126	100	58	46	≤ 115	41	114	114	114
		Management	Three-year average of recreational boating deaths	635	659	660	615	≤ 673	593	669	664	588
	Ports, Waterways, Coastal Security - Prevention Activities (PWCS-P)	Strategic	Number of breaches at high-risk maritime facilities	320	373	499	491	≤ 421	454	420	419	305
		Management	Annual Maritime Transportation Security Act (MTSA) Facility compliance rate with Transportation Worker Identification Credential (TWIC) regulations	99.6%	99.7%	99.9%	99.7%	99.0%	100.0%	99.0%	99.0%	99.0%
		Operational	Percent of attainment of annual performance goal for Coast Guard Container Inspections	68.1%	87.3%	83.3%	80%	70.0%	74.0%	100.0%	100.0%	100.0%
		Operational	Percent of regulated facilities under 33 CFR 127 and 33 CFR 154 that receive Coast Guard Transfer Monitors	14.2%	25.6%	25.1%	10%	20.0%	17.9%	20.0%	20.0%	20.0%

## Maritime Prevention Program (Cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Prevention	Marine Environmental Protection - Prevention Activities (MEP)	Management	Three-year average number of chemical discharge incidents in the maritime environment per 100 million short tons shipped	≤ 7.8	4	This measure is an indicator of the Coast Guard's impact on chemical discharge incidents. There was one (1) reported chemical spill in FY24 Q4, bringing the 12-month total spills to seven (7). This total contributes to a three-year average number of chemical discharge incidents for FY24 Q4 of 4.0 per 100 million short tons shipped. The measure result for FY24 Q4 (4.0) is the same as FY23 Q4 (4.0). Note: data for the most recent quarter is likely to change as validation of reports are completed. Shipping data from the previous calendar year is not included, as the U.S. Army Corps of Engineers is not made it available for release yet; calculations for this result are projected based on CY 2021 data.	N/A
		Management	Three-year average number of oil spills in the maritime environment per 100 million short tons shipped	≤ 9	6.2	This measure is an indicator of the Coast Guard's Prevention Program impact on significant oil spills. There were 6 reported oil spills greater than 100 gallons in FY24 Q4. The measure result (6.2) is the same as FY23 Q3 (6.2). Note: data for the most recent quarter is likely to change as validation of reports are completed. Shipping data from the previous calendar year is not included, as the U.S. Army Corps of Engineers is not made it available for release yet; calculations for this result are projected based on CY 2021 data.	N/A



## Maritime Prevention Program (Cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Prevention	Marine Safety (MS)						
		Strategic	Three-year average number of serious marine incidents	≤ 612	460	This measure reports the three-year average of serious marine incidents (SMIs) reported to the Coast Guard. An SMI includes death or injury requiring professional treatment beyond first aid, reportable property damage greater than \$200,000, 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. There were 92 reported SMIs in FY24 Q4. The 12-month total (408) is a decrease from the previous quarter (465). The resulting three-year average of SMIs (460) is a 6.9% improvement over FY23 Q4 (494). Overall, there is a steady decline in the average SMI count over the last three years. As data entry lags correct, numerical values are subject to change (typically increase).	N/A
		Management	Three-year average number of commercial mariner deaths and significant injuries	≤ 106	71	This measure assesses the Coast Guard Prevention Program's impact on commercial mariner safety. There were five (5) commercial mariner deaths and significant injuries in FY24 Q4. Quarterly totals have continued to decline which contributes to a decrease in the 3-year average (71). This measure has met the target for FY24 (106). Data for the most recent quarters are likely to change (increase) as casualty report validations are completed.	N/A
		Management	Three-year average number of commercial passenger deaths and significant injuries	≤ 115	41	This measure assesses the Coast Guard Prevention Program's impact on commercial passenger safety. The three-year average number of commercial passenger deaths and significant injuries for FY24 Q4 (41) was better than FY23 Q4 (46). FY24 Q4 has three (3) reported casualties (two injuries and one death). This measure has met the established target for FY24 (≤ 115). Note: data for the most recent quarters are likely to change (increase) as casualty report validations are completed.	N/A
		Management	Three-year average of recreational boating deaths	≤ 673	593	Reported numbers for CY24 data are not confirmed. These numbers are based on reports submitted by state reporting authorities that the Division may not have validated and reports from the news media that the States have not confirmed. Boating Safety Division expects the number of Q4 deaths to increase roughly 32% as news media reports are reconciled with BARD entries (data was pulled on October 28, 2024), additional state reports are submitted, and reports are reviewed.	N/A

## Maritime Prevention Program (Cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Prevention	Ports, Waterways, Coastal Security - Prevention Activities (PWCS-P)	Strategic	Number of breaches at high-risk maritime facilities	≤ 421	<b>454</b>	For FY24, the goal is not to exceed 491 security breaches. Through FY24 Q4, there were 454 security breaches.	Though USCG has met its target for 2024, request actions to refine BOS followup information for analysis and reporting pend.
		Management	Annual Maritime Transportation Security Act (MTSA) Facility compliance rate with Transportation Worker Identification Credential (TWIC) regulations	99.0%	<b>100.0%</b>	Through FY24 Q4, 100% of MTSA facilities with an FSP were found without any enforcement actions with TWIC regulations.	N/A
		Operational	Percent of attainment of annual performance goal for Coast Guard Container Inspections	70.0%	<b>74.0%</b>	During FY24, DCO strategic planning documents listed a 70% Annual Performance Goal Target. The FY25-26 Strategic Planning Document will set a performance target of 100%.	Continue to provide tools targeting joint agency operations and inspections to meet higher requirements for FY25.
		Operational	Percent of regulated facilities under 33 CFR 127 and 33 CFR 154 that receive Coast Guard Transfer Monitors	20.0%	<b>17.9%</b>	For FY24, bulk liquid transfer monitors equalled 20% of the population at 127 & 154 facilities. A data accuracy correction was applied in 2023 changing the likelihood of CG meeting this target percentage as set in FY23. Additionally, a discrepancy was identified between CGBI and MISLE data sets during '23.	CG-FAC has received notification from CGBI and MISLE that the reporting discrepancy has been corrected during FY24. Expectation is to see transfer monitor statistics in FY25 closer to the performance goal of 20%. It is an expectation in the Regulated Bulk Liquids Transfer Monitor Manual (M16455.11) and Policy Letter 19-3 for units to meet 20%.

