

United States Coast Guard

Annual Performance Report



Fiscal Year 2020

LETTER FROM THE DEPUTY COMMANDANT FOR OPERATIONS

Vice Admiral Scott A. Buschman

United States Coast Guard

Deputy Commandant for Operations

I am pleased to present the Coast Guard's Annual Performance Report for Fiscal Year (FY) 2020.

The Coast Guard impacts the lives of nearly all Americans by ensuring the continued safety, security, and prosperity of our nation and FY 2020 was no exception, despite the impacts of COVID-19. We protected and supported the Marine Transportation System to ensure uninterrupted U.S. commerce; safeguarded our maritime borders from terrorist threats, illegal drugs and other contraband, undocumented migrants, and illegal, unregulated, and unreported fishing; and continued to live up to our reputation as one of the world's premier lifesaving and crisis response organizations, tested repeatedly by yet another record hurricane season with 30 names storms and 5 major hurricanes making landfall, and other human and natural caused disasters.



Our greatest strength and most important resource has always been and will continue to be our people. They are a diverse and talented group of active duty and reserve service members, civilian employees, and volunteer Auxiliarists—exceptional people who despite the impact of the pandemic, on a daily basis saved lives, stopped transnational criminals, protected the environment, and supported international diplomacy and national security. They did this through their commitment to excellence in all they do, exemplified by their adherence to the Coast Guard's core values of ***Respect, Honor, and Devotion to Duty.***

A handwritten signature in blue ink, appearing to read 'S. A. Buschman'.

S. A. BUSCHMAN

Vice Admiral, U. S. Coast Guard

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Cover Photo: The Landing Signal Officer on the U.S. Coast Guard Cutter (USCGC) MIDGETT gives direction to a Coast Guard Air Station Barbers Point MH-65 Dolphin helicopter crew while operating in the Pacific Ocean on April 10, 2020. (Coast Guard photo)

COAST GUARD MISSIONS AND MISSION PROGRAMS

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

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

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

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

COAST GUARD MEASURES AND TARGET SETTING PROCESS

The Coast Guard established a balanced set of indicators for measuring and assessing progress toward attaining or maintaining primary mission outcome goals. Actual results inform performance discussions, initiative development, strategic plans, operational direction, and budget priorities. The results also provide a means of communicating Coast Guard actual and expected performance.

Outcome metrics are the most useful for assessing progress toward achieving enterprise purposes; and the Coast Guard Annual Performance Report consequently focuses on *key outcome indicators*. Output and activity measures are not reported, nor are all outcome measures presented. The Coast Guard report includes measures not used by the Department of Homeland Security; and measures named and defined in the Appendix may differ somewhat from corresponding names and definitions adopted by the Department. Developing meaningful measures and ensuring data availability and validity is challenging; consequently the suite of reported measures evolves as new and improved measurement and reporting capabilities are developed.

Each year, the Service completes a comprehensive process of performance assessment, improvement planning, and target setting to coincide with its annual budget submission. Targets are ambitious, yet realistic expectations of future results. They are derived from reliable baselines and credible performance benefits anticipated from initiatives and improvement plans. In determining such expectations, the Coast Guard presumes every target will always be attained. Identifying and understanding target variance is a key function and benefit of performance analysis.

The baseline is the reference point from which expectations of change are determined. In a stable environment, where results are expected to deviate within normal limits of variation, the baseline is typically just a forward projection of the past several years' average. In a period of dynamic change, the baseline is more appropriately determined from a trend line with due care given to both the type of trend line and its expected duration.

Each target is set by the Coast Guard, but some are derived from external mandates. Except for targets that reflect performance standards established with specific stakeholders, we annually refine targets by:

- Determining the anticipated out-year benefits of Coast Guard performance initiatives (e.g., strategy modifications to incorporate new technology);
- Identifying the expected benefits of Coast Guard continuous improvement efforts (e.g., improved operational execution);
- Ascertaining the impact of any constraints on Coast Guard capabilities such as budget or operational limits on staffing, training, equipment, infrastructure, and information; and
- Assessing external driver impacts (such as an increase or decrease in economic activity).

FY 2020 SUMMARY OF COAST GUARD MISSION PERFORMANCE

	SECURITY ACT MISSION	Prior Year (Note 1)	FY20 Actual	FY20 Target	FY21 Target	
MARITIME PREVENTION						
M	Annual MTSA facility compliance rate with transportation worker ID credential regulations	PWCS-P	99.0%	99.6%	≥99%	≥99%
S	Annual Number of Breaches at High Risk Maritime Facilities	PWCS-P	337	320	≤312	≤311
S	3-yr Average number of serious marine incidents	MS	764	612	≤644	≤686
M	3-yr Average number of commercial mariner deaths and critical, serious & severe injuries	MS	129	120	≤112	≤109
M	3-yr Average number of commercial passenger deaths and critical, serious & severe injuries	MS	131	126	≤110	≤109
M	3-yr Average number of recreational boating deaths	MS	637	635	≤620	≤618
M	3-yr Average of Chemical Discharge Incidents per 100M ST shipped	MEP	8.7	7.9	≤8.0	≤7.9
M	3-yr Average of Oil Spills in the Maritime Environment per 100M ST shipped	MEP	9.1	8.2	≤9.5	≤9.4
MARINE TRANSPORTATION SYSTEM MANAGEMENT						
S	Availability of maritime navigation aids	ATON	96.9%	96.5%	≥97.5%	≥97.5%
M	Percent of time high-priority waterways in Great Lakes & Eastern Seaboard open during ice season	ICE	97.2%	100%	≥95%	≥95%
M	5-yr Average number of navigational accidents	ATON	1,326	1,211	≤1,300	≤1295
MARITIME SECURITY OPERATIONS						
S	Percent risk impact of maritime security operations (new for FY 2020)	PWCS-R	N/A	27%	≥42%	≥43%
M	Maritime security operations efficiency (new for FY 2020)	PWCS-R	N/A	87%	≥80%	≥80%
MARITIME LAW ENFORCEMENT						
	Number of undocumented migrants attempting to enter U.S. by maritime routes	MIGRANT	7,093	7,583	≤9,000	≤7,300
M	Number of undocumented migrants attempting to enter U.S. by maritime routes interdicted by USCG and partners	MIGRANT	5,535	6,107	≤4,718	≤5,475
S	Migrant interdiction effectiveness in the maritime environment	MIGRANT	84.9%	80.5%	≥75.0%	≥75.0%
	Percent undocumented migrants attempting to enter U.S. by maritime interdicted by USCG alone	MIGRANT	37.4%	32.2%	≥50%	≥30%
	Metric tons of cocaine removed	DRUG	207.9	144.7	≥240.0	≥240
M	USCG removal rate for cocaine from non-commercial vessels in maritime transit zone	DRUG	9.3%	7.4%	≥10.0%	≥10.0%
S	Fishing regulation compliance rate	LMR	97.9%	97.4%	≥97.0%	≥97.0%
	Percent of federal fisheries found in compliance with laws and regulations	LMR	37.4%	32.2%	≥28.0%	≥28.0%
	Number of detected incursions of foreign fishing vessels violating U.S. waters	OLE	185	351	≤206	≤190
S	Interdiction rate of foreign fishing vessels violating U.S. waters	OLE	46.0%	39.6%	≥35.0%	≥30.0%
MARITIME RESPONSE						
S	Percent of people in imminent danger saved in the maritime environment	SAR	78.1%	86.5%	≥80%	≥80%
M	Percent of time rescue assets are on-scene within 2 hours	SAR	94%	93.9%	100%	100%
	Percentage of property "in danger of loss: saved	SAR	49.2%	56.3%	≥66%	≥66%
	Marine Environmental Response Compliance	MER	90.5%	95.4%	≥90%	≥90%
DEFENSE OPERATIONS						
	Defense readiness of major cutters for Department of Defense contingency planning	DR	92.9%	80.7%	100%	100%
	Defense readiness of patrol boats for contingency planning	DR	100%	100%	100%	100%
	Defense readiness of port security units (deployed)	DR	100%	100%	100%	100%
	Defense readiness of port security units (ready to deploy)	DR	100%	100%	≥85%	≥85%

S – [Strategic] measure reported publically by DHS M – [Management] measure not reported publically by DHS, but provided to Congress
 Note 1: Prior Year numbers may have been updated to reflect additional information received after the FY 2019 Annual Performance Report was published

FY 2020 SELECTED PERFORMANCE HIGHLIGHTS

- Conducted over 4,600 Maritime Transportation Security Act-related inspections.
- The Auxiliary completed 27,617 exams and 24,033 safety decals on multiple types of vessels.
- Conducted 370 transfer monitors of regulated facilities.
- Completed 23,002 U.S. vessel safety/security inspections; resulted in 87 flag state detentions.
- Conducted 7,931 foreign-flagged vessel inspections resulting in 65 detentions.
- Conducted 22,543 container safety inspections.
- Completed 4,820 fishing vessel exams and issued 2,904 decals.
- Conducted over 2,880 investigations into reportable marine casualties.
- Conducted 76 International Port Security Program assessments in 70 countries.
- Issued 48,056 merchant mariner credentials and 49,471 medical certificates.
- Issued 233,666 Certificates of Documentation.
- Reviewed over 18,000 commercial vessel plans for compliance.
- Oversaw 45,288 Aids to Navigation; corrected 5,718 discrepancies.
- Issued 34 bridge permits with an estimated construction cost of \$1.53 billion.
- Implemented 289 regulatory actions associated with drawbridge operations.
- Conducted 4,500 hours of icebreaking.
- Tracked 169 icebergs drifting into trans-Atlantic shipping lanes.
- Established 663 waterways controls; reviewed 2,338 applications for marine event permits.
- Completed 58,529 patrols of critical infrastructure/key resources.
- Conducted 779 waterborne enforcement activities of fixed security zones.
- Completed 8,500 hours of coverage and 112 layered defense escorts in the Arabian Gulf.
- Air crews responded to 102 active air defense events in the National Capital Region.
- Interdicted 1,857 undocumented migrants.
- Removed 145 metric tons of cocaine.
- Conducted 6,620 boardings of U.S. fishing vessels; interdicted 139 foreign fishing incursions.
- Responded to a total of 16,845 SAR cases; saved 4,286 lives; assisted 21,050 people.
- Responded to 10,202 pollution incident reports; managed 246 federal cleanup projects.
- Conducted 2,003 pollution investigations and 2,101 enforcement actions.
- Completed the review/approval of 6,755 Vessel Response Plans.
- Conducted 135 site inspections of Oil Spill Removal Organizations.
- Directed 76 Government Initiated Unannounced Exercises.
- Performed 394 exercises and 93 Preparedness for Response quarterly notification drills.
- Screened 102,926 commercial vessels, 7,142,296 crew members, and 11,846,693 travelers.
- Hosted 157 international students from 53 countries.
- Coordinated 25 Mobile Training Team missions to 17 countries.
- Initiated 87 Interagency Agreements and funding orders.
- Defended against 408 cybersecurity incidents.
- Activated and deployed 209 reservists in support of operations along the U.S. southern border and 446 in support of COVID-19 response efforts.
- 250,000 cruise ship passengers disembarked from 120 vessels in U.S. ports, and 31 medical evacuations off cruise ships in or near U.S. waters since onset of COVID-19.

PREVENTION MISSION-PROGRAMS

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

HIGHLIGHTS

- Conducted over 4,600 Maritime Transportation Security Act-related inspections.
- The Auxiliary completed 27,617 exams and 24,033 safety decals on multiple types of vessels.
- Conducted 370 transfer monitors of regulated facilities.
- Completed 23,002 U.S. vessel safety/security inspections; resulted in 87 flag state detentions.
- Conducted 7,931 foreign-flagged vessel inspections resulting in 65 detentions.
- Conducted 22,543 container safety inspections.
- Completed 4,820 fishing vessel exams and issued 2,904 decals.
- Conducted over 2,880 investigations into reportable marine casualties.
- Conducted 76 International Port Security Program assessments in 70 countries.
- Issued 48,056 merchant mariner credentials (including endorsements and Documents of Continuity) and 49,471 medical certificates.
- Issued 233,666 Certificates of Documentation.
- Reviewed over 18,000 commercial vessel plans for compliance.
- Oversaw 45,288 Aids to Navigation with maintenance on 13,707; corrected 5,718 discrepancies.
- Issued 34 bridge permits with an estimated construction cost of \$1.53 billion.
- Implemented 289 regulatory actions associated with drawbridge operations.
- Conducted 4,500 hours of icebreaking.
- Tracked 169 icebergs drifting into trans-Atlantic shipping lanes.
- Established 663 waterways controls; reviewed 2,338 applications for marine event permits.

SUCCESS STORIES

Coast Guard Maintains Steady Service During the Global Pandemic. In 2020, the COVID-19



Port State Control Officer inspects an inert gas system on a foreign tanker, May 2020. (Coast Guard photo)

pandemic significantly impacted the U.S. and the world, with broad effect on international commerce and providing endless challenges to the maritime industry. Since the domestic supply chain and continued operations within the MTS are critical for both national security and national economic well-being, prevention professionals continued their mission to safeguard this vital flow of commerce, while simultaneously protecting personnel, property, and the environment from potential harm.

To reduce potential COVID-19 risks to Coast Guard personnel and stakeholders, the Coast Guard provided increased flexibility to inspectors in the field. The Inspections and Compliance Directorate issued Marine Safety Information Bulletin (MSIB) 09-20 in March 2020, detailing the Coast Guard's position on commercial vessel compliance activities during COVID-19. Not

only did inspectors and examiners continue in-person activities with proper protective equipment, they also liberally used remote inspection techniques where possible. This flexibility allowed for safe completion of 8,000 foreign vessel exams; 23,000 domestic inspections; and almost 5,000 commercial fishing vessel exams, all of which promoted commercial vessel safety without placing undue burden on industry stakeholders.

The response to COVID-19 challenges in the MTS extended well beyond the Coast Guard's vessel compliance mission. COVID-19 resulted in a myriad of unique conditions warranting special considerations for port and facility operations. MSIB 07-20 provided critical guidance and options for port facility leadership to maintain safety and security compliance while reducing COVID risks to personnel, keeping the Nation's vital maritime supply chain open. Additionally, facility inspectors leveraged virtual inspections, in-person spot checks following Centers for Disease Control and Prevention (CDC) precautions, and deferred inspection intervals for up to 90 days where needed; allowing for the continued verification of safety and compliance while facilitating commerce across an already strained MTS.

Prevention professionals at all levels of the organization played a vital role ensuring passenger and crew safety when COVID-19 outbreaks manifested aboard commercial vessels around the world. The Marine Transportation System Response Unit (MTSRU) at Coast Guard Headquarters was responsible for tracking and reporting on the status of more than 200 cruise ships during the initial onset of COVID-19. The MTSRU coordinated efforts to monitor and track the sudden disembarkation of more than 250,000 passengers from these vessels. Highlighting the importance of effective communication and coordination during times of crisis, these personnel also met the growing information demands from Congress, the White House Coronavirus Task Force, DHS, and CDC for the effects of COVID-19 on the maritime industry.

ARCTIC SHIELD Deployments Maximize National Sovereign Presence in the Arctic During COVID-19.

The Prevention Program's Office of Arctic Policy is chartered to lead the execution of the Coast Guard's Arctic Strategy and its related Implementation Plan, requiring cross-programmatic coordination to meet planned initiatives and operations. Leading this charter, Arctic staff oversaw Operation ARCTIC SHIELD 2020 despite a myriad challenges presented by COVID-19. ARCTIC SHIELD is the Coast Guard's year-round planning and operations effort that incorporates an expeditionary approach for deploying resources and conducting integrated operations to meet statutory mission demands, buy-down maritime risk, and advance national security objectives through maritime operations in the Alaskan Arctic. ARCTIC SHIELD 2020 objectives included advancing National and Coast Guard strategic goals; enhancing capabilities to operate effectively in a dynamic Arctic; strengthening the rules-based order; and adapting to promote Arctic resilience and prosperity. An emergent priority for the 2020 season was to protect Arctic residents from COVID-19 transmission while conducting missions. The pandemic imposed challenges on engagements and presence, but also afforded opportunities to broaden experience, training, and readiness to safeguard the U.S. Arctic.



