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MARITIME PREVENTION

Annual MTSA Facility Compliance Rate with Transportation Worker ID Credential Regulations

Measure Description	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.
USCG PROGRAM	Maritime Prevention
USCG MISSION	Ports, Waterways and Coastal Security—Prevention Activities
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION	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.
USCG PROGRAM	Maritime Prevention
USCG MISSION	Ports, Waterways and Coastal Security—Prevention Activities
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION	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.
USCG PROGRAM	Maritime Prevention
USCG MISSION	Marine Safety
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	Results for a given year are the annualized average of total serious marine incidents for the most recent three years.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION The 3-year average annual number of commercial mariner fatalities and critical, serious or severe injuries.

USCG PROGRAM Maritime Prevention

USCG MISSION Marine Safety

DHS ALIGNMENT 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

SCOPE 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.

DATA SOURCE 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.

METHODOLOGY 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.

VERIFICATION & VALIDATION 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.

LIMITATIONS 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

MEASURE DESCRIPTION	The 3-year average annual number of commercial passenger fatalities and critical, serious or severe injuries.
USCG PROGRAM	Maritime Prevention
USCG MISSION	Marine Safety
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION	The 3-year average annual number of recreational boating fatalities.
USCG PROGRAM	Maritime Prevention
USCG MISSION	Marine Safety
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	Boating Accident Reports are recorded in the Coast Guard's Boating Accident Report Database (BARD).
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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 Short Tons Shipped

MEASURE DESCRIPTION	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.
USCG PROGRAM	Maritime Prevention
USCG MISSION	Marine Environmental Protection—Prevention Activities
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION	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.
USCG PROGRAM	Maritime Prevention
USCG MISSION	Marine Environmental Protection—Prevention Activities
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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.

MARINE TRANSPORTATION SYSTEM MANAGEMENT

Availability of Maritime Navigation Aids

MEASURE DESCRIPTION	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.
USCG PROGRAM	Marine Transportation System Management
USCG MISSION	Aids to Navigation
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION	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.
USCG PROGRAM	Marine Transportation System Management
USCG MISSION	Ice Operations
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	Data is obtained from end-of-season reports submitted to Coast Guard Headquarters by 01 July each year.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION	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.
USCG PROGRAM	Marine Transportation System Management
USCG MISSION	Aids to Navigation
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	Marine casualties are recorded in the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
METHODOLOGY	Results for a given year are the annualized average number of distinct Collision, Allision and Grounding events for the most recent five years.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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.

MARITIME SECURITY OPERATIONS

Percent Risk Reduction of Coordinated Anti-Terrorism and Anti-Criminal Activities throughout the Maritime Transportation System

MEASURE DESCRIPTION	This measure gauges risk reduction impact of maritime security and response operations (MSRO) conducted in and around ports in the 37 Captain of the Port (COTP) zones by the U.S. Coast Guard or federal, state, and local partners. MSRO include conducting vessel security boardings, providing vessel escorts, enforcing fixed security zones, and conducting surface and land patrols around ports based on available hours and assets. Security risks in the maritime environment include waterborne explosive device attacks, hijacked large vessel attacks, hostage taking, and terrorist assault teams. Executing planned MSRO helps detect, deter, prevent, disrupt, and recover from terrorist attacks and other criminal acts in the maritime domain.
USCG PROGRAM	Maritime Security Operations
USCG MISSION	Ports, Waterways and Coastal Security—Response Activities
DHS ALIGNMENT	Mission Area 1 - Prevent Terrorism and Enhance Security
SCOPE	MSRO activities included in this measure are associated with Tactical Activity plans for each COTP zone. These MSRO occur at vessels, facilities, key assets, and other critical infrastructure at maritime ports. Tactical Activity Plans include only MSRO that impact addressable risk, which is risk the U.S. Coast Guard can address with its current capabilities and authorities. The scope of the results includes information about MSRO from the Tactical Activity Plans that were actually executed by the U.S. Coast Guard and/or federal, state, and local partners.
DATA SOURCE	MSRO data comes from the Marine Information for Safety and Law Enforcement (MISLE) database what is managed by Office of C4 & Sensors Capability (CG-761). MSRO executed by federal, state, and local partners are collected in a formatted spreadsheet and entered into MISLE by the relevant COTP. The Maritime Security Risk Analysis Model (MSRAM) system managed by the Office of International and Domestic Port Security (CG-PSA) contains the data that is used to calculate the addressable risks to each COTP zone using a variety of data such as port subject matter experts' judgements of vulnerabilities, actual port activity data, and intelligence. The U.S. Coast Guard Business Intelligence (CGBI) and associated data tools are used to pull data from MISLE and MSRAM to populate Risk-Based Maritime Security and Response Operations (RBMSRO) tools.
METHODOLOGY	The COTPs gather a variety of data annually to update risk estimates for their zones. This informs Ports Tactical Activity Plans to optimize risk impact with the hours and assets available. Coast Guard units that perform MSRO enter that data directly into MISLE. MSRO performed solely by federal, state, and local partners are recorded on a formatted spreadsheet and collected by the relevant COTPs. Using CGBI, each COTP pulls their MISLE data for their respective zones to populate RBMSRO. The Coast Guard's Headquarters Maritime Security Operations Program Office sums these values for the risk reduction MSRO completed to determine the numerator for this measure. The same office calculates the addressable risk by summing the risk estimates for each COTP zone as the denominator. The result is calculated by dividing the sum of all MSRO completed by the addressable risk score across all COTP zones.
VERIFICATION & VALIDATION	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit inappropriate entries, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability and the MISLE application itself contains embedded Help Screens. MISLE records also get verification and validation through regular records review by District, Area, and Headquarters staffs. Annual risk exposure and risk reduction parameters are determined and annually validated in MSRAM by CG-PSA.
LIMITATIONS	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.