## Marine Transportation System Management Program

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY 2020	FY 2021	FY 2022	FY 2023	FY24 Target	FY24 Year End Result	FY25 Target	FY26 Target	FY27 Target
Maritime Transportation System Management	Aids to Navigation (ATON)	Strategic	Availability of maritime navigation aids	96.5%	96.5%	96.3%	95.5%	97.5%	<b>94.8%</b>	97.5%	97.5%	97.50%
		Management	Five-year average number of navigational accidents	1211	1221	1076	1008	≤ 1063	<b>922</b>	1037	1012	986
	Ice Operations	Management	Percent of time high priority waterways in the Great Lakes and along the eastern seaboard are open during ice season	100.0%	96.9%	94.0%	99.7%	95.0%	<b>99.9%</b>	95.0%	95.0%	95.0%

## Marine Transportation System Management Program (Cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Transportation System Management	Aids to Navigation (ATON)	Strategic	Availability of maritime navigation aids	97.50%	94.8%	This measure represents the probability that a short range federal aids to navigation is performing its specified function at any randomly chosen time. The Aid Availability Rate (AAR), measured as a 3-year average, in FY24 was 94.77%, down from 95.49% in FY23, which falls short of the mandated DHS target for the year (97.5%). This measure has been below the established DHS target since 2016. Resource and funding constraints resulted in a funding shortfall for aid maintenance and recapitalization. Major fixed aids, like ranges and structures, are most impacted and are the cause of declining AAR. The combined AAR for fixed ATON in FY24 was 93.35%, a decline from 94.08% in FY23. Fixed ATON repair requires the program to compete for funding in internal CG infrastructure processes, delaying repair/replacement by years.	Continue to pursue increased funding for the Aids to Navigation (ATON) Program. Continue lines of effort to pursue efficiencies in ATON level of service, through Mission Analysis and Fleet Mix studies, and optimizing e-ATON when appropriate. Continue study of next-generation buoys and moorings to modernize the ATON constellation.
		Management	Five-year average number of navigational accidents	≤ 1063	922	This measure evaluates the long-term trend of the Coast Guard's Waterways Management Program in facilitating the prevention of collisions, allisions (vessels striking fixed objects), and groundings. The average number of navigational accidents are calculated using quarterly figures to determine a five-year average. This measure continues to trend down. At the end of Q4 FY24, there was a five-year rolling average of 922 navigational accidents, which is an improvement (9.5%) compared to Q4 FY23 (1,019). The quarterly total for Q3 FY24 (165) is a decrease from the previous quarter. This result is under the established FY24 target of ≤ 1,063 and will likely meet the target for the year.	N/A
	Ice Operations	Management	Percent of time high priority waterways in the Great Lakes and along the eastern seaboard are open during ice season	95.00%	99.9%	Exceptionally mild winter and light ice conditions resulted in only 28 hours of waterway closures/restrictions due to ice.	CG-WWM continues to implement recommendations from recent GAO study and develop a new and wider slate of reportable performance measures.

# RESPONSE MISSION PROGRAMS

The Assistant Commandant for Response Policy, through its four Coast Guard mission programs: *Maritime Security Operations*, *Maritime Law Enforcement*, *Maritime Response*, and *Defense Operations*, develops and promulgates doctrine and policy guidance for all Coast Guard forces to effectively and efficiently accomplish operational maritime missions in the areas of law enforcement, maritime security, counterterrorism and defense operations, incident management and preparedness, search and rescue, and contingency exercises. The Assistant Commandant also provides strategic planning direction to ensure successful operational execution against programmatic standards, and maintains outreach to key stakeholders and federal, state, tribal, military, industry, and international partners.

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

The Maritime Law Enforcement mission program seeks to protect America's maritime borders, defend the Nation's maritime sovereignty, facilitate legitimate use of the waterways, and suppress violations of Federal laws on, under, and over the seas to include illegal migration and Transnational Organized Crime.

The Maritime Response mission program seeks to mitigate the consequences of marine casualties and disastrous events. The Coast Guard is the Nation's premiere maritime first responder, minimizing loss of life and property by searching for and rescuing persons in distress. The Coast Guard is an agile, adaptive force capable of rapidly mobilizing to provide an immediate and reliable response to maritime incidents in coordination with, and in support of, Federal, State, local, territorial, and tribal agencies, as well as private sector and international partners.

The Defense Operations mission program exercises the Coast Guard's unique authorities and capabilities to support the National Defense Strategy. The Coast Guard is deployed daily around the globe in support of Combatant Commanders to protect the security of our Nation far from domestic soil.

## Maritime Security Operations Program

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY 2020	FY 2021	FY 2022	FY 2023	FY24 Target	FY24	FY25 Target	FY26 Target	FY27 Target
									Year End Result			
Maritime Security Operations	Ports, Waterways, Coastal Security - Response Activities (PWCS-R)	Strategic	Percent risk reduction of coordinated anti-terrorism activities throughout the Marine Transportation System	27.0%	32.0%	31.7%	35.5%	40.0%	<b>26.0%</b>	40.0%	40.0%	40.0%
		Management	Percent of coordinated anti-terrorism activities contained in Port Tactical Activity Plans that were executed	87.0%	90.0%	86.1%	88.3%	80.0%	<b>85.1%</b>	80.0%	80.0%	80.0%
		Operational	Maritime Security and Response Operations Activity Compliance	68.2%	73.0%	82.4%	89.7%	80.0%	<b>66.5%</b>	80.0%	80.0%	80.0%