USCGC MUNRO conducts a joint patrol of the Maritime Boundary Line with a Russian Border Guard vessel, July 2020. (Coast Guard photo)

Through numerous patrols during the summer of 2020, the Coast Guard monitored foreign research activity, enhanced policing of our maritime border with Russia, supported scientific research, and protected sovereign interests. This included a joint patrol by USCGC MUNRO and a Russian Border Guard vessel along the U.S./Russian border that highlighted the Coast Guard's continued focus on the regional cooperation critical to addressing shared trans-Arctic threats such as illegal, unregulated, and unregulated (IUU) fishing.

The medium endurance cutter ALEX HALEY joined the Service's largest icebreaker, HEALY in conducting additional, unscheduled patrols in Arctic waters this season in support of these national objectives. COVID-19 resulted in the cancellation of HEALY's planned annual science-support cruises, which allowed the icebreaker to complete a 26-day Alaska-based patrol, projecting critical U.S. presence and influence in the Bering Sea and along the Maritime Boundary Line (MBL) in the U.S. Arctic. This patrol availability enhanced protection of U.S. sovereign rights against foreign fishing vessels illegally poaching protein stocks critical to national economic and food security. It also provided a foundational understanding of the law enforcement and security roles for the future-Polar Security Cutter (PSC).

HEALY supported District Seventeen's operational readiness by completing four days of deck landing qualifications with rotary-wing aircrews based at Air Station Kodiak, in addition to day and night training for aircrews based at Forward Operating Base (FOB) Kotzebue – ensuring Coast Guard response proficiency in the high latitudes. These operations resulted in the completion of critical aircrew qualifications and re-certifications, ensuring Alaska-based aviation assets met required training demands. Additionally, aircrews trained with the ALEX HALEY as they patrolled

in the Bering Strait region, recertifying aircrews in shipboard landings in order to extend the operational reach of the Coast Guard further into Arctic waters.

AUXSCOUT Program Partners the Coast Guard Auxiliary with the Sea Scouts. In 2020, the



Coast Guard Auxiliary and Sea Scout program completed their first full year of a formalized multi-year partnership under the Auxiliary-Sea Scout Youth Development (AUXSCOUT) program. This is the Auxiliary’s first official youth program with a reduced minimum age limit that allows Sea Scouts as young as 14 to enroll in the Auxiliary and gain exposure to a broad array of enriched Auxiliary maritime training opportunities.

The AUXSCOUT program enabled Auxiliary units to create much stronger organizational ties through chartering and sponsoring local Sea Scout units. More than 40 Auxiliary flotillas nationwide have initiated charters with local Sea Scout stakeholders to formalize partnerships under the AUXSCOUT program. This partnership provides Sea Scouts a broad pool of adult leaders possessing high quality seamanship skills, training, and access to vessels. Auxiliary units are also facilitating advanced science, technology, engineering and mathematics (STEM)-oriented training under this partnership. More importantly, the AUXSCOUT program promotes exposure, highlighting new pathways to Coast Guard service and Auxiliary membership, while providing Sea Scouts opportunities to gain unique, enhanced exposure to Coast Guard personnel and missions.

Coast Guard Homeport Integration with FEMA

NRCC. In 2020, the Office of Port & Facility Compliance (CG-FAC) initiated an effort to modernize the way the Coast Guard monitors port statuses following natural and man-made disruptions to the Marine Transportation System (MTS). Working with the Response Geospatial Office at Federal Emergency Management Agency (FEMA), CG-FAC developed an interactive dashboard to



FEMA Dashboard for Major US Ports is displayed at the NRCC using real-time data from Coast Guard Homeport. (Coast Guard photo)

display port status. FEMA Geospatial Analysts linked the dashboard to Coast Guard Homeport to provide real-time updates that feed the Senior Leadership Briefing Report Transportation Lifeline, and port status displays at the National Response Coordination Center (NRCC). The port status dashboard was beta tested during NRCC activations for Hurricane Sally and Zeta with great success. CG-FAC continues to work with FEMA to finalize major port details, build out a separate dashboard for additional ports, and assist with linking port status details into the Senior Leadership Briefing Report.

MARITIME PREVENTION PROGRAM

The Maritime Prevention Program prevents personnel casualties and property losses, minimizes security risks, and protects the marine environment. The Coast Guard develops and enforces federal marine safety, security, and environmental regulations. The Coast Guard reviews and approves vessel and maritime facility security plans, conducts security and safety inspections, and enforces Transportation Worker Identification Credential (TWIC) regulations. The program conducts domestic and international port security assessments, analyzes maritime security risk nationwide to identify high-risk targets and support risk reduction measures, and supports administration of port security grant funding. The program periodically reviews the effectiveness of anti-terrorism measures in foreign ports by conducting assessments of those ports to determine compliance with the International Maritime Organization’s (IMO) International Ship and Port Facility Security (ISPS) Code, and requires vessels arriving in the United States from ports with inadequate anti-terrorism measures to take additional security precautions. The Coast Guard develops and applies design, construction and equipment standards for vessels; conducts compulsory, as well as voluntary vessel exams and inspections; certifies and licenses U.S. mariners; and promotes best practices by investigating marine casualties and sharing its findings. It provides grants to states to improve recreational boating safety, and supports a variety of government and nongovernment boating safety efforts in partnership with other federal agencies, state and local governments, marine industries and associations, including the Coast Guard’s uniformed volunteer Coast Guard Auxiliary. The Coast Guard also maintains strong leadership roles in many international maritime organizations, contributing shared inspection techniques and best practices.

PORTS, WATERWAYS, AND COASTAL SECURITY—PREVENTION ACTIVITIES

The focus of the Coast Guard’s Ports, Waterways and Coastal Security—*Prevention Activities* mission is to prevent security incidents, including terrorist attacks, sabotage, espionage, or subversive acts in the maritime domain, upon the global supply chain, or to the U.S. Marine Transportation System (MTS). It also seeks to improve security in the world’s ports and thus reduce risk to the Nation. The Coast Guard strives to deny terrorists the ability to use or exploit the maritime domain as a means for attacks on U.S. territory, population centers, vessels, and maritime critical infrastructure and key resources. The mission requires intelligence support, establishment and oversight of maritime security regimes, employment of maritime domain awareness activities, and initiatives that enhance the resilience of the marine transportation



Coast Guard members from Sector Maryland-National Capital Region in Baltimore begin an inspection at the Port of Baltimore, November 11, 2019. The inspection was part of the Multi-Agency Strike Force Operation which involved other federal, state and local agencies, including the Maryland Port Authority, the U.S. Customs and Border Protection, and the Transportation Security Administration. (Coast Guard photo)

system, maritime critical infrastructure and key resources. To do so, the Coast Guard employs a layered and collaborative strategy that relies upon the cooperation of U.S. citizens, and governmental, private sector, and international partners.

FY 2020 Performance Results

Annual MTSA Facility Compliance Rate with Transportation Worker Identification Credential (TWIC) Regulations

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
99%	99%	99%	99.4%	99%	99.6%	≥99%	≥99%

Annual Number of Breaches at High Risk Maritime Facilities

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
282	238	255	330	337	320	≤312	≤311

Explanation of Results

In FY 2020, the Coast Guard conducted over 4,600 Maritime Transportation Security Act (MTSA) related inspections. These inspections revealed just 17 instances of non-compliance with TWIC regulations. The resulting compliance rate of 99.6%, was higher than any of the previous five years and exceeded the established FY 2020 target by 0.6 percentage points. During the same period, there were 320 breaches of security at MTSA regulated facilities. Although the total number of breaches dropped from last year’s updated total of 337, this result exceeded the target expectation. None of the 320 breaches of security resulted in a Transportation Security incident.

MARINE SAFETY



A Coast Guard Petty Officer examines an emergency escape breathing device (EEBD), during an inspection aboard a gas carrier vessel near Freeport, TX, December 13, 2019. (Coast Guard photo)

The Marine Safety mission focus is prevention of deaths, injuries, and property loss in the U.S. Maritime Domain. Marine Safety responsibilities include ensuring the safe and environmentally sound operation of millions of recreational vessels and thousands of U.S. flagged commercial vessels wherever they are in the world, as well as exercising Port State Control for foreign vessels in U.S. waters. The Coast Guard develops and enforces federal marine safety regulations, certifies and provides credentials to over 200,000 mariners, administers the approval program for marine safety equipment and materials, provides vessel documentation,

investigates commercial marine casualties and shares its findings, conducts compulsory inspections, and utilizes the Coast Guard Auxiliary extensively to conduct voluntary safety exams.

FY 2020 Performance Results

3-year Average Number of Serious Marine Incidents

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
709	709	715	733	764	612	≤644	≤686

3-year Average Number of Commercial Mariner Deaths and Critical, Serious & Severe Injuries

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
153	147	134	130	129	120	≤112	≤109

3-year Average Number of Commercial Passenger Deaths and Critical, Serious & Severe Injuries

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
141	122	105	105	131	126	≤110	≤109

3-year Average Number of Recreational Boating Deaths

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
592	638	667	665	637	635	≤620	≤618

Explanation of Results

Performance results are those reports of casualties recorded to date. Casualty reports are often delayed in reaching the Coast Guard. For example, recreational boating deaths are based on reports submitted by state reporting authorities; these reports lag, often by months if not longer. Consequently, results are expected to rise as additional reports are received, and the published data is subject to revision with the greatest impact affecting recent quarters. Thus, all numbers for FY 2019 and other prior fiscal years have been revised to reflect the most current data. Experience suggests the number of FY 2020 deaths could increase roughly 15% as additional state reports are received, reviewed, and reconciled with media accounts. All prior-year results have been updated to reflect data current as of October 2020.

Serious Marine Incidents (SMIs) comprise deaths or injuries requiring professional treatment beyond first aid, reportable property damage greater than \$200,000, actual or constructive loss of certain vessels, discharge of oil of 10,000 gallons or more, or a discharge of a reportable quantity

of a hazardous substance. The three year average SMIs dropped significantly to 612, exceeding the established target for FY 2020 which had already been adjusted for the impacts of COVID-19. As predicted, the Coast Guard received historically low reports of SMIs in quarter three and quarter four (96/101) which can likely be attributed to the expected reduced activity in the maritime domain due to COVID-19 impacts. No, COVID-19 adjustment has been made to the FY 2021 target, though ongoing efforts to focus on risk-based inspection of passenger vessels following the CONCEPTION tragedy may help maintain this low level of SMIs even after COVID-19 impacts subside.

In FY 2020, there were 94 commercial mariner deaths and critical, serious, or severe injuries (38 deaths, 56 injuries), contributing to a three year average of 120. While this average is an 8.5% improvement over FY 2019 (129), this result exceeds the established target of 112. Approximately 40% of mariner deaths and injuries in FY 2020 occurred on fishing vessels. Although 33% of mariner deaths and injuries occurred aboard tugs and barges, this number is anticipated to drop as more towing vessels are certified for inspection.

In FY 2020, there were 73 commercial passenger deaths and critical, serious, or severe injuries (14 deaths and 59 injuries), contributing to a three year average of 126. This represents a 3.8% decline compared to updated FY 2019 numbers; however, this measure exceeded the established target of 110. Despite low quarterly totals attributed to COVID-19 impacts (14 total deaths and injuries in quarter three and quarter four), this measure continues to be impacted by the casualties resulting from the CONCEPTION and STRETCH DUCK 07 tragedies in 2018 and 2019.

COVID-19 likely played a role in the spike in recreational boating deaths. Agencies tracking recreational boating report that it increased starting in the spring and continued through the summer and early fall given its nature as an outdoor activity limited to smaller groups of participants. This situation also meant an increased proportion of newer or less experienced operators on the water, supported by an increase in reported recreational vessel purchases. Combined with decreased law enforcement activity and challenges in providing on-water education and vessel safety checks, the spike boating activity directly correlates to an increase in boating-related deaths in quarter three and quarter four. The three year average recreational boating deaths for this year was 635. This FY 2020 result is an improvement over each of the last three years (-0.3% from FY 2019), but the result missed the established target (620). The 12-month boating death total increased 9% from 2019 (615) to 2020 (678), and this number is likely to further increase as reports from state authorities continue to be collected. The Office of Auxiliary & Boating Safety is aware of this trend and continues outreach efforts to increase lifejacket wear, decrease boating under influence incidents, and promote following navigation rules, all top contributing factors to recreational boating deaths.

MARINE ENVIRONMENTAL PROTECTION—PREVENTION ACTIVITIES

The Marine Environmental Protection (MEP) Prevention mission preserves natural resources by regulating handling of oil, hazardous substances, and other shipboard wastes. This regulation prevents illegal discharge into U.S. and international waterways, reducing ship-based air emissions, stopping unauthorized ocean dumping, and averting the introduction of invasive species. The Coast Guard develops regulations and operating standards for domestic vessels and marine facilities; and advocates for responsible environmental and operational standards at the International Maritime Organization (IMO) and the International Organization for Standardization. The Coast Guard enforces standards by conducting vessel examinations and inspections, performing inspections and spot-checks of waterfront facilities, and conducting criminal investigations into violations. Transfer monitoring activities are performed to ensure vessels and facilities engaged in the movement of oil, hazardous materials, and explosives have implemented required safeguards. Containers used in the transport of hazardous materials are examined to ensure structural integrity is enough to withstand global transport and hazardous materials are packaged, labeled, and declared properly.



Coast Guard Vice Admiral Scott Buschman, Atlantic Area Commander, listens as a Chief Warrant Officer from Sector Houston-Galveston explains the process of completing an annual barge inspection near Houston, TX, January 9, 2020. (Coast Guard photo)

FY 2020 Performance Results

3-year Average Number of Chemical Discharge Incidents in the Maritime Environment per 100 million short tons shipped

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
19.8	13.4	7.9	8.2	8.7	7.9	≤8.0	≤7.9

3-year Average Number of Oil Spills in the Maritime Environment per 100 million short tons shipped

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
11.2	9.9	8.9	9.2	9.1	8.2	≤9.5	≤9.4

Explanation of Results

In FY 2020 there were 12 hazardous chemical discharge incidents. The three-year average number of chemical discharge incidents in the maritime environment per 100 million short tons shipped was 7.9, an improvement over FY 2019 (8.7) which met the FY 2020 target. Mobile offshore drilling units, offshore supply vessels, and facilities accounted for two thirds of the hazardous chemical discharges.

In FY 2020, there were 65 spills of 100 gallons or more of oil, a 42% improvement over FY 2019 and the lowest 12-month total in any of the previous 5 years. 26% of the oil spills over 100 gallons occurred at maritime facilities. The most frequent vessel-related sources of spills over 100 gallons were tugs and barges, representing 18% of the total. The three-year average number of oil spills over 100 gallons in the maritime environment per 100 million short tons shipped was 8.2, an 11% improvement over FY 2019, which met the FY 2020 target.

It should be noted that the onset of COVID-19 and the associated economic downturn, particularly in spring and early summer, corresponded to a decrease in activity in the maritime domain. This decrease in activity likely also contributed to the drop in both chemical and oil discharge totals for the year. Finally, the reported performance results are subject to change, as shipping tonnage data is available from the U.S. Army Corps of Engineers approximately 13 months after the end of a calendar year. Prior year results have been updated using the most current available information.

REGULATIONS, STANDARDS, LICENSING, AND DOCUMENTATION



The Coast Guard develops and enforces federal marine safety regulations. Additionally, it certifies and provides credentials to over 200,000 mariners, administers the approval program for marine safety equipment and materials, and provides vessel documentation.

Project management methodologies and International Organization for Standardization (ISO) 9000 compliant best practices form the basis of the regulatory development process. The goal is timely and cost-effective regulations that balance government, industry and the public's needs. The Administrative Procedures Act, various Executive Orders, and other statutory and Administrative directives require proving the benefits of proposed actions exceed costs or costs are minimized for statutory mandates; impacts to small businesses or other entities mitigated; and environmental impacts characterized, all of which must be reviewed by the Administration and subject to public comment before implementation. Statutes, international agreements, changes in technology and lessons learned from marine accidents are driving forces.