Percent of Coordinated Anti-Terrorism and Anti-Criminal Activities contained in Port Tactical Activity Plans that were executed

MEASURE DESCRIPTION	This measure gauges the percent of all planned Maritime Security and Response Operations (MSRO) contained in the 37 Captain of the Port (COTP) zone Port Tactical Activity Plans were executed by U.S. Coast Guard or federal, state, and local partners. Quarterly, COTPs use Risk-Based Maritime Security and Response Operations (RBMSRO) calculations of assessed vulnerabilities, historical maritime activity, and asset availability to produce their Tactical Activity Plans to specify the types of operations that will optimize reducing the risk to ports by terrorism and other criminal acts in the maritime domain. Operations include conducting vessel security boardings, providing vessel escorts, enforcing fixed security zones, and conducting surface and land patrols around ports based on available hours and assets.
USCG PROGRAM	Maritime Security Operations
USCG MISSION	Ports, Waterways and Coastal Security—Response Activities
DHS ALIGNMENT	Mission Area 1 - Prevent Terrorism and Enhance Security
SCOPE	MSRO include all activities associated with Tactical Activity Plans for each Captain of the Port (COTP) zone. These MSRO occur at vessels, facilities, key assets, and other critical infrastructure at maritime ports. Tactical Activity Plans include only MSRO that impact addressable risk, which is risk the U.S. Coast Guard can address with its current capabilities and authorities. The scope of the results includes information about MSRO from the Tactical Activity Plans that were actually executed by U.S. Coast Guard assets and/or federal, state, and local partners.
DATA SOURCE	MSRO data comes from the Marine Information for Safety and Law Enforcement (MISLE) database that is managed by Office of C4 & Sensors Capability (CG-761). MSRO executed by federal, state, and local partners are collected in a formatted spreadsheet and entered into MISLE by the relevant COTP. The Maritime Security Risk Analysis Model (MSRAM), managed by the Office of International and Domestic Port Security (CG-PSA), contains the data that is used to calculate the addressable risks to the COTP zones using a variety of data such as port subject matter experts' judgements of vulnerabilities, actual port activity data, and intelligence. The U.S. Coast Guard Business Intelligence (CGBI) and associated data tools are used to pull data from MISLE and MSRAM to populate Risk-Based Maritime Security and Response Operations (RBMSRO) tools.
METHODOLOGY	The COTPs gather a variety of data annually to update risk estimates for their zones. This informs Ports Tactical Activity Plans to optimize risk reduction with the hours and assets available. Coast Guard units that perform MSRO enter that data directly into MISLE. Anti-terrorism MSRO performed solely by federal, state, and local partners are recorded on a formatted spreadsheet and collected by the relevant COTPs. Using CGBI, each COTP pulls their MISLE data for their respective zones to populate RBMSRO. The Coast Guard's Headquarters Maritime Security Operations Program Office then sums these values to determine the total MSRO performed and the total MSRO specified in the Tactical Activity Plans. To calculate the result for this measure, the number of MSRO in Port's Tactical Activity Plans actually executed is divided by the total number of MSRO in the Port's Tactical Activity Plans.
VERIFICATION & VALIDATION	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).
LIMITATIONS	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 and Response Operations (MSRO) Activity Compliance

MEASURE DESCRIPTION	Maritime Security Response Operations (MSRO) reporting unit compliance with policies requiring the completion of minimum levels in each of the 11 MSRO activities. The measure is a percentage of MSRO reporting units successfully meeting all mandated activity minimums each quarter. The data is captured once a quarter and aggregated over the entire fiscal year.
USCG PROGRAM	Maritime Security Operations
USCG MISSION	Ports, Waterways and Coastal Security—Response Activities
DHS ALIGNMENT	Mission Area 1 - Prevent Terrorism and Enhance Security
SCOPE	MSRO activities captured in the Risk-Based MSRO (RBMSRO) tool include all security boardings, patrols of Maritime Critical Infrastructure and Key Resources (MCIKR), fixed security zone enforcements (FSZEs), and escorts of High Capacity Passenger Vessels (HCPV) and vessels carrying select Certain Dangerous Cargoes (CDCs). Each of these MSRO activities has a policy-specified minimum level of activity completion that all reporting units are required to perform each quarter. Compliance with all policy-specified minimums is measured in each Captain of the Port (COTP)-level RBMSRO reporting units.
DATA SOURCE	The measure's data source is the RBMSRO processes. Each reporting unit submits a completed RBMSRO tool capturing each MSRO activity's maximum demand (total possible workload), as well as the number of MSRO activities actually completed. The RBMSRO program also automatically calculates whether the number of activities performed is sufficient to meet the policy-specified minimum. The RBMSRO program relies on data from Marine Information Security Law Enforcement (MISLE) database and other government agencies (OGAs) to record the number of activities performed.
METHODOLOGY	The COTPs gather a variety of data annually to update risk estimates for their zones. This informs Ports Tactical Activity Plans to optimize risk impact with the hours and assets available. Coast Guard units that perform MSRO enter that data directly into MISLE. MSRO performed solely by federal, state, and local partners are recorded on a formatted spreadsheet and collected by the relevant COTPs. Using CGBI, each COTP pulls their MISLE data for their respective zones to populate RBMSRO. The Coast Guard's Headquarters Maritime Security Operations Program Office compares the number of MSRO activities completed, maximum MSRO activity demand and number of activities to meet policy-specified minima.
VERIFICATION & VALIDATION	To ensure consistency and integrity, MISLE data entry is controlled through program logic and pull-down menus that require key elements, prohibit inappropriate entries, and limit choices to pre-determined options. Comprehensive training and user guides help ensure reliability and the MISLE application itself contains embedded Help Screens. MISLE records also get verification and validation through regular records review by District, Area, and Headquarters staffs. Annual risk exposure and risk reduction parameters are determined and annually validated in MSRAM by CG-PSA.
LIMITATIONS	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 LAW ENFORCEMENT

Number of Undocumented Migrants who Attempt to Enter the U.S. by Maritime Routes Interdicted

