

Department of Homeland Security

United States Coast Guard



Fiscal Year 2013

Congressional Justification

i. Summary of FY 2013 Budget Estimates by Appropriation

**Department of Homeland Security
U.S. Coast Guard
Summary of FY 2013 Budget Estimates by Appropriation
Total Appropriations
(Dollars in Thousands)**

Budget Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Total Changes		Increase (+) or Decrease (-) For FY 2013			
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT		
Operating Expenses	48,071	6,907,458	49,255	6,755,254	48,784	6,791,178	(471)	35,924	---	24,500	(471)	11,424
Environmental Compliance and Restoration	25	12,593	24	13,500	24	13,162	---	(338)	---	---	---	(338)
Reserve Training	504	132,849	536	1,342,278	535	132,554	(1)	(1,724)	---	---	(1)	(1,724)
Acquisition, Construction and Improvements	826	2,101,580	785	1,463,968	842	1,192,309	57	(271,659)	57	(271,659)	---	---
Alteration of Bridges	---	---	---	---	---	---	---	---	---	---	---	---
Research, Development, Test and Evaluation	92	20,536	101	27,779	101	19,728	---	(8,051)	---	---	---	(8,051)
Medicare-Eligible Retiree Health Care Fund Contribution	---	265,321	---	261,871	---	169,977	---	(91,894)	---	---	---	(91,894)
Subtotal Discretionary	49,518	9,440,337	50,701	8,656,650	50,286	8,318,908	(415)	(337,742)	57	(247,159)	(472)	(90,583)
Retired Pay	---	1,320,689	---	1,440,157	---	1,430,942	---	(9,215)	---	---	---	(9,215)
Boat Safety	9	134,433	10	113,199	10	116,221	---	3,022	---	3,017	---	5
Maritime Oil Spill Program	---	259,465	---	101,000	---	100,500	---	(500)	---	---	---	(500)
Gift Fund	---	1,535	---	80	---	80	---	---	---	---	---	---
Subtotal Mandatory	9	1,716,122	10	1,654,436	10	1,647,743	0	(6,693)	---	3,017	---	(9,710)
OSLTF Contribution	---	[45,000]	---	[45,000]	---	[45,000]	---	---	---	---	---	---
Transfer from National Science Foundation (NSF) (P.L. 111-117)	[274]	[42,330]	---	---	---	---	---	---	---	---	---	---
Haitian Disaster Relief Act (P.L. 111-212)	---	[48,354]	---	---	---	---	---	---	---	---	---	---
Overseas Contingency Operations (OCO) Funding (P.L. 112-10)	[872]	[254,000]	---	---	---	---	---	---	---	---	---	---
Overseas Contingency Operations (OCO) Funding (P.L. 112-74)	---	---	872	258,000	---	---	---	---	---	---	---	---
Proposed DoD Transfer for Overseas Contingency Operations	---	---	---	---	[872]	[254,461]	---	---	---	---	---	---
Rescission of unobligated balances pursuant to (P.L. 112-10)	---	[-10,122]	---	---	---	---	---	---	---	---	---	---
Government-wide rescission pursuant to (P.L. 112-10)	---	[-16,689]	---	---	---	---	---	---	---	---	---	---
Rescission of unobligated balances pursuant (P.L. 112-74)	---	---	---	[-43,688]	---	---	---	---	---	---	---	---
DOD transfer pursuant to (P.L. 112-74)	---	---	---	[63,500]	---	---	---	---	---	---	---	---
Proposed cancellation of funds for NSC #4 post-delivery activities	---	---	---	---	---	[-25,000]	---	---	---	---	---	---
Enacted Appropriations and Budget Estimates (Discretionary, Mandatory and Rescissions)	49,527	11,156,459	51,583	10,569,086	50,296	9,966,651	(415)	(344,435)	57	(244,142)	(472)	(100,293)

ii. Homeland and Non-Homeland Allocation

**Department of Homeland Security
U.S. Coast Guard**
Homeland and Non-Homeland Allocation by Missions
(Dollars in Thousands)

Budget Activity	FY 2011 Actual Obligations				FY 2012 Enacted Budget Authority				FY 2013 Requested Budget Authority							
	Homeland		Non-Homeland		Homeland		Non-Homeland		Homeland		Non-Homeland		Total			
	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount		
Operating Expenses	17,229	2,463,899	30,842	\$4,443,869	48,071	\$6,907,458	16,712	2,292,060	32,543	\$4,463,194	16,989	2,265,000	31,795	\$4,436,178	48,784	\$6,791,178
- Search and Rescue	---	---	5,556	745,993	5,556	745,993	---	---	5,896	808,604	---	---	5,762	802,160	5,762	802,160
- Marine Safety	---	---	4,388	593,962	4,388	593,962	---	---	4,147	568,791	---	---	4,115	572,810	4,115	572,810
- Aids to Navigation	---	---	8,167	1,287,463	8,167	1,287,463	---	---	10,299	1,412,524	---	---	10,044	1,398,256	10,044	1,398,256
- Ice Operations	---	---	812	151,060	812	151,060	---	---	709	97,276	---	---	703	97,868	703	97,868
- Marine Environmental Protection	---	---	1,234	165,585	1,234	165,585	---	---	1,207	165,503	---	---	1,070	148,984	1,070	148,984
- Living Marine Resources	---	---	4,461	642,880	4,461	642,880	---	---	4,577	627,563	---	---	4,474	622,798	4,474	622,798
- Drug Interdiction	---	---	5,519	739,622	5,519	739,622	---	---	5,132	703,897	---	---	5,067	705,361	5,067	705,361
- Other-Law Enforcement (Foreign Fish)	---	---	705	117,304	705	117,304	---	---	576	79,036	---	---	560	77,941	560	77,941
- Migrant Interdiction	3,450	469,136	---	---	3,450	469,136	3,192	437,740	---	---	3,261	454,000	---	---	3,261	454,000
- Ports, Waterways and Coastal Security	10,708	1,407,502	---	---	10,708	1,407,502	11,097	1,521,958	---	---	11,221	1,562,000	---	---	11,221	1,562,000
- Defense Readiness	3,071	586,951	---	---	3,071	586,951	2,423	332,000	---	---	2,507	349,000	---	---	2,507	349,000
Environmental Compliance and Restoration	---	---	25	\$12,593	25	\$12,593	---	---	24	\$13,500	---	---	24	\$13,162	24	\$13,162
- Marine Environmental Protection	---	---	25	12,593	25	12,593	---	---	24	13,500	---	---	24	13,162	24	13,162
Reserve Training	180	47,382	324	\$85,467	504	\$132,849	192	48,158	344	\$86,120	191	46,900	344	\$85,654	535	\$132,554
- Search and Rescue	---	---	58	14,347	58	14,347	---	---	61	15,211	---	---	60	15,037	60	15,037
- Marine Safety	---	---	46	11,423	46	11,423	---	---	43	10,678	---	---	42	10,379	42	10,379
- Aids to Navigation	---	---	86	24,761	86	24,761	---	---	106	26,566	---	---	105	26,050	105	26,050
- Ice Operations	---	---	9	2,905	9	2,905	---	---	7	1,821	---	---	8	1,949	8	1,949
- Marine Environmental Protection	---	---	13	3,184	13	3,184	---	---	14	3,610	---	---	14	3,542	14	3,542
- Living Marine Resources	---	---	47	12,364	47	12,364	---	---	47	11,799	---	---	48	11,890	48	11,890
- Drug Interdiction	---	---	58	14,225	58	14,225	---	---	59	14,778	---	---	61	15,058	61	15,058
- Other-Law Enforcement (Foreign Fish)	---	---	7	2,258	7	2,258	---	---	7	1,657	---	---	6	1,749	6	1,749
- Migrant Interdiction	36	9,023	---	---	36	9,023	36	9,191	---	---	37	9,010	---	---	37	9,010
- Ports, Waterways and Coastal Security	112	27,070	---	---	112	27,070	128	31,956	---	---	126	30,960	---	---	126	30,960
- Defense Readiness	32	11,289	---	---	32	11,289	28	7,011	---	---	28	6,930	---	---	28	6,930
Acquisition, Construction and Improvements	273	696,575	553	\$1,405,205	826	\$2,101,590	332	617,941	453	\$846,027	248	351,680	594	\$840,629	842	\$1,192,309
- Search and Rescue	---	---	66	168,685	66	168,685	---	---	105	197,758	---	---	57	80,231	57	80,231
- Marine Safety	---	---	12	30,350	12	30,350	---	---	27	50,793	---	---	10	13,539	10	13,539
- Aids to Navigation	---	---	16	38,042	16	38,042	---	---	48	89,326	---	---	14	19,558	14	19,558
- Ice Operations	---	---	1	2,275	1	2,275	---	---	5	10,189	---	---	8	11,755	8	11,755
- Marine Environmental Protection	---	---	5	12,277	5	12,277	---	---	12	22,063	---	---	6	9,146	6	9,146
- Living Marine Resources	---	---	158	401,580	158	401,580	---	---	104	193,789	---	---	170	241,421	170	241,421
- Drug Interdiction	---	---	255	651,814	255	651,814	---	---	137	254,564	---	---	284	401,920	284	401,920
- Other-Law Enforcement (Foreign Fish)	---	---	40	100,182	40	100,182	---	---	15	27,545	---	---	45	62,659	45	62,659
- Migrant Interdiction	123	314,070	---	---	123	314,070	144	267,418	---	---	103	146,210	---	---	103	146,210
- Ports, Waterways and Coastal Security	73	185,281	---	---	73	185,281	160	297,825	---	---	67	94,600	---	---	67	94,600
- Defense Readiness	77	197,024	---	---	77	197,024	28	52,698	---	---	78	110,870	---	---	78	110,870

iii. Status of Congressionally Requested Studies, Reports, and Evaluations

Department of Homeland Security
United States Coast Guard

Fiscal Year	Due Date	Reference/Citation	Requirement	Status
2012	10/14/2011	(PL 111-83) DHS Appropriations Act, 2010	Acquisition: QARC (FY11; 4th Qtr)	Projected delivery to Congress second quarter FY 2012
2012	12/10/2011	(PL 112-10) DoD and Full-Year Continuing Appropriations Act, 2011	Sexual Harassment and Violence at CGA (2011)	Projected delivery to Congress second quarter FY 2012
2012	12/14/2011	(PL 111-83) DHS Appropriations Act, 2010	Financial Strategy Transformation: FSTAR (FY11; 2nd Half)	Projected delivery to Congress second quarter FY 2012
2012	1/13/2012	(PL 111-83) DHS Appropriations Act, 2010	Abstract of Operations: QAOP (FY12; 1st Qtr)	Projected delivery to Congress second quarter FY 2012
2012	1/23/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Depot Level Maintenance Backlog Expenditure Plan	Projected delivery to Congress second quarter FY 2012
2012	2/3/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Major Acquisition Systems Infrastructure Expenditure Plan	Projected delivery to Congress second quarter FY 2012
2012	2/3/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Marine Environmental Response Gaps and Mission Enhancement Plan	Projected delivery to Congress second quarter FY 2012
2012	2/3/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Military Housing Priority List (combined with Shore Construction, Housing, & AtoN Plan)	Projected delivery to Congress second quarter FY 2012
2012	2/3/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Shore Construction, Housing, and Aids to Navigation Plan	Projected delivery to Congress second quarter FY 2012
2012	2/3/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Updated Marine Safety Performance Plan	Projected delivery to Congress second quarter FY 2012
2012	2/15/2012	(PL 111-83) DHS Appropriations Act, 2010	Overseas Contingency Operations Distribution Plan (FY12; 1st Qtr)	Projected delivery to Congress second quarter FY 2012
2012	2/15/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Unmanned Aircraft Systems: Impact to NSC	Projected delivery to Congress second quarter FY 2012
2012	2/15/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Conveyance Plan for Coast Guard Property in Marquette, MI	Projected delivery to Congress second quarter FY 2012
2012	2/15/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Maritime Surveillance Gaps	Projected delivery to Congress second quarter FY 2012
2012	2/15/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Maritime Surveillance Hours and Assets	Projected delivery to Congress second quarter FY 2012
2012	2/17/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Coast Guard Training Center Infrastructure Improvements	Projected delivery to Congress second quarter FY 2012