The Regulatory Development Program is also a key mechanism for outreach and engagement with the regulated public, industry and international partners. The Coast Guard further develops and applies design, construction and equipment standards for vessels to ensure compliance with U.S. and international requirements, including the review of vessel designs and modifications.

The Coast Guard develops regulations and sets policies governing U.S. merchant mariner credentialing and maritime labor issues; and issues merchant mariner licenses and other credentials. It provides a register of vessels available in time of war or emergency to defend and protect the nation through vessel documentation that provides evidence of nationality for international purposes and unhindered commerce between the states.

Discussion of Results

During FY 2020, the Coast Guard reduced the regulatory burden on the public and industry by an estimated \$70 million. In addition, personnel also supported development of almost 100 industry standards, further promoting the advantages of standardization in the maritime community.

The Coast Guard also continued its stellar support of the commercial and recreational boating communities. Despite the personnel and administrative challenges brought on by a global pandemic, the National Maritime Center issued over 48,000 Merchant Mariner Credentials, verifying compliance with the stringent standards and regulations protecting those working in the maritime industry. Additionally, the National Vessel Documentation Center issued over 233,000 Certificates of Documentation this FY, a 1.5% increase over the FY 2019 total. Finally, the Marine Safety Center (MSC) maintained its FY 2019 standard of excellence, verifying that more than 18,000 submitted vessel plans complied with the applicable technical standards for design, construction, alteration, or repair of commercial vessels.



After a tragic lifeboat accident on the offshore production facility AUGER claimed two lives, the Coast Guard led a diverse investigative team to identify potential causal factors and prevent future casualties. Using independent laboratories, the team found that control cable sheathing damage could trigger inadvertent lifeboat deployments, which may have contributed to the casualty on the AUGER. (Coast Guard Photo)

MARINE TRANSPORTATION SYSTEM (MTS) MANAGEMENT PROGRAM

The Marine Transportation System (MTS) Management Program ensures a safe, secure, efficient, and environmentally sound waterways system. The Coast Guard minimizes disruptions to maritime commerce by assessing and mitigating risks to safe navigation, and by providing waterway restoration capabilities after extreme weather events, marine accidents, or terrorist incidents. The Coast Guard works in concert with other Federal agencies, state and local governments, marine industries, maritime associations, and the international community to optimize balanced use and champion development of the Nation’s marine transportation system.

AIDS TO NAVIGATION

The Aids to Navigation (ATON) mission mitigates transit risk while promoting the safe, economic and efficient movement of military, commercial, and other vessels. This is accomplished by assisting mariners in determining their position, setting a safe course, and providing warning of dangers and obstructions. The Coast Guard establishes, maintains, and operates more than 45,000 buoys and beacons across the MTS and ensures system compliance with international standards, such as those promulgated by the International Association of Marine Aids to Navigation and Lighthouse Authorities. The Coast Guard is responsible for the administration of an equivalent number of private ATON. The Service also provides electronic navigational aids, including Automatic Identification System (AIS) Aids to Navigation, to facilitate efficient and reliable transfer of Marine Safety Information between and among vessels and shore facilities. Marine Safety Information provided by the Coast Guard includes navigation rules; schemes and standards; support for mapping and charting; and tide, current, and pilotage information.



Coast Guard crew members from Aids to Navigation Team Mobile and Coast Guard Cutter Saginaw repair Mobile Alfa Range Front Light, September 28, 2020, following Hurricane Sally. (Coast Guard photo)

FY 2020 Performance Results

Availability of Navigation Aids

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
97.9%	98.0%	97.8%	97.1%	96.9%	96.5%	≤97.5%	≤97.5%

Explanation of Results

Short-range Aids to Navigation (ATON) were available 96.5% of the time in FY 2020. This performance result fell below the target for the year, which is derived from standards established by the International Association of Marine Aids to Navigation and Lighthouse Authorities. Resource constraints have created an extensive and growing repair backlog for fixed ATON, which will continue to drive down the future overall aid availability rate. The Coast Guard is exploring solutions to mitigate risks to the MTS which include systemic efficiencies in ATON maintenance and centralized prioritization of fixed structure repairs and recapitalization.

ICE OPERATIONS



USCGC POLAR STAR in the fast Ice January 2, 2020, approximately 20 miles north of McMurdo Station, Antarctica. The 399-foot icebreaker is the only ship in U.S. service capable of clearing a path through the Antarctic ice to escort three refuel and resupply ships to McMurdo Station during Operation Deep Freeze. (Coast Guard photo)

U.S. Coast Guard icebreakers, in cooperation with the Canadian Coast Guard, ensure the Great Lakes and that Northeastern U.S. connecting waterways remain open for commercial traffic, assist vessels transiting ice-filled waterways, and prevent ice-related flooding during the winter months. The International Ice Patrol (IIP) promotes safe navigation through the monitoring of icebergs and broadcasting the iceberg geographical limit to vessels transiting the North Atlantic Ocean between North America and Europe. Coast Guard Polar icebreakers support national security and sovereignty, and National Science Foundation missions in the Polar Regions. These

assets are used to determine and demonstrate the extent of U.S. Extended Continental Shelf claims, enforce U.S. laws and international treaty obligations in the Polar Regions, and provide a science platform in the Arctic region for obtaining vital ecological and geographic data necessary to protect U.S. Arctic marine environment and resources.

FY 2020 Performance Results

Percent of Time High Priority Waterways in the Great Lakes and along the Eastern Seaboard are Open during Ice Season

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
85.5%	81.9%	100%	89.5%	97.2%	100%	≥95%	≥95%

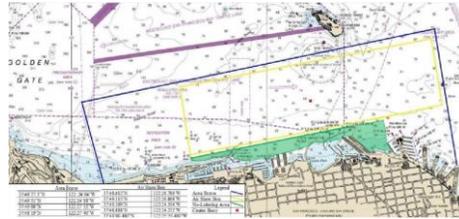
Explanation of Results

The availability of Tier One waterways is essential to public health and safety and the economies of the Great Lakes and Northeastern United States. The Coast Guard exceeded performance

standards in FY 2020 by maintaining 100% availability rate for high-priority waterways in the Great Lakes and along the eastern seaboard that are open during ice season. Coast Guard icebreaking operations, combined with a mild ice season, resulted in the highest waterway availability since FY 2017.

WATERWAYS MANAGEMENT

The Waterways Management Program leverages other federal agencies, harbor safety committees, pilots, port authorities, and other industry and waterway stakeholders to foster a safe, secure, resilient, and environmentally sound marine transportation system. This includes cooperative work with the U.S. Army Corps of Engineers, National Oceanic and Atmospheric Administration, Marine Board of the Transportation Research Board, the Committee on the Marine Transportation System, and regional Federal Advisory Committee Act bodies.



Coast Guard Sector San Francisco established a safety zone to regulate vessel traffic during the San Francisco Fleet Week air shows, October 10-13, 2019. (Coast Guard graphic)

Waterways Management encompasses Vessel Traffic Services (VTS), which minimize safety risks in the Nation’s most congested ports by monitoring and coordinating vessel traffic; Great Lakes pilotage, which ensures navigation safety on the Great Lakes by regulating pilotage for foreign trade vessels; and Coastal and Marine Spatial Planning, which collaborates with other federal agencies and stakeholders to support the balanced use of national waters in forums such as the regional planning bodies created by the President’s National Ocean Policy.

FY 2020 Performance Results

5-Year Average Number of Navigational Accidents

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
1,842	1,772	1,585	1,455	1,326	1,211	≤1,300	≤1,295

Explanation of Results

Navigational accidents consisting of distinct collisions, allisions (vessel striking a fixed object), and grounding events provide a proxy measure of Waterways Management effectiveness in preventing disruptions to commerce since they can and often do result in waterway closures. In FY 2020, there were 895 reported navigational accidents, the lowest 12-month total since FY 2016 quarter one. This annual total contributed to a 5-year average of 1,211 navigational accidents, which met the established target.

These performance results are those reports of accidents recorded to date. Reports are often delayed in reaching the Coast Guard. Consequently, results are expected to rise as additional reports are received. Thus, all numbers for FY 2019 and other prior fiscal years have been revised to reflect the most current data. Additionally, the reduction in maritime activity attributed to COVID-19 impacts likely played a role in the reduced accident total for FY 2020. However, the long-term nature of this measure, which considers five years' worth of data, corrects for such annual variation. This measure result has trended downwards by between 8.9-11.8% since FY 2017, and the drop from 2019 to 2020 (9.5%) is within that range.

BRIDGE ADMINISTRATION



The Coast Guard collaborates with federal, state, local agencies, industry, and other stakeholders to ensure that over 20,000 bridges and causeways spanning the navigable waters of the U.S. do not unreasonably obstruct navigation. This includes issuing permits, establishing bridge lighting and marking requirements; approving drawbridge schedules; investigating bridges that may be unreasonably obstructive; monitoring rehabilitation, repair, maintenance and construction activities; and managing design construction and funding for Truman Hobbs projects.

Discussion of Results

In FY 2020, the Coast Guard issued 34 Bridge Permits with an estimated construction cost of \$1.53 billion. These permits included: replacement of the Governor Harry W. Nice Bridge between Newburg, Charles County, MD and Dahlgren, King George County, VA; construction of a causeway across the existing waterway to allow access to the proposed new ammunition pier at Naval Weapons Station Seal Beach, Orange County, CA; replacement of the St Johns River SR 16 Bridge at Green Cove Springs, FL; and five bridges as part of the Alaska Liquefied Natural Gas Line Project. Additionally, the Coast Guard evaluated and redeveloped best practices to comply with requirements to reduce infrastructure permitting review times as outlined in Title 41 of the Fixing America's Surface Transportation Act (FAST-41), and EO 13807 (One Federal Decision). On average, the Coast Guard permit processing time for each bridge project was within six months of receipt of completed applications. The Coast Guard also issued 289 regulatory actions including 44 rulemaking actions for permanent changes to drawbridge operation regulations and 245 general deviations for temporary operation changes. Of the 245 general deviations, 67 were for temporary changes to drawbridge operating schedules due to the impacts of COVID-19. Actual impacts to the movement of vessels due to COVID-19 were minimal due to coordination between District Bridge Offices, Sector/Captain of the Port, facilities, and waterway users.

ARCTIC OPERATIONS

As an Arctic nation, the U.S. has significant equities, including the Coast Guard's responsibilities to protect and regulate safe, secure, and environmentally responsible maritime activity throughout this domain. Included is the exertion of U.S. maritime rights and responsibilities; safeguarding Arctic interests; advancing maritime domain awareness; protecting natural resources; demonstrating responsible governance, and leadership in collaboration with allies and partners; and promoting cooperation in forums, such as the Arctic Council, the International Maritime Organization, and Arctic Coast Guard Forum.



USCGC TAHOMA became the first Coast Guard 270-foot medium endurance cutter crew to cross the Arctic Circle, August 17, 2020. They took part in joint Arctic Operations NANOOK and ARGUS. (Coast Guard photo)

Discussion of Results

During FY 2020, the Coast Guard and partners worked collaboratively to advance Arctic security. The Coast Guard is diligently working to implement the 2019 Arctic Strategic Outlook, continue efforts in the Polar Security Cutter (PSC) acquisition program, and provide leadership across key forums to include the Arctic Council's Emergency Prevention, Preparedness, and Response (EPPR) working group, the Arctic Coast Guard Forum, and similar organizations. These activities all work towards achieving goals and positive end states for Arctic commerce, governance, and stewardship.

The Coast Guard also executed multiple Arctic operations and exercises. This included Operation ARCTIC SHIELD in Alaska, conducting unscheduled patrols in Arctic waters, enhanced monitoring and enforcement of maritime activity, and expanded high latitude training between surface and aviation assets. The Coast Guard forward deployed aviation assets to enhance response operations and provide direct support to communities in the U.S. Arctic region. On shore, the Coast Guard made over 80 visits to Arctic communities in 2020 to conduct marine safety missions, bolster community relations, and expand the resiliency of Arctic communities and Coast Guard operations. In FY 2021, the Coast Guard's Arctic presence will be further bolstered by the deployment of the USCGC POLAR STAR, the Coast Guard's only heavy icebreaker. Normally assigned to Antarctic deployments, this will be the POLAR STAR's first winter deployment to the Arctic since 1982.

The Coast Guard also expanded influence, leadership, and experience on the eastern side of the Arctic. The Coast Guard deployed medium endurance cutters in the North Atlantic region to participate in joint military and Search and Rescue exercises. This included engagements with the Danish Joint Arctic Command, Canada, and France. Participation by these cutters in these events represented an historical first in this portion of the Arctic, being the furthest north a medium endurance cutter has ever sailed, thus demonstrating the Coast Guard's competence and adaptability to operate effectively in some of the most remote areas of the world.

RESPONSE MISSION PROGRAMS

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

HIGHLIGHTS

- Executed 58,529 patrols of critical infrastructure and key resources; 1,477 high-capacity passenger and 438 vessels carrying certain dangerous cargos escorts; and 185 Navy vessel escorts.
- Conducted 779 waterborne enforcement activities of fixed security zones, and supported 28 military out load security zones.
- Tactical Law Enforcement Teams completed 33 major cutter deployments and 30 deployments on board U.S. Navy (19 deployments) and Allied (11 deployments) ships.
- Conducted 35 Integrated Cross Border Maritime Law Enforcement Operations patrols with the Royal Canadian Police, resulting in 187 patrol hours and 35 law enforcement boardings, which deterred cross border criminality along the Northern Border.
- Cutter Forces deployed to U.S. Central Command completed 8,500 operational hours and 112 layered defense escorts in the Arabian Gulf.
- Air crews responded to 102 active air defense events in the National Capital Region, and responded to 36 active air defense events over 19 deployments while supporting Presidential Protection and National Special Security Events.
- Interdicted 1,857 undocumented migrants.
- Removed 145 metric tons of cocaine.
- Conducted 6,620 boardings of U.S. fishing vessels; interdicted 139 foreign fishing incursions.
- Responded to a total of 16,845 SAR cases; saved 4,286 lives; assisted 21,050 people; protected \$60.9 million of property from loss.
- Responded to 10,202 pollution incident reports; managed 246 federal cleanup projects with associated costs over \$22.6 million.
- Completed the review/approval of 6,755 Vessel Response Plans.
- Conducted 135 site inspections of Oil Spill Removal Organizations.
- Directed 76 Government Initiated Unannounced Exercises.
- Performed 394 exercises and 93 Preparedness for Response quarterly notification drills.
- Certified approximately 736 members in Incident Command System competencies.
- Activated and deployed 209 reservists in support of operations along the U.S. southern border and 446 reservists in support of COVID-19 response efforts.

SUCCESS STORIES

Counter Narcotics Surge Operations Net Record Cocaine Seizures. Starting April 1, 2020, U.S. Southern Command (SOUTHCOM) began enhanced counter narcotics operations in the Western Hemisphere in support of Presidential National Security Objectives. Working alone and with domestic international partners the Coast Guard had significant success in disrupting the flow of narcotics and the influence of Transnational Criminal Organizations (TCO) throughout the eastern Pacific and Caribbean, removing 145 metric tons (320,000 lbs) of cocaine in FY 2020.



USS NITZE's H-60 helicopter and USS TORNADO's pursuit boat standby the interdicted go-fast vessel in September 2020. (Coast Guard photo)

In collaboration with Department of Defense (DOD), the Coast Guard worked closely with its domestic and international partners in support of these operations. Highlighting the robust interoperability between the U.S. Navy and Coast Guard Deployable Specialized Forces during counterdrug operations, U.S. Navy ships USS NITZE and TORNADO diverted to intercept a go-fast vessel in the eastern Pacific Ocean. NITZE's H-60 helicopter with an embarked airborne use of force (AUF) Controller / precision marksman from Coast Guard Law Enforcement Detachment (LEDET) 406 and TORNADO's pursuit boat with an embarked Marine Safety and Security Team (MSST) pursuit team / LEDET 408 vectored to intercept. The vessel was interdicted without the use of force, resulting in the disruption of 175 kilograms of cocaine, the apprehension of two suspected smugglers, and seizure of valuable evidence.