MEASURE DESCRIPTION	This measure is the total number of all undocumented migrants who are attempting to enter the U.S. by maritime means and who are interdicted by the U.S. Coast Guard and other law enforcement agencies. The other agencies include Customs and Border Protection, and foreign entities partnering with the U.S. Coast Guard for migrant interdiction operations.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Migrant Interdiction
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	The scope of this data is the total number of all undocumented migrants who are attempting to enter the U.S. by maritime means and who are interdicted by the U.S. Coast Guard and other law enforcement agencies. This data does not include the total known or unknown flow of undocumented migrants attempting to enter the U.S., only the total number of migrants successfully interdicted.
DATA SOURCE	Interdiction information is obtained through the U.S. Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database, and Customs and Border Protection records.
METHODOLOGY	The number of undocumented migrants interdicted at sea by U.S. Coast Guard, other law enforcement agencies, or foreign navies, includes the total number of migrants interdicted at sea. The U.S. Coast Guard Intelligence Coordination Center compiles and analyzes migrant smuggling information. Data collection is managed by the Migrant Interdiction Program Manager.
VERIFICATION & VALIDATION	The numbers of illegal migrants entering the U.S. by maritime means is subject to estimating error due to migrant efforts to avoid law enforcement. Migrant landing information is validated across multiple sources using established intelligence rules that favor conservative estimates.
LIMITATIONS	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

MEASURE DESCRIPTION	This measure reports the percent of detected undocumented migrants of all nationalities who were interdicted by the U.S. Coast Guard or other law enforcement agencies while attempting to enter the U.S., its possessions, or territories via maritime routes.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Migrant Interdiction
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	<p>Maritime Migrant Interdiction Effectiveness Rate in the Maritime Environment measures the ability of U.S. Coast Guard, other law enforcement agencies, and foreign navies to successfully interdict undocumented migrants attempting to enter the U.S., its possessions, or territories via maritime routes.</p> <p>The scope of this data contains the known number of undocumented migrants interdicted at sea, as well as the known total number of detected undocumented migrants attempting to enter the U.S. This data is represented as a percentage</p>
DATA SOURCE	Interdiction information is obtained through the U.S. Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database, and Customs and Border Protection records.
METHODOLOGY	The interdiction rate compares the number of migrants interdicted at sea by U.S. Coast Guard, other law enforcement agencies, or foreign navies, and deceased migrants recovered from smuggling events, to the total number of migrants interdicted at sea plus the migrants that landed in the US, its territories, or possessions. Migrant landing information is obtained through the analysis of abandoned vessels, other evidence of migrant activity that indicate the number of migrants evading law enforcement, successfully landing in the U.S., migrants captured by law enforcement entities in the U.S., and self-reporting by migrants (Cuban migrants are allowed to stay once arriving in the U.S. and typically report their arrival). The U.S. Coast Guard Intelligence Coordination Center compiles and analyzes landing information. Data collection is managed by the Migrant Interdiction Program Manager.
VERIFICATION & VALIDATION	The numbers of illegal migrants entering the U.S. by maritime means, is subject to estimating error due to migrant efforts to avoid law enforcement. Migrant landing information is validated across multiple sources using established intelligence rules that favor conservative estimates.
LIMITATIONS	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 of Undocumented Migrants Attempting to Enter U.S. By Maritime Routes Interdicted by USCG

MEASURE DESCRIPTION	This measure is the total number of undocumented migrants interdicted at sea by Coast Guard divided by the total known flow of migrants attempting to enter the U.S. by maritime means. This measure is represented as a percentage of total known flow, which is based on observations and reporting from field units..
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Migrant Interdiction
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	Percent of Undocumented Migrants Attempting to Enter U.S. by Maritime Routes Interdicted by USCG relies heavily on estimates of known total undocumented migrants attempting to enter the U.S. by sea. The scope of this data is limited to events where migrants are interdicted by U.S. Coast Guard.
DATA SOURCE	Interdiction information is obtained through the U.S. Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database, and Customs and Border Protection records.
METHODOLOGY	Percent of Undocumented Migrants Attempting to Enter U.S. by Maritime Routes Interdicted by USCG compares the number of migrants interdicted at sea by U.S. Coast Guard to the total known number of migrants attempting to reach the US, its territories, or possessions by maritime means. This data is sourced through the analysis of abandoned vessels, other evidence of migrant activity that indicate the number of migrants evading law enforcement, successfully landing in the U.S., migrants captured by law enforcement entities in the U.S. The U.S. Coast Guard Intelligence Coordination Center compiles and analyzes landing information. Data collection is managed by the Migrant Interdiction Program Manager.
VERIFICATION & VALIDATION	The numbers of illegal migrants entering the U.S. by maritime means is subject to estimating error due to migrant efforts to avoid law enforcement. Migrant landing information is validated across multiple sources using established intelligence rules that favor conservative estimates.
LIMITATIONS	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 (non-commercial vessels in MTZ)

MEASURE DESCRIPTION	This measure is the actual metric tons of cocaine removed by the Coast Guard and includes cocaine seized or jettisoned, scuttled or destroyed by smugglers as a result of Coast Guard law enforcement action.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Drug Interdiction
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	This measure includes the amount of all cocaine physically seized/weighed (and assigned a Federal Drug Identification Number) by the USCG, as well as the drugs intentionally destroyed by smugglers (and not physically recovered by the USCG) while being pursued. Smugglers increasingly destroy contraband to avoid prosecution; including the total cocaine removed (vice just seizures) more accurately accounts for the program's effectiveness. The amount of cocaine destroyed/jettisoned during a smuggling event is determined externally to the USCG through the Consolidated Counter-Drug Database (CCDB). CCDB uses intelligence information, video from pursuits, and jettisoned drugs relocated by interdiction units to determine the actual amount of drugs in a given load. Strict rules are employed to avoid inflating non-recoverable drug amounts. USCG does not include seizures of other drugs (i.e. marijuana) in this measure, as cocaine is the predominant drug interdicted in the maritime transit zone.
DATA SOURCE	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.
METHODOLOGY	Coast Guard drug interdictions are reported by law enforcement units and tracked by the Coast Guard Office of Law Enforcement Policy. Coast guard seizure and removal data, as well as contraband movement data, is verified through the CCDB. All data entered into the CCDB is vetted by an interagency working group on a quarterly basis.
VERIFICATION & VALIDATION	Cocaine removal data is verified through CCDB. Coast Guard seizure data continues to be tracked and verified by Federal Drug Identification Numbers.
LIMITATIONS	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.