2012	3/19/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Gulf of Mexico Oil Spill Response	Projected delivery to Congress second quarter FY 2012
2012	4/13/2012	(PL 111-83) DHS Appropriations Act, 2010	Abstract of Operations: QAOP (FY12; 2nd Qtr)	Projected delivery to Congress third quarter FY 2012
2012	5/12/2012	(PL 111-83) DHS Appropriations Act, 2010	Financial Strategy Transformation: FSTAR (FY12; 1st Half)	Projected delivery to Congress third quarter FY 2012
2012	5/15/2012	(PL 111-83) DHS Appropriations Act, 2010	Overseas Contingency Operations Distribution Plan (FY12; 2nd Qtr)	Projected delivery to Congress third quarter FY 2012
2012	6/23/2012	(PL 112-74) Consolidated Appropriations Act, 2012	Long Term Cutter Sustainment Program	Projected delivery to Congress third quarter FY 2012
2012	7/13/2012	(PL 111-83) DHS Appropriations Act, 2010	Abstract of Operations: QAOP (FY11; 3rd Qtr)	Projected delivery to Congress fourth quarter FY 2012
2012	8/15/2012	(PL 111-83) DHS Appropriations Act, 2010	Overseas Contingency Operations Distribution Plan (FY12; 3rd Qtr)	Projected delivery to Congress fourth quarter FY 2012

iv. Schedule of Authorized/Unauthorized Appropriations

**Department of Homeland Security
U. S. Coast Guard
Schedule of Authorized/Unauthorized Appropriations
(Dollars in Thousands)**

Budget Activity	Last Year of Authorization	Authorized Level	Appropriation in Last Year of Authorization	FY 2013 Requested
	Fiscal Year ¹	Amount	Amount ²	Budget Authority
Operating Expenses	FY 2011	6,970,681	6,755,254	6,791,178
Acquisition, Construction, and Improvements	FY 2011	1,640,000	1,463,968	1,192,309
Research, Development, Test, and Evaluation	FY 2011	28,034	27,779	19,728
Retired Pay	FY 2011	1,400,700	1,440,157	1,430,942
Alteration of Bridges	FY 2011	16,000	0	0
Environmental Compliance and Restoration	FY 2011	13,329	13,500	13,162
Reserve Training	FY 2011	135,675	134,278	132,554
Boat Safety	N/A	N/A	113,199	116,221
Maritime Oil Spill Program	N/A	N/A	101,000	100,500
Gift Fund	N/A	N/A	80	80
Health Care Fund Contribution	N/A	N/A	261,871	169,977
Total Direct Authorization/Appropriation		10,204,419	10,311,086	9,966,651

¹ The Coast Guard Authorization Act of 2010, P.L. 111-281, was signed October 15, 2010 (FY 2011).
² Funding for OE includes \$37.8M in rescissions. Funding for AC&I includes \$63.5M transfer from DoD for C-130J aircraft.

Department of Homeland Security

United States Coast Guard



Fiscal Year 2013
Strategic Context
Congressional Submission

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A. Component Overview

The Coast Guard remains the principal federal agency responsible for maritime safety, security, and environmental stewardship in U.S. ports and inland waterways, along the coasts, and on the high seas. Since 1790, the Coast Guard has safeguarded our Nation's maritime interests and natural resources on our rivers, in the ports, on the high seas, and in theaters around the world. The Coast Guard's unique authorities, versatile assets, and diverse skill sets enable the Coast Guard to respond to all threats and hazards in a manner that provides exceptional value and service to the Nation and meets the security needs outlined above. The Coast Guard serves the nation as a highly skilled and ready force to provide for and protect:

***Those on the sea:** leading responses to disasters and threats, ensuring a safe and secure maritime transportation system, preventing incidents, and rescuing those in distress.*

***The Nation from threats delivered by sea:** enforcing laws and treaties, securing our ocean resources and ensuring the integrity of our maritime domain from illegal activity.*

***The sea itself:** regulating hazardous cargo transportation, holding responsible parties accountable for environmental damage and cleanup, and protecting living marine and natural resources.*

The value and relevance of the Coast Guard to the Nation remain stronger than ever. The past decade has seen great change for the Coast Guard. Investment in the Coast Guard is important and necessary to protect those on the sea, the Nation, and the sea itself. Coast Guard missions remain more relevant than ever, and in the years since the September 11th terrorist attacks, we have renewed our focus and resolve to safeguard the United States as part of the Department of Homeland Security. Today, the breadth of Coast Guard missions and capabilities is essential to protecting the homeland and preserving America's national interests. Continued investment in the Coast Guard is essential – even in a constrained fiscal environment.

The Coast Guard continues to safeguard lives, protect the natural environment and key resources, facilitate safe maritime trade, and protect the livelihoods of citizens who depend on use of the oceans and waterways. The Coast Guard's persistent presence, enabled through its strategically positioned personnel and assets and array of partnerships, ensures a constant watch over the maritime domain. Through this presence, the Coast Guard prevents and responds to maritime hazards and threats in a rapidly changing marine environment marked by globalization, increased world trade, changing environmental conditions and growing competition for finite natural resources.

In the shadow of this growth in maritime usage, illegal harvesting of fish stocks and living marine resources both in the U.S. Exclusive Economic Zone (EEZ) and global commons threatens the food supply and the Nation's economic interests, including the livelihoods of fishermen who depend on the United States' \$31.5 billion per year fishing industry. Increased access to the Arctic is bringing an increase in shipping activity and energy exploration. This increased activity, coupled with the harsh environment, requires updated capabilities to provide oversight, enforce laws and regulations, prevent and respond to accidents, and safeguard the environment. Criminal organizations continue to develop new and increasingly sophisticated means to avoid detection at sea. The use of self-propelled semi-submersible vessels to introduce drugs and contraband into the United States has

increased the level of difficulty for detecting and disrupting criminal activity. The Coast Guard's FY 2013 budget request allocates resources to the highest priority initiatives to counter these threats, mitigate risks, and keep the maritime domain safe and secure.

The Coast Guard employs a strategic approach for countering these threats and responding to the full spectrum of incidents in the maritime domain through the execution of its eleven statutory missions and six DHS programs. Through these programs, the Coast Guard provides for the safety and security of the maritime domain:

Maritime Security Operations encompass activities conducted to detect, deter, prevent, and disrupt terrorist attacks, and other criminal acts in the maritime domain. It includes the execution of antiterrorism, response and recovery operations, and related preparedness activities such as the establishment and oversight of a maritime security regime and maritime domain awareness. The following statutory mission contributes to the Coast Guard's Maritime Security Operations program: Ports, Waterways, and Coastal Security (PWCS).

The **Maritime Law Enforcement** program preserves America's jurisdictional rights within our maritime borders and suppresses violations of U.S. federal law on, under and over the high seas. The Coast Guard is the lead federal maritime law enforcement agency for enforcing national and international law on the high seas, outer continental shelf, and inland from the U.S. Exclusive Economic Zone (EEZ) to inland waters. The following statutory missions contribute to the Coast Guard's Maritime Law Enforcement program: Drug Interdiction; Migrant Interdiction; Living Marine Resources; and Other Law Enforcement.

The **Maritime Prevention** program prevents personnel casualties and property losses, minimizes security risks, and protects the marine environment. The following statutory missions contribute to the Coast Guard's Maritime Prevention program: Ports, Waterways, and Coastal Security (PWCS); Marine Safety; and Marine Environmental Protection.

The **Maritime Response** program mitigates the consequences of marine casualties and disastrous events. The Coast Guard minimizes loss of life, injury, and property loss by searching for and rescuing persons in distress in the maritime environment. Coast Guard preparedness efforts for all threats and all hazards ensures incident response and recovery resources are fully ready and capable to minimize impact of disasters to people, the environment and the economy. The following statutory missions contribute to the Coast Guard's Maritime Response program: Search and Rescue and Marine Environmental Protection.

The **Defense Operations** program provides unique authorities and capabilities to support the National Military Strategy. Specific objectives include defending the homeland, promoting international security, deterring conflict, and winning our Nation's wars. The eight mission elements that comprise the Coast Guard's Defense Operations portfolio are: Maritime Interdiction Operations; Combating Maritime Terrorism; Port Operations Security and Defense (to include maintaining a Title 10 Reserve force and providing Aids to Navigation support for battle-space preparation); Military Environmental Response Operations; Coastal Sea Control Operations (including providing DoD the only assured surface access in ice-covered and ice-diminished waters); Maritime Operational Threat Response (MOTR); Rotary Wing Air Intercept Operations; and Support for Theater Security Cooperation Initiatives. The following statutory mission contributes to the Coast Guard's Defense Operations program: Defense Readiness.

The **Marine Transportation System 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 waterways 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. The following statutory missions contribute to the Coast Guard's Marine Transportation System Management program: Aids to Navigation and Ice Operations.

FY 2013 Budget Request

The Coast Guard's FY 2013 Budget strikes the optimal balance between current operations and investment in future capability to sustain the Coast Guard's ability to execute its existing missions, and address the Nation's most pressing operational risks. While the fiscal environment has undoubtedly changed, this overarching strategy remains fundamentally sound. In FY 2013, the Coast Guard's Budget request continues to balance investment of funds between sustainment of front-line operations and investing in new cutters, boats, aircraft and shore infrastructure. The investment in new assets is critical to ensure the Coast Guard remains capable of carrying out our missions today and well into the future.

The Coast Guard's most important strategic priorities are:

1. Responsibly Rebuild the Coast Guard
2. Efficiently Preserve Front-line Operations
3. Strengthen Resource and Operational Stewardship
4. Prepare for the Future

Responsibly Rebuild the Coast Guard

The Coast Guard continues to focus resources on recapitalizing cutters, boats, aircraft, and Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems, critical to sustaining the ability to accomplish Coast Guard missions well into the future. In FY 2013, the Coast Guard will procure the sixth National Security Cutter, two Fast Response Cutters, cutter boats, complete the Mission Effectiveness Project on the Medium Endurance Cutter fleet, procure one Maritime Patrol Aircraft, continue sustainment and conversion work of in-service aircraft, continue pre-acquisition activities for the Offshore Patrol Cutter, initiate an acquisition project for a new Polar Icebreaker, and invest in shore infrastructure. These targeted investments are absolutely critical to replacing and sustaining aging in-service assets, and are key to maintaining future capability. Specifically, the Coast Guard's FY 2013 Budget provides:

- \$658 million for production of the sixth National Security Cutter (NSC); NSC's replace the aging fleet of High Endurance Cutters, first commissioned in 1967. The acquisition of NSC-6 is vital for performing DHS missions in the far off-shore regions, including the harsh operating environment of the Pacific Ocean and Bering Sea, as well as providing for robust homeland security contingency response.
- \$139 million to procure Fast Response Cutters (FRC) 19-20. These assets replace the aging fleet of 110-foot patrol boats, and provide the coastal capability to conduct search and

rescue, enforce border security, interdict drugs, uphold immigration laws, prevent terrorism, and ensure resiliency to disasters.

- \$43 million for production of the 18th HC-144A Maritime Patrol Aircraft. The HC-144A fleet will provide enhanced maritime surveillance and medium airlift capability over the legacy HU-25 aircraft that they replace. The HU-25s will all be removed from service by the end of their planned service life, in FY 2014.
- \$41 million for C4ISR design across multiple assets allowing the Coast Guard to see, hear, comprehend and communicate what is happening in the Nation's maritime regions. It will expand interoperable radio and satellite communication systems and optical/radar sensors and will improve sightings in total darkness and detecting maritime targets in all weather conditions.
- \$69 million for shore infrastructure recapitalization and improvements in support of new asset deliveries and to replace aging buildings, piers, and other facilities.