Interoperability with partner nations was also a critical success factor. Despite the COVID-19 pandemic, the increased interdiction capacity of partner nations contributed to over 65% of Joint Interagency Task Force - South (JIATF-S) supported cocaine removals in FY 2020. One notable example was in June 2020, when USCGC VIGILANT and the Colombian Navy conducted a multi-day boarding of the 75' motor vessel CAP WHITE in the Western Caribbean. Extensive efforts during the at-sea and dockside boarding by multiple U.S. and Colombian agencies led to the seizure of 7,575 kilograms of cocaine that was mixed with a soft white clay concealed within 50 pound bags. This marked the largest Coast Guard cocaine interdiction in the Caribbean region in 12 years.



Offshore handoff of Motor Vessel CAP WHITE from the Coast Guard (right) to the Colombian Navy (left) after multi-day boarding in June 2020. A subsequent Colombian dockside boarding resulted in seizure of 7.5 metric tons of cocaine. (Coast Guard photo)

Coast Guard Provides Support During COVID-19 Response. During the onset of COVID-19



USNS COMFORT guarded by Coast Guard air and surface assets arrives in New York Harbor on March 30, 2020. (Coast Guard photo)

in the U.S., Northern Command's Defense Support to Civil Authorities deployed the U.S. Naval Ship (USNS) COMFORT to New York City to alleviate pressure on regional medical facilities within the major metropolitan area. USNS COMFORT arrived with 1,100 Navy medical personnel to provide beds for up to 1,000 patients. Marine Safety and Security Team (MSST) New York and MSST Cape Cod supported Sector New York and escorted the COMFORT on 30 March 2020, while it

transited to its Pier 90 mooring along the Hudson River. Upon mooring, MSST crews commenced a two-boat, 24-hour security zone for 32 consecutive days, accumulating 1,696 underway hours. Additionally, canine explosive detection teams conducted sweeps of all critical maritime vessels entering the port of New York.

Several practices were implemented to ensure the safety and health of the tactical crews, including temperature checks and medical screenings prior to daily operations. Coast Guard tactical teams refrained from interacting with members outside their designated section to minimize exposure. In addition, staging areas, gear and boats were sanitized daily.

As previously noted, Coast Guard Prevention and Response personnel teamed to track the status of more than 200 cruise ships when COVID-19 took hold. This included the disembarkation of more than 250,000 passengers.

Across the nation, as COVID cases continued to rise, Coast Guard members personally volunteered their time and skills. Sector North Bend volunteered their time and skills to address the need for additional medical supplies. Rescue Swimmers, also known as Aviation Survival Technicians (ASTs), regularly employ sewing skills to repair damaged supplies and equipment. When their local hospital experienced a shortage of medical supplies and requested help, the AST shop set up a rotation amongst its members to fabricate needed surgical masks.

While Coast Guard members, assisted their local community's first responders, Coast Guard Administrative Support Teams provided support to Department of Homeland Security partners, the Transportation Security Administration (TSA). When airport screening operations quickly outnumbered available TSA personnel, multiple Coast Guard teams deployed to airports around the country, including New York, San Francisco and Los Angeles. The deployed members assisted with national COVID-19 screening operations and completed nearly one thousand data entries.

Coast Guard and Interagency Partners Secure Maritime Borders. The Coast Guard and interagency partners continue to deter and interdict those who attempt to illegally enter the U.S. and through coordinated efforts, promote safe, legal, and orderly migration. These efforts send a clear message to transnational criminal organizations, through aggressive prosecution, that the illegal and unsafe transportation of foreign nationals is not tolerated. In FY 2020, interagency partners in the Caribbean Region transferred over 175 migrants ashore for prosecution by the federal court system. These coordinated efforts signify the Service’s dedication to promoting safe, legal, and orderly migration.



Migrant vessel being escorted back to Haiti by USCGC DAUNTLESS, May 12, 2020. (Coast Guard photo)

Additionally, in response to the COVID-19 pandemic, the Coast Guard amended tactics and procedures to protect migrants and crews, while effectively deterring illegal immigration. In May 2020, the Coast Guard encountered a vessel suspected of smuggling approximately 20 migrants, 21 miles north of Haiti. USCGC DAUNTLESS escorted the vessel back to Haitian territorial seas, which ensured the safety of the suspected migrants and Coast Guard personnel.

OPERATION KUARTAM. In August 2020, the Coast Guard executed OPERATION KUARTAM in support of South American partners and South Pacific Regional Fisheries Management Organizations (SPRFMO). In response to the Republic of Ecuador’s request for assistance resulting from concerns of suspected illegal, unreported, and unregulated (IUU) fishing, OPERATION KUARTAM provided on scene presence near more than 350 Chinese vessels congregated near the Ecuadorian Exclusive Economic Zone (EEZ) of the Galapagos Islands.



USCGC BERTHOLF and Ecuadorian Coast Guard Vessel SAN CRISTOBAL conducted a joint steam and COMEX on August 28, 2020, near the Galapagos EEZ. (Coast Guard photo)

USCGC BERTHOLF, with support from Coast Guard Intelligence, patrolled in the vicinity of the Galapagos Islands to maximize detection of potential Chinese IUU fishing. The operation focused on increasing maritime domain awareness to further support the IUU mission. Through intel-driven operational planning, BERTHOLF collected information on potential IUU targets, non-registered vessels, and vessels that exhibited activities contrary to SPRFMO regulations and Ecuadorian sovereignty. In addition, BERTHOLF conducted a joint patrol with the Ecuadorian Coast Guard vessel LAE ISLA SAN CRISTOBAL in the Ecuadorian EEZ. OPERATION KUARTAM highlighted the critical importance of U.S., Central, and South American partnerships in the fight against nation-state sponsored IUU fishing in the Western Hemisphere. As a result of OPERATION KUARTAM, the Republic of Ecuador is petitioning SPRFMO to add six Chinese fishing vessels to the IUU vessel list.

Increase of Coast Guard Presence Pays Big Dividends. Coast Guard Ports, Waterways & Coastal Security (PWCS) missions are vital to port protection and waterway enforcement activities. Coast Guard presence during PWCS missions deter terrorist activities at national security events, and monitor critical commercial activities in port and coastal waterway environments. These actions uphold safety and security for all maritime vessels and is only one way in which the Coast Guard protects mariners on a daily basis.



A team from Coast Guard Station St. Petersburg boards a suspected illegal charter during a PWCS patrol on August 22, 2020. (Coast Guard photo)

During a routine PWCS security patrol, Coast Guard Station St. Petersburg detected and intercepted an illegal charter vessel navigating in the Intracoastal Waterway (ICW). The boarding team performed pre-boarding questions, acquiring critical information pertaining to the vessel's operations. This particular vessel was transiting in one of the Station's PWCS patrol areas where many charter vessels are known to operate. Exercising Coast Guard authorities, the Boarding Officer and crew conducted a law enforcement boarding, adhering to CDC direction, and terminated the vessel's voyage for operating an illegal charter.

Illegal charters, such as the one pictured above, pose a significant risk. These particular vessels fail to follow the higher safety standards of inspection for passenger vessels operating in the U.S. When these vessels are intercepted, Coast Guard boarding team members must be knowledgeable in these standards so as to enforce life-saving protocols as well as interdict potential suspicious threats. Halting these operations preserves the well-being of our country's commercial and recreational mariners.

AMVER Saves Lives. The Coast Guard manages the Automated Mutual-Assistance Vessel Rescue (AMVER) system, a worldwide mutual assistance program operating since 1958. This system continues to be relevant today, saving over 4,000 lives in the last 10 years.



The AMVER volunteer assist vessel M/V NOBILITY alongside COC HAZ III. (Coast Guard photo)

On December 23, 2019, the Coast Guard District Fourteen Command Center was notified of a missing sailing vessel transiting from Japan to Hawaii. Leveraging the AMVER system, the Coast issued a SAFETY NET broadcast to notify passing civilian vessels of the possible distressed mariners. These volunteer vessels joined Coast Guard and Naval assets in a six-day search. The extensive search performed using participating AMVER vessels contributed to the distressed sailors being located and recovered unharmed. Ultimately, it was the Motor Vessel (M/V) NOBILITY that located the disabled vessel. This effort illustrates the importance of the AMVER program to the international SAR system.

Coast Guard Coordinated Efforts Result in Rescue of Seven People Lost in the Pacific. On

September 9, 2020, Coast Guard Joint Rescue Sub-Center (JRSC) Guam received a report from the Federated States of Micronesia (FSM) Police, stating that four adults and three children were overdue while transiting 16 miles from Lukunor Atoll to the Satawan Atoll. The FSM Police deployed their patrol boats to search for the missing persons, while JRSC Guam deployed a Coast Guard HC-130 Hercules aircraft from Air Station Barbers Point, Hawaii while coordinating additional support from the U.S. Navy and Air Force. The weather throughout the region was challenging, with 7-8' foot seas, strong winds, and frequent squall lines. Throughout the multiday search, JRSC Guam coordinated with technical experts and response crews to refine the search area. The HC-130 Hercules deployed self-locating datum marker buoys (SLDMB) to determine the movement of the ocean currents in the area. Using the Search and Rescue Optimal Planning System (SAROPS), Sector Guam created 21 search patterns covering an astounding 69,758 square nautical mile area in a six day period, coordinating patterns between multiple assets in simultaneous searches and using data from the SLDMB to continuously refine the search area. As a result, the seven family members were found and rescued.



Located family members as the result of joint search efforts led by the Coast Guard's JRSC Guam. (Coast Guard photo)

2020 Spill of National Significance Executive Seminar. Coast Guard Commandant Admiral Karl



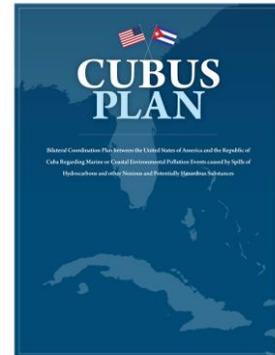
Admiral Karl Schultz, Commandant of the Coast Guard, hosts the 2020 Spill of National Significance Executive Seminar at Joint Base Andrews, MD on September 9, 2020. (Coast Guard photo)

Schultz hosted the 2020 Spill of National Significance (SONS) Executive Seminar in September 2020. Due to COVID-19 restrictions, the event was limited to 10 personnel at Joint Base Andrews, but also included a webinar component to maximize participation. Thus, in spite of myriad challenges relating to the COVID-19 pandemic, the Coast Guard and SONS Executive Steering Committee were able to successfully, and safely, host 150 participants, which included 22 agency principals and their advisors from 16 federal agencies.

The overarching goal of the seminar, held every one to three years, was to familiarize agency principals with national oil spill response policies and provide principal-level officials across the federal government with an opportunity to explore and discuss complex policy and coordination considerations related to a major oil spill and/or hazardous substance release. The seminar was designed as a three-hour discussion-based exercise that addressed three major objectives including: government familiarization with SONS events, incident notification and coordination, and transitioning response management from the inland zone to the coastal zone. These objectives were tested through the backdrop of an exercise scenario involving a major oil spill due to a petrochemical tank explosion at an oil refinery near Chicago and adjacent to the Lake Michigan shoreline. The 2020 SONS Executive Seminar was nominated and approved to be part of the

National Exercise Program (NEP), the principal exercise mechanism for examining preparedness and measuring readiness across the nation. These SONS Executive Seminars also serve as a valuable opportunity to promote a common understanding of the federal government’s roles, responsibilities, and capabilities under the National Response System (NRS).

Signing of the Cuba – United States Bilateral Coordination Plan. On December 16, 2019, then Coast Guard Deputy Commandant for Operations, Vice Admiral Daniel Abel, signed the *Bilateral Coordination Plan between the U.S. and the Republic of Cuba Regarding Marine or Coastal Environmental Pollution Events caused by Spills of Hydrocarbons and other Noxious and Potentially Hazardous Substances* (CUBUS Plan). Representatives from the Republic of Cuba signed the CUBUS Plan on March 12, 2020 and the Plan is active as of Cuba’s signature date. The CUBUS Plan establishes a coordinated system for national preparedness, planning, mitigation, and response to pollution events that may affect the coastal waters or marine environment of Cuba and/or the U.S.



The CUBUS Plan is the resultant product of the *Joint Statement between the United States of America and the Republic of Cuba on Cooperation on Environmental Protection (2015)* and the *Cooperation Agreement between the United States of America and the Republic of Cuba on Preparedness for and Response to Pollution Caused by Spills of Hydrocarbons and Other Noxious and Potentially Hazardous Substances in the Gulf of Mexico and the Straits of Florida (2017)*, both negotiated and signed by the Department of State. These agreements, subsequent formal Coast Guard led negotiations with Cuba in 2018 and 2019, and constant informal discussions between the National Security Council, the Department of State’s Bureau of Western Hemisphere Affairs, the Office of Marine Environmental Response Policy, Coast Guard District Seven, and relevant Cuban agencies and authorities in 2020 led to the eventual signing of the CUBUS Plan. The CUBUS Plan directly supports both the President’s National Security Strategy and the Commandant’s Western Hemisphere Strategy. Specifically, the CUBUS Plan protects the U.S. environment, safeguards global energy infrastructure, and ensures energy security.

MARITIME SECURITY OPERATIONS PROGRAM

The Maritime Security Operations Program encompasses activities required by executive and policy mandates to detect, deter, prevent, disrupt, and recover from terrorist attacks and other criminal acts in the maritime domain. It includes the execution of antiterrorism, counterterrorism, and security response operations. The program conducts and oversees the operational elements of the Coast Guard Ports, Waterways, and Coastal Security (PWCS) mission, which is complemented by the Service’s Maritime Domain Awareness and PWCS—*Prevention Activities*.

PORTS, WATERWAYS, AND COASTAL SECURITY - RESPONSE ACTIVITIES

The PWCS - *Response Activities* (PWCS-R) mission of the Maritime Security Operations Program is to prevent and disrupt terrorist attacks, sabotage, espionage, or subversive acts in the maritime domain and Marine Transportation System (MTS). Coast Guard Maritime Security Operations deny the use and exploitation of the MTS by terrorists as a means for attacks on U.S. territory, population centers, vessels, and critical maritime infrastructure and key resources. PWCS-R efforts complement the establishment and oversight of maritime security regimes and employment of maritime domain awareness capabilities; execution of antiterrorism, counterterrorism, response and recovery operations; and related preparedness activities.



A Coast Guard Station Miami Beach 29-foot Response Boat-Small crew patrols a security zone in Miami, FL, January 27, 2020. A security zone was set up in the Biscayne Bay in preparation for Super Bowl traffic. (Coast Guard Photo)

FY 2020 Performance Results

Maritime Security & Response Operations (MSRO) Activity Compliance

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
N/A	N/A	67.6%	75.7%	61.5%	68.2%	≤84.0%	≤88.0%

Percent risk reduction of coordinated anti-terrorism activities throughout the marine transportation system

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
N/A	N/A	39.1%	44.4%	34.9%	27.0%	≥42.0%	≥43.0%

Percent of coordinated anti-terrorism activities contained in Port Tactical Activity Plans that were executed

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
N/A	N/A	89.2%%	90.3%%	89.1%%	87.0%	≥80.0%	≥80.0%

Explanation of Results

The COVID-19 pandemic impacted both the demand for MSRO activities and the Coast Guard’s ability to perform them. This impact is evident in all MSRO measures. Predicting the Coast Guard’s ability to meet future years’ targets will be challenging until the pandemic is brought under control and operations within the MTS return to pre-pandemic or “new normal” levels.

The Coast Guard did not meet the FY 2020 MSRO activity compliance target. Mandated quarantines and high infection rates of military personnel precluded some units from fielding boat crews and/or boarding teams necessary to perform the required minimums of MSRO activities germane in their areas of operation.

The Coast Guard did not meet its FY 2020 target for percentage risk reduction of coordinated anti-terrorism activities throughout the Marine Transportation System. This was the result of a combination of decreased availability of boat crew and boarding team availability to perform MSRO activities due to mandatory quarantines, isolation, and social distancing in addition to quarterly performance reporting/crediting issues resulting from new risk-based MSRO tool users. Personnel turnover at units put new tool users in place and pandemic-related travel restrictions denied them critical in-person training that is key to preventing reporting/crediting errors.