## Maritime Security Operations Program (Cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Security Operations	Ports, Waterways, Coastal Security - Response Activities (PWCS-R)	Strategic	Percent risk reduction of coordinated anti-terrorism activities throughout the Marine Transportation System	40.00%	26.0%	The end of year Risk Reduction Performance of 26.0% is below the target of 40%. The USCG continues to face resource and personnel challenges, impacting the Service's ability to reach this target. Assets and personnel that are responsible for MSRO activities are also responsible for the execution of many other high priority USCG statutory missions. The FY24 end of year result includes support the Coast Guard received from OGAs performing MSRO activities.	The USCG's 85.1% performance efficiency measurement is demonstrative of the efficient use of available resources to conduct MSRO activities and buy down risk in the U.S Marine Transportation System. CG-MSR has conducted root-cause analysis to identify specific problematic areas where performance does not meet the desired target. Given the current challenges with recruiting and retention in the USCG, CG-MSR is exploring options for reassessment of targets to reflect the current environment or advocating for assignment of additional personnel to meet the desired performance goal.
		Management	Percent of coordinated anti-terrorism activities contained in Port Tactical Activity Plans that were executed	80.0%	85.1%	FY24 end of year Performance Efficiency of 85.1% exceeded the target of 80%. The FY24 results indicate that operational units continue to use available resources efficiently. The FY24 end of year result includes support the Coast Guard received from OGAs performing MSRO activities.	N/A
		Operational	Maritime Security and Response Operations Activity Compliance	80%	66.5%	FY24 end of year Activity Compliance of 66.5% is below the target of 80%. This metric captures the ability of operational units to meet CG-MSR policy minimums for required MSRO activities. Current challenges with recruiting and retention in the USCG have impacted the Services' ability to meet this target. FY24 results include support the USCG received from OGAs performing MSRO activities.	Improving the Activity Compliance metric would require an increase in MSO activities, which would require reallocation of personnel and resources from other high priority missions. CG-MSR is updating the FY25 calculation methodology for this metric to account for all activities that were conducted, which is not currently captured in the binary approach of compliant/non-compliant operational units.

# Maritime Law Enforcement Program

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY 2020	FY 2021	FY 2022	FY 2023	FY24 Target	FY24 Year End Result	FY25 Target	FY26 Target	FY27 Target
Maritime Law Enforcement	Drug Interdiction (CD)	Management	Removal rate for cocaine by the U.S. Coast Guard from non-commercial vessels in maritime transit zone	7.4%	6.4%	5.4%	3.7%	7.5%	4.0%	7.5%	7.5%	7.5%
		Operational	Cumulative Interdiction Effectiveness (IER) (now referred to as cWIR - Cumulative Weekly Interdiction Rate)		New in FY22	1.13	.78 EPAC / .55 Carib	Monitor	.81 EPAC / .36 CARIB	Monitor	Monitor	Monitor
		Operational	Effective Presence Rating (EPR)		New in FY22	37% EPAC / 37.5% CARIB	61.7% EPAC / 55% Carib	50%	59.0% EPAC / 62.6% CARIB	50%	50%	50%
		Operational	High Potential Interdiction Day (HPID) IER (now referred to as hWIR - HPID Weekly Interdiction Rate)		New in FY22	4.57	1.80 EPAC / 1.67 Carib	Monitor	1.42 EPAC / 1.70 CARIB	Monitor	Monitor	Monitor
		Operational	Interdiction Success Rate	New in FY 21	59.0%	64.0%	69.0%	80.0%	73.0%	80.0%	80.0%	80.0%
		Operational	Metric Tons of Cocaine Removed (Non-Commercial Vessels in MTZ )	144.7	173.4	152.3	96.2	210	106.3	210	210	210
	Living Marine Resources (LMR)	Strategic	Fishing regulation compliance rate	97.4%	97.2%	99.0%	99.1%	97.0%	99.4%	97.0%	97.0%	97.0%
		Operational	Enforcement Efficiency Index (EEI)		New in FY22	27.0%	26.0%	70.0%	26.0%	70.0%	70.0%	70.0%
		Operational	Interception rate for detected foreign fishing vessel incursions into the U.S. Exclusive Economic Zone.		New in FY22	58.0%	59%	75.0%	73.0%	75.0%	75.0%	75.0%
		Operational	Level of Effective Enforcement (LEE) in High Precedence and Low Precedence Fishery	32.2%	27.0%	21.0%	20%	28.0%	19.0%	28.0%	28.0%	28.0%
	Migrant Interdiction (MIO)	Strategic	Migrant interdiction effectiveness in the maritime environment	80.5%	47.1%	56.6%	52.8%	75.0%	54.7%	75.0%	75.0%	75.0%
		Operational	Number of undocumented migrants who attempt to enter the U.S. via maritime routes interdicted by the U.S. Coast Guard and partners.	6,107	5,028	12,521	17,771	Monitor	7,766	4,718	4,718	Monitor
		Operational	Percent of Undocumented Migrants Attempting to Enter U.S. by Maritime Routes Interdicted by USCG	32.2%	24.3%	36.6%	37.2%	30%	26.0%	30.0%	30.0%	30.0%
Other Law Enforcement (OLE)	Strategic	Interdiction rate for detected foreign fishing vessels that are detected violating the U.S. Exclusive Economic Zone.	39.6%	47.0%	45.5%	22.0%	40.0%	21.7%	40.0%	40.0%	40.0%	
	Operational	Pacific Island Nation Bilateral Shiprider Agreements Exercised		New in FY22	18.0%	83.0%	100.0%	100.0%	100.0%	100.0%	100.0%	