Efficiently Preserve Front-line Operations

To ensure the Coast Guard remains ready to meet the Nation's safety and security requirements, the FY 2013 Budget request provides a balance between sustaining front-line operational capacity and rebuilding the Coast Guard. The FY 2013 Budget provides funding to operate and maintain Coast Guard assets and sustain essential front-line operations. Key investments include funding the operation of new assets delivered through acquisition programs, investment in military workforce pay and benefits, and resources to support relocation of Headquarters from Buzzard's Point to St. Elizabeths. Specifically, the FY 2013 Coast Guard Budget provides:

- \$89 million increase to base resources to fund increases in pay for civilian and active duty military personnel. This amount also provides for mandatory benefits and allowances for military members including housing, health care, and permanent change of station (PCS) expenses necessary to sustain the workforce at parity with DoD.
- \$48 million increase to base resources to operate assets delivered through the Coast Guard's major acquisition and capital improvement programs, Fast Response Cutters, Response Boats-Medium, Maritime Patrol Aircraft, and new buildings and shore infrastructure.
- \$25 million in new funding to relocate and consolidate Headquarters activities at the St. Elizabeth's facility.

Strengthen Resource and Operational Stewardship

The FY 2013 Budget meets essential mission needs while simultaneously preparing for new and exigent demands. Through a comprehensive internal review of doctrine, policy, operations and mission support structure, the Coast Guard has focused resources and forces where they are most needed, with due recognition of the fiscal challenges facing the Nation. The Coast Guard remains committed to financial stewardship; the FY 2013 Budget includes resources to facilitate progress towards achieving an unqualified audit opinion on all financial statements and building upon the FY 2011 achievement of a qualified audit opinion on the September 30, 2011 Consolidated Balance Sheet. The FY 2013 Budget also proposes administrative and programmatic efficiencies to improve effectiveness and service delivery, while continuing investment in Coast Guard activities that provide the highest return on investment.

In addition to leveraging these savings and efficiencies, the budget proposes targeted reductions to achieve sustainable investments in recapitalization programs and the future operational capacity

they will provide. These targeted reductions, totaling in excess of \$151 million, reduce the number of Coast Guard Headquarters positions, reduce program funding where it is no longer needed or will have the lowest impact to operations and mission support, decommissions legacy assets including two more High Endurance Cutters and three more 110-foot patrol boats, and disestablishes the High Tempo High Maintenance (HTHM) program for 110-foot patrol boats now that new cutters are beginning to arrive in the fleet, to replace these boats.

Prepare for the Future

The Coast Guard continuously identifies and prepares for emerging maritime threats facing the Service and the Nation. The FY 2013 Budget request recognizes the criticality of the Arctic as a strategic National priority, given increasing presence and interest by other Nations, the preponderance of natural resources available in this region, and increasing maritime commercial and recreational activity. Specifically the FY 2013 Coast Guard Budget provides:

- \$8 million to initiate acquisition of a new Icebreaker to ensure the Nation is able to maintain a surface presence in the Polar Regions well into the future.
- \$6 million for recapitalization and expansion of helicopter hangar facilities in Cold Bay, AK, and recapitalization of aviation re-fueling facilities at Sitkinak, AK. These investments will sustain the Coast Guard’s ability to establish effective presence in the Bering Sea and Aleutian Chain - the “gateway” to the Arctic.

FYHSP Programs

The table below shows the Coast Guard’s FY 2013 Budget request by its Future Years Homeland Security Program (FYHSP) programs.

FYHSP Program	FY 2013 Request	
	FTE	Dollars (in thousands)
Maritime Security Operations	4,014	\$223,875
Maritime Law Enforcement	11,066	\$960,630
Maritime Prevention	9,997	\$738,258
Maritime Response	6,350	\$424,519
Defense Operations	4,210	\$207,312
Maritime Transportation System Management	8,579	\$563,176
Capital Investments	842	\$1,192,309
Mission Support	3,010	\$2,880,004
Management & Administration	2218	\$1,128,825
Total Discretionary Budget Request	50,286	\$8,318,908
Mandatory Appropriations (total)	10	\$1,647,743
Total Budget Authority	50,296	\$9,966,651

B. Component Contributions to Achieving QHSR Missions

The unique authorities and specialized competencies of Coast Guard personnel coupled with capable air and surface assets in the maritime domain contribute to multiple DHS missions. The Coast Guard routinely ensures safety and stewardship of the maritime domain and at the same time stands prepared to surge during significant natural and manmade disasters and terrorist attacks. Coast Guard presence on the high seas, in the ports and on the waterways provides critical governance and enforcement in the maritime domain and is a deterrent to terrorist and other illicit activity.

The table below shows the alignment of the Coast Guard programs to the DHS Missions.

Programs	DHS Missions					Providing Essential Support to National and Economic Security	Maturing and Strengthening the Homeland Security Enterprise
	Preventing Terrorism and Enhancing Security	Securing and Managing Our Borders	Enforcing and Administering Our Immigration Laws	Safeguarding and Securing Cyberspace	Ensuring Resilience to Disasters		
Maritime Security Operations	100%	-	-	-	-	-	-
Maritime Law Enforcement	-	85%	-	-	-	15%	-
Maritime Prevention	8%	61%	-	-	-	31%	-
Maritime Response	-	-	-	-	22%	78%	-
Defense Operations	16%	-	-	-	-	84%	-
Maritime Transportation System Management	-	-	-	-	-	100%	-
Capital Investments	8%	46%	-	-	1%	45%	-
Mission Support	10%	40%	-	-	3%	47%	-
Management & Administration	10%	40%	-	-	3%	47%	-

Mission 1: Preventing Terrorism and Enhancing Security

Major Coast Guard activities that support Preventing Terrorism and Enhancing Security fall under the Maritime Security Operations, Maritime Prevention, and Defense Operations Programs.

The Coast Guard, through its **Maritime Security Operations**, is the key maritime element of DHS’s *Preventing Terrorism and Enhancing Security* mission. In the ports and on the waterways, the Coast Guard works to mitigate the risk of terrorist or other security threats. The vulnerabilities of critical infrastructure and key resources located on or near the water are mitigated through such activities as random patrols, enforcing security zones and conducting security escorts of certain vessels (e.g. vessels containing hazardous cargo) in key U.S. ports and waterways. Conducting anti-terrorism patrols deters and disrupts the use of the waterways for transport of individuals with criminal intent and dangerous or illicit cargo.

The Coast Guard, through certain activities within its **Maritime Prevention** program, protects critical infrastructure and key resources by identifying high risk vessels to board and inspect. The Coast Guard regularly inspects port facilities for compliance with security regulations. These activities enhance the security of the marine transportation system at its core, while balancing the

needs and flow of commerce. When necessary, rules and regulatory standards are developed to enhance maritime security.

The Coast Guard possesses both unique civil and military authorities applicable in the maritime domain. With a fully integrated approach to national and homeland security set forth in the *2010 National Security Strategy*, the Coast Guard is the leader in the interagency coordination of maritime activities through its **Defense Operations** program. The Coast Guard enhances security in the homeland with its Rotary Wing Air Intercept (RWAI) capability for the National Capital Region (NCR) and other National Special Security Events. In addition, the Coast Guard trains and establishes relationships with our global maritime partners, which strengthens homeland security.

Resources Requested

Coast Guard resources supporting Preventing Terrorism and Enhancing Security are provided in the table below.

\$ in thousands

Program	FY 2011*		FY 2012		FY 2013	
	\$	FTE	\$	FTE	\$	FTE
Maritime Security Operations	\$222,335	3,898	\$223,044	4,035	\$223,875	4,014
Maritime Prevention	\$61,982	1,001	\$62,068	1,001	\$60,804	998
Defense Operations	\$31,798	583	\$31,842	641	\$33,555	637
Capital Investments	\$158,201	74	\$265,757	79	\$95,746	84
Mission Support	\$276,620	312	\$295,656	309	\$288,000	301
Management & Administration	\$118,163	262	\$113,529	249	\$112,883	222
Total	\$869,099	6,130	\$991,896	6,313	\$814,863	6,256

* The FY 2011 column indicates enacted levels. This differs from the other sections of the CJ and is intended to align with the resource levels contained in the Future Years Homeland Security Program (FYHSP) which captures total budget authority. The FY 2011 and FY 2012 Enacted do not include transfers emergency and appropriations.

Performance Measures

For *Preventing Terrorism and Enhancing Security*, two types of performance measures are presented. Strategic Performance Plan Measures represent the Coast Guard's measures that gauge achievement for this mission area, and are considered to be our Government Performance and Results Act performance measures. Additional Management Measures are displayed, as appropriate, to provide a more thorough context of expected performance results.

Strategic Performance Plan Measures

There are currently no approved strategic performance plan measures for this mission.

Management Measures

Measure: Percent reduction of all maritime security risk subject to U.S. Coast Guard influence						
Description of Measure: This is a risk - based outcome measure that begins with an assessment (by maritime security representatives) of likely high - consequence maritime terrorist attack scenarios. Threat, vulnerability, and consequence levels are estimated for each scenario, which generates a proxy (index) value of "raw risk" that exists in the maritime domain. Next, U.S. Coast Guard interventions (security and response operations, regime and awareness activities) for the fiscal year are scored against the scenarios with regard to the associated decreases in threat, vulnerability and consequence. (The analysis then focuses on those areas within the U.S. Coast Guard's roles and strategic mandates.) The resulting measure is a proxy measure of performance. Targets for FY11 - FY16 have increased due to a revised methodology that took effect in FY11.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	15%	21%	>19%	>44%	>44%	>45%
Actual:	20%	31%	28%	44%	N/A	N/A

Measure: Percent reduction of maritime security risk resulting from U.S. Coast Guard consequence management						
Description of Measure: This measure indicates the estimated % of terrorist - related maritime risk reduction due to consequence mgmt, as a % of the risk that USCG has the ability to impact. This is a risk - based measure that involves the scoring (by maritime security representatives) of likely high - consequence maritime terrorist attack scenarios with respect to threat, vulnerability, consequence. Scoring generates an index of "raw risk" that exists in the maritime domain. USCG incremental interventions (both operational & regulatory-based) that have occurred throughout the FY are scored against the attack scenarios with regard to the % decrease in threat, vulnerability consequence that each has been estimated to have afforded. The resultant measure shows the change in "raw risk" (due, in large part, to things outside of the USCG's ability to control) the reduction in total risk the USCG estimates it has affected. Targets for FY11 - 16 have increased due to a revised methodology that took effect in FY11.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	6%	6%	4%	>3%	>3%	>4%
Actual:	5%	9%	3%	4%	N/A	N/A

Measure: Percent reduction of maritime security risk resulting from U.S. Coast Guard efforts to prevent a terrorist from entering the U.S. via maritime means						
Description of Measure: This measure is an estimate of the percent of terrorist - related maritime risk reduction of the illegal entry of a terrorist(s) through the maritime domain (as a percent of the risk that the USCG has the ability to impact). This is a risk - based measure that involves the scoring (by maritime security subject matter experts) with respect to threat, vulnerability and consequence of the illegal entry of a terrorist(s) into the U.S. with intent and capability to carry out terror attacks within the United States where vessels en route from foreign countries are used as a means of conveyance. Such scoring generates an index of "raw risk" that exists in the maritime domain. Next, USCG incremental interventions (awareness, operational and regulatory-based) that have taken place throughout the fiscal year are scored with regard to the effectiveness each has been estimated to have afforded. Targets for FY11 - 16 have increased due to a revised methodology that took effect in FY11.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	21%	21%	29%	52%	52%	53%
Actual:	29%	42%	42%	43%	N/A	N/A

Measure: Percent reduction of maritime security risk resulting from U.S. Coast Guard efforts to prevent a weapon of mass destruction from entering the United States via maritime means						
Description of Measure: This measure is an estimate of the percent of terrorist - related maritime risk reduction of the illegal entry of a Weapon of Mass Destruction (WMD)/materials into the U.S. through the maritime domain (as a percent of the risk that the USCG has the ability to impact). This is a risk - based measure that involves the scoring (by maritime security subject matter experts) with respect to threat, vulnerability and consequence of the illegal entry of a WMD/materials into the United States to support ongoing terrorist operations where vessels en route from foreign countries are used as a means of conveyance. Scoring generates an index of "raw risk" that exists in the maritime domain. USCG incremental interventions (awareness, operational and regulatory - based) that have taken place throughout the fiscal year are scored with regard to the effectiveness that each has been estimated to have afforded. Targets for FY11 - 16 have increased due to a revised methodology that took effect in FY11.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	4%	3%	12%	29%	29%	30%
Actual:	12%	17%	17%	28%	N/A	N/A

Mission 2: Securing and Managing Our Borders

The major Coast Guard programs that support *Securing and Managing our Borders* are Maritime Law Enforcement and Maritime Prevention.