The Coast Guard exceeded the FY 2020 target for percent of coordinated anti-terrorism activities contained in Port Tactical Activity Plans that were executed. As a result of the pandemic, some units’ FY 2020 Port Tactical Activity Plans differed significantly from the FY 2019 plans, e.g., FY 2020 plans did not include demands for high capacity passenger vessel (cruise ship) escorts. Some of these differences offset the boat crew and boarding team availability issues and aided the efficient use of Coast Guard and other government agency assets to perform MSRO activities. The decreased percentage from FY 2019 reflects availability issues that could not be overcome.

With the implementation of virtual training and the scheduled integration of Risk Based Maritime Security Response Operations “MSRO 101” training into the Coast Guard Learning Management System (LMS), the Maritime Security Operations program projects improved MSRO activity reporting and a significant upward trend in PWCS-Response activity measures.

MARITIME LAW ENFORCEMENT PROGRAM

The Maritime Law Enforcement (MLE) Program protects America’s maritime borders from encroachment, defends U.S. maritime sovereignty from illicit activity, facilitates legitimate use of the waterways, and suppresses violations of federal law on, under, and over the high seas and waters subject to U.S. jurisdiction. The Coast Guard is the lead federal maritime law enforcement agency and the only agency with both the authority and capability to enforce national and international law on the high seas, Outer Continental Shelf, and inward from the U.S. Exclusive Economic Zone (EEZ) to inland waters. Coast Guard responsibilities include detecting and interdicting contraband and illegal drug traffic; at sea enforcement of U.S. immigration laws and policies; enforcing U.S. fisheries and marine protected resource laws and regulations; ensuring the integrity of the EEZ; monitoring compliance with international living marine resource regimes and international agreements to which the U.S. is party; and through compliance with international agreements, combating illegal, unreported and unregulated fishing that negatively impacts maritime and economic security in coastal and regional areas worldwide.

UNDOCUMENTED MIGRANT INTERDICTION



USCGC RICHARD DIXON near Desecheo Island, Puerto Rico, January 27, 2020. Two days later, the RICHARD DIXON interdicted 37 illegal migrants in the area. The interdiction was one of three accomplished by Coast Guard cutters off Puerto Rico and the Dominican Republic totaling 69 migrants of Dominican Republic nationality. (Coast Guard Photo)

Coast Guard at-sea interdiction of undocumented migrants provides effective law enforcement presence and achieves the three main objectives of safe, legal, and orderly migration. Coast Guard migrant interdiction operations also stem the flow of human smuggling and trafficking through maritime routes and U.S. approaches. Leveraging statutory authority, bilateral agreements and policy, the Coast Guard conducts these interdictions as far from U.S. borders as possible. Doing so facilitates the return of migrants to their home country while further protecting them from an often-perilous sea voyage.

Strong partnerships and information sharing with other agencies, such as Citizenship and Immigration Services (CIS), Immigration and Customs Enforcement (ICE), Customs and Border Protection (CBP), and the Department of State are critical. While the Coast Guard leads the U.S. high seas interdiction mission, partnerships with other agencies are essential for carrying out timely disposition of interdicted migrants via repatriation and removal operations and for conducting further investigation and prosecution in the case of human smugglers or traffickers.

FY 2020 Performance Results

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

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
8,057	10,319	4,760	5,197	7,093	7,583	≤9,000	≤7,300

Number of Undocumented Migrants Attempting to Enter U.S. via Maritime Routes Interdicted by the Coast Guard and Partners

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
6,028	8,165	3,952	3,603	5,535	6,107	≤4,718	≤5,475

Migrant Interdiction Effectiveness in the Maritime Environment

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
74.8%	79.3%	83.3%	72.0%	84.9%	80.5%	≥75.0%	≥75.0%

Percent of Undocumented Migrants who Attempt to Enter the United States via Maritime Routes Interdicted by the Coast Guard Alone

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
47.5%	61.5%	52.8%	33.4%	37.4%	32.2%	≥50%	≥30%

Explanation of Results

Performance results are those reports of migrants recorded to date. The Coast Guard is reporting the total known flow of undocumented migrants attempting to enter the U.S. by maritime routes. This data is based upon Coast Guard law enforcement reporting along with other U.S. and partner nation government reporting. As reports are often delayed in reaching the Coast Guard, results are expected to rise as additional reports are received. Numbers for FY 2019 and other prior fiscal years have been revised to reflect the most current data. Total known flow of undocumented migrants attempting to enter the U.S. by maritime routes increased from 7,093 in FY 2019 to 7,583 in FY 2020 (+5%). The Coast Guard interdicted 1,857 undocumented migrants, with a total of 6,107 interdicted by the Coast Guard and its partners. This was 80.5% of the total known flow, a decrease of 5% from FY 2019.

Additionally, partner nations have improved their reporting of successful migrant landings without interdiction. This is a primary reason for the increase in flow rate and decrease in the FY 2020 percentage of migrants interdicted by the Coast Guard. In the past few years, the Coast Guard has

made a concerted effort to train partner nations and increase their participation in interdictions. The Coast Guard effectively leveraged bilateral agreements for interdiction and disposition with countries like the Bahamas, Dominican Republic, Cuba, and Haiti. Achievements like this have lead to discussions with other partner nations for them to consider similar bilateral agreements. Likewise, interagency cooperation through Maritime Operational Threat Response standing concurrences has allowed expedited disposition and afforded Coast Guard assets more time for interdiction efforts. Additionally, partner nations continue to improve their reporting processes, allowing more accurate and timely capture of undocumented migrant flow and interdictions. The Coast Guard itself interdicted 32.2% of the undocumented maritime migrants.

ILLEGAL DRUG INTERDICTION

The Drug Interdiction mission supports national and international strategies to deter and disrupt the market for illegal drugs, dismantle Transnational Criminal Organizations (TCO) and drug trafficking cartels, and prevent transnational threats from reaching U.S. borders. The Coast Guard is the lead federal agency for drug interdiction on the high seas. In the territorial seas of the U.S., it shares the lead with U.S. Customs and Border Protection (CBP) and receives assistance from numerous other agencies. The Coast Guard strategy is to maintain a strong interdiction presence that denies smugglers access to maritime routes and deters trafficking activity; to strengthen ties with source and transit zone nations to increase their willingness and ability to reduce the production and trafficking of illicit drugs within their sovereign boundaries and territorial seas; and to support interagency and international efforts to combat drug smuggling through increased cooperation and coordination.



USCGC BERTHOLF crewmembers inspect a low-profile semi-submersible in international waters of the Eastern Pacific Ocean, August 14, 2020. The cocaine, worth an estimated \$390 million, was seized in 13 suspected drug smuggling vessel interdictions off the coasts of Mexico, Central and South America between late May and late August. (Coast Guard photo)

FY 2020 Performance Results

Metric Tons of Cocaine Removed

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
144.8	201.3	223.8	209.6	207.9	144.7	≥240.0	≥240.0

Coast Guard Removal Rate for Cocaine from Non-Commercial Vessels in Maritime Transit Zone

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
11.5%	7.2%	8.2%	7.3%	9.3%	7.4%	≥10.0%	≥10.0%

Explanation of Results

Ever shifting smuggling trends, changes in TCO tactics, and the unforeseen impacts of COVID-19 throughout the Western Hemisphere presented unique challenges to the counterdrug mission in FY 2020. Coast Guard personnel remained at the frontlines, diligently and successfully executing this vital national defense and homeland security mission, removing 145 metric tons (320,000 pounds) of cocaine as well as other drugs, depriving TCOs of more than \$5.6 billion in revenue while apprehending 456 suspected smugglers for U.S. and foreign prosecution.

Starting April 1, 2020, SOUTHCOM began enhanced counter narcotics operations in the Western Hemisphere in support of Presidential National Security Objectives. As part of this effort and in collaboration with DOD, the Coast Guard surged resources that included modern cutters, maritime patrol aircraft, and Deployable Specialized Forces (DSF) comprised of LEDETs with precision marksmen and MSSTs with surface use of force-capable pursuit teams. Coast Guard DSF personnel answered the demand signal by increasing deployment levels aboard U.S. Navy and allied nation ships by 150% compared to FY 2019. This adaptive force package is a critical force multiplier that enables these ships to seamlessly transition to Coast Guard law enforcement action.

By prioritizing force packages consisting of armed helicopters and specialized pursuit boats, the Coast Guard interdicted 90% of high-speed go-fast and low profile vessels in the SOUTHCOM area of responsibility. The Coast Guard also increased employment of HC-130 Hercules and HC-144 Ocean Sentry maritime patrol aircraft (MPA) in the drug transit zone by 13%, the highest number of Coast Guard MPA hours ever contributed to the counter narcotics mission. The increased MPA support resulted in the Coast Guard doubling supported cocaine removals to nearly 58,000 pounds, the highest MPA contribution to cocaine removal in service history.

Overall, the surge of resources were a direct contributor to a 44% increase in cocaine and other drugs interdicted by the Coast Guard from April through September, compared to the first half of FY 2020. Additionally, the amplified contribution of patrol assets and DSF teams directly increased average monthly drug removals from 26,680 pounds to 38,435 pounds during the final six months of the fiscal year.

The Coast Guard continues to leverage over 25 counterdrug bilateral agreements and operational procedures, which facilitate interdiction and multilateral engagements with countries such as the Dominican Republic, Costa Rica, Panama, Colombia, Ecuador, and others throughout South America, Central America, and the Caribbean. These partnerships extend the Coast Guard's sphere of influence well beyond what is achievable by Coast Guard assets alone. Despite COVID-19, partner increased interdiction capacity, contributing to over 65% of Joint Interagency Task Force - South (JIATF-S) supported cocaine removals in FY 2020, surpassing last year's historical record as the highest in JIATF-S history.

LIVING MARINE RESOURCES LAW ENFORCEMENT



Personnel from Sector/Air Station Corpus Christi, as well as other South Texas Coast Guard units, work alongside the Texas Parks and Wildlife Department and National Oceanic Atmospheric Administration (NOAA) during Operation Reel-It-In August 5, 2020. (Coast Guard photo)

Living Marine Resources Law Enforcement is an obligation under the Magnuson-Stevens Fishery Conservation and Management Act, the Endangered Species Act, and several other federal laws focused on the protection of marine resources. The core objective of these efforts is to provide effective and professional enforcement to advance national goals for the conservation, management, and recovery of living marine resources, marine protected species, and national marine sanctuaries and monuments. This includes the enforcement of Living Marine Resource (LMR)

regulations in addition to numerous other activities that strengthen both domestic and international fisheries management regimes.

FY 2020 Performance Results

Fishing Regulations Compliance Rate

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
97.1%	96.8%	97.1%	97.8%	97.9%	97.4%	≥97.0%	≥97.0%

Percent of Federal Fisheries Found in Compliance with Laws and Regulations

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
21.0%	20.0%	23.0%	23.0%	37.4%	32.2%	≥28.0%	≥28.0%

Explanation of Results

The Coast Guard uses the percentage of fishing vessels observed at-sea complying with domestic regulations as an indirect measure of the Coast Guard's impact on the health of U.S. fisheries and marine protected species. During FY 2020, the Coast Guard conducted 6,620 boardings on U.S. flagged vessels, just a 6% decrease from the record-high in FY 2019, while citing 180 significant fishery violations, a 21% increase from FY 2019. In FY 2020, the observed at-sea regulation compliance rate was 97.4% for LMR, as compared to 97.9% in FY 2019.

In order to best understand Coast Guard's LMR mission effectiveness, we also measure level of effective enforcement (LEE). LEE is the percentage of fisheries in which the Coast Guard met its boarding standard and found an adequate level of compliance (the standard is to board 20% of vessels in high precedence fisheries and 10% in low precedence fisheries). The Coast Guard met

its combined boarding and compliance standards in 28% of the 202 fishery components for which there is an enforcement obligation. This was a decrease of only 1% from last year and represented the second time the Coast Guard has met its target since 2014. The Coast Guard’s Office of Maritime Law Enforcement (CG-MLE) continues to refine its data analytics and collection methods to increase operational efficiency and improve resource management.

OTHER LAW ENFORCEMENT – INTERNATIONAL FISHERIES ENFORCEMENT

Other Law Enforcement (OLE) mission responsibilities include issues related to international fisheries enforcement through two key lines of effort. The first is the deterrence, detection, and interdiction of illegal foreign fishing vessel incursions into the U.S. Exclusive Economic Zone (EEZ), which represents a threat to U.S. renewable natural resources and a violation of U.S. sovereignty. Protecting the U.S. EEZ is a fundamental Coast Guard maritime security objective. The second aspect is ensuring compliance with international agreements for the management of transboundary fish species by combatting Illegal, Unreported, and Unregulated (IUU) fishing. Combatting IUU fishing, promotes effective resource management, adherence to international norms, and supports collective international oceans governance. This is accomplished through enforcement of conservation and management measures created by Regional Fishery Management Organizations (RFMOs). Through bilateral “ship-rider agreements” the Coast Guard also helps build organic enforcement capacity within likeminded partner coastal nations for resource management and commercial fishery regulations. These partnerships serve as force multipliers, helping to monitor compliance with various international agreements and deter IUU fishing activity worldwide.



The crew of the USCGC MIDGETT boards a fishing vessel to conduct a law enforcement boarding to ensure compliance with international fisheries regulations and counter IUU fishing in the Pacific Ocean, April 27, 2020. MIDGETT’s crew protected U.S. fisheries by patrolling the EEZ surrounding Johnston Atoll, Kingman Reef, and Palmyra Atoll. (Coast Guard photo)

FY 2020 Performance Results

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

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
224	176	136	201	185	351	≤206	≤190

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

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
17.4%	25.5%	22.8%	31.3%	46.0%	39.6%	≥35.0%	≥30.0%

Explanation of Results

In FY 2020, there were 351 detected incursions of foreign fishing vessels in U.S. waters, an 89% increase from the 185 detected incursions in FY 2019. Of the total number of foreign fishing vessels detected, over 93% of the documented incursions in FY 2020 were Mexican lanchas located in the Gulf of Mexico along the Mexico/U.S. EEZ border. Coast Guard units interdicted an all-time high of 139 lanchas, resulting in an interdiction rate of 39.6%. Lanchas are active along the Mexico/U.S. EEZ boundary and will typically deploy fishing gear in the U.S. EEZ, then return to Mexican waters until they are ready to retrieve their gear. Their small size, low profile, and homemade floats make these incursions difficult to detect.

The FY 2020 increase in the number of Mexican lancha incursions was attributed to three factors. The first was the increased detection capabilities of the Coast Guard's new Fast Response Cutters (FRC) giving a better estimation of total incursions. The second was the reduced presence of Coast Guard units due to COVID-19 operational restrictions. The third, and the one with the greatest impact, was the change in Customs and Border Protection (CBP) processing of interdicted lancha crews. Due to COVID-19, CBP no longer accepted crewmembers for deportation – meaning the Coast Guard could not detain the crews and seize the vessel in the pre-COVID environment. This change resulted in Coast Guard crews seizing the catch and gear from illegal fishing vessels, but having to allow individual lanchas and crews to return to Mexico. Ultimately for the lancha crews, the cost of doing business was greatly reduced and as a result there was an uptick in recidivism as well as new actors engaging in illegal fishing. Assuming that in FY 2021, circumstances allow CBP to again detain lancha crews for deportation allowing for seizure of the vessels, the number of incursions should decrease.

Combatting IUU fishing beyond the U.S. EEZ is of vital importance for economic, natural resource conservation and national security reasons. In FY 2020, the Coast Guard conducted 25 of these types of boardings, 10 of which resulted in potential violations. These boardings were conducted under the authority of a bilateral ship rider agreement or under the authority of a Regional Fisheries Management Organization (RFMO) High Seas Boarding and Inspection (HSBI) scheme. The Coast Guard continues to work with the RFMOs and partner nations to help eradicate IUU fishing around the world.

To further bolster IUU fishing focus, in September 2020, the Commandant released the Coast Guard's *IUU Fishing Strategic Outlook* which outlines the Service's efforts to combat the scourge of IUU fishing over the next decade through three lines of effort; Promote Targeted, Effective, Intelligence Driven Enforcement Operations; Counter Predatory and Irresponsible State Behavior; and Expand Multilateral Fisheries Enforcement Cooperation.