Interdiction Success Rate

MEASURE DESCRIPTION	<p>Interdiction Success Rate measures the ability of Coast Guard and partner nation assets to effect an interdiction once a target of interest (TOI) is detected. The goal of this measure is to quantify successful interdictions that result in a law enforcement boarding. This metric is achieved by dividing the number of successful interdictions by the total number of interdictions attempted, and multiplying by 100 to achieve a percentage. Within measure is $\geq 80\%$. Measure does not account for TOIs not pursued by US Coast Guard or partner nation assets.</p> <p>An Interdiction is defined as pursuits, approaches, and boardings of detected vessels where maritime law enforcement officers may or may not have found contraband.</p>
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Drug Interdiction
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	<p>Interdiction Success Rate Data is reported by units conducting law enforcement operations to District Command Center Law Enforcement Duty Officers (LEDOs) and maintained through the Marine Information for Safety and Law Enforcement (MISLE) application. MISLE houses detailed forms, reports, photos, and exchanges that are analyzed to quantify Interdiction Success Rate.</p> <p>The National Command Center (NCC) engages with Coast Guard Headquarters CD/AMIO watch standers to ensure visibility on ongoing cases and to engage the interagency when necessary for disposition. The Office of Law Enforcement Policy (CG-MLE) maintains a comprehensive spreadsheet to analyze and report Interdiction Success Rate.</p> <p>Interdiction Success Rate does not account for cases in which TOIs are not pursued. Within measure is $\geq 80\%$.</p>
DATA SOURCE	Marine Information for Safety and Law Enforcement (MISLE) application District Command Centers – Law Enforcement Duty Officers CGHQ - Office of Law Enforcement Policy Counter Drug Spreadsheet
METHODOLOGY	<p>Initial data collection begins on scene with CG Boarding Officers and Law Enforcement Detachments (LEDETs).</p> <p>Interdiction and Boarding information is reported to District Command Centers where it is disseminated to the National Command Center and CG Headquarters entities.</p> <p>Operational assets conducting interdictions directly enter boarding information into MISLE where it is accessed and reviewed by CG-MLE to maintain the Counter Drug Spreadsheet and analyze Interdiction Success Rate.</p>
VERIFICATION & VALIDATION	Data is reviewed by several Coast Guard entities before it is reported externally. CG Boarding Teams, Operational Commands, Districts, Areas, and Headquarters maintain oversight of information and data. Communication exchanges through The National Command Center (NCC) allow data to be verified and vetted for mistakes

Effective Presence Rating

MEASURE DESCRIPTION	<p>Effective Presence Rating (EPR) is defined as the percentage of days spent on vector (High Potential Interdiction Day + Potential Interdiction Day + Tactically Actionable) relative to the total number of days operating under JIATF-S.</p> <p>The goal of this metric is to assess the effectiveness of Coast Guard assets to maximize operational hours on vector, and to minimize off vector days when operating under JIATF-S. Off-vector days are days in which a cutter cannot reasonably enact an interdiction in zone (fueling, transiting, logistics, not mission capable, etc.) Effective Presence Rating is used to optimize cutter concept of operations and force package laydown in the counter drug mission space.</p>
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Drug Interdiction
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	<p>This measure analyzes how cutters spend time when assigned under the TACON of JIATF-S. Every operational day in JIATF-S is assigned an interdiction probability rating based largely on intelligence. These ratings are High Potential Interdiction Day (HPID), Potential Interdiction Day (PID), Tactically Actionable (TA), and Off-Vector. Off-Vector days consist of transiting, fueling, logistics, and other taskings which render assets incapable of enacting interdictions.</p> <p>Effective Presence Rating is derived from the percentage of days spent on vector (High Potential Interdiction Day + Potential Interdiction Day + Tactically Actionable) relative to the total number of days operating under JIATF-S.</p> <p>The scope of data is limited to days in which cutters are under the TACON of JIATF-S.</p>
DATA SOURCE	Joint Interagency Taskforce South – JIATF-S CGHQ Office of Law Enforcement - Cutter Time Allocation spreadsheet CGHQ Office of Law Enforcement – Counter Drug spreadsheet Marine Information for Safety and Law Enforcement (MISLE) application
METHODOLOGY	<p>Coast Guard Office of Law Enforcement works closely alongside JIATF-S to gauge intelligence cueing, marine patrol aircraft (MPA) support, and to collect statistics on the number of HPID, PID, TA, and off-vector days achieved by cutters operating under JIATF-S.</p> <p>Coast Guard Office of Law Enforcement maintains a Cutter Time Allocation spreadsheet that details how every operational cutter day is spend, and the ratio of on-vector days to off-vector days. Data is quantified by JIATF-S and the intelligence community.</p>
VERIFICATION & VALIDATION	Data is reliable. Data is recorded and maintained by operational and tactical planners at JIATF-S and Coast Guard Headquarters. Coast Guard Office of Law Enforcement conducts quarterly assessments of Effective Presence Rating to gauge cutter allocation.

Removal Rate for Cocaine from Non-Commercial vessels in Maritime Transit Zone

MEASURE DESCRIPTION	This measure is the percentage of documented maritime non-commercial cocaine flow removed by the Coast Guard. “Removals” include cocaine seized or disrupted because of jettison, scuttling, or destruction by smugglers due to Coast Guard law enforcement action.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Drug Interdiction
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	This measure includes the amount of all cocaine physically seized/weighed (and assigned a Federal Drug Identification Number) by the USCG, as well as the drugs intentionally destroyed by smugglers (and not physically recovered by the USCG) while being pursued as a percentage of known maritime flow. Smugglers increasingly destroy contraband to avoid prosecution; including the total cocaine removed (vice just seizures) more accurately accounts for the program's effectiveness. The amount of cocaine destroyed/jettisoned during a smuggling event is determined externally to the USCG through the Consolidated Counter-Drug Database (CCDB). CCDB uses intelligence information, video from pursuits, and jettisoned drugs relocated by interdiction units to determine the actual amount of drugs in a given load. Strict rules are employed to avoid inflating non-recoverable drug amounts. USCG does not include seizures of other drugs (i.e. marijuana) in this measure, as cocaine is the predominant drug interdicted in the maritime transit zone.
DATA SOURCE	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.
METHODOLOGY	Coast Guard seizures are reported by law enforcement units and tracked by the Coast Guard Office of Law Enforcement Policy. Coast guard seizure and removal data, as well as contraband movement data, is verified through the Consolidated Counter-drug Database. All data entered into the CCDB is vetted by an interagency working group on a quarterly basis
VERIFICATION & VALIDATION	Cocaine seizure, removal, and movement data is verified through the Consolidated Counter-drug Database. All data entered into the CCDB is vetted by an interagency working group on a quarterly basis. Seizure data is also tracked and verified by Federal Drug Identification Numbers.
LIMITATIONS	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.