The Coast Guard is the principal Federal maritime law enforcement agency that directly supports *Securing and Managing Our Borders* in the inland waterways, ports, littorals and on the high seas. The **Maritime Law Enforcement** program leverages Coast Guard civil authorities to prevent the illegal use of U.S. maritime approaches and waterways. The Coast Guard uses cutters, boats, aircraft and sensors to enforce drug, migrant, and anti-smuggling laws in the maritime domain.

The Coast Guard, through its **Maritime Prevention** program, secures key transportation nodes through security/background checks to ensure unauthorized and illicit individuals do not gain access to or disrupt key transportation and commerce nodes. In addition, potential risks to our borders are mitigated through the screening of all crew, passengers, and cargo of vessels over 300 gross tons prior to arrival in the U.S. waters.

Resources Requested

Coast Guard resources supporting *Securing and Managing our Borders* are provided in the table below.

Program	FY 2011*		FY 2012		FY 2013	
	\$	FTE	\$	FTE	\$	FTE
Maritime Law Enforcement	\$841,346	9,620	\$795,983	9,592	\$820,870	9,621
Maritime Prevention	\$424,758	6,622	\$449,900	6,623	\$450,483	6,606
Capital Investments	\$644,202	294	\$484,746	314	\$545,029	337
Mission Support	\$1,106,484	1,249	\$1,182,622	1,235	\$1,152,002	1,204
Management & Administration	\$472,658	1,050	\$454,114	996	\$451,530	887
Total	\$3,489,448	18,835	\$3,367,366	18,760	\$3,419,913	18,655

* The FY 2011 column indicates enacted levels. This differs from the other sections of the CJ and is intended to align with the resource levels contained in the Future Years Homeland Security Program (FYHSP) which captures total budget authority. The FY 2011 and FY 2012 Enacted do not include transfers and emergency appropriations.

Performance Measures

For *Securing and Managing Our Borders*, two types of performance measures are presented. Strategic Performance Plan Measures represent the U.S. Coast Guard’s measures that gauge achievement for this mission area, and are considered to be our Government Performance and Results Act performance measures. Additional Management Measures are displayed, as appropriate, to provide a more thorough context of expected performance results.

Strategic Performance Plan Measures

Measure: Percent of maritime facilities in compliance with security regulations as they have not received a notice of violation and/or civil penalty						
Description of Measure: This measure reports the percentage of Maritime Transportation Security Act (MTSA) regulated facilities did not receive a notice of violation and/or civil penalty, as a result of U.S. Coast Guard annual inspections.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	None	None	None	100%	100%	99%
Actual:	None	None	None	99.9%	N/A	N/A

Management Measures

Measure: Number of undocumented migrants who attempt to enter the U.S. by maritime routes but are interdicted						
Description of Measure: This measure is the total number of all undocumented migrants who are attempting to enter the U.S. by maritime means and who are interdicted by the U.S. Coast Guard and other law enforcement agencies. The other agencies include Customs and Border Protection, as well as foreign navies partnering with the U.S. Coast Guard for migrant interdiction operations.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	None	None	N/A	<8,351	<8,609	<8,306
Actual:	None	None	N/A	3,477	N/A	N/A

Measure: Removal rate for cocaine from non - commercial vessels in maritime transit zone						
Description of Measure: Percent of Cocaine removed (seized by the U.S. Coast Guard, or jettisoned, scuttled, or destroyed as a result of U.S. Coast Guard law enforcement action) in relationship to the Non - Commercial Maritime Movement of cocaine.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	None	15.7%	18.5%	15.5%	16.5%	14.1%
Actual:	None	15.0%	13.5%	11.6%	N/A	N/A

Measure: Annual MTSA Facility compliance rate with Transportation Worker Identification Credential (TWIC) regulations						
Description of Measure: This measure reports the percent of Maritime Transportation Security Act (MTSA) regulated facilities that are found to be in compliance with the Transportation Worker Identification Card (TWIC) regulations during CG inspections. The Security and Accountability for Every (SAFE) Port Act of 2006 requires the Coast Guard to conduct at least two MTSA security inspections on regulated facilities each year; one announced and one unannounced. CG Inspectors randomly sample different areas of a facility (admin staff, security staff, dock workers, etc.) to check for TWIC compliance by ensuring workers have a valid and current TWIC card. Some infractions can be corrected on the spot, e.g., a trucker forgot his TWIC in his truck cab. Depending on the number and severity of TWIC infractions, the inspector/Capt of the Port may find the facility not in compliance. Statistical guidelines have been developed based on the size of the facility to aid inspectors, and to ensure random sampling.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	None	None	80%	85%	99%	99%
Actual:	None	None	100%	99%	N/A	N/A

Mission 5: Ensuring Resilience to Disasters

Most Coast Guard programs support *Ensuring Resilience to Disasters* through their multi-mission capability to surge resources as needed for response to an incident of national significance. In this role, the most significant program is Maritime Response.

By maintaining a readiness posture and establishing presence in our ports, waterways and on the high seas, the Coast Guard is the leading federal disaster responder on the water. The Coast Guard’s **Maritime Response** program supports *resilience to disasters* through risk assessments, all-hazards plan development, training, exercises, and daily operations. The Coast Guard stands ready to respond to and aid in mass recovery operations from man-made incidents or natural disasters affecting national and key international maritime communities. The Coast Guard continuously improves its capabilities in emergency management and seamlessly integrates into the National Incident Management System (NIMS) through the entire emergency management cycle.

Resources Requested

Coast Guard resources supporting *Ensuring Resilience to Disasters* are provided in the table below.

\$ in thousands

Program	FY 2011*		FY 2012		FY 2013	
	\$	FTE	\$	FTE	\$	FTE
Maritime Response	\$93,644	1,375	\$93,375	1,395	\$92,240	1,385
Capital Investments	\$45,832	22	\$80,047	24	\$7,794	25
Mission Support	\$82,986	94	\$88,697	93	\$86,400	90
Management & Administration	\$35,449	79	\$34,059	75	\$33,865	67
Total	\$257,911	1,569	\$296,117	1,586	\$220,299	1,567

* The FY 2011 column indicates enacted levels. This differs from the other sections of the CJ and is intended to align with the resource levels contained in the Future Years Homeland Security Program (FYHSP) which captures total budget authority. The FY 2011 and FY 2012 Enacted do not include transfers and emergency appropriations.

Performance Measures

U.S. Coast Guard contributes to this mission, but does not have its own strategic-level or management-level performance measures in this area.

Providing Essential Support to National and Economic Security

Major Coast Guard programs that are *Providing Essential Support to National and Economic Security* include Maritime Law Enforcement, Maritime Prevention, Maritime Response, Defense Operations, and Marine Transportation System Management.

The Coast Guard directly contributes to *Providing Essential Support to National and Economic Security* as the primary federal maritime law enforcement agency. Specifically, the **Maritime Law Enforcement** program leverages Coast Guard civil authority to enforce laws and prevent illegal use of U.S. maritime approaches and waterways. In this domain, the Coast Guard enforces protection laws. Cutters, boats, and aircraft patrol the Exclusive Economic Zone (EEZ) to prevent illegal foreign fishing and ensure domestic compliance. Marine protection and fisheries laws are enforced through surveillance, boarding and inspecting of vessels, people, and cargo.

The Coast Guard's **Maritime Prevention** program contributes to *Providing Essential Support to National and Economic Security* through development, implementation and enforcement of regulatory actions. The Coast Guard develops and enforces marine safety and security standards, performs recreational boating safety inspections and licenses U.S. mariners. Broader objectives are met through the inspection of waterfront facilities and cargo containers to ensure risks to life, property and the environment are reduced. Additionally, Coast Guard investigators document and evaluate marine casualties and security and environmental incidents to make recommendations for implementing new standards that further protect the marine environment and ensure the safe operation of the MTS.

The Coast Guard contributes to *Providing Essential Support to National and Economic Security* through the **Maritime Response** program. Trained personnel, capable air and surface assets, and command and control elements provide expertise and flexibility in responding to environmental and marine pollution incidents both in the U.S. and abroad. In addition, the Coast Guard maintains a 24-hour watch for security incidents and distress calls both in U.S. waters and on the high seas and to respond to safeguard life in the maritime environment

The Coast Guard via its **Defense Operations** program provides unique authorities and capabilities to *Providing Essential Support to National and Economic Security*. Specific activities include port security for military cargo and support to DoD for defense operations. The Coast Guard maintains a level of readiness and training that allows for the immediate integration with DoD forces for peacetime operations or during times of war. This supports U.S. national interests abroad, as well as facilitating DoD support to DHS for the integration of Homeland Defense and Homeland Security.

The Coast Guard contributes to *Providing Essential Support to National and Economic Security* through the **Marine Transportation System (MTS) Management** program. By maintaining navigational aids and disseminating information to mariners, providing vessel traffic services, breaking ice, and enforcing safety standards, the Coast Guard assures safe and secure flow of people and goods in the nation's maritime regions.

Resources Requested

Coast Guard resources supporting *Providing Essential Support to National and Economic Security* are provided in the table below.

\$ in thousands

Program	FY 2011*		FY 2012		FY 2013	
	\$	FTE	\$	FTE	\$	FTE
Maritime Law Enforcement	\$131,028	1,424	\$133,739	1,465	\$139,760	1,445
Maritime Prevention	\$239,912	2,343	\$227,464	2,408	\$226,971	2,393
Maritime Response	\$335,179	4,976	\$335,649	4,976	\$332,279	4,965
Defense Operations	\$168,645	3,450	\$168,881	3,594	\$173,757	3,573
Maritime Transportation System Management	\$578,084	8,584	\$578,895	8,608	\$563,176	8,579
Capital Investments	\$668,508	345	\$633,418	369	\$543,740	396
Mission Support	\$1,300,118	1,468	\$1,389,581	1,451	\$1,353,602	1,415
Management & Administration	\$555,374	1,233	\$533,584	1,170	\$530,548	1,042
Total	\$3,976,848	23,824	\$4,001,212	24,042	\$3,863,833	23,808

* The FY 2011 column indicates enacted levels. This differs from the other sections of the CJ and is intended to align with the resource levels contained in the Future Years Homeland Security Program (FYHSP) which captures total budget authority. The FY 2011 and FY 2012 Enacted do not include transfers and emergency appropriations.

Performance Measures

For *Providing Essential Support to National and Economic Security*, two types of performance measures are presented. Strategic Performance Plan Measures gauge achievement in this mission area, and are considered to be our Government Performance and Results Act performance measures. Additional Management Measures are displayed, as appropriate, to provide a more thorough context of expected performance results.