MARITIME RESPONSE PROGRAM

The Coast Guard is the Nation's maritime first responder. It searches for and rescues persons in distress, alleviates human suffering, and mitigates marine casualties and other disastrous events. The Maritime Response Program also mitigates pollution and damage to the marine environment through incident response operations. The Coast Guard's all-threats and all-hazards preparedness efforts ensure incident response and recovery resources are fully ready and capable of scalable mobilization in coordination with, and in support of, local, state, tribal, federal, and private sector partners. Additionally, the Coast Guard provides these same services in support of U.S. interests during international incidents.

SEARCH AND RESCUE



The aircrew attached to the USCGC CAMPBELL deploys a rescue swimmer out of a MH-65D Dolphin Helicopter for hoist training harness deployment and recovery on September 3, 2020. (Coast Guard photo)

The Coast Guard is the lead agency for maritime Search and Rescue (SAR) in U.S. waters and works with other nations through the International Maritime Organization (IMO), International Civil Aviation Organization (ICAO), and other regional forums to save lives and advance the SAR system both nationally and globally. The Service strives to alleviate human suffering and minimize loss of life and property by rendering aid to those in distress in the maritime environment and elsewhere when Coast Guard intervention can influence the outcome

of life-threatening incidents. The Coast Guard maintains a high state of vigilant readiness and continuous distress monitoring, and employs sophisticated drift modeling and search optimization tools to improve SAR planning and execution. When someone is in peril, the Service coordinates search and rescue efforts using afloat and airborne Coast Guard units, and those of other federal, state, and local responders. The Coast Guard manages the maritime mass rescue response preparedness program, and under its Captain of the Port authorities and responsibilities, coordinates response efforts on waterways after an incident or disaster.

In support of the global and U.S. SAR system, the Coast Guard is one of four federal partners in the Search and Rescue Satellite-Aided Tracking (SARSAT) Program and participates alongside 44 partner nations in the governance and operation of the International Cospas-Sarsat Program. The Coast Guard is also partner with the world's merchant fleet to rescue mariners in distress around the globe through the Automated Mutual-assistance Vessel Rescue (AMVER) system, a computer based voluntary global ship reporting system used worldwide by SAR authorities to arrange for assistance to persons in distress at sea.

FY 2020 Performance Results

Percent of People in Imminent Danger Saved in the Maritime Environment

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
79.8%	79.3%	78.8%	78.0%	78.1%	86.5%	≥80.0%	≥80.0%

Percent of Time Rescue Assets on Scene within Two Hours

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
95.8%	90.3%	91.0%	93.0%	94.0%	93.9%	100%	100%

Percentage of property "in danger of loss" saved

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
59.7%	59.4%	57.9%	60.0%	49.2%	56.3%	≥66.0%	≥66.0%

Explanation of Results

In FY 2020, the Coast Guard responded to a total of 16,845 SAR cases, assisted 21,050 people, and saved 4,286 lives in imminent danger. These statistics do not include people saved or assisted by Coast Guard disaster response efforts, such as hurricane recovery operations.

The percentage of people in imminent danger in the maritime environment saved by the Coast Guard in FY 2020 was 86.5%, which is higher than the 78.1% achieved last year. However, before FY 2020, the measure accounted for lives that were at risk before and after the Coast Guard was notified of a distress incident. For FY 2020, the measure was adjusted to only include cases with lives at risk after the Coast Guard was notified of an incident. This modification placed greater focus on the Coast Guard's search and rescue performance because it only includes those instances where the service had an opportunity to respond. The Office of Search and Rescue (CG-SAR) has determined that the number of cases the Coast Guard is called to respond to are becoming increasingly complex, requiring greater levels of SAR planning proficiency and expertise.

The time it takes to reach the scene of distress is a key performance factor that may influence the response outcome. The Coast Guard's performance benchmark is to arrive on-scene within two hours of notification 100% of the time. In FY 2020, Coast Guard assets met this standard 93.9% of the time. This result is near FY 2019's performance mark of 94% and above the five-year average of 92.8%. Factors, including adverse weather conditions, geographical proximity, and asset availability, influence the Coast Guard's ability to arrive on-scene within the benchmark timeframe.

Saving lives is always the Coast Guard priority. Thus, recovery of property is a secondary consideration and undertaken only if it can be done with minimal risk and without degrading search and rescue effectiveness. The prospects for property recovery are always case dependent and vary widely. In many instances, such as when a vessel sinks before a Coast Guard asset arrives on-scene, there is no opportunity for recovery. In FY 2020, the Coast Guard was able to save 56.3% of property in danger of loss. The Coast Guard continues to work closely with partners in the salvage industry to strengthen marine property recovery capabilities to improve these results.

MARINE ENVIRONMENTAL PROTECTION—RESPONSE ACTIVITIES

The Coast Guard is the lead federal agency for directing the removal and mitigation of oil and hazardous substances from spills and releases in the waters and shorelines of the coastal zone. The Coast Guard achieves the marine environmental response and preparedness mission through strategically distributed Marine Environmental Response elements at the national, regional, and local level. The Coast Guard conducts review, approval, and monitoring activities to ensure regulated and non-regulated vessels and facilities comply with required pollution response plans and safeguards in the event of an actual or potential discharge. The Coast Guard enforces standards by conducting civil and criminal investigations of environmental and International Maritime Organization (IMO) standards and regulations with strategically distributed Marine Environmental Response Program elements at the national, regional, and local level. Strategic program management and policy support is provided at Coast Guard Headquarters and National Contingency Plan Special Teams, which include the Coast Guard National Strike Force (NSF) and District Response Advisory Teams, Federal On-Scene Coordinators (FOSCs), FOSC Representatives, and Pollution Responders at Sectors, Marine Safety Units, and Marine Safety Detachments.



In the aftermath of Hurricane Sally, Petty Officers from Coast Guard Sector Mobile, assess damage and oversees contractors tasked with booming off and cleaning up oil and fuel leaks in the water near downtown Pensacola, FL, September 19, 2020. (Coast Guard photo)

FY 2020 Performance Results

Marine Environmental Response Compliance

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
75.0%	80.4%	84.3%	86.5%	90.5%	95.4%	≥90%	≥90%

Explanation of Results

In FY 2020, the Coast Guard responded to 3,021 actual or threatened discharges of oil or releases of hazardous substances into the U.S. navigable waters. Part of the Coast Guard's pollution response mission is compelling compliance through mariner and industry education and enforcement of violations of applicable laws and regulations. The Marine Environmental Response Compliance measure examines the number of pollution events where an enforcement action was taken. In FY 2020, 95.4% of pollution events resulted in some form of enforcement action. The steady rise in the marine environmental compliance rate can be attributed to the revision of internal policies and field guidance to operational commanders that has improved mission execution.

EMERGENCY MANAGEMENT AND DISASTER RESPONSE

Coast Guard Emergency Management and Disaster Response provides strategic level policies to harmonize emergency management programs, functions, and activities to prevent, protect, mitigate, respond, and recover from all hazards events. It establishes processes and procedures to ensure effective employment of all Coast Guard resources in coordination with partner responders during significant incidents. Through active outreach to mission program managers, Coast Guard Emergency Management and Disaster Response assesses, maintains, and improves the knowledge, skills, and abilities necessary to ensure consistency within the Service, agency interoperability, and support to the National Preparedness and Planning Systems as established by Presidential Policy Directive-8. Program efforts ensure response readiness for all threats and all hazards, and include exercises and real-world events that cut across all Coast Guard missions and support programs.

Discussion of Results

The purpose of an effective continuity program across the Coast Guard enterprise is to ensure continuous performance of Mission Essential Functions (MEFs) when a catastrophic incident, such as a pandemic, disrupts normal Coast Guard operations. The Coast Guard's robust continuity program has proven highly effective and successful throughout the COVID-19 pandemic.

Continuity of operations was a central theme throughout the COVID-19 pandemic in FY 2020, which was focused on maintaining flexibility in response to essential missions. Specific continuity of operations considerations conducted included, but were not limited to, social distancing measures at operational and staff units; development of quarantine and isolation guidance; incorporation of telework when possible within continuity plans; pre-established alternate facilities to assist sanitization of the unit's primary facilities following a positive COVID-19 test; Vessel/Facility Entry Health Screening; distribution of personal protective equipment to operational units; and adhering to CDC guidelines for travel to include a complex transfer season.

DEFENSE OPERATIONS



USCGC STRATTON transits San Francisco Bay as the cutter returns on November 22, 2019 to their homeport in Alameda, CA following a 162-day patrol in the Western Pacific. The STRATTON deployed June 13, 2019, under the tactical control of the U.S. Navy's Seventh Fleet, enforcing United Nations Security Council resolutions against North Korea. (Coast Guard photo)

As a unique instrument of national power, the Coast Guard bridges the lethality of the Department of Defense (DOD) and the diplomacy of the Department of State to promote a rules-based free and open global maritime commons. Coast Guard forces leverage capabilities, capacity, access, and partnerships to carry out homeland security and defense operations under both Coast Guard and DOD Geographic Combatant Commander (GCC) authorities in support of U.S. national security, and foreign

policy objectives. The Coast Guard participates in extensive DOD steady-state and contingency planning efforts, globally integrated exercises and war-games, and force management plans. Careful risk analysis ensures of the Service optimization as an integral force multiplier for DOD, and best determines the ways to utilize high-demand, low density Coast Guard Defense Operations including: Maritime Interception/Interdiction Operations (MIO); Military Environmental Response; Port Operations, Security and Defense (including maintaining a Title 10 Reserve force and providing Aids to Navigation support for battle-space preparation); Theater Security Cooperation (TSC); Coastal Sea Control (including providing DOD with the only assured surface access in ice-covered and ice-diminished waters); Rotary Wing Air Intercept (RWAI); Combating Terrorism; Maritime Operational Threat Response (MOTR) support; and military cyberspace operations.

FY 2020 Performance Results

Defense Readiness of Major Cutters for DoD Contingency Planning

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
100%	99.5%	97%	100%	92.9%	80.7%	100%	100%

Defense Readiness of Patrol Boats for DoD Contingency Planning

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
100%	100%	100%	100%	100%	100%	100%	100%

Defense Readiness of Port Security Units (Deployed)

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
100%	100%	100%	93.5%	100%	100%	100%	100%

Defense Readiness of Port Security Units (Ready to Deploy)

2015 Actual	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2020 Target	2021 Target
89%	57.8%	100%	100%	100%	100%	≥85%	≥85%

Explanation of Results

The reduced Defense Readiness of Major Cutters was primarily due to cutters undergoing scheduled major dockside maintenance, repairs, or shipyard modifications which were impacted and delayed due to COVID-19. This metric was impacted by material casualties suffered by USCGC WAESCHE as a result of a shipboard fire during operations in the Western Pacific Ocean. Other major cutters, however, completed significant planned modifications, resulting in considerably improved readiness starting in the fourth quarter a trend that is expected to continue.



The USCGC HAMILTON underway in the Pacific Ocean, August 19, 2020. The HAMILTON is one of two 418-foot National Security Cutters homeported in Charleston, SC. (Coast Guard Photo)

COAST GUARD INTELLIGENCE

Today's evolving and complex operating environment presents unprecedented challenges. In this resource-constrained environment, intelligence ensures the most effective employment of assets



towards Coast Guard, DHS, and national security missions. Effectively integrating intelligence leverages all Coast Guard Intelligence capabilities to support planning, mission execution, cyber security, international engagement, force protection, and other activities. Coast Guard Intelligence produces and disseminates timely, actionable, and relevant intelligence that provides mission support to Coast Guard tactical and operational commanders, Coast Guard senior leaders in their strategic management and policy-making roles, DHS for

homeland security missions, DOD and other national intelligence and federal law enforcement agencies in support of national security objectives. In these roles, Coast Guard Intelligence provides decision advantage, knowledge about adversaries, threats, and the surrounding environment. The Coast Guard collects and reports information of intelligence value for Coast Guard, DHS, and national objectives using its federal law enforcement and regulatory authorities. In addition, the Coast Guard is a member of the Intelligence Community (IC), a group of departments and agencies that conducts intelligence activities necessary to protect National Security outlined in Executive Order 12333.

HIGHLIGHTS

- Shore-based intelligence contributed to the interdiction of over 121.6 metric tons of cocaine valued at nearly \$4.8 billion, and the detention or arrest of 361 suspected narcotics traffickers.
- Screened and cleared 102,926 commercial vessels, identifying 1,494 high interest vessels.
- Provided 458 telecommunication analytical products in support of 48 separate Coast Guard Investigative Service (CGIS) investigations.
- Screened 7,142,296 crewmembers, and 11,846,693 travelers, ultimately identifying and warning of the pending arrival to the U.S. of 6,703 travelers of concern, and 26 persons identified as Known or Suspected Terrorists or other threats.
- Developed analytical models and techniques to support the Counter Transnational Organized Crime (CTOC) effort. In coordination with Joint Interagency Task Force - South (JIATF-S), analysts identified 46 likely targets of interest, supported the creation of 13 critical movement alerts, and cued four U.S. - partner nation interdictions, resulting in the seizure of 3.4 metric tons of illicit narcotics.
- Identified approximately 400 vessels operating in the Pacific that likely utilized human trafficking and forced labor practices.
- Coast Guard COASTWATCH personnel directly supported 9,232 law enforcement encounters, including vessel boardings, base access requests, and investigative support, identifying 155 active wants/warrants and over 1,200 potential threats to officer safety.

SUCCESS STORIES

IUU Fishing Enforcement Support. Coast Guard Intelligence has a demonstrated track record of



At sea Coast Guard IUU fishing boarding. (Coast Guard photo)

providing the strategic tipping and cueing necessary for interdiction success in combating a host of illicit activities on the sea. This includes protection against threats that range from the smuggling of illegal narcotics and the associated violence perpetrated by transnational criminal organizations, to countering international Illegal, Unregulated, and Unreported (IUU) fishing threatening at-risk economies of our partner nations.

Effective counter-IUU fishing operations are supported by robust intelligence information in order to effectively identify, target, and interdict illicit actors in the vast maritime domain.

Coast Guard Maritime Intelligence Fusion Center (MIFC) Pacific analysts provided intelligence support to Operation NORTH PACIFIC GUARD, which led to the identification of 15 potential IUU fisheries violations, and the withdrawal of the suspect fishing fleet from the patrol area.

Coast Guard MIFC Pacific identified numerous foreign-based fishing companies that engage in IUU fishing operations throughout the Pacific, to include the Eastern Pacific and Oceania. MIFC analysts provided detailed targeting lists for Operation BLUE PACIFIC which identified ties between companies, malign influence activity, and financial fraud in the U.S. This included espionage operations, public corruption, and human trafficking, and resulted in the creation of a joint agency team to target the companies for criminal prosecution and possible Office of Foreign Assets Control (OFAC) nominations.

Intelligence-driven Counter Drug Operations. Coast Guard use of Tactical Cryptology Afloat (TCA) capabilities contributed to the removal of 42 metric tons of cocaine valued at over \$1.6 billion and the detention or arrest of 145 suspected narcotics traffickers in FY 2020. In addition, cryptologic personnel ashore provided intelligence that contributed to the U.S. interdiction of another 121.6 metric tons of cocaine valued at nearly \$4.8 billion and the detention or arrest of 361 suspected narcotics trafficked. TCA is a critical mission enabling capability first fielded as part of the National Security



USCGC BERTHOLF boarding teams interdict a low-profile go-fast vessel while patrolling international waters of the Eastern Pacific Ocean, seizing more than 3,100 pounds of suspected cocaine, November 4, 2019. (U.S. Coast Guard photo)

Cutter (NSC) acquisition program, enables the detection, reporting, disruption, and interdiction of illicit activity that threatens our borders, and directly supports Coast Guard, DHS, DoD, Intelligence Community, and allied partner missions and operations. These systems condense the

Commanding Officer's decision cycle, enabling operational advantage over adversaries, efficient asset allocation, and tactical cueing to less capable cutters.