Cumulative Interdiction Effectiveness Rating (IER)

MEASURE DESCRIPTION	Cumulative Interdiction Effectiveness Rating (IER) is defined as the number of interdictions per 7 days patrolling on-vector. On-vector days consist of High Potential Interdiction Days (HPID), Potential Interdiction Days (PID), and Tactically Actionable Days (TA). Cumulative Interdiction Effectiveness Rating is a weekly (7 day) total for all assets operating on vector.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Drug Interdiction
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	<p>Cumulative Interdiction Effectiveness Rating (IER) is used to represent the number of interdictions that on vector for all cutters over a 7 day period of time. This metric directly relates the Cutter Time Allocation spreadsheet to the Counter Drug spreadsheet, both of which are maintained by Coast Guard Headquarters Office of Law Enforcement.</p> <p>This scope of data is essential to analyzing intelligence cueing support, and marine patrol aircraft (MPA) support, in relation to cutter days spent on vector. The goal of this metric is to show consistent interdiction performance on days with both cueing and marine patrol aircraft (MPA) support.</p>
DATA SOURCE	<p>Joint Interagency Taskforce South – JIATF-S CGHQ Office of Law Enforcement - Cutter Time Allocation spreadsheet</p> <p>CGHQ Office of Law Enforcement – Counter Drug spreadsheet</p> <p>Marine Information for Safety and Law Enforcement (MISLE) application</p> <p>The Consolidated Counterdrug Drug Database (CCDB) is the authoritative source for cocaine seizures, removals, and movement. The CCDB is an interagency-vetted database that is reviewed quarterly.</p>
METHODOLOGY	Coast Guard Office of Law Enforcement works closely alongside JIATF-S to gauge intelligence cueing and to collect statistics on the number of HPID, PID, TA, and off-vector days by achieved by cutters operating under JIATF-S. This information is recorded in the Counter Drug Spreadsheet, Cutter Time Allocation Spreadsheet, MISLE database, and verified quarterly by the CCDB for cocaine removal totals.
VERIFICATION & VALIDATION	Data is reliable. Data is recorded and maintained by operational and tactical planners at JIATF-S and Coast Guard Headquarters. Coast Guard Office of Law Enforcement conducts quarterly assessments of Cumulative Interdiction Effectiveness Rating (IER).

High Potential Interdiction Day (HPID) Interdiction Effectiveness Rating (IER)

MEASURE DESCRIPTION	<p>High Potential Interdiction Day (HPID) Interdiction Effectiveness Rating (IER) measures the number of Interdictions per 7 HPID. These only include interdictions occurring on HPID.</p> <p>High Potential Interdiction Days (HPID) are defined as days in which a surface asset is operating on vector, is targeting a JIATF-S surface case, and the surface asset is assigned a marine patrol aircraft (MPA) flight or an MPA flight has been assigned the same surface case.</p>
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Drug Interdiction
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	<p>High Potential Interdiction Day Effectiveness Rating (IER) is used to represent the number of interdictions that occur on vector for all cutters, over a 7 HPID period of time. This metric directly relates the Cutter Time Allocation spreadsheet to the Counter Drug spreadsheet, both of which are maintained by Coast Guard Headquarters Office of Law Enforcement.</p> <p>This scope of data is essential to analyzing intelligence cueing support in relation to days spent on vector. The goal of this metric is to show consistent interdiction performance on days with both cueing and marine patrol aircraft support. High Potential Interdiction Day Effectiveness Rating (IER) analyzes a refined data set and allows operational planners to accurately evaluate the tactical advantage gained on HPIDs.</p>
DATA SOURCE	<p>Joint Interagency Taskforce South – JIATF-S CGHQ Office of Law Enforcement - Cutter Time Allocation spreadsheet</p> <p>CGHQ Office of Law Enforcement – Counter Drug spreadsheet</p> <p>Marine Information for Safety and Law Enforcement (MISLE) application</p> <p>The Consolidated Counterdrug Drug Database (CCDB) is the authoritative source for cocaine seizures, removals, and movement. The CCDB is an interagency-vetted database that is reviewed quarterly.</p>
METHODOLOGY	<p>Coast Guard Office of Law Enforcement works closely alongside JIATF-S to gauge intelligence cueing, MPA support, and to collect statistics on the number of HPID, PID, TA, and off-vector days by achieved by cutters operating under JIATF-S. This information is maintained in the Counter Drug spreadsheet and the Cutter Time Allocation spreadsheet to accurately gauge High Potential Interdiction Days Interdiction Effectiveness Rating.</p> <p>Marine Information for Safety and Law Enforcement (MISLE) application serves as the database for all Coast Guard law enforcement cases.</p>
VERIFICATION & VALIDATION	Data is reliable. Data is recorded and maintained by operational and tactical planners at JIATF-S and Coast Guard Headquarters. Coast Guard Office of Law Enforcement conducts quarterly assessments of Percent of High Potential Interdiction Days (HPID) Interdiction Effectiveness Rating (IER).