Strategic Performance Plan Measures

Measure: Fishing regulation compliance rate						
Description of Measure: The Coast Guard uses the percentage of fishing vessels observed at - sea complying with domestic regulations as a measure of the Coast Guard's activities and their impact on the health and well - being of U.S. fisheries and marine protected species. This specific measure reflects the percent of boardings at sea by the U.S. Coast Guard during which no significant violations of domestic fisheries regulations are detected.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	97%	97%	97%	96%	96%	96%
Actual:	95.3%	96.7%	97.2%	97.4%	N/A	N/A

United States Coast Guard - Strategic Context

Measure: Number of detected incursions of foreign fishing vessels violating U.S. waters						
Description of Measure: This measure is the number of detected illegal fishing incursions into the U.S. Exclusive Economic Zone. Incursions detected by both the U.S. Coast Guard and other sources are included when the reports are judged by operational commanders as being of sufficient validity to order resources to respond.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	< 195	< 195	< 190	< 180	< 140	< 85
Actual:	81	112	82	122	N/A	N/A

Measure: Five-year average number of commercial and recreational boating deaths and injuries						
Description of Measure: This measure reports the sum of the five-year average numbers of reportable commercial mariner, commercial passenger, and recreational boating deaths and injuries. It is an indicator of the long-term trend of the Maritime Prevention Program's impact on marine safety. 45 CFR 4.05-1 requires the owner, agent, master, operator, or person in charge to notify the U.S. Coast Guard of any loss of life or injury that requires professional medical treatment beyond first aid. 33 CFR 173.55 requires the operator of a vessel that is used for recreational purposes or is required to be numbered, to file a Boating Accident Report when a person dies; or is injured and requires medical treatment beyond first aid; or disappears from the vessel under circumstances that indicate death or injury as a result of an occurrence that involves the vessel or its equipment.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	None	None	None	<=4,813	<=4,642	<=4,546
Actual:	None	None	None	4,567	N/A	N/A

Measure: Percent of people in imminent danger saved in the maritime environment.						
Description of Measure: This is a measure of the percent of people who were in imminent danger on the oceans and other waterways and whose lives were saved by U.S Coast Guard. The number of lives lost before and after the U.S Coast Guard is notified and the number of persons missing at the end of search operations are factored into this percentage. Several factors hinder successful response including untimely distress notification to the U.S Coast Guard, incorrect distress site location reporting, severe weather conditions at the distress site, and distance to the scene.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	87%	76%	76%	100%	100%	100%
Actual:	83.6%	77.3%	74.4%	77.3%	N/A	N/A

Measure: Availability of maritime navigation aids						
Description of Measure: This measure indicates the hours that short range federal Aids to Navigation are available. The aid availability rate is based on an international measurement standard established by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA). A short range Aid to Navigation is counted as not being available from the initial time a discrepancy is reported until the time the discrepancy is corrected.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	97.5%	97.5%	97.5%	97.5%	97.5%	97.5%
Actual:	98.3%	98.0%	98.5%	98.5%	N/A	N/A

United States Coast Guard - Strategic Context

Management Measures

Measure: Five-year average number of commercial mariner deaths and injuries						
Description of Measure: This measure reports the number of commercial mariner deaths and injuries for the past 60 months and is an indicator of the long-term performance trend of the Coast Guard's Prevention Program impact on commercial mariner fatalities and injuries.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	<=501	<=529	<=520	<=475	<=455	<=453
Actual:	479	475	454	431	N/A	N/A

Measure: Five-year average number of commercial passenger deaths and injuries						
Description of Measure: This measure reports the number of commercial passenger deaths and injuries for the past 60 months and is an indicator of the long-term performance trend of the Coast Guard's Prevention Program impact on commercial passenger fatalities and injuries.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	<=225	<=251	<=248	<=223	<=215	<=213
Actual:	244	228	238	232	N/A	N/A

Measure: Five-year average number of recreational boating deaths and injuries						
Description of Measure: This measure reports the number of recreational boating fatalities and injuries for the past 60 months and is an indicator of the long-term performance trend of the Coast Guard's Prevention Program impact on recreational boating fatalities and injuries.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	<=4,252	<=4,248	<=4,184	<=4,115	<=3,972	<=3,880
Actual:	4,070	4,038	3,959	3,904	N/A	N/A

Measure: Average number of chemical discharge incidents in the maritime environment						
Description of Measure: This measure is an indicator of the U.S. Coast Guard Program's impact on the long - term trend of chemical discharge incidents. It is a moving average of U.S. Coast Guard investigated chemical discharge incidents into navigable waters of the United States for the past 60 months, divided by the 5 - year average annual foreign and domestic short tons (100 million) of Chemical and Chemical Products shipped in U.S. waters.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	<=26.6	<=25.9	<=22.8	<=22.0	<=18.4	<=16.0
Actual:	19.7	17.8	16.9	15.0	N/A	N/A

Measure: Average number of oil spills in the maritime environment						
Description of Measure: This measure is an indicator of the U.S. Coast Guard Prevention Program's impact on the long-term trend of significant oil spills. It is a moving average of U.S. Coast Guard investigated oil spills greater than 100 gallons discharged into navigable waters of the United States for the past 60 months, divided by the 5 - year average annual foreign and domestic short tons (100 million) of Oil and Oil Products shipped in U.S. waters.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	<=13.5	<=13.0	<=12.1	<=11.6	<=11.4	<=11.4
Actual:	12.7	11.8	11.2	10.2	N/A	N/A

United States Coast Guard - Strategic Context

Measure: Percent of time rescue assets are on-scene within 2 hours						
Description of Measure: Time on scene is calculated from the earliest time a Search and Rescue Unit (SRU) is requested to proceed until the earliest time of arrival on scene of an SRU. This includes readiness time, the 30 minutes allowed for underway preps (i.e. engine warm - ups, underway checklist, risk management evaluation, and mission planning) and the transit time, the 90 minutes from underway to on scene based on moderate environmental conditions which allow for operation of the SRUs at their top cruise speeds. To calculate response times, the Coast Guard uses the following equation: Time On Scene = First Sortie On Scene Time minus First Resource Requested Time. The Coast Guard established the 2 - hour On Scene Standard in the 1970s and conducted a full review of the standard in 1992. The standard is based on survival expectations in the average weighted water temperatures.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	None	None	85%	100%	100%	100%
Actual:	None	None	93.3%	93.1%	N/A	N/A

Measure: Number of days critical waterways are closed to commerce due to ice						
Description of Measure: This measure is an indicator of U.S. Coast Guard Icebreaking impact on preventing disruptions to maritime commerce due to ice. This measure tallies the annual number of days critical Great Lakes waterways are closed. A closure is a period of 24 or more hours during which a waterway is closed by a Vessel Traffic Service or a Captain of the Port or is blocked by a beset vessel. Closure day targets were negotiated with Great Lakes Marine Transportation System stakeholders and are relative to winter severity. An average winter would include 2 closure days while a severe winter would include 8. The determination of Great Lakes winter severity is based on assessments of the North American Ice Service which is comprised of the U.S. National Ice Center, the Canadian Ice Service, and the International Ice Patrol.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	2(avg), 8 (severe)	2(avg), 8 (severe)	2(avg), 8 (severe)	2(avg), 8 (severe)	2	2
Actual:	0 closure days	0	6	0	N/A	N/A

Measure: Average number of navigational accidents						
Description of Measure: This measure evaluates the long - term trend of U.S. Coast Guard Waterways Management Program in preventing collisions, allisions (vessels striking fixed objects), and groundings.						
Fiscal Year:	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target:	<=1,756	<=1,871	<=1,858	<=1,963	<=1,939	<=1,916
Actual:	1,857	1878	1,878	1,945	N/A	N/A

Department of Homeland Security

United States Coast Guard

Operating Expenses



Fiscal Year 2013

Congressional Justification

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U. S. Coast Guard

Operating Expenses

I. Appropriation Overview

A. Mission Statement for Operating Expenses:

The Operating Expenses (OE) appropriation funds the Coast Guard's role as the principal Federal agency providing maritime safety, security, and stewardship to the Nation.

B. Budget Activities:

The Operating Expenses (OE) appropriation funds the annualization of prior-year funding, economic adjustments, and operating and maintenance funding for new and existing Coast Guard programs, projects and activities (PPA). The OE request supports all 11 statutory Coast Guard missions in support of the Coast Guard's six DHS FYHSP Programs.

C. Budget Request Summary:

The Coast Guard requests 48,385 positions, 48,784 FTE, and \$6.8 billion for FY 2013. Total adjustments-to-base include a net increase of \$11.4 million, and a net decrease of 471 FTE.

The Coast Guard's OE request includes \$189.3 million in new funding that includes the annualization of prior year funding and FY 2012 military pay raise; and supports the pay increase for military (1.7 percent) and civilian (0.5 percent) personnel; military allowances; and the operation, maintenance, and crewing of systems, vessels, aircraft and shore facilities delivered via the Coast Guard's acquisition programs (e.g. shore facilities, Response Boat-Medium (RB-M), Interagency Operations Centers (IOC), Rescue 21 (R21), Fast Response Cutter (FRC), and HC-144A Maritime Patrol Aircraft (MPA)).

The FY 2013 budget makes necessary trade-offs to meet today's needs and challenges, while simultaneously preparing for new and exigent demands. Through a comprehensive internal review of doctrine, policy, operations and mission support structure, the Coast Guard has focused OE resources and forces where they are most needed. The OE adjustments-to-base include decreases of \$181.6 million to focus resources toward these higher priorities, including recapitalizing aged, obsolete assets. Decreases include the termination of one-time costs; annualization of prior year management efficiencies; vessel decommissionings, disestablishment of High-Tempo-High Maintenance (HTHM) patrol boat operations; fixed wing aircraft retirements; closing seasonal Air Facilities; enterprise-wide efficiencies and programmatic reductions.

Program increases include \$24.5 million for the move of Coast Guard Headquarters to the DHS Consolidated Headquarters campus at St. Elizabeths, with the eventual goal to consolidate DHS headquarters activities to this new location.

Base adjustment increases include:

- Annualization of FY 2012 Funding – \$54.2 million
- Annualization of FY 2012 Military Pay Raise – \$8.4 million
- FY 2013 Military and Civilian Pay Increase - \$30.0 million
- DoD Parity: Adjustments To Military Allowances and Health Care – \$49.0 million
- Operating and Maintenance funds for new assets, including follow-on costs related to Shore Facilities, RB-M, IOC, R21, and Surface and Air Asset Follow-on – \$47.6 million
- Base Reallocations—[\$8.8 million]

Base adjustment decreases include:

- Termination of One-Time FY 2012 Costs – (\$18.3 million)
- Prior Year Management Annualizations – (\$11.0 million)
- Disestablish HTHM Patrol Boat Operations – (\$33.5 million)
- Decommission High Endurance Cutters and Patrol Boats – (\$18.8 million)
- Retire Fixed Wing Aircraft – (\$5.5 million)
- Close Seasonal Air Facilities – (\$5.2 million)
- Enterprise-Wide Efficiencies – (\$56.3 million)
- Programmatic Reductions – (\$32.9 million)

Program changes include:

- Coast Guard Headquarters move to the DHS consolidated headquarters at St. Elizabeths – \$24.5 million

II. Summary of FY 2013 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses**
Summary of FY 2013 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase (+) or Decrease (-) For FY 2013					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Military Pay and Allowances	41,093	\$ 3,390,827	41,729	\$ 3,386,820	41,197	\$ 3,415,595	(532)	\$ 28,775	-	\$ -	(532)	\$ 28,775
II. Civilian Pay and Benefits	6,978	\$ 723,908	7,526	\$ 780,552	7,587	\$ 790,130	61	\$ 9,578	-	\$ -	61	\$ 9,578
III. Training and Recruiting	-	\$ 217,881	-	\$ 212,732	-	\$ 212,761	-	\$ 29	-	\$ -	-	\$ 29
IV. Operating Funds and Unit Level Maintenance	-	\$ 1,250,416	-	\$ 1,108,172	-	\$ 1,092,419	-	\$ (15,753)	-	\$ 4,200	-	\$ (19,953)
V. Centrally Managed Accounts	-	\$ 342,807	-	\$ 336,161	-	\$ 350,178	-	\$ 14,017	-	\$ 20,300	-	\$ (6,283)
VI. Depot Level Maintenance	-	\$ 981,619	-	\$ 930,817	-	\$ 930,095	-	\$ (722)	-	\$ -	-	\$ (722)
Subtotal, Enacted Appropriations and Budget Estimates	48,071	\$ 6,907,458	49,255	\$ 6,755,254	48,784	\$ 6,791,178	(471)	\$ 35,924	-	\$ 24,500	(471)	\$ 11,424
Adjustments for Other Funding Sources:												
OSL/TF Contribution		[\$24,500]		[\$24,500]		[\$24,500]						
Government-wide rescission pursuant (P.L. 112-10)		[\$-13,307]										
Transfer from National Science Foundation (NSF) (P.L. 111-117)	[274]	[\$42,330]										
Haitian Disaster Relief Act of 2010 (P.L. 111-212)		[\$48,354]										
Overseas Contingency Operations (OCO) Funding (P.L. 112-10)	[872]	[\$254,000]										
Overseas Contingency Operations (OCO) Funding (P.L. 112-74)			872	\$ 258,000								
Rescission of unobligated balances pursuant (P.L. 112-74)				[\$-37,800]								
Proposed DOD OCO Transfer					[872]	[\$254,461]						
Net, Enacted Appropriations & Budget Estimates	48,071	\$ 6,907,458	50,127	\$ 7,013,254	48,784	\$ 6,791,178	(471)	\$ 35,924	-	\$ 24,500	(471)	\$ 11,424