## Maritime Law Enforcement Program (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Law Enforcement	Drug Interdiction (CD)	Management	Removal rate for cocaine by the U.S. Coast Guard from non-commercial vessels in maritime transit zone	7.5%	4.0%	Coast Guard assets removed 106.3 MT of cocaine from known primary non-commercial maritime cocaine flow. Flow was assessed as 2656 MT. This result continues the downward trend of the removal rate measure observed over the last 5 years as counterdrug assets are also used to perform migrant interdiction operations. Beginning in FY22 and continuing through FY24 into FY25 migrant flow to the US via maritime means has reached an all-time high. At the same time, the Coast Guard saw a decrease in the number of assets available to conduct the counterdrug and migrant interdiction missions.	CG-MLE is assessing metrics to accurately assess the risk and opportunity cost of supporting the counterdrug vs the migrant interdiction missions. Since both missions share the same assets, there is a continuous need for assessment. Counterdrug operations remain a priority mission for the Administration, DHS and the Coast Guard.
		Operational	Cumulative Interdiction Effectiveness (IER) (now referred to as cWIR - Cumulative Weekly Interdiction Rate)	Monitor	.81 EPAC / .36 Carib	Cumulative Weekly Interdiction Rate (cWIR) is the number of interdictions per 7 days for all assets patrolling on-vector. Q4 saw an improvement in the number of targets Coast Guard surface assets were given. Maritime Patrol Aircraft (MPA) support from JIATF-South remained a challenge, but did improve over Q3. In the Caribbean, the main focus continued to be migrant interdiction operations, with a secondary focus on counterdrug. Quarters 2 and 3, when the Coast Guard saw the most roadblocks to getting assets into the JIATFS joint operating area due to competing mission priorities, Panama Canal Funding, and material readiness, significantly impacted interdictions per week on vector.	Maintain cutter efforts to support when given targets. Cutters are on vector for a higher percentage of time than ever seen before. This metric is highly dependent upon how JIATFS is using the assets. CG-MLE intends to make this a primary metric and work with JIATFS to evaluate how to improve the various factors that are used to assess this metric.
		Operational	Effective Presence Rating (EPR)	50%	59.0% EPAC / 62.6% Carib	Effective Presence Rating (EPR) measures how well operations and force packages are employed. It is based on the coordination of multiple assets being on-vector and ability to interdict. In FY23, clearer business rules for what constitutes "on-vector" time improved planning and use of force packages by both Coast Guard and JIATFS. Through Q4 the EPR trend continued to exceed expectations in both the EPAC and the Carib.	Maintain.

## Maritime Law Enforcement Program (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Law Enforcement	Drug Interdiction (CD)	Operational	High Potential Interdiction Day (HPID) IER (now referred to as hWIR - HPID Weekly Interdiction Rate)	Monitor	1.42 EPAC / 1.70 Carib	High Potential Interdiction Day (HPID) Weekly Interdiction Rate (WIR) measures the number of Interdictions per 7 HPID. This is different than the Cumulative Weekly Interdiction Rate (cWIR) that measures the number of interdictions per 7 calendar days on vector. HPIDs are when an asset is on vector with additional targeting support. Q4 continues to reaffirm the highest rates of successful interdictions are achieved when Coast Guard surface assets are paired with Maritime Patrol Aircraft (MPA) and cueing force packages. There were a limited number of HPIDs in FY24 due to MPA reprioritized to support partner nations or other government agencies (OGA) assets with higher viable targets, or support for Caribbean migrant interdiction operations. No appreciable change throughout the year.	Maintain cutter efforts to support when given targets. Cutters are on vector for a higher percentage of time than ever seen before. This metric is highly dependent upon how JIATFS is using the assets. CG-MLE intends to make this a primary metric and work with JIATFS to evaluate how to improve the various factors that are used to assess this metric.
			Interdiction Success Rate	80.0%	73.0%	The Coast Guard had a drug disruption on 91 out of 125 interdictions, with only one known instance of the boarding team missing the drug load during the inspection of the vessel. This metric is highly dependent upon the quality of the intelligence that JIATFS is receiving and able to action.	The quality of searches performed by Coast Guard boarding teams is high. This metric is reflective of the quality and timeliness of the intelligence that JIATFS receives and can action. The Coast Guard will continue to improve the effective communication of homegrown intel efforts in conjunction with the efforts of partner nations and other agencies.
			Metric Tons of Cocaine Removed (Non-Commercial Vessels in MTZ )	210	106.3	As with FY22 and FY23, in FY24 the Coast Guard continued to allocate resources originally designated for the CD mission to the MIO mission. While there were more surface assets in the JIATFS JOA than last year, the critical MPA resources that JIATFS would typically use to support interdictions were missing. Coast Guard MPA (HC-130s) was reallocated to support SAR efforts on the West Coast due to the grounding of the C-27 airframe, and HC-144 flights are being used to primarily support MIO. Historically, the Coast Guard has provided approximately 10-13% of the JIATFS MPA contingent. Over the past two years the Coast Guard has only been able to contribute 3.5-4%.	CG-MLE is assessing metrics to accurately assess risk and opportunity cost of supporting the counterdrug vs the migrant interdiction missions. Since both missions share the same assets, there is a continuous need for assessment. Counterdrug operations remain a priority mission of the Administration, DHS and the Coast Guard.

## Maritime Law Enforcement Program (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Law Enforcement	Living Marine Resources (LMR)	Strategic	Fishing regulation compliance rate	97.0%	99.4%	Observed Compliance Rate (OCR) is the percentage of boarding conducted without a significant violation observed. Both the number of boardings completed and number of significant violations found have decreased in the previous few years, and FY24 had the fewest number of boardings and significant violations found of any of the last 20 years. Analysis of the Living Marine Resource Enforcement (LMRE) Summary reports, however, indicates that there is an under recording of significant violations in the Coast Guard's program of record, MISLE. While MISLE recorded 22 significant violations, LMRE summaries reported 72 significant violations, which would compute to an OCR of 98.0%.  Enforcement Efficiency Index (EEI) uses an index value to drive operations and rewards higher value targets while still giving credit for lower value targets. It uses an index of 7, 3, and 1, contingent on the significance of the fishery component and the activity of the vessel. For example, a vessel targets a High Precedence Fishery that is actively fishing would be assigned an index value of 7. And compares the targeted index value with the observed index value expressed as a percentage. While FY24 EEI is well below the target of 70%, this target was chosen to test the metric when it was created, and FY24 results is in line with three of the four previous years.	FY24 OCR is the highest in 20 years. However, this likely does not accurately represent fishing fleet compliance due to known underreporting in MISLE. The OCR average over the last 20 years is 98% which is what this year would have been had all significant violations been captured in MISLE. MLE-4 has been flagging this issue for several quarters and will increase visibility with unit commands to improve record management.
		Operational	Enforcement Efficiency Index (EEI)	70.0%	26.0%		The target for this metric was chosen upon creation in FY20. Previously, there was not enough data to base the target on historical performance. Now that there are four years of data, MLE-4 is discussing with CG-PAE the best course of action to revise the target.
		Operational	Interception rate for detected foreign fishing vessel incursions into the U.S. Exclusive Economic Zone.	75.0%	73.0%	This measure shows Coast Guard's verification of detected illegal foreign fishing vessel incursions into the U.S. EEZ through the use of on scene assets. Almost all detections, 266 of 281, occur in the Gulf of Mexico where fishermen have recently employed more sophisticated tactics to evade Coast Guard assets. Incursions in other areas of the EEZ normally occur hundreds of miles from land in remote locations. In most instances, it is not possible for a Coast Guard asset to verify the incursion before the fishing vessel leaves the EEZ due to the vast distance from shore to the location of the EEZ incursion.	In the Gulf of Mexico, incursions are so frequent that it is difficult to improve this number with given assets. Elsewhere, only one incursion was intercepted due to vast operational distances. MLE-4 will continue promoting development of new response tactics and increased surface and air resources.
		Operational	Level of Effective Enforcement (LEE) in High Precedence and Low Precedence Fishery	28.0%	19.0%	Level of Enforcement Effective (LEE) is the measure of the aggregate compliance of individual fisheries based on their impact - high or low precedence. Boarding targets are built on an individual fishery's impact, which are determined and submitted by Districts on an annual basis. The average LEE since the measure was implemented in 2017 is 25%, with FY24 hitting an all-time low. This result is the culmination of a number of factors, including the loss of operational hours leading to a record low number of boardings and significant violations. The operational impact is coupled with MISLE record keeping errors; notably, 12% (425 of 3,613) of all fisheries boardings were erroneously categorized as Other/Unspecified, which significantly impacts the quality of this measure.	FY24 is a record low, which highlights impacts of lost operational hours, shifting priorities and records management shortfalls. MLE-4 will continue to express the risk associated with program prioritization and increase engagement with unit commands to improve records management practices.