Percent High Potential Interdiction Day (HPID)

MEASURE DESCRIPTION	<p>Percent of High Potential Interdiction Days is the percentage of total days under the TACON of Joint Interagency Taskforce-South (JIATF-S) that meet High Potential Interdiction Day criteria.</p> <p>High Potential Interdiction Days are defined as a day in which a surface asset is operating on vector, is targeting a JIATF-S surface case, and the surface asset is assigned an marine patrol aircraft (MPA) flight or an MPA flight has been assigned the same surface case.</p>	
USCG PROGRAM	Maritime Law Enforcement	
USCG MISSION	Drug Interdiction	
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation	
SCOPE	<p>This measure analyzes the breakdown of how cutters spend time when assigned under the TACON of JIATF-S. Every operational day in JIATF-S is assigned an interdiction probability rating based largely on intelligence, air support, and asset availability. These ratings are High Potential Interdiction Day (HPID), Potential Interdiction Day (PID), Tactically Actionable (TA), and Off-Vector. Off-Vector days consist of transiting, fueling, logistics, and other taskings which render assets incapable of enacting interdictions.</p> <p>High Potential Interdiction Days are defined as a day in which a surface asset is operating on vector, is targeting a JIATF-S surface case, and the surface asset is assigned a marine patrol aircraft (MPA) flight or an MPA flight has been assigned the same surface case.</p> <p>High Potential Interdiction Days (HPID) make up a fraction of the total days assigned to JIATF-S. HPID days are more likely to have an interdiction occur than any other type of day. This performance measure strives to maximize HPID days in order to more effectively manage resources.</p> <p>The scope of data is limited to days in which cutters are under the TACON of JIATF-S.</p>	
DATA SOURCE	Joint Interagency Taskforce South – JIATF-S	CGHQ Office of Law Enforcement - Cutter Time Allocation spreadsheet CGHQ Office of Law Enforcement – Counter Drug spreadsheet Marine Information for Safety and Law Enforcement (MISLE) application
METHODOLOGY	Coast Guard Office of Law Enforcement works closely alongside JIATF-S to gauge intelligence cueing, MPA support, and to collect statistics on the number of HPID, PID, TA, and off-vector days by achieved by cutters operating under JIATF-S. This information is maintained in the Cutter Time Allocation spreadsheet to accurately gauge Percent of High Potential Interdiction Days.	
VERIFICATION & VALIDATION	Data is reliable. Data is recorded and maintained by operational and tactical planners at JIATF-S and Coast Guard Headquarters. Coast Guard Office of Law Enforcement conducts quarterly assessments of Percent of High Potential Interdiction Days.	

Fishing Regulation Compliance Rate

MEASURE DESCRIPTION	Fishing Vessel Compliance Rate, also known as the Observed Compliance Rate (OCR), is a performance measure defined as the proportion of Coast Guard boardings in which significant fisheries violations are found. Significant fisheries violations are fisheries violations deemed of high enough importance by District Enforcement staffs due to the value, economic importance, and severity of the violation, and/or seasonality of the fishery.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Living Marine Resources Law Enforcement
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	<p>The scope of the data is all domestic fisheries boardings determined by their entry into the system of record, Marine Information for Safety and Law Enforcement (MISLE) as such. The proportion of vessels found to be in compliance is determined by subtracting the number of boardings with significant violations found from the total number of boardings.</p> $\text{Fishing Vessel Compliance Rate} = 1 - (\# \text{ Significant LMR Violations} / \# \text{ Total LMR Boardings})$
DATA SOURCE	Boardings and violations are documented by U.S. Coast Guard Report of Boarding Forms and entered into the MISLE database.
METHODOLOGY	U.S. Coast Guard units enter their enforcement data directly into the MISLE database after completion of fisheries enforcement boardings. Each year a compliance rate is calculated for the data quality. This is determined by dividing the total number of LMR boardings with a significant violations by the total number of Living Marine Resources boardings and subtracting from 1.
VERIFICATION & VALIDATION	The program manager reviews entries into MISLE database monthly and compares to other sources of information (i.e., after-action reports, message traffic, etc.) to assess reliability of the database. District, Area, and Headquarters law enforcement staffs review, validate, and assess the data on a quarterly basis as part of the Law Enforcement Planning and Assessment System.
LIMITATIONS	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.

Enforcement Efficiency Index (EEI)

MEASURE DESCRIPTION	<p>Enforcement Efficiency Index (EEI), takes into account a fishery component’s precedence and the quality of the boarding, while removing the compliance aspect of the traditional Level of Effective Enforcement (LEE) measure. EEI indexes boardings, rewarding higher value targets, when available, while still giving the operator credit for completing lower value boardings when necessary. To better categorize the quality of the boardings, EEI updates the High Precedence Fisheries (HPF)/Low Precedence Fisheries (LPF) construct by adding a Medium Precedence Fishery (MPF) category to replace LEE’s LPF category accounting for non-targeted or low value boardings.</p> <p>MLE-4 championed an EEI pilot program during FY20 and fleet wide in FY21. Each participating unit was briefed on EEI and indexed their fisheries into the three categories. Some additional filters were added to further categorize the quality of the boarding to include the vessel’s observed activity when boarded (fishing or not) and the vessel type (commercial, charter, or recreational). These filters allow the mission managers to better direct their enforcement assets to complete higher value boardings based on fishery, location, activity, and vessel type allowing these assets to be more efficient in their patrol planning and effective in their targeting. Quarterly, MLE-4 updated the EEI numbers for the participating units and collected feedback regard the performance measure’s successes and shortcomings. Overall, feedback from the participating units was extremely positive despite it being the program’s first 2 years along with COVID-19 considerations.</p>
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Living Marine Resources Law Enforcement
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	HPF is given an index value of 7, MPF is given an index value of 3, and an LPF is given an index value of 1. To create these indices, MLE-4 used operational experience and policy to derive the 7-3-1 values. Based on law enforcement experience, a low value LMR boarding with little to no gear or catch to inspect takes approximately an hour. If the small boat coxswain has no major environmental/external limiting factors, he or she has an 8 hour crew day. With transit times built in, this amounts to 7 boardings in a given day. Conversely, a hard to find “dark target” that is actively engaged in fishing on the fishing grounds often takes the better part of that same day to locate, transit to, board, inspect, issue boarding report and/or notice of violation, and disembark. Finally, there exists a median boarding that may be easier to find, or not as high of value, but still requires an increased precedence to board. Essentially, MLE-4 considers an HPF to be 7 times more valuable than an LPF, and slightly more than twice as valuable as an MPF.
DATA SOURCE	Boardings and violations are documented by U.S. Coast Guard Report of Boarding Forms and entered into the Marine Information for Safety and Law Enforcement (MISLE) database..
METHODOLOGY	U.S. Coast Guard units enter their enforcement data directly into the MISLE database after completion of fisheries enforcement boardings. From this, mission managers pull boarding data to populate the data set for this measure.
VERIFICATION & VALIDATION	The program manager reviews entries into MISLE database monthly and compares to other sources of information (i.e., after-action reports, message traffic, etc.) to assess reliability of the database. District, Area, and Headquarters law enforcement staffs review, validate, and assess the data on a quarterly basis as part of the Law Enforcement Planning and Assessment System.
LIMITATIONS	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.