Intelligence Support for Hurricane Response. The 2020 Atlantic hurricane season was one of the most active in recorded history, with 10 hurricanes recorded by late October 2020, over a month before the official end of the hurricane season. Of these 10 hurricanes, six made landfall in the U.S., and Coast Guard Intelligence was there to support. The geospatial intelligence (GEOINT) teams at the Intelligence Coordination Center (ICC) and Maritime Intelligence Fusion Center Atlantic (MIFC LANT) collaborated with



Hurricane Laura, August 26, 2020. (NOAA photo)

other GEOINT mission partners and ensured Coast Guard operational commanders and senior leaders had access to the first-available commercial overhead and tactical imagery-based damage assessment products, providing critical situational awareness in the aftermath of the storms. MIFC LANT's GEOINT team produced over 165 post-storm damage assessment products and provided processing, exploitation and dissemination (PED) support to 14 Coast Guard and CBP collections flights. This support enabled operational commanders across three Coast Guard Districts to prioritize mission objectives and make critical resource allocation decisions in the aftermath of hurricanes Hanna, Isaias, Laura, Marco, Sally, and Delta. Damage assessment products were posted to a storm collaboration website and the ICC GEOINT Event Viewer, where they could be viewed in conjunction with other GEOINT data layers, such as storm surge information and Coast Guard unit locations, providing decision advantage to Coast Guard leadership at all echelons.

Discussion of Results

The Coast Guard continued to employ intelligence systems on the NSC which enabled detection, reporting, disruption, and interdiction of illicit activity in support of Homeland Security and Coast Guard missions. These systems shortened the field commander's decision cycle and enabled operational advantage over adversaries, efficient asset allocation, and tactical cueing to less-capable cutters. This capability directly supported cutter operations while also benefiting DHS, DOD, Intelligence Community, and allied partner missions and operations.

Coast Guard Intelligence initiated a plan to deliver actionable intelligence that will support prevention and defense of the MTS from cyber threats, including initiatives to increase cyber information collection and processing through a comprehensive pilot that will revolutionize maritime cyber threat data management. Early efforts with federal and local governments and Maritime industry partners to standardize cyber reporting and improve analytic collaboration promise to enhance situational awareness. Coordination across the Coast Guard Intelligence Enterprise to better utilize scarce resources, coordinate intelligence dissemination, and inform the field through briefings and intelligence notes will heighten awareness of strategic and operational

threats. This comprehensive approach to maritime cyber threat collection, analysis, and reporting represents an unparalleled Federal cyber response in support of the MTS.

Coast Guard Intelligence utilized qualitative analytic techniques to produce the Congressionally-mandated National Maritime Terrorism Threat Assessment (NMTTA). This assessment provided decision advantage to senior U.S. policy-makers and Coast Guard leadership across the strategic and tactical levels. The report examined foreign and domestic terrorist organizations and assessed their intentions and capabilities of executing kinetic attacks within the Homeland Maritime Domain.

Coast Guard Intelligence employed sophisticated counter-network exploitation techniques which identified four new tankers and one new import network with six feeder vessels engaged in 10 illicit ship-to-ship transfers by foreign-flagged vessels in direct violation of United Nations Security Council (UNSC) Resolutions.

The Coast Guard Foreign Disclosure Program successfully adjudicated over 1,240 requests to disclose information to U.S. Partner Nations in support of bilateral and multilateral initiatives. These authorized disclosures enhanced USCGC WAESCHE's participation in Operation EX CARAT with the Seventh Fleet and the Government of Brunei, as well as promoted maritime safety and security through the Coast Guard's involvement in the AFRICOM Maritime Exchange with Madagascar, Mauritius, and Seychelles.

The Coast Guard Counterintelligence Service conducted approximately 20 investigations, 11 new operations, and produced 200 intelligence reports, which protected Coast Guard personnel, information, assets, and technology from Foreign Intelligence Entities, Transnational Criminal Organizations, and International Terrorist Organization threats. Two Counterintelligence Agents, who were fully integrated into the Coast Guard's Research Development Acquisitions and Supply Chain Risk Management program, responded to nine incidents involving threats that ranged from computer intrusions to product substitutions.

INTERNATIONAL ENGAGEMENT

The U.S. Coast Guard is a unique instrument of national power that promotes rules-based global maritime governance in support of U.S. national security, homeland security, and foreign policy. The Coast Guard pursues meaningful international engagements to advance national strategic objectives and support operations, and employs an array of tools and methods to accomplish this, including a robust foreign visits program; key leader engagements with senior maritime and government officials from around the world; and subject-matter expert exchanges with partner nations. In addition, the Coast Guard conducts maritime assessments for partner nations, provides a diverse set of training and technical services, and assists in strengthening their maritime service capacity and professionalism through resident training programs and exportable Mobile Training Teams. Through The Excess Defense Article and Foreign Military Sales Program, the Coast Guard transfers and sells asset, and provides partner-nations with necessary training and assistance in the sustainment of these assets while supporting maritime missions.

HIGHLIGHTS

- Hosted 157 international students from 53 countries, including the Ukraine Maritime Border Guard and Philippine Coast Guard.
- Coordinated 25 Mobile Training Team (MTT) missions to 17 countries.
- Supported 29 overseas personnel in the United Kingdom, Germany, Saudi Arabia, Mexico, Honduras, El Salvador, Costa Rica, Philippines, Vietnam, and Fiji.
- Initiated 87 Interagency Agreements and funding orders.

SUCCESS STORIES

Historic Deployment Enhances National Equities in the Atlantic Arctic. From July through



USCGC CAMPBELL conducts joint exercises with Danish Navy vessel HMDS KNUD. (Coast Guard photo)

September 2020, the Coast Guard deployed USCGCs CAMPBELL and TAHOMA to participate in Operation NANOOK (OP NANOOK) and Search and Rescue Exercise ARGUS (SAREX ARGUS), furthering the arctic-focused goals and objectives of the MTS Directorate. OP NANOOK is the Canadian Armed Forces' annual military exercise in the Arctic. SAREX ARGUS is a multinational exercise in the Arctic between the U.S., Denmark, France, and Greenland. Hosted by the Joint Arctic Command, the

exercise's primary focus is to practice search and rescue operations for air, naval, and local surface assets.

CAMPBELL's and TAHOMA's participation in these events represented an historical first for Coast Guard Atlantic Arctic activities, with this patrol being the furthest north a medium endurance

cutter (270 WMEC) has ever sailed. OP NANOOK and SAREX ARGUS allowed Coast Guard Atlantic Area to operationalize the three lines of efforts of the Coast Guard’s Arctic Strategic Outlook. This deployment demonstrated the competence and adaptability of the Coast Guard to operate effectively in support of key national interests in some of the most remote areas of the world. It also presented an opportunity to test limitations when operating in the high latitudes, enabling quick identification of critical communication gaps when operating in the Arctic.

Internationally, participation in OP NANOOK and SAREX ARGUS strengthened the Coast Guard’s operational partnership and inter-service trust with Canadian, Danish, French, and Greenlandic partners. Additionally, interoperability with the U.S. Navy Second Fleet increased through this strategic operational opportunity for a major Coast Guard cutter to exercise with a Navy destroyer in the Arctic. Moreover, the Coast Guard’s strong, coordinated presence in the Arctic theater demonstrated by this deployment affirmed the ability of the U.S. to be a regional partner of choice while stunting malign foreign interests in the high latitudes.

Coast Guard Resumes Training for the Yemen Coast Guard.

The Coast Guard, in partnership with the U.S. Department of State, Saudi Arabia Joint Forces Command, and Saudi Border Guard, completed the first mobile training event for the Yemen Coast Guard since the start of the Yemen civil war.



Coast Guard members demonstrate Outboard Motor Maintenance techniques to the Yemen Coast Guard. (Coast Guard photo)

Prior to the beginning of the Yemen civil war in 2014, the Coast Guard helped develop and professionalize the Yemen Coast Guard. In January 2020, a Coast Guard training team helped restore the partnership and executed a two-week Outboard Motor Maintenance course in Jeddah, Saudi Arabia.

The Coast Guard is working closely with international partners to help reconstitute the Yemen Coast Guard in efforts to effectively patrol maritime zones and prevent weapons smuggling into the country.

Coast Guard Supports Saudi Arabia Border Security on the Red Sea.

The Coast Guard supported the Maritime Infrastructure Protection Force (MIPF)’s expansion to the Red Sea to prevent attacks on critical port facilities. Coast Guard advisors assigned to the Maritime Infrastructure Protection Force Training and Advisory Group (MIPFTAG) worked to operationalize the first MIPF unit on the Red Sea in Jizan through an extensive Ready for Operations program.



Rear Admiral Meredith Austin tours a Maritime Infrastructure Protection Force unit in October 2019. (Coast Guard photo)

In June 2020, the MIPFTAG program received funding to support the project through 2022 with a new Foreign Military Sales case. In addition, four 33' Special Purpose Craft-Law Enforcement boats were purchased by Saudi Arabia and are due to arrive in the Kingdom by the summer of 2021 to support MIPF training.

Coast Guard Hosts International Students. The Coast Guard Office of International Affairs (CG-DCO-I) coordinated logistics and attendance for the Officer Candidate and Officer Indoctrination School, and Coast Guard Academy (CGA) international cadet program. These efforts reinforced the Coast Guard's commitment to foreign partners while ensuring the safe execution of travel and academics in the 2020 pandemic environment.

The Officer Indoctrination School graduated students from Jamaica, the Bahamas, Malta, and Lebanon. The staff and students overcame numerous hurdles related to COVID-19, including new base restrictions prohibiting off-base liberty during the later weeks of the program. All students successfully completed the 17-week program at the CGA in New London, CT; which included an underway period onboard USCGC EAGLE.



Students from Jamaica, the Bahamas, Malta, and Lebanon pose during attendance to the Coast Guard's Officer Indoctrination School. (Coast Guard photo)

Despite COVID challenges, six graduates from the Coast Guard Academy Class of 2020 made it to their home countries allowing for these newly graduated officers to integrate quickly into their Country's Armed Services. Additionally, Coast Guard personnel supported the transition of all newly arriving international cadets admitted to Coast Guard Academy Class of 2024.

Discussion of Results

The Coast Guard had a successful year in international relations, adapting to countless challenges in order to maintain critical international partnerships around the globe. Working closely with the U.S. interagency, the Coast Guard released the organization's first-ever *IUU Fishing Strategic Outlook*. Several regional priorities, were also advanced, including the release of the Oceania Regional Engagement Plan. The Coast Guard maintained strategic relationships through virtual Key Leader Engagements, alongside a visit by the Commandant to European and Scandinavian partners across the Atlantic. Despite the immense hurdles faced during the COVID-19 pandemic, the Coast Guard maintained vital relationships with multi-national working groups, successfully and safely transferred personnel overseas, and preserved portions of the world-renowned training program critical to the development of partner nation's maritime security capacity.

The Coast Guard Foreign Disclosure Program concluded new bilateral partnerships with the Brazilian Navy and Australian Border Forces Command, which will provide additional opportunities for maritime cooperation and foreign ship-rider embarkation aboard Coast Guard Fast

Response (FRC) and National Security Cutters (NSC). The program supported Security Cooperation and local procurement processes, through technical exchange on the HC-27J airframe with the Australian DOD and export of Polar Security Cutter (PSC) technical data to authorized Foreign Industry partners, and the transfer of Coast Guard Excess Defense Articles (EDA) and services to the governments of Vietnam and Bahrain. These efforts strengthened ties with new and long standing maritime partners and enhanced the Coast Guard's international standing as a Premier Maritime Service.

Coast Guard Attachés (COGATTs) represented the Coast Guard and DOD in 15 embassies, protecting and promoting U.S. interests abroad. With specialized training in foreign country operations, diplomatic duties, and language skills, they observed and reported on developments in their countries, advised their Ambassadors, and acted in official representative capacities. In Ecuador, the COGATT supported USCGC BERTHOLF as the cutter conducted the first joint IUU fisheries patrol with the Ecuadorian Coast Guard off the Galapagos Islands, which ensured Ecuadorian sovereignty and protected the fragile ecosystem of the Galapagos UNESCO World Heritage site. The Colombia COGATT worked with National Oceanic and Atmospheric Administration (NOAA) representatives to deliver time-sensitive equipment to their Colombian counterparts, which allowed NOAA to receive upper air weather data for the western Caribbean, ultimately improving weather models for the 2020 hurricane season. In Brazil, the COGATT helped finalize an Information Sharing MOU between the U.S. Coast Guard and the Brazilian Navy, improving maritime initiatives and collaboration. The Japan COGATT coordinated the repatriation of 318 U.S. citizens from a cruise ship in Yokohama during the COVID-19 pandemic, and the Jamaica COGATT was instrumental in supporting the donation of a U.S. Southern Command field hospital.

CYBERSPACE OPERATIONS



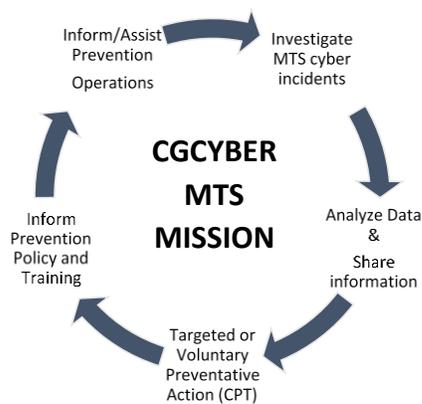
Primarily coordinated by Coast Guard Cyber Command (CGCYBER), the Coast Guard identifies, protects against, and counters cybersecurity threats to the maritime interests of the U.S.; provides cyber capabilities that foster excellence in the execution of Coast Guard operations; supports DHS cyber missions, and defends Coast Guard systems. CGCYBER serves as the Service Cyber Component to the U.S. Cyber Command.

HIGHLIGHTS

- Defended against 408 cybersecurity incidents.
- Responded to significant increase in demand for system capabilities and user support associated with workforces expanding teleworking needs in response to COVID-19.
- Performed over 40 assessments of enterprise mission systems including the Marine Information for Safety and Law Enforcement (MISLE) database, and the C-27 aircraft acquisition identifying vulnerabilities and recommending hardening actions tailored to each system.
- Reached full staffing levels for the Coast Guard’s first Cyber Protection Team, 1790 CPT.
- Established the Maritime Cyber Readiness Branch, a specialized team that fuses maritime safety and cyber expertise, primarily focused on protecting the MTS.

SUCCESS STORIES

Securing Marine Transportation System Cyber. The Coast Guard successfully stood-up the



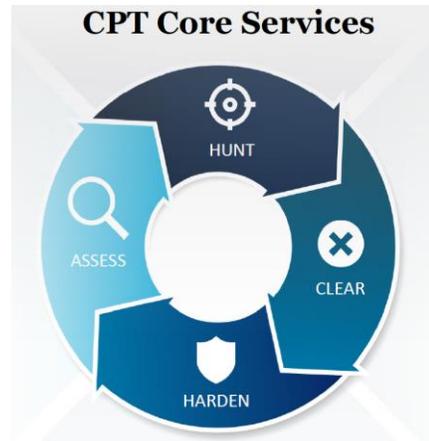
Maritime Cyber Readiness Branch (MCRB) in FY 2020, and represents a specialized team within CGCYBER that fuses Marine Safety paradigms and Cyber expertise in support of the MTS. The Branch tracks, investigates, and analyzes all reported and known cyber incidents in the MTS. In FY 2020, the MCRB investigated 24 cyber incidents and directly supported over half of the Coast Guard’s Sectors and Marine Safety Units. By combining data collected from new investigations with available historical data, MCRB maintains the “big picture” for

MTS cybersecurity. The MCRB leverages this situational awareness to correlate disparate incidents and provide information to industry partners to better secure the MTS.

The MCRB collaborated closely across key Coast Guard, interagency, maritime industry, and academic MTS Cyber Stakeholders to increase maritime cybersecurity competency, capabilities, and consistency across the MTS. This included close coordination with Sectors to prioritize and plan CPT operations within their areas of responsibility. To enhance cyber training, the MCRB

worked in concert with the Coast Guard Force Readiness Command (FORCECOM) to develop cyber literacy training for Coast Guard inspectors and collaborated with Stevens Institute of Technology to develop and deliver a maritime cybersecurity course for Coast Guard personnel. The MCRB also partnered with the Navy and Indiana University Center for Applied Cybersecurity Research to conduct a comprehensive cyber assessment of a large U.S. semi-automated container facility in a research and development pilot program sponsored by the Office of the Secretary of Defense.