## Maritime Law Enforcement Program (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Law Enforcement	Migrant Interdiction (MIO)	Strategic	Migrant interdiction effectiveness in the maritime environment	75.0%	54.7%	Through Q4, 7,776 of 14,211 migrants were interdicted by US Coast Guard, other U.S. government agencies, or partner nations. The rate compares the number of migrants interdicted at sea by U.S. Coast Guard, other law enforcement agencies, or foreign partners to the total known flow of migrants interdicted at sea plus those that landed in the US, its territories, or possessions. Improved agency and asset coordination along with the significant reduction in migrants known to be transiting via maritime routes compared to FY22 and FY23 contributed to a comparable interdiction rate. Though the known flow of migrants has decreased in recent years, the number of migrants traveling by maritime routes remains historically high. This factor is significantly influenced by a range of push-pull factors and out of the control of the USCG.	Part of the surge in the known flow of migrants is improved awareness of the number of migrants resulting from improved intelligence and coverage efforts. The Coast Guard needs to maintain these efforts to predict flow and plan operations. Success is dependent upon partner agencies actioning suspicious notifications in the near-shore environment.
		Operational	Number of undocumented migrants who attempt to enter the U.S. via maritime routes interdicted by the U.S. Coast Guard and partners.	Monitor	7,766	Operation Vigilant Sentry (OVS) continues to monitor the flow of migrants in the Caribbean, placing US Coast Guard and other agency assets as needed where flow of migrants is influenced by many push-pull factors. OVS is currently monitoring the escalating situations in Haiti and Cuba and is allocating assets as necessary.	Maintain.
		Operational	Percent of Undocumented Migrants Attempting to Enter U.S. by Maritime Routes Interdicted by USCG	30%	26.0%	Through Q4, the US Coast Guard interdicted 3,687 migrants out of the 14,211 migrants that comprised known flow during the same time. There is an increased partner nation effort to interdict migrants within their territorial waters, as well as increased presence by other US government agencies as compared to this time last year. The USCG has been surging assets to counter the flow of migrants through the AOR, with USG and PN efforts stepping up as well. During FY24 each of the three types of partners (USCG, PN, USG) interdicted about 26-27% of known migrant flow. In years prior, the Coast Guard has made the majority of the interdictions, comparatively.	As partner nations and government agencies increase the resources and effort devoted to maritime interdiction efforts, a likely result is a decrease in the rate of migrants interdicted by the Coast Guard. MLE will work with performance measurement partners to ensure appropriate targets are set reflecting current realities.

## Maritime Law Enforcement Program (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Law Enforcement	Other Law Enforcement (OLE)						
		Strategic	Interdiction rate for detected foreign fishing vessels that are detected violating the U.S. Exclusive Economic Zone.	40.0%	21.7%	This measures the Coast Guard's end game success (boarding or documentation for transfer of evidence to another country for prosecution) following detection of illegal foreign fishing vessel incursion into the U.S. EEZ. Almost all of this activity occurs near the Maritime Boundary Line between the U.S. and Mexico in the Gulf of Mexico. Existing assets are utilized constantly for interdictions; however, there are so many illegal fishing vessels that it is difficult to improve this number with current resourcing.	Increased CG resources and prosecution of illegal fishers would increase both enforcement and deterrence respectively to improve this measure. MLE-4 continues to work with NOAA and the Department of State to find a solution to this long-standing problem.
		Operational	Pacific Island Nation Bilateral Shiprider Agreements Exercised	100.0%	100.0%	All PIN Bilateral Shiprider Agreements Exercised in FY24.	No corrective Action required. Program will continue coordinating with operational units to ensure planned operations to exercise all bilateral agreements each year.