Level of Effective Enforcement (LEE) in High Precedence and Low Precedence Fishery

MEASURE DESCRIPTION

Level of Effective Enforcement (LEE) measures the effectiveness of Coast Guard Living Marine Resources (LMR) enforcement efforts. LEE is used to supplement the Observed Compliance Rate (OCR) performance measure, which is the proportion of Coast Guard boardings in which significant fisheries violations are found. LEE refines this standard for performance by establishing specific boarding targets within each fishery component and scaling OCR by the degree to which the boarding targets are met. Elements of LEE include OCR, designation of each fishery as a High Precedence Fishery (HPF), Medium Precedence Fishery (MPF), or Low Precedence Fishery (LPF), and the number of Active Fishing Vessels (AFVs) within each fishery component. LEE is initially computed within each fishery component and then applied towards the collective LEE performance measure.

To provide flexibility to respond to changing fisheries management conditions, CG-MLE requires annual submission of District-specific designations of major fisheries and fisheries component (commercial, recreational, charter) as an HPF or LPF. These designations are based upon each fishery’s specific economic, biological, environmental, and social factors that influence the fishing community, political climate, and law enforcement interest within respective regions. In conjunction with designation of HPF and LPF, Districts are required to provide the number of AFVs within their respective AORs for each component of each major fishery. An AFV is defined as a vessel that engages in fishing at least once a year in a given fishery.

USCG PROGRAM

Maritime Law Enforcement

USCG MISSION

Living Marine Resources Law Enforcement

DHS ALIGNMENT

Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE)
Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation

SCOPE

Specific boarding targets within each fishery are determined by designating them as either HPF or MPF then applying a target percentage to each AFV population. Those fishery components that are designated as HPF have 20% of its AFV population as a target and MPF have 10% of its AFV population as a target. Each component has its own OCR based on the number of boardings and the number of boardings where significant violations were discovered. This OCR is then factored into the component’s specified target. This process allows each specific component of a fishery to have its own LEE, which ensures that each fishery component is being targeted effectively. LEE is comprised of two parts – fishery component LEE and cumulative LEE. In order for a fishery component to meet LEE, it must achieve an individual LEE of 0.97. This is equal to the program’s goal for OCR times the ratio of the number of boardings conducted to the number required for the performance standard (as per HPF/LPF designated percentage).

<p>HPF LEE Standard =</p> <p><u># Fishery Component Boardings - #Sig Vios</u></p> <p>20% of AFV</p>	<p>MPF LEE Standard =</p> <p><u># Fishery Component Boardings - #Sig Vios</u></p> <p>10% of AFV</p>
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A fishery component’s LEE is considered “met” if the LEE is greater than or equal to 0.97. Any LEE less than 0.97 will be considered “not met.” Cumulative LEE is the percentage of Fishery Component LEEs that have been “met.” Based on historic trends, the goal is to achieve Coast Guard wide performance standard of 28% of all fisheries components meeting LEE

DATA SOURCE

Boardings and violations are documented by U.S. Coast Guard Report of Boarding Forms and entered into the Marine Information for Safety and Law Enforcement (MISLE) database.

METHODOLOGY

U.S. Coast Guard units enter their enforcement data directly into the MISLE database after completion of fisheries enforcement boardings. Each year a compliance rate is calculated for the data quality. This is determined by dividing the total number of Living Marine Resources boardings without a significant number of violations by the total number of Living Marine Resources boardings.

VERIFICATION & VALIDATION

The program manager reviews entries into MISLE database monthly and compares to other sources of information (i.e., after-action reports, message traffic, etc.) to assess reliability of the database. District, Area, and Headquarters law enforcement staffs review, validate, and assess the data on a quarterly basis as part of the Law Enforcement Planning and Assessment System.

Interception Rate for Detected Foreign Fishing Vessel Incursions into the US EEZ

MEASURE DESCRIPTION	<p>This measure is the percentage of detected illegal foreign fishing vessel incursions into the U.S. Exclusive Economic Zone (EEZ) that are intercepted by the U.S. This measure shows the U.S. Coast Guard's pursuit of enforcement activities (i.e. vessel seizure or demarche) vice simply detecting incursions. As this rate increases, a deterrent effect is expected, along with a reduction in the total number of vessel incursions.</p> <p>Detections include U.S. Coast Guard vessels and aircraft sighting gear and/or lanchas. Interceptions include any lancha detected by a U.S. Coast Guard vessel and/or aircraft and pursued. Interdictions include all lanchas stopped, boarded, and seized for fishing in U.S. EEZ..</p>
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Other Law Enforcement
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	The scope of this measure is the percentage of detected EEZ incursions that are intercepted. Within compliance for this measure is 75%.
DATA SOURCE	Data for this measure is collected through the Marine Information for Safety and Law Enforcement (MISLE) system and from USCG units patrolling the EEZ. The information is further validated at USCG HQ through monthly performance messages from the Area Commanders.
METHODOLOGY	U.S. Coast Guard units enter their enforcement data directly into the MISLE database after completion of EEZ enforcement operations. Each year an interception rate is calculated for the data quantity. This is determined by dividing the total number of EEZ interceptions by the total number of EEZ incursions detected.
VERIFICATION & VALIDATION	The program manager reviews entries into MISLE database monthly and compares to other sources of information (i.e., after-action reports, message traffic, etc.) to assess reliability of the database. District, Area, and Headquarters law enforcement staffs review, validate, and assess the data on a quarterly basis as part of the Law Enforcement Planning and Assessment System.