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
Program Performance Justification**
(Dollars in thousands)

PPA I: MILITARY PAY AND ALLOWANCES

	Perm Pos	FTE¹	Amount
2011 Actual Obligations	41,269	41,093	3,390,827
2012 Enacted Budget Authority	41,445	41,729	3,386,820
2013 Adjustments-to-Base	(1,001)	(532)	28,775
2013 Current Services	40,444	41,197	3,415,595
2013 Program Change	0	0	0
2013 Requested Budget Authority	40,444	41,197	3,415,595
Total Change 2012-2013	(1,001)	(532)	28,775

The Coast Guard requests \$3.4 billion for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

Requests funding for expenses related to compensation and benefits for active duty military personnel. This category includes pay, allowances, employer's share of the Federal Insurance Contribution Act (FICA), Social Security credits, child care benefits for Coast Guard families, and other expenses associated with compensating military personnel. Costs related to compensation are calculated by using the Coast Guard's Standard Personnel Cost (SPC) tables. These tables are updated annually and provide a detailed calculation for each billet, broken down by rank/rate, location—in the United States (INCONUS) or out of the country (OCONUS)—which includes Alaska and Hawaii), medical costs and permanent change of station (PCS) expenses. Calculations for medical cost estimates are the same for each billet. Calculations for PCS moves and base pay are based upon rank and location of billet. Pay estimates account for OMB-published pay inflation factors for the fiscal year in question.

Dedicated Coast Guard personnel, as members of one of the Nation's five Armed Services and the only military organization within the Department of Homeland Security, conduct the missions that protect the public, the environment, and U.S. economic interests - in the Nation's ports and waterways, along the coast, on international waters and far offshore. The unique, multi-mission character of the Coast Guard requires personnel to safeguard lives, protect the natural environment and key resources, facilitate safe and secure maritime trade, and protect the livelihoods of citizens who depend on use of the oceans and waterways. Coast Guard forces are flexible, rapidly deployable, and able to respond to crises with a full range of authorities and

¹ The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

capabilities. Coast Guard forces capitalize upon their adaptable nature and multi-mission, versatile assets to prevent maritime incidents, protect the U.S. Maritime Domain, and assist in response and recovery from threats and hazards – both natural and manmade.

Active duty military personnel ensure the Service remains agile, adaptable, and ready to serve the Nation's domestic and international maritime interests across a range of dynamic operational environments. The Coast Guard was founded as a military, multi-mission, maritime service and continues to be ready, aware, and responsive across its statutory missions. As the Nation's maritime first responder, the Coast Guard must not only be effective in its daily operations, but also remain ready for emergent missions and contingencies; aware of maritime conditions and activities in order to detect, deter and defeat threats early; and, when called upon, be responsive with the right capabilities at the right time.

PPA II: CIVILIAN PAY AND BENEFITS

	Perm Pos	FTE	Amount
2011 Actual Obligations	7,778	6,978	723,908
2012 Enacted Budget Authority	7,996	7,526	780,552
2013 Adjustments-to-Base	(55)	61	9,578
2013 Current Services	7,941	7,587	790,130
2013 Program Change	0	0	0
2013 Requested Budget Authority	7,941	7,587	790,130
Total Change 2012-2013	(55)	61	9,578

The Coast Guard requests \$790.1 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

Requests funding for expenses related to compensation and entitlements for Federal civilian employees. The workforce is composed of General Schedule (GS) personnel, Administrative Law Judges (AL), Senior Executive Service (SES) personnel, personnel whose salaries are Administratively Determined (AD) (e.g., Coast Guard Academy civilian faculty members), Wage Grade (WG) positions employed in industrial operations, and “Non-Ceiling” (NC) employees (e.g., cooperative education students, student aides, summer interns, and Federal junior fellows). Costs related to compensation are calculated using the Coast Guard’s Standard Personnel Cost (SPC) tables. These annually updated tables provide a detailed calculation for each billet, broken down by pay grade and location—INCONUS or OCONUS (which includes Alaska and Hawaii). Calculations for base pay are based upon position, location of position, and OMB economic assumptions for the fiscal year in question.

Civilian personnel are an integral part of the Coast Guard and vital to execution of its statutory missions. The Coast Guard continues to complement its military workforce by recruiting diverse, well-educated, and dedicated civilians needed to meet current and future demands.

PPA III: TRAINING AND RECRUITING

	Perm Pos	FTE	Amount
2011 Actual Obligations	217,881
2012 Enacted Budget Authority	212,732
2013 Adjustments-to-Base	29
2013 Current Services	212,761
2013 Program Change	0
2013 Requested Budget Authority	212,761
Total Change 2012-2013	29

The Coast Guard requests \$212.8 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

The training and recruiting PPA provides funding for the Coast Guard’s professional training and education programs, as well as operation and maintenance of the seven major Coast Guard training centers and the Coast Guard Academy and Leadership Development Center.

Additionally, this request includes funding for tuition, travel, and per diem for formal training and education performed as temporary additional duty (TAD) by military service members and civilian personnel. It also ensures the training infrastructure is adequately resourced to provide Coast Guard personnel with the tools and competencies necessary for assigned missions. Specifically, this request funds additional instructors for Marine Safety training. Training is provided by the Coast Guard, commercial providers, DoD, and other agencies. This training and education are usually conducted by dedicated resident staffs in classrooms, but may also include exportable training, correspondence courses, and/or computer-based training.

From entry-level personnel through senior leadership, the Coast Guard focuses its training resources to engrain those competencies that will maximize operational proficiency.

PPA IV: OPERATING FUNDS AND UNIT LEVEL MAINTENANCE

	Perm Pos	FTE	Amount
2011 Actual Obligations	1,250,416
2012 Enacted Budget Authority	1,108,172
2013 Adjustments-to-Base	(19,953)
2013 Current Services	1,088,219
2013 Program Change	4,200
2013 Requested Budget Authority	1,092,419
Total Change 2012-2013	(15,753)

The Coast Guard requests \$1.1 billion for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

Requests funding for units, facilities, and activities that are under the direct operational and administrative control of the Coast Guard’s Headquarters and Atlantic Area or Pacific Area Commanders. These include Bases, Base Support Units (BSUs); National Security Cutters (WMSL), High and Medium Endurance Cutters (WHECs/WMECs); Sectors; Patrol Boats; Multi-mission Boat Stations; Air Stations; Communication Stations; Deployable Specialized Forces (DSF); support commands; and Area Offices as applicable for supplies, materials, and services that allow the Coast Guard to sustain an operations tempo with an immediate response capability for Coast Guard missions. This request funds organizational-level maintenance of cutters, boats, aircraft, electronics systems, mechanical systems, and electrical equipment; procurement of supplies and materials utilized for unit “housekeeping” and administration, spare parts, liquid fuel, and energy; and other materials consumed that contribute directly to mission effectiveness.

PPA V: CENTRALLY MANAGED ACCOUNTS

	Perm Pos	FTE	Amount
2011 Actual Obligations	342,807
2012 Enacted Budget Authority	336,161
2013 Adjustments-to-Base	(6,283)
2013 Current Services	329,878
2013 Program Change	20,300
2013 Requested Budget Authority	350,178
Total Change 2012-2013	14,017

The Coast Guard requests \$350.2 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

Requested funding represents centrally managed accounts that provide service to the entire Coast Guard. Significant centrally managed accounts include: the Federal Telephone System (FTS), Standard Workstation recapitalization, Coast Guard Data Network (CGOne), satellite and data communications, General Services Administration (GSA) rent, postal expenses, ammunition replenishment, and the DHS Working Capital Fund.

PPA VI: DEPOT LEVEL MAINTENANCE

	Perm Pos	FTE	Amount
2011 Actual Obligations	981,619
2012 Enacted Budget Authority	930,817
2013 Adjustments-to-Base	(722)
2013 Current Services	930,095
2013 Program Change	0
2013 Requested Budget Authority	930,095
Total Change 2012-2013	(722)

The Coast Guard requests \$930.1 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

This request provides service-wide funding for the Coast Guard’s depot level operating expense funded maintenance for the Service’s shore facilities, vessels, and aircraft. The Coast Guard maintains its aircraft, vessels, and shore infrastructure using a blend of organic maintenance and repair infrastructure and contracted depot level maintenance activities. A mature project planning and execution program exists within the Coast Guard to provide routine organizational-level and depot level maintenance. Where expertise or infrastructure does not exist organically within the Service, the Coast Guard uses contracted resources to provide the requisite maintenance support.

The Coast Guard’s maintenance planning process involves every level of the organization including: (1) field-level input provided in casualty, mishap, and annual engineering assessments and reports; (2) engineering/support provider input in the form of centrally managed maintenance data/trend analysis, observations of experienced technical/engineering personnel, and prioritization of issues/needs; and (3) Coast Guard Headquarters level involvement in the collation of Coast Guard-wide data/trend analysis, input from the Atlantic and Pacific Area Operational Commanders and their support providers, and development of corrective strategies.

Recognizing the need to sustain and invest resources for in-service assets, the Coast Guard has preserved the depot level maintenance portion of the current services base from reductions and offsets. This funding is vital to ongoing sustainment and support of in-service Coast Guard aircraft; Command, Control, Communications, Computers and Information Technology (C4IT) systems; shore facilities; and vessels:

Aircraft. Includes service-wide funding to support programmed depot level maintenance and repair of Coast Guard aircraft. This category includes: materials, services, and supplies necessary for depot level repair, maintenance, modification, and overhaul of aircraft and aircraft equipment, including associated avionics; transportation of aircraft and aeronautical materials and equipment; and procurement and overhaul of aircraft ground handling and support equipment. The request also includes funding for general expenses related to spare parts inventory and engineering design, alteration and modification services in support of Coast Guard aircraft.

This funding request also supports depot level aircraft repair. Coast Guard aircraft are continuously rotated out of operational service to allow for programmed depot maintenance (PDM) at the Aviation Logistics Center (ALC) in Elizabeth City, NC. All PDM is based upon established service standards intended to meet operational availability targets in the most cost effective means possible. The purpose of the aircraft PDM program is to (1) provide periodic inspection of areas of an aircraft which are not accessible without extensive disassembly, (2) perform heavy maintenance which is beyond the capability of operating units, and (3) incorporate configuration changes and modifications which are too extensive or infeasible to perform at the operating unit level.

Electronics. Includes funding for depot level maintenance and support of Coast Guard-owned electronic systems. This request includes funding required for the procurement, replacement, installation, major maintenance, and casualty response for electronic navigation, command and control (C2), and communications systems. This category also includes support for the Coast Guard's Command, Control, and Communications Engineering Center (C3CEN) and Telecommunication and Information Systems Command (TISCOM), through the Electronic Support Units and Field Support Divisions to affect system repairs and install upgraded electronics systems on all classes of Coast Guard vessels and boats, and shore facilities including Sectors and Vessel Traffic Services.