## Maritime Response Program

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY 2020	FY 2021	FY 2022	FY 2023	FY24 Target	FY24 Year End Result	FY25 Target	FY26 Target	FY27 Target
Maritime Response	Search and Rescue (SAR)	Strategic	Percent of people in imminent danger saved in the maritime environment	86.5%	81.70%	88.20%	80.00%	80.00%	<b>83.29%</b>	80.00%	80.00%	80.00%
		Management	Percent of time rescue assets are on-scene within 2 hours	93.9%	96.90%	93.50%	100.00%	100.00%	<b>92.62%</b>	100.00%	100.00%	100.00%
		Operational	Percent of property "in danger of loss" saved	61.1%	34.20%	70.00%	60.00%	60.00%	<b>66.70%</b>	60.00%	60.00%	60.00%
Marine Environmental Protection - Response Activities (MER)		Operational	Coast Guard GIUE Completion Percentage			New in FY22	100.00%	100.00%	<b>97.00%</b>	100.00%	100.00%	100.00%
		Operational	Coast Guard Pollution Incident Response Rate			New in FY22	100.00%	100.00%	<b>75.00%</b>	100.00%	100.00%	100.00%
		Operational	Coast Guard Pollution Response Clean Up Rate			New in FY22	90.00%	90.00%	<b>98.00%</b>	90.00%	90.00%	90.00%
		Operational	Coast Guard Pollution Response Compliance			New in FY22	90.00%	90.00%	<b>TBD</b>	90.00%	90.00%	90.00%
		Operational	Facility Response Plan Reviews			New in FY22	100.00%	100.00%	<b>100.00%</b>	100.00%	100.00%	100.00%
		Operational	Industry GIUE Compliance Percentage			New in FY22	85.00%	85.00%	<b>86.00%</b>	85.00%	85.00%	85.00%
		Operational	Overall Remedial Action Issue (RAI) Completion Percentage			New in FY22	80.00%	80.00%	<b>84.00%</b>	80.00%	80.00%	80.00%
		Operational	Percent IMT Staff, as Designated by Each Unit, Trained and Certified IAW EMM Vol. IV			New in FY22	60.00%	60.00%	<b>51.60%</b>	60.00%	60.00%	60.00%
		Operational	Percent Members Meeting NIMS ICS General Training Requirements			New in FY22	75.00%	75.00%	<b>76.80%</b>	75.00%	75.00%	75.00%
		Operational	Percent of Coast Guard Required Plans Updated Within the Last 3 Years			New in FY22	100.00%	100.00%	<b>82.64%</b>	100.00%	100.00%	100.00%
		Operational	Remedial Action Issue (RAI) Greater than 18 Months Completion Percentage			New in FY22	85.00%	85.00%	<b>88.00%</b>	85.00%	85.00%	85.00%
Operational	Vessel Response Plan Reviews			New in FY22	100.0%	100.0%	<b>100.0%</b>	100.0%	100.0%	100.0%		

## Maritime Response Program (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Response	Search and Rescue (SAR)						
		Strategic	Percent of people in imminent danger saved in the maritime environment	80.00%	<b>83.29%</b>	This is a measure of the percent of people who were in imminent danger on the oceans and other waterways and whose lives were saved by the USCG. End of Year Performance is above target and above the cumulative five year average for this measure (81.71%). Per the USCG SAR Addendum, this performance measure excludes cases involving greater than 10 lives at risk.	N/A
		Management	Percent of time rescue assets are on-scene within 2 hours	100.00%	<b>92.20%</b>	End of FY24 Performance is below the target. There were 8,725 SAR cases with valid data for this measure. Of those, 8,044 had a response time of less than 2 hours. Of the 681 that had a response time in excess of 2 hours, 337 were noted as not delayed, meaning that the distance of the distressed party from CG assets made a 2-hour arrival impossible or the delay was intentional (e.g., Maritime Salvage & Assistance Policy required that Coast Guard waited for a third party).	The Coast Guard's performance benchmark is to arrive on-scene within two hours of notification 100% of the time. However, there are many cases where a 2-hour response time is impossible or delay is necessary. The FY 2024 year-end result of 92.2% is slightly below the 5-year average (93.39%)
		Operational	Percent of property "in danger of loss" saved	60.00%	<b>66.70%</b>	This is a measure of the percent of property "in danger of loss" saved in the maritime environment. In FY 2024, Performance is above the target and above the five year average for this measure (62.74%). Factors influencing this measure include weather, availability of assets, distance to scene, and/or other unforeseen delays affecting response time.	N/A

## Maritime Response Program (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Response	Marine Environmental Protection - Response Activities (MER)	Operational	Coast Guard GIUE Completion Percentage	100.00%	97.00%	This is an outcome measure that CG uses to track Captain of the Port (COTP) assessment of industry's ability to comply with oil spill preparedness regulations set forth by the Oil Pollution Act of 1990 (OPA 90). The CG establishes annual Government Initiated Unannounced Exercise (GIUE) requirements for COTP Zones as a means to assess industry preparedness for oil spill response. Vessel and facility response plan holders are required to conduct the GIUE in response to a simulated oil spill and a CG evaluation team determines if the plan holder has met all regulatory requirements. In FY 2024, the Coast Guard annual requirement was to conduct 139 GIUEs. The metric is cumulative for the FY. To date, MER has received reports that 135 GIUEs were conducted.	CG-MER is awaiting final data on outstanding GIUEs and will address any deficiencies.
		Operational	Coast Guard Pollution Incident Response Rate	100.00%	75.00%	This measure represents response activities conducted by operational units to determine if further actions or investigations of a pollution notification are required. This measure compares the number of MISLE Pollution Notifications entered to the number of Preliminary Investigation Activities (PIA). CG requires all received notifications of a pollution incident have a MISLE notification entered. FY24 MISLE Pollution Notifications - 10,459 FY 24 Preliminary Investigations - 7,827	CG-MER anticipates there is a backlog of MISLE casework that units are working through. There are also instances of multiple pollution notifications created for the same incident. If this number remains exceptionally below the standard, MER will contact units to ensure completion of casework and correct deficiency.
		Operational	Coast Guard Pollution Response Clean Up Rate	90.00%	98.00%	In accordance with federal regulations, the CG is the lead Federal On-Scene Coordinator (FOSC) for oil discharges and hazmat releases in the coastal zone. The MER mission ensures governmental and commercial response activities are trained and equipped to minimize impact to the environment when prevention measures, human errors, or natural disasters create a discharge. This measures the CG's ability to respond quickly, minimize the potential discharge, and clean up the pollution entered into the coastal zone. This measures the percentage of potential oil discharged to the actual amount of oil discharged to the environment requiring MER policy, training, and resources to combat the impact. During FY24, vessel and facility pollution incidents presented a potential discharge of 10,832,528 gallons. Potential equals the total capacity of a vessel or facility subsequent to a pollution incident. The CG led responses to 199,562 gallons of oil discharged into the environment.	N/A