Interdiction Rate for Detected for Foreign Fishing Vessels that are detected violating the US EEZ

MEASURE DESCRIPTION	<p>This measure is the percentage of detected illegal foreign fishing vessel incursions into the U.S. Exclusive Economic Zone (EEZ) that are interdicted by the U.S. This measure shows the U.S. Coast Guard's pursuit of enforcement activities (i.e. vessel seizure or demarche) vice simply detecting incursions. As this rate increases, a deterrent effect is expected, along with a reduction in the total number of vessel incursions.</p> <p>Detections include U.S. Coast Guard vessels and aircraft sighting gear and/or lanchas. Interceptions include any lancha detected by a U.S. Coast Guard vessel and/or aircraft and pursued. Interdictions include all lanchas stopped, boarded, and seized for fishing in U.S. EEZ.</p>
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Other Law Enforcement
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	The scope of this measure is the percentage of detected EEZ incursions that are interdicted. Within compliance for this measure is 30%.
DATA SOURCE	Data for this measure is collected through the Marine Information for Safety and Law Enforcement (MISLE) system and from USCG units patrolling the EEZ. The information is further validated at USCG HQ through monthly performance messages from Area Commanders.
METHODOLOGY	U.S. Coast Guard units enter their enforcement data directly into the MISLE database after the completion of EEZ enforcement operations. Each year an interdiction rate is calculated for the data quantity. This is determined by dividing by the total number of EEZ interdiction boardings by the total number of detected EEZ incursions. .
VERIFICATION & VALIDATION	The program manager reviews entries into MISLE database monthly and compares to other sources of information (i.e., after-action reports, message traffic, etc.) to assess reliability of the database. District, Area, and Headquarters law enforcement staffs review, validate, and assess the data on a quarterly basis as part of the Law Enforcement Planning and Assessment System.

Pacific Island Nation Bilateral Shiprider Agreements Exercised

MEASURE DESCRIPTION	This measure assess the extent to which the U.S. Coast Guard is exercising bilateral shiprider agreements with Pacific Island Nations. Bilateral shiprider agreements allow the United States Government to assist other nations in protecting living marine resources within their exclusive economic zone by providing resources such as Coast Guard cutters and boarding teams to assist enforcement officers in reaching parts of their exclusive economic zone they would not normally be able to reach due to resourcing constraints. Pacific Island Nations are vulnerable to foreign influence and assisting Pacific Island Nations in protecting their sovereignty is one way the United States can remain a partner of choice.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Living Marine Resources Law Enforcement
DHS ALIGNMENT	Mission Area H – Focused Enrichments of Maritime Law Enforcement (MLE) Sub-Goal 2.1.3 – Employ Effective Presence to Deter and Disrupt Maritime Threats to the Nation
SCOPE	The scope in this data set is the number of Pacific Island Nation bilateral shiprider agreements exercised in a given fiscal year. There are currently 11 Pacific Island Nation shiprider agreements. “In compliance” would mean all 11 shiprider agreements were exercised at least one time in a given fiscal year.
DATA SOURCE	Bilateral shiprider agreement operations are reported by the Areas in monthly Living Marine Resource Summaries.
METHODOLOGY	The information provide in the monthly Living Marine Resource Summaries is entered into a dashboard maintained by MLE-4.
VERIFICATION & VALIDATION	The program manager reviews data monthly and compares to other sources of information (i.e., after-action reports, message traffic, etc.) to assess reliability of the database. District, Area, and Headquarters law enforcement staffs review, validate, and assess the data on a quarterly basis as part of the Law Enforcement Planning and Assessment System.

MARITIME RESPONSE

Percent of People in Imminent Danger Saved in the Maritime Environment

MEASURE DESCRIPTION	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.
USCG PROGRAM	Maritime Response
USCG MISSION	Search and Rescue
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION	The percent of all maritime distress incidents reported to the Coast Guard where a Search and Rescue Unit arrives on scene within two hours.
USCG PROGRAM	Maritime Response
USCG MISSION	Search and Rescue
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION	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.
USCG PROGRAM	Maritime Response
USCG MISSION	Search and Rescue
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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

MEASURE DESCRIPTION	The percentage of reported pollution events where a Federal Water Pollution Control Act enforcement action was taken.
USCG PROGRAM	Maritime Response
USCG MISSION	Marine Environmental Protection – Response Activities
DHS ALIGNMENT	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
SCOPE	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.
DATA SOURCE	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.
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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 OPERATIONS

Defense Readiness of Major Cutters for Department of Defense Contingency

Planning

MEASURE DESCRIPTION	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.
USCG PROGRAM	Defense Operations
USCG MISSION	Defense Readiness
DHS ALIGNMENT	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches
SCOPE	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.
DATA SOURCE	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).
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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 Department of Defense Contingency Planning

MEASURE DESCRIPTION	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.
USCG PROGRAM	Defense Operations
USCG MISSION	Defense Readiness
DHS ALIGNMENT	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches
SCOPE	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.
DATA SOURCE	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).
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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)

MEASURE DESCRIPTION	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).
USCG PROGRAM	Defense Operations
USCG MISSION	Defense Readiness
DHS ALIGNMENT	Mission Area 1 – Prevent Terrorism and Enhance Security Goal 1.3 - Reduce Risk to the Nation’s Critical Infrastructure, Key Leadership and Events
SCOPE	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.
DATA SOURCE	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).
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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)

MEASURE DESCRIPTION	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).
USCG PROGRAM	Defense Operations
USCG MISSION	Defense Readiness
DHS ALIGNMENT	Mission Area 1 – Prevent Terrorism and Enhance Security Goal 1.3 - Reduce Risk to the Nation’s Critical Infrastructure, Key Leadership and Events
SCOPE	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.
DATA SOURCE	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).
METHODOLOGY	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.
VERIFICATION & VALIDATION	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.
LIMITATIONS	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.