Shore Infrastructure. Includes service-wide funding for depot level facility maintenance to ensure the safety and integrity of the shore infrastructure, maximize facility economic life, and address facility degradation issues as early as possible to prevent large recapitalization expenses. This request includes funding for depot level maintenance repairs, code compliance, rebuilding, renovations, alterations, demolition activities and related minor improvements, as well as other services provided by the Coast Guard's Civil Engineering program. This category includes support of: Coast Guard-owned land, buildings (e.g., replacement of roofs and mechanical systems), and structures (e.g., repairs to waterfront piers/bulkheads/wharfs/ripraps, communications and navigation system towers, utility systems, emergency generators, fuel systems, roads and runways). It also includes support for fixed Aids to Navigation (AtoN) structures (ashore and afloat) and major non-consumable equipment used to support the Coast Guard's shore plant (e.g., emergency generators, fuel systems, and pressure vessels). Funding also supports depot level maintenance on the Coast Guard's Unaccompanied Personnel Housing (i.e., barracks), family housing, clinics, and morale/well-being and recreational facilities.

Vessels. Includes service-wide funding to support the depot level maintenance and repair of Coast Guard vessels. In particular, funding requested will support the procurement, installation, replacement and support of hull, mechanical, electrical, and electronic systems. The request also includes funding for general expenses related to inventory and engineering design, as well as alteration and modification services in support of Coast Guard vessels.

Coast Guard vessels are regularly scheduled for PDM based upon established class maintenance plans (CMP). In addition to ship repair work provided by the Coast Guard Yard in Curtis Bay, MD, the Coast Guard routinely uses ship repair facilities/contractors to complete depot level maintenance via competitive contracts. The Coast Guard manages vessel depot level maintenance funding using Standard Support Levels (SSLs) established for each vessel class of asset at the

time of asset acquisition and adjusts periodically for inflation. Actual expenditures vary from the SSL as the Coast Guard's maintenance managers allocate resources to address the most immediate fleet maintenance challenges. Each year the fleet ages, this becomes a greater challenge.

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
Program Performance Justification
(Dollars in thousands)**

Transfers to and from Other Accounts **\$3,740**

A. Transfer.....**\$3,740**

PPA Breakdown - Transfer		Total (\$000)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	3,740
		3,740

Transfer of follow-on funding for FY 2012 budget initiative enacted in the Consolidated Appropriations Act, 2012 (P.L. 112-74).

Increases

\$189,252

A. Annualization of Prior Year Funding\$54,207

PPA Breakdown - Annualization of Prior Year Funding		Total (\$000)
PPA I: Military Personnel (-37 FTP, 203 FTE)		
	Military Pay and Allowances	14,844
	Military Health Care	2,015
PPA II: Civilian Personnel (-13 FTP, 57 FTE)		
	Civilian Pay and Allowances	6,751
PPA III: Training and Recruiting		
	Training and Education	1,079
	Recruiting and Training Centers	460
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	1,091
	Pacific Area	5,995
	1st District	72
	5th District	15
	7th District	704
	8th District	319
	9th District	17
	11th District	68
	13th District	159
	14th District	4
	17th District	8
	Headquarters Directorates	5,640
	Headquarters Units	1,098
	Other Activities	28
PPA V: Centrally Managed Accounts		
	Central Accounts	1,036
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	1,229
	Electronics Maintenance	(569)
	Civil/Ocean Engineering and Shore Facility Maintenance	3,129
	Vessel Maintenance	9,015
		54,207

Annualizes funding and 260 FTE to provide full-year resources for new initiatives and programs funded in the prior year.

In consideration of the investment and addition of 55 billets made in FY 2011 above the President's Request, this Budget supports 142 positions associated with the FY 2012 Marine Safety and Marine Environmental Response enhancements. While the blend of Marine

Environmental Response and Marine Safety personnel is different from the original proposal outlined in the FY 2012 Congressional Justification, the proposed staffing in FY 2013 is expected to improve overall performance of the Marine Environmental Response and Marine Safety missions.

FY 2012 Line Items	FTE (Mil)	FTE (Civ)	Recurring Amount (\$000)
Shore Facility Follow-On	0	0	4,925
Response Boat - Medium (RB-M) Maintenance Follow-On	0	0	676
Interagency Operations Centers (IOC) Follow-On	6	1	1,510
Rescue 21 (R21) Follow-On	0	0	2,050
Nationwide Automatic Identification System (NAIS) Follow-On	3	0	313
Surface and Air Asset Follow-On	96	26	21,500
Enhancing Marine Safety	11	17	3,498
Enhancing Marine Environmental Response	10	7	2,768
Polar Icebreaking Program	67	0	15,000
Child Care Initiative	0	6	568
Tactical Boat Crew Training	10	0	1,399
Total	203	57	54,207

B. Mandatory Personnel Entitlements

1. Annualization of FY 2012 Pay Raise\$8,427

PPA Breakdown - Annualization of FY 2012 Military Pay Raise		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances	8,427
		8,427

Provides one quarter of funding to allow Coast Guard to annualize the FY 2012 military (1.6 percent) pay raise.

2. FY 2013 Pay Increase\$29,989

PPA Breakdown - FY 2013 Pay Increase		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances	26,826
	Permanent Change of Station	216
PPA II: Civilian Personnel		
	Civilian Pay and Allowances	2,947
		29,989

Provides three quarters of funding for the requested FY 2013 military (1.7 percent) and civilian (0.5 percent) pay raise.

3. Military Allowances\$48,991

PPA Breakdown - Military Allowances		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances (Basic Allowance for Housing)	10,268
	Military Health Care	38,723
		48,991

Provides funding to maintain current services and ensure parity of military pay, allowances, and health care with DoD. This request includes additional funding for Basic Allowance for Housing (BAH) changes scheduled to take effect on January 1, 2013, and increased health care costs for military members, dependants, and eligible beneficiaries. Health care costs are forecasted using actuarial projections and include funding for Coast Guard clinics, TRICARE, pharmaceuticals, use of DoD military treatment facilities and Public Health Service physicians serving at Coast Guard medical facilities.

C. Operating and Maintenance Funds for New Assets

1. Shore Facility Follow-On\$3,870

PPA Breakdown - Shore Facility Follow-On		Total (\$000)
PPA VI: Depot Level Maintenance		
	Civil/Ocean Engineering and Shore Facility Maintenance	3,870
		3,870

Provides funding for the incremental costs associated with operation and maintenance of new or improved shore facilities scheduled for completion prior to FY 2013. This funding is required for annual operating costs for energy, utility services, and building and grounds maintenance for the structures and facilities as described in the following table:

Shore Facility Asset/Location	Amount (\$000)
Air Station Cape Cod, MA: MPA Aircraft Hangar	1,527
Station Eatons Neck, NY: Boathouse Maintenance Facility	140
Sector Field Office Galveston, TX: Rebuilt Buildings & Waterfront Facilities	1,023
Station Houston, TX: Multi-Mission Station Facilities	975
Sector Buffalo, NY: Buildings and Supporting Infrastructure	205
Total	3,870

2. Response Boat - Medium (RB-M) Follow-On\$3,058

PPA Breakdown - Response Boat - Medium (RB-M) Follow-On		Total (\$000)
PPA I: Military Personnel (16 FTP, 8 FTE)		
	Military Pay and Allowances	578
	Military Health Care	74
	Permanent Change of Station	230
PPA II: Civilian Personnel (4 FTP, 2 FTE)		
	Civilian Pay and Allowances	217
PPA III: Training and Recruiting		
	Training and Education	40
	Recruiting and Training Centers	16
PPA IV: Operating Funds and Unit Level Maintenance		
	1st District	10
	9th District	2
	13th District	2
	17th District	2
	Headquarters Directorates	1,183
	Headquarters Units	39
	Other Activities	2
PPA V: Centrally Managed Accounts		
	Central Accounts	89
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	354
	Civil/Ocean Engineering and Shore Facility Maintenance	140
	Vessel Maintenance	80
		3,058

Provides follow-on funding for the operation, maintenance and support of 30 RB-M. The resources requested herein reflect the increased cost of operating and maintaining RB-M relative to operating and maintenance costs of the boats they are replacing, including fuel costs. The increased costs of the RB-Ms are driven primarily by the capability enhancements (e.g., speed, endurance, sensors, etc.) that are required to meet current mission demands. This request also provides funding and personnel for centralized asset logistics support for all RB-M delivered through FY 2013.

3. WatchKeeper Follow-On.....\$2,261

PPA Breakdown - WatchKeeper Follow-On		Total (\$000)
PPA I: Military Personnel (2 FTP, 1 FTE)		
	Military Pay and Allowances	59
	Military Health Care	9
	Permanent Change of Station	24
PPA II: Civilian Personnel (1 FTP, 1 FTE)		
	Civilian Pay and Allowances	50
PPA III: Training and Recruiting		
	Training and Education	77
	Recruiting and Training Centers	154
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	11
	Headquarters Directorates	300
	Headquarters Units	1,502
PPA V: Centrally Managed Accounts		
	Central Accounts	15
PPA VI: Depot Level Maintenance		
	Civil/Ocean Engineering and Shore Facility Maintenance	60
		2,261

Provides second year follow-on funding to operate and maintain the capabilities of Watchkeeper procured under the Interagency Operations Centers (IOC) acquisition project.

The Coast Guard continues to deploy WatchKeeper to facilitate daily decision making, situational awareness, operations monitoring, and joint planning. Critical support funded by this initiative includes WatchKeeper system management and support, WatchKeeper training simulator upgrades, and capacity to support increased student training. Additionally, the three requested personnel will be assigned as Command Center School instructors and will utilize WatchKeeper as the primary training tool for practical exercises contained within the curriculum.

4. Rescue 21 (R21) Follow-On.....\$1,448

PPA Breakdown - Rescue 21 (R21) Follow-On		Total (\$000)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	19
	Headquarters Units	1,319
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	64
	Civil/Ocean Engineering and Shore Facility Maintenance	46
		1,448

Provides follow-on funding to support R21, the Coast Guard's primary system that facilitates command, control, and communications in the U.S. coastal zone, and replaces the legacy National Distress Response System. R21 is a key enabler for effective emergency response in the maritime domain. Funding supports equipment Operations and Maintenance (O&M), disaster recovery system capability (backup equipment for use in the event of damage to permanently installed towers or other Rescue 21 equipment), and over-the-air re-keying capability, which improves system security.

The R21 system reached Initial Operating Capability (IOC) in December 2005. By the end of FY 2012, the prime contractor will have delivered the Rescue 21 system to 30 of 35 Coast Guard Sectors, providing approximately 41,871 miles of continuous coastline coverage along the Eastern Seaboard, Gulf Coast, West Coast, Great Lakes, Hawaii, Guam, and San Juan, Puerto Rico.

The FY 2013 request provides funding to support operation and maintenance of the R21 System in Sector Sault Ste. Marie and Sector Lake Michigan.

5. Surface and Air Asset Follow-On.....\$37,001

PPA Breakdown - Surface and Air Asset Follow-On		Total (\$000)
PPA I: Military Personnel (186 FTP, 106 FTE)		
	Military Pay and Allowances	7,064
	Military Health Care	1,000
	Permanent Change of Station	2,420
PPA II: Civilian Personnel (38 FTP, 21 FTE)		
	Civilian Pay and Allowances	2,235
PPA III: Training and Recruiting		
	Training and Education	4,440
	Recruiting and Training Centers	1,090
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	188
	Pacific Area	5
	1st District	2,403
	7th District	849
	8th District	105
	Headquarters Directorates	1,149
	Headquarters Units	172
	Other Activities	22
PPA V: Centrally Managed Accounts		
	Central Accounts	2,340
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	9,764
	Electronics Maintenance	373
	Civil/Ocean Engineering and Shore Facility Maintenance	8
	Vessel Maintenance	1,374
		37,001

Surface and air assets provide the Coast Guard with the foundational capability necessary to perform its statutory missions. Funding is requested to operate and maintain new assets that will transition from the acquisition program to the operations in FY 2013 or to prepare crews in advance of that transition.

Fast Response Cutter (FRC) O&M for hulls 8 and 9 (\$3.294M): Provides operation and maintenance funding for Key West, FL-based FRCs, hulls #8 and #9. The FRC is larger and more capable than the 110-foot patrol boat with advanced electronics and enhanced capabilities. This platform sustains the Coast Guard’s high speed, coastal capability for prosecuting immigrations laws, enforcing border security, preventing terrorism and ensuring resiliency to disasters. The FRC will also provide improved interoperability, C4ISR, common operating picture, and sensors to enhance surveillance and identification.