Cyber Protection Team begins drive to Full Operating Capability. The Cyber Protection Team (CPT) achieved Initial Operating Capability (IOC) staffing during the summer of 2020. The full complement includes three mission elements and a support element. The team continued pursuing full operating capability requirements set by U.S. Cyber Command including training on the Deployable Mission Support System kits, enabling CGCYBER to support Sector Commanders by executing Hunt and Incident response operations in the Marine Transportation System (MTS). The team is now working closely with Captains of the Port to secure and harden the MTS.



Discussion of Results

CGCYBER supported seamless continuity of operations during the COVID-19 pandemic with key teleworking infrastructure and online collaboration capabilities, to ensure members working remotely could continue to support the mission. CGCYBER installed the Coast Guard's Virtual Private Network on over 10,000 laptops and rapidly deployed online collaboration tools, such as the Department of Defense Commercial Virtual Remote (CVR) environment. The mission-ready Reserve cyber workforce helped meet the increase of critical capability requirements with a timely mobilization and integration into CGCYBER operations to ensure adequate continuity of operations during the pandemic.

Appendix - PERFORMANCE MEASURE DEFINITIONS

MARITIME PREVENTION

Annual MTSA facility compliance rate with transportation worker ID credential regulations	A-2
Annual Number of Breaches at High Risk Maritime Facilities	A-3
3-yr average number of serious marine incidents	A-4
3-yr average number of commercial mariner deaths and critical, serious & severe injuries	A-5
3-yr average number of commercial passenger deaths and critical, serious & severe injuries	A-6
3-yr average number of recreational boating deaths	A-7
3-yr average of chemical discharge incidents per 100 million short tons shipped	A-8
3-yr average of oil spills per 100 million short tons shipped	A-9

MARINE TRANSPORTATION SYSTEM MANAGEMENT

Availability of maritime navigation aids	A-10
Percent of time high-priority waterways in Great Lakes and Eastern Seaboard open during ice season	A-11
5-yr average number of navigational accidents	A-12

MARITIME SECURITY OPERATIONS

Percent risk impact of maritime security operations (new for 2020)	A-13
Maritime security operations efficiency (new for 2020)	A-14

MARITIME LAW ENFORCEMENT

Number of undocumented migrants attempting to enter U.S. by maritime routes	A-15
Number of undocumented migrants attempting to enter U.S. by maritime routes interdicted	A-16
Migrant interdiction effectiveness in the maritime environment	A-17
Percent undocumented migrants attempting to enter U.S. by maritime routes interdicted by USCG	A-18
Metric tons of cocaine removed	A-19
USCG Removal rate for cocaine from non-commercial vessels in maritime transit zone	A-20
Fishing regulation compliance rate	A-21
Percent of federal fisheries found in compliance with laws and regulations	A-22
Number of detected incursions of foreign fishing vessels violating U.S. waters	A-23
Interdiction rate of foreign fishing vessels violating U.S. waters	A-24

MARITIME RESPONSE

Percent of people in imminent danger saved in the maritime environment	A-25
Percent of time rescue assets are on-scene within 2 hours	A-26
Percentage of property "in danger of loss" saved	A-27
Marine Environmental Response Compliance (new for 2020)	A-28

DEFENSE OPERATIONS

Defense readiness of major cutters for DoD contingency planning	A-29
Defense readiness of patrol boats for contingency planning	A-30
Defense readiness of port security units (deployed)	A-31
Defense readiness of port security units (ready to deploy)	A-32

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 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.

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.

Percent Risk Impact of Maritime Security Operations

MEASURE DESCRIPTION	The estimated annual maritime security risk impact achieved as a percentage of the risk impact assessed as achievable with unconstrained availability of Coast Guard resources performing Maritime Security Operations activities.
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	This measure reports estimated risk impact achieved by maritime security operations across all 37 Captain of the Port-level sectors and units as a percentage of the risk impact assessed as achievable with unconstrained availability of Coast Guard resources performing Maritime Security Operations activities. It includes risk reduction benefits of Coast Guard and Other Government Agency performed security boardings, patrols, fixed security zone enforcements, and vessel escorts.
DATA SOURCE	Annual risk reduction impact values are generated by the Coast Guard’s Risk-Based Maritime Security and Response Operations (RBMSRO) tool, which relies on activity data imported from the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database and Other Government Agency sources, and associated annual risk-reduction parameters determined and validated using the Coast Guard’s Maritime Security Risk Analysis Model (MSRAM).
METHODOLOGY	Results for a given period are the annualized risk impact achieved divided by the risk impact assessed as achievable with unconstrained availability of Coast Guard resources performing Maritime Security Operations activities—expressed as a percentage. Risk impact achieved is the risk reduction values associated with each activity conducted through the end of the period—aggregated for all 37 Captain of the Port-level sectors and units; the risk impact assessed as achievable is determined from the activity levels that would have been appropriate absent any resource constraints.
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 Operations Efficiency

MEASURE DESCRIPTION	The estimated annual risk impact achieved by Coast Guard maritime security operations, as a percentage of what would have been expected with optimal utilization of available resources.
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	This measure reports estimated risk impact achieved by actual maritime security operations across all 37 Captain of the Port-level sectors and units as a percentage of the risk impact that otherwise could have been achieved with optimal use of available resources. It includes risk reduction benefits of Coast Guard and Other Government Agency performed security boardings, patrols, fixed security zone enforcements, and vessel escorts.
DATA SOURCE	Annual risk impact values are generated by the Coast Guard’s Risk-Based Maritime Security and Response Operations (RBMSRO) tool, which relies on activity data imported from the Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database and Other Government Agency sources, and associated annual risk-reduction parameters determined and validated using the Coast Guard’s Maritime Security Risk Analysis Model (MSRAM).
METHODOLOGY	Results for a given period are the annualized risk impact achieved divided by the impact that would have been achieved by optimal employment of available resources—expressed as a percentage. Risk impact achieved is the risk reduction values associated with each activity conducted through the end of the period—aggregated for all 37 Captain of the Port-level sectors and units; the optimized expectation is derived from activity levels prescribed in plans generated by the Risk-Based Maritime Security and Response Operations (RBMSRO) tool.
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.

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

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

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

MEASURE DESCRIPTION	The number of undocumented migrants attempting to enter the U.S. by maritime means interdicted by the Coast Guard and other partners before reaching the U.S. land border—including maritime interdictions by Customs and Border Protection and other agencies or foreign entities in partnership with the Coast Guard for migrant interdiction operations.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Migrant Interdiction
DHS ALIGNMENT	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
SCOPE	This measure includes all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions who are interdicted by the Coast Guard or by other agencies or foreign entities in partnership with the Coast Guard.
DATA SOURCE	Coast Guard migrant interdiction data is extracted from Daily Operational Summaries compiled by the Coast Guard National Command Center from operational reports received from Coast Guard units. Additional interdiction data is compiled from notifications received from other agencies or foreign entities acting in partnership with the Coast Guard.
METHODOLOGY	Results for a given year are a compilation of all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions who are interdicted. It is the sum of interdictions during that period by the Coast Guard, plus apprehensions reported by CBP, plus any notifications of interdictions received from other law enforcement agencies or foreign entities.
VERIFICATION & VALIDATION	Coast Guard data is subject to review at multiple levels; discrepancies are reviewed and corrected as necessary. Data provided by other foreign entities acting in partnership with the Coast Guard are also reviewed and corrected as needed.
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	The percentage of known undocumented migrants attempting to enter the U.S. by maritime means who are interdicted by the Coast Guard and other partners before reaching the land border, where the number of known migrants attempting entry is comprised of those interdicted by the Coast Guard and its partners plus undocumented migrants who self-report their entry by maritime means or are apprehended by CBP after so entering.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Migrant Interdiction
DHS ALIGNMENT	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
SCOPE	This measure includes all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions, who are interdicted by the Coast Guard or by other agencies or foreign entities in partnership with the Coast Guard. The determination of known flow includes undocumented migrants interdicted by the Coast Guard or by other agencies or foreign entities in partnership with the Coast Guard plus those undocumented migrants who self-report entry by maritime means or are apprehended by CBP after so entering the United States, its territories and possessions.
DATA SOURCE	Coast Guard migrant interdiction data is extracted from Daily Operational Summaries compiled by the Coast Guard National Command Center from operational reports received from Coast Guard units. Additional interdiction data is compiled from notifications received from other agencies or foreign entities acting in partnership with the Coast Guard.
METHODOLOGY	Results for a given year are the sum of Coast Guard and partner interdictions divided by the known flow of undocumented migrants attempting to enter the U.S. by maritime means, expressed as a percentage. It is Coast Guard interdictions plus maritime apprehensions by CBP plus notifications of interdictions by other agencies or foreign entities, divided by and expressed as a percentage of these interdictions plus any entries by maritime means that are self-reported or afterwards apprehended and reported by CBP.
VERIFICATION & VALIDATION	Coast Guard data is subject to review at multiple levels; discrepancies are reviewed and corrected as necessary. Data provided by other foreign entities acting in partnership with the Coast Guard are also reviewed and corrected as needed.
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 Undocumented Migrants Attempting to Enter U.S. By Maritime Routes Interdicted by USCG Alone

MEASURE DESCRIPTION	The percentage of known undocumented migrants attempting to enter the U.S. by maritime means who are interdicted by the Coast Guard, where the number of known migrants attempting entry is comprised of those interdicted by the Coast Guard and its partners plus undocumented migrants who self-report their entry by maritime means or are apprehended by CBP after so entering.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Migrant Interdiction
DHS ALIGNMENT	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
SCOPE	This measure includes all undocumented migrants of all nationalities who attempt direct entry by maritime means into the United States, its territories and possessions, who are interdicted by the Coast Guard. The determination of known flow includes undocumented migrants interdicted by the Coast Guard or by other agencies or foreign entities in partnership with the Coast Guard plus those undocumented migrants who self-report entry by maritime means or are apprehended by CBP after so entering the United States, its territories and possessions.
DATA SOURCE	Coast Guard migrant interdiction data is extracted from Daily Operational Summaries compiled by the Coast Guard National Command Center from operational reports received from Coast Guard units. Additional interdiction data is compiled from notifications received from other agencies or foreign entities acting in partnership with the Coast Guard.
METHODOLOGY	Results for a given year are Coast Guard interdictions divided by the known flow of undocumented migrants attempting to enter the U.S. by maritime means, expressed as a percentage. It is Coast Guard interdictions for the period, divided by and expressed as a percentage of the sum of these interdictions plus maritime apprehensions by CBP plus notifications of interdictions by other agencies or foreign entities plus any entries by maritime means that are self-reported or afterwards apprehended and reported by CBP.
VERIFICATION & VALIDATION	Coast Guard data are subject to review at multiple levels; discrepancies are reviewed and corrected as necessary. Data provided by other foreign entities acting in partnership with the Coast Guard are also reviewed and corrected as needed.
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

MEASURE DESCRIPTION	Metric tons of cocaine removed by the Coast Guard from non-commercial vessels in the maritime domain, which includes cocaine seized by the Service plus the estimated amount of unrecovered cocaine jettisoned or destroyed as a result of Coast Guard law enforcement efforts.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Drug Interdiction
DHS ALIGNMENT	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
SCOPE	This measure includes the amount of cocaine physically seized by the Coast Guard from non-commercial vessels in the maritime domain, which is weighed and assigned a Federal Drug Identification Number. Also included is cocaine not physically recovered by the Service that is jettisoned or destroyed during interdiction operations, which is typically determined from pursuit video or other intelligence-analysis.
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	Results for a given year are the sum total metric tons of cocaine seized by the Service plus the amount of cocaine observed, reported or determined as having been jettisoned or destroyed by smugglers to avoid seizure by the Coast Guard.
VERIFICATION & VALIDATION	Both the physically seized and jettisoned or destroyed components of this measure are tracked, collected, and analyzed by the Coast Guard Office of Law Enforcement Policy (CG-MLE). Consolidated Counter-drug Database (CCDB) source data is verified and validated quarterly by representatives from the agencies involved in transit zone interdiction, who meet and review the data for each source event and resolve any discrepancies. Coast Guard seizure data is also tracked and verified by Federal Drug Identification Numbers.
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.

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

MEASURE DESCRIPTION	Percentage of cocaine removed by the Coast Guard, where the amount removed includes cocaine seized plus the estimated amount jettisoned or destroyed in the course of interdiction efforts, expressed as a percentage of 3-year average annual maritime flow of cocaine on non-commercial vessels.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Drug Interdiction
DHS ALIGNMENT	Mission Area 2 - Secure and Manage Our Borders Goal 2.1 - Secure U.S. Air, Land and Sea Borders and Approaches Sub-Goal 2.1.1 - Prevent Illegal Import and Entry
SCOPE	This measure includes the amount of cocaine physically seized by the Coast Guard from non-commercial vessels in the maritime domain, which is weighed and assigned a Federal Drug Identification Number. Also included is cocaine not physically recovered that is jettisoned or destroyed during interdiction operations, which is typically determined from pursuit video or other intelligence analysis. The amount of cocaine removed is expressed as a percentage of the 3-year average annual maritime flow of cocaine on non-commercial vessels over the previous 12 quarters.
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	Results are the sum total metric tons of cocaine seized during the current 12-month period by the Coast Guard plus the amount of cocaine observed, reported, or determined as having been jettisoned or destroyed by smugglers to avoid seizure; and this is expressed as a percentage of the unweighted 3-year average annual maritime flow of cocaine on non-commercial vessels over the previous 12 quarters.
VERIFICATION & VALIDATION	Both the physically seized and jettisoned or destroyed components of this measure are tracked, collected, and analyzed by the Coast Guard Office of Law Enforcement Policy (CG-MLE). Consolidated Counter-drug Database (CCDB) source data is verified and validated quarterly by representatives from the agencies involved in transit zone interdiction, who meet and review the data for each source event and resolve any discrepancies. Seizure data is also tracked and verified by Federal Drug Identification Numbers.
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.

Fishing Regulation Compliance Rate

MEASURE DESCRIPTION	Percent of those fishing vessels boarded and inspected at sea by the Coast Guard, which had no documented violations of domestic fisheries regulations.
USCG PROGRAM	Maritime Law Enforcement
USCG MISSION	Living Marine Resources Law Enforcement
DHS ALIGNMENT	Mission Area 2 - Secure and Manage Our Borders Goal 2.2 – Safeguard and Expedite Lawful Trade and Travel Sub-Goal 2.2.3 - Maximize Compliance with U.S. Trade Laws
SCOPE	This measure includes boardings and inspections of U.S. commercial and recreational fishing vessels inside the portion of state waters that extend from three to nine nautical miles seaward of the state boundary line; U.S. commercial and recreational fishing vessels in the U.S. Exclusive Economic Zone (EEZ); foreign fishing vessels permitted inside the U.S. EEZ; and U.S. commercial and recreational fishing vessels outside the U.S. EEZ. Violations are of domestic fisheries regulations, which are documented by Coast Guard Boarding Forms and entered into the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
DATA SOURCE	Boardings and violations of domestic fisheries regulations are documented by Coast Guard Boarding Forms and entered into the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
METHODOLOGY	Results for a given year are the number of boarded fishing vessels with no documented violations of domestic fisheries regulations divided by the number of fishing vessels boarded and inspected at sea by the Coast Guard, expressed as a percentage.
VERIFICATION & VALIDATION	MISLE data consistency and integrity is controlled through program logic and pull-down menus that require key elements, prohibit the inappropriate, and limit choices to pre-determined options. Reliability is further ensured by comprehensive training and user guides, and the application itself has embedded Help screens. District, Area and Headquarters staffs review, validate and assess the data on a quarterly basis as part of the Coast Guard's Standard Operational Planning Process; and Program managers review and compare MISLE data to after-action reports, message traffic and other sources of information.
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.

Percent of Federal Fisheries Found in Compliance with Laws and Regulations

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

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

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

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

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

Percent of People in Imminent Danger Saved in the Maritime Environment

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 Readiness of Major Cutters for DoD 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 DoD 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.