## Maritime Response Program (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Response	Marine Environmental Protection - Response Activities (MER)						
		Operational	Coast Guard Pollution Response Compliance	90.00%	<b>TBD</b>	The CG's pollution response mission requires environmental compliance through mariner and industry education and the enforcement of violations of the Clean Water Act and the Federal Water Pollution Control Act. The Pollution Response Compliance measure examines the number of pollution events where an enforcement action was taken to ensure compliance. This measures the number of MISLE Incident Investigations to the number of MISLE Enforcement Activities submitted for Civil, Judicial, or Criminal penalties. MISLE does not currently allow the application to enter data into CGBI. Currently, CGBI reports zero Enforcement Activities for CY 2024.	CG-MER has been working with program representatives and contractors in order to export data to CGBI. Resolution Pends. FY24 Incident Investigation Activities: Warning (Civil Penalties) - Unkown Notice of Violation - Unknown Administrative Civil Penalty - Unknown
		Operational	Facility Response Plan Reviews	100.00%	<b>100.00%</b>	The CG is responsible for reviewing facility response plans (FRP) of marine transportation-related (MTR) facilities that transfer oil to or from vessels. IAW 33 CFR 154.1060, an FRP is required to be reviewed for COTP approval every 5 years, but is subject to additional reviews by the COTP within the 5-year window. CG conducts FRP reviews of approximately 2,342 MTR facilities that are active. Taking into account the 5-year validity of an FRP, this metric measures the CG's ability to review no less than 468 from the 2342 active FRPs in a yearly basis. During FY24, the CG surpassed this goal by reviewing 522 FRPs.	N/A
		Operational	Industry GIUE Compliance Percentage	85.00%	<b>86.00%</b>	This is an outcome measure that CG uses to track facility and vessel response plan holders' ability to comply with oil spill preparedness regulations set forth by the OPA 90. The CG establishes annual GIUE requirements for COTP Zones as a means to assess industry preparedness for oil spill response. Vessel and facility response plan holders are required to conduct the GIUE in response to a simulated oil spill and a CG evaluation team determines if the plan holder has met all regulatory requirements. 19 of 135 GIUEs conducted were deemed unsuccessful by the COTP. 18 failures were due to equipment deployments not meeting allotted timeframe and one failure was due to not following Facility Response Plan.	N/A

## Maritime Response Program (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Maritime Response	Marine Environmental Protection - Response Activities (MER)						
		Operational	Overall Remedial Action Issue (RAI) Completion Percentage	80.00%	<b>84.00%</b>	12,085 of 14,466 Corrective Actions have been Resolved. 633 others are marked Pending with action being taken. 1748 are awaiting initial comment and action.	N/A
		Operational	Percent IMT Staff, as Designated by Each Unit, Trained and Certified IAW EMM Vol. IV	60.00%	<b>51.60%</b>	There are 760 members in qualified positions out of 1472 required positions to be fulfilled. There has been a decrease since the previous quarter of FY24 and as expected the numbers were best before transfer season because once members move the required positions will be reassigned. This will require members working on qualifications to increase which reduced the overall Incident Management Team readiness because often members are assigned positions they have not yet obtained.	CG-OEM will continue working with FORCECOM and TRACEN Yorktown to increase training available to assist further increasing IMT Readiness; however this is more difficult due to the decrease in contracted instructors. CG-OEM and TRACEN Yorktown are updating courses to align with FEMA to attempt to utilize port partners' courses.
		Operational	Percent Members Meeting NIMS ICS General Training Requirements	75.00%	<b>76.80%</b>	There are 173,700 courses completed out of the 226,140 courses assigned to Active, Reserve, and Civilian members. The courses being tracked are IS 100, 200, 700, and 800 for Active and Reserve members. The courses being tracked are IS 100, 200, and 700 for Civilian members. These requirements stem from COMDTINST 3010.24 (series). There is a drop after transfer season as members meet new role requirements but this number did maintain the minimum and likely improve as people understand ICS requirements.	Continue to publish monthly metrics and educate field units to complete COMDTINST 3010.24 (series) requirements.

## Maritime Response Program (cont...)

Maritime Response Marine Environmental Protection -  
Response Activities (MER)

Operational	Percent of Coast Guard Required Plans Updated Within the Last 3 Years	100.00%	<b>82.64%</b>	300 of 363 plans are in compliance. There has been continuous improvement in the % since Q4 FY22 (54%)	Continue publishing quarterly metrics and educating field units to update plan data in CPS.
Operational	Remedial Action Issue (RAI) Greater than 18 Months Completion Percentage	85.00%	<b>88.00%</b>	11,897 of 13,511 Corrective Actions, greater than 18 months old have been Resolved. 487 others are marked Pending with action being taken. 1127 are awaiting initial comments and actions.	N/A
Operational	Vessel Response Plan Reviews	100.00%	<b>100.00%</b>	The CG is responsible for reviewing Maritime Industry generated Vessel Response Plans (VRP) and Ship Oil Pollution Emergency Plans (SOPEP). IAW 33 CFR 155, CG-MER conducts technical review of VRPs/SOPEPs. This metric measures CG-MER's ability to review VRPs within the regulatory timeframe. In FY24, 7,828 VRPs were reviewed by CG-MER. 100% of new VRPs were reviewed within 6 months. 100% of VRP amendments were reviewed within 30 days.	N/A

## Defense Operations

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY 2020	FY 2021	FY 2022	FY 2023	FY24 Target	FY24	FY25 Target	FY26 Target	FY27 Target	
									Year End Results				
Defense Operations	Defense Readiness (DR)	Operational	Defense Readiness of Major Cutters (WMEC) for DOD Contingency Planning	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
		Operational	Defense Readiness of Major Cutters (WMSL) for DOD Contingency Planning	80.7%	100.0%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Operational	Defense Readiness of Patrol Craft for DOD Contingency Planning	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Operational	Defense Readiness of Port Security Units (Deployed)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Operational	Defense Readiness of Port Security Units (Ready to Deploy)	100.0%	100.0%	100.0%	100.0%	>85%	100.0%	>85%	>85%	>85%	>85%

## Defense Operations (cont...)

Mission Program	Homeland Security Act Mission	Measure Set	Measure Name	FY24 Target	FY24 Year End Result	Explanation of Year End Result	Corrective Action
Defense Operations	Defense Readiness (DR)	Operational	Defense Readiness of Major Cutters (WMEC) for DOD Contingency Planning	100.0%	100.0%	The Coast Guard met the DOD Apportionment Table expected level of readiness for Medium Endurance Cutters (WMEC 270). See Defense Readiness Reporting System (classified) for more details.	N/A
		Operational	Defense Readiness of Major Cutters (WMSL) for DOD Contingency Planning	100.0%	100.0%	The Coast Guard met the DOD Apportionment Table expected level of readiness for National Security Cutters (WMSL 418). See Defense Readiness Reporting System (classified) for more details.	N/A
		Operational	Defense Readiness of Patrol Craft for DOD Contingency Planning	100.0%	100.0%	The Coast Guard met the DOD Apportionment Table expected level of readiness for Patrol Craft (WPC 154). See Defense Readiness Reporting System (classified) for more details.	N/A
		Operational	Defense Readiness of Port Security Units (Deployed)	100.0%	100.0%	The Coast Guard met the DOD Apportionment Table expected level of readiness for Port Security Units. See Defense Readiness Reporting System (classified) for more details.	N/A
		Operational	Defense Readiness of Port Security Units (Ready to Deploy)	>85%	100.0%	The Coast Guard met the DOD Apportionment Table expected level of readiness for Port Security Units. See Defense Readiness Reporting System (classified) for more details.	N/A

# Appendix - References

[Linked here](#) is information on each measure including description, DHS and Coast Guard strategic alignment, scope, calculation, data source, methodology, verification, validation and limitations.

## U.S. COAST GUARD PERFORMANCE MEASURE DEFINITIONS

<b>Maritime Prevention</b> .....	<b>2</b>
Annual MTSA Facility Compliance Rate with Transportation Worker ID Credential Regulations .....	3
Annual Number of Breaches at High Risk Maritime Facilities .....	4
3-yr Average Number of Serious Marine Incidents .....	5
3-yr Average Number of Commercial Mariner Deaths and Critical, Serious and Severe Injuries .....	6
3-yr Average Number of Commercial Passenger Deaths and Critical, Serious and Severe Injuries .....	7
3-yr Average Number of Recreational Boating Deaths .....	8
3-yr Average Number of Chemical Discharge Incidents per 100 Million Short Tons Shipped .....	9
3-yr Average Number of Oil Spills per 100 Million Short Tons Shipped .....	10
<b>Marine Transportation System Management</b> .....	<b>11</b>
Availability of Maritime Navigation Aids .....	12
Percent of Time High-Priority Waterways in Great Lakes and Eastern Seaboard Open during Ice Season .....	13
5-yr Average Number of Navigational Accidents .....	14
<b>Maritime Security Operations</b> .....	<b>15</b>
Percent Risk Reduction of Coordinated Anti-Terrorism and Anti-Criminal Activities throughout the Maritime Transportation System .....	16
Percent of Coordinated Anti-Terrorism and Anti-Criminal Activities contained in Port Tactical Activity Plans that were executed .....	17
Maritime Security and Response Operations (MSRO) Activity Compliance .....	18
<b>Maritime Law Enforcement</b> .....	<b>19</b>
Number of Undocumented Migrants who Attempt to Enter the U.S. by Maritime Routes Interdicted .....	20
Migrant Interdiction Effectiveness in the Maritime Environment .....	21
Percent of Undocumented Migrants Attempting to Enter U.S. By Maritime Routes Interdicted by USCG .....	22
Metric Tons of Cocaine Removed (non-commercial vessels in MTZ) .....	23
Interdiction Success Rate .....	24
Effective Presence Rating .....	25
Removal Rate for Cocaine from Non-Commercial vessels in Maritime Transit Zone .....	26
Cumulative Interdiction Effectiveness Rating (IER) .....	27
High Potential Interdiction Day (HPID) Interdiction Effectiveness Rating (IER) .....	28
Percent High Potential Interdiction Day (HPID) .....	29
Fishing Regulation Compliance Rate .....	30
Enforcement Efficiency Index (EEI) .....	31
Level of Effective Enforcement (LEE) in High Precedence and Low Precedence Fishery .....	32
Interception Rate for Detected Foreign Fishing Vessel Incursions into the US EEZ .....	33
Interdiction Rate for Detected for Foreign Fishing Vessels that are detected violating the US EEZ .....	34
Pacific Island Nation Bilateral Shiprider Agreements Exercised .....	35
<b>Maritime Response</b> .....	<b>36</b>
Percent of People in Imminent Danger Saved in the Maritime Environment .....	37
Percent of Time Rescue Assets are On Scene within 2 Hours .....	38
Percent of Property "in Danger of Loss" Saved .....	39
Marine Environmental Response Compliance .....	40
<b>Defense Operations</b> .....	<b>41</b>
Defense Readiness of Major Cutters for Department of Defense Contingency Planning .....	42
Defense Readiness of Patrol Boats for Department of Defense Contingency Planning .....	43
Defense Readiness of Port Security Units (Deployed) .....	44
Defense Readiness of Port Security Units (Ready to Deploy) .....	45



## REFERENCES

*OPM GPRA background:* <https://www.opm.gov/wiki/training/Performance-Management/Print.aspx>

*OMB's Office of Performance and Personnel Management (OPPM)* leads the federal government effort to drive mission-focused performance. <https://www.whitehouse.gov/omb/management/office-performance-and-personnel-management/>

*DHS Performance Reports:* <https://www.dhs.gov/performance-financial-reports>

*USCG Reports:* <https://www.uscg.mil/budget/>

*USCG Archive:* <https://www.uscg.mil/Budget/Archive/>

USCG GPRA Performance Measure definitions, methodology, data sources, calculations, validation, verification and limitations. [Linked here](#)

**The below links provide more information on the U.S. Coast Guard and its operations.**

1. [United States Coast Guard \(uscg.mil\)](https://www.uscg.mil)
2. [MyCG](#)
3. [USCG Budget Overview Documents](#)