Fast Response Cutter (FRC) Crews 9 and 10 (\$4.731M/67FTP/35FTE): Provides personnel to operate and maintain Key West, FL-based FRC hulls #9 and #10. Advance arrival of the crews is critical to ensure appropriate training and readiness prior to delivery.

FRC Follow-on Support (\$4.819M/65FTP/33FTE): Provides personnel for shore-side support for FRCs homeported in Key West, FL. These billets will fully staff the Maintenance Augmentation Team (MAT) for the Key West homeport. In addition, FRC support personnel are provided for the Asset Program Office (APO) and Surface Forces Logistics Center (SFLC) that provide centralized support for the entire FRC fleet.

Cutter Asset Training System (\$1.559M/11FTP/6FTE): Provides personnel and funding necessary for Coast Guard Training System courses identified in the Master Training List for the National Security Cutter (NSC) and the Fast Response Cutter (FRC). The requested personnel and funding support training on ship-specific systems to ensure crew performance standards are achieved. These personnel and funding are required to operate and maintain training and simulation systems, develop curricula, and conduct human performance and training analysis. The resources will ensure the Coast Guard fulfills the training requirements for the crews and personnel that will operate and maintain newly acquired NSCs and FRCs.

HC-144A Aircraft Follow-on (\$18.333M/68FTP/46FTE): Provides funding for the operation and maintenance of Maritime Patrol Aircraft (HC-144A) #14 and #15, and funding for personnel to operate and support aircraft #15 and #16. In addition, this proposal provides funding for personnel at the HC-144A aircraft Sensor/C4ISR Operator Training Division and Coast Guard Aviation Training Center to ensure sensor doctrine, training and standardization requirements are met.

Air Station Cape Cod Transition (\$3.515M/13FTP/7FTE): In FY 2013, Coast Guard Air Station Cape Cod will transition from operating HU-25 aircraft to operating HC-144A aircraft, a change from a medium low-wing fanjet aircraft to a high-wing turboprop patrol and transport aircraft. This request provides personnel and funding necessary to complete a change in aircraft type allowance, and programmed utilization rates. Funding will provide additional cargo weighing and loading equipment, lavatory service vehicles, larger aircraft check-stands, propeller dollies and engine stands, and larger aircraft tow tractors.

HC-130H Flight Simulator Training (\$.750M): Provides follow-on funding to support aircraft simulator training for HC-130H pilots, flight engineers, and navigators. The Coast Guard's AC&I funded HC-130H conversion and sustainment project will change the configuration of these aircraft by upgrading avionics systems cockpit instruments. This flight simulation trainer will replicate the operation of the reconfigured aircraft, allowing flight crews to attain qualifications and maintain proficiency operating with the upgraded HC-130H flight systems.

D. Base Re-Allocations (Non-Add)

1. Balanced Workforce Strategy Follow-On[\$3,485]

PPA Breakdown - Balanced Workforce Strategy Follow-on		Total (\$000)
PPA II: Civilian Personnel (33 FTP, 33 FTE)		
	Civilian Pay and Allowances	3,405
PPA III: Training and Recruiting		
	Training and Education	25
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Units	(3,485)
PPA V: Centrally Managed Accounts		
	Central Accounts	55
		0

This line item accounts for the in-sourcing of 33 positions from a prior-year initiative that in-sourced the screening of security clearance applications.

2. Military FTP and FTE Transfer to Civilian.....[\$5,331]

PPA Breakdown - Military FTP and FTE Transfer to Civilian		Total (\$000)
PPA I: Military Personnel (-50 FTP, -50 FTE)		
	Military Pay and Allowances	(4,452)
	Military Health Care	(464)
	Permanent Change of Station	(327)
PPA II: Civilian Personnel (50 FTP, 50 FTE)		
	Civilian Pay and Allowances	5,289
PPA III: Training and Recruiting		
	Training and Education	(88)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	42
		0

Transfers 50 military FTP/FTE to civilian FTP/FTE. These conversions are consistent with GAO recommendations to change military positions funded in PPA I (military Pay and Allowances) with inherently civilian job functions to civilian positions funded in PPA II (Civilian Pay and Benefits).

3. Reclassification of Reimbursable FTE to Direct FTE[\$1,807]

PPA Breakdown - Reclassification of Reimbursable FTE to Direct FTE		Total (\$000)
PPA I: Military Personnel (1 FTP, 1 FTE)		
	Military Pay and Allowances	[59]
	Military Health Care	[9]
	Permanent Change of Station	[5]
PPA II: Civilian Personnel (12 FTP, 12 FTE)		
	Civilian Pay and Allowances	[1,723]
PPA III: Training and Recruiting		
	Training and Education	[11]
PPA IV: Operating Funds and Unit Level Maintenance		
		[1,807]

Reclassifies positions previously encompassed by a reimbursable agreement between the Coast Guard and Environmental Protection Agency to direct funded FTE.

Decreases **(\$181,568)**

A. Termination of One Time Costs **(\$18,309)**

PPA Breakdown - Termination of One-Time Costs		Total (\$000)
PPA I: Military Personnel		
	Permanent Change of Station	(5,347)
PPA III: Training and Recruiting		
	Training and Education	(1,916)
	Recruiting and Training Centers	(58)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(188)
	Pacific Area	(711)
	1st District	(51)
	7th District	(253)
	9th District	(53)
	11th District	(59)
	13th District	(34)
	14th District	(25)
	17th District	(34)
	Headquarters Directorates	(4,360)
	Headquarters Units	(144)
PPA V: Centrally Managed Accounts		
	Central Accounts	(1,110)
PPA VI: Depot Level Maintenance		
	Civil/Ocean Engineering and Shore Facility Maintenance	(3,966)
		(18,309)

This line item reflects FY 2013 savings associated with the termination of one-time costs for program start-up and exit transactions anticipated in FY 2012.

FY 2012 Line Items	Non-Recurring Amount (\$000)
Response Boat - Medium (RB-M) Maintenance Follow-On	(137)
Interagency Operations Centers (IOC) Follow-On	(328)
Nationwide Automatic Identification System (NAIS) Follow-On	(84)
Surface and Air Asset Follow-On	(5,781)
Three PC-179s	(1,324)
Decommission High Endurance Cutter (HEC)	(2,582)
Enhancing Marine Safety	(3,021)
Enhancing Marine Environmental Response	(3,193)
Child Care Initiative	(368)
Tactical Boat Crew Training	(1,491)
Total	(18,309)

B. Prior Year Management Annualizations (\$10,996)

PPA Breakdown - Prior Year Management Annualizations		Total (\$000)
PPA I: Military Personnel (-92 FTE)		
	Military Pay and Allowances	(5,377)
	Military Health Care	(859)
	Permanent Change of Station	(1,471)
PPA III: Training and Recruiting		
	Training and Education	(155)
	Recruiting and Training Centers	(128)
PPA IV: Operating Funds and Unit Level Maintenance		
	Pacific Area	(624)
	Headquarters Directorates	(1,135)
	Other Activities	(16)
PPA V: Centrally Managed Accounts		
	Central Accounts	(294)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	(112)
	Vessel Maintenance	(825)
		(10,996)

This line item annualizes part-year reductions from various asset decommissionings in FY 2012.

FY 2012 Line Items	FTE (Mil)	FTE (Civ)	Recurring Amount (\$000)
Three PC-179s	0	0	(512)
Decommission High Endurance Cutter (HEC)	(92)	0	(10,484)
Total	(92)	0	(10,996)

C. Asset Decommissionings

1. Patrol Boat High Tempo High Maintenance (HTHM) Operations(\$33,495)

PPA Breakdown - Patrol Boat High Tempo High Maintenance (HTHM) Operations		Total (\$000)
PPA I: Military Personnel (-200 FTP, -200 FTE)		
	Military Pay and Allowances	(12,383)
	Military Health Care	(1,855)
	Permanent Change of Station	1,487
PPA II: Civilian Personnel (-6 FTP, -6 FTE)		
	Civilian Pay and Allowances	(701)
PPA III: Training and Recruiting		
	Training and Education	(391)
	Recruiting and Training Centers	(283)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(192)
	7th District	(2,337)
	Headquarters Directorates	(3,260)
	Headquarters Units	(19)
	Other Activities	(35)
PPA V: Centrally Managed Accounts		
	Central Accounts	(382)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	(570)
	Civil/Ocean Engineering and Shore Facility Maintenance	(2)
	Vessel Maintenance	(12,572)
		(33,495)

Disestablishes the High Tempo High Maintenance (HTHM) program for eight in-service 110-foot patrol boats. The HTHM program was a temporary bridging strategy that approximately doubled the normal programmed resource hours for these eight assets through use of multiple crews and a unique maintenance and operating construct until new, more capable FRCs are delivered. The eight 110-foot patrol boats will return to their pre-HTHM operational tempo.

2. Three 110-Patrol Boats.....(\$1,977)

PPA Breakdown - Three 110-Patrol Boats		Total (\$000)
PPA I: Military Personnel (-70 FTP, -35 FTE)		
	Military Pay and Allowances	(2,048)
	Military Health Care	(326)
	Permanent Change of Station	479
PPA III: Training and Recruiting		
	Training and Education	(69)
	Recruiting and Training Centers	(48)
PPA IV: Operating Funds and Unit Level Maintenance		
	1st District	(83)
	7th District	(146)
	Headquarters Directorates	(321)
	Headquarters Units	(33)
	Other Activities	(8)
PPA V: Centrally Managed Accounts		
	Central Accounts	(178)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	(24)
	Vessel Maintenance	828
		(1,977)

Decommission three 110' WPB patrol boats and associated shoreside support. These assets will be replaced with operational FRCs in the Seventh Coast Guard District. The Coast Guard will re-invest the savings from decommissioning three legacy patrol boats, crews and support personnel to support the operation and maintenance of the more capable FRCs. With eight FRCs scheduled for delivery through 2013, these decommissioning actions will begin the transition of the in-service WPB fleet to the new FRC fleet. The temporary loss of patrol boat hours will be mitigated as new, more capable FRCs are delivered.

3. Two High Endurance Cutters (HEC)(\$16,832)

PPA Breakdown - Two High Endurance Cutters (HEC)		Total (\$000)
PPA I: Military Personnel (-389 FTP, -241 FTE)		
	Military Pay and Allowances	(13,639)
	Military Health Care	(2,224)
	Permanent Change of Station	2,877
PPA II: Civilian Personnel		
	Civilian Pay and Allowances	1,723
PPA III: Training and Recruiting		
	Training and Education	(461)
	Recruiting and Training Centers	(351)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(638)
	Pacific Area	(983)
	7th District	(3)
	11th District	(4)
	Headquarters Directorates	(1,995)
	Headquarters Units	356
	Other Activities	(50)
PPA V: Centrally Managed Accounts		
	Central Accounts	(697)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	1,320
	Vessel Maintenance	(2,063)
		(16,832)

Decommissions two High Endurance Cutters (HEC) and associated shore-side support in FY 2013 (fourth and fifth HEC of the original 12 HEC fleet). With the average cutter age at 43 years, the HEC fleet has become increasingly difficult to maintain and sustain operationally. The fourth NSC is under production and scheduled for delivery in fourth quarter of FY 2014, and the fifth NSC is under contract and scheduled for delivery in FY 2016. The temporary loss of major cutter hours will be mitigated as new, more capable NSCs are delivered.

Decommissions two High Endurance Cutters (HEC) and associated shore-side support in FY 2013 (fourth and fifth HEC of the original 12 HEC fleet). With the average cutter age at 43 years, the HEC fleet has become increasingly difficult to maintain and sustain operationally. The fourth NSC is under production and scheduled for delivery in fourth quarter of FY 2014, and the fifth NSC is under contract and scheduled for delivery in FY 2016. The temporary loss of major cutter hours will be mitigated as new, more capable NSCs are delivered.

4. Three HU-25 Aircraft.....(\$5,514)

PPA Breakdown - Three HU-25 Aircraft		Total (\$000)
PPA I: Military Personnel (-39 FTP, -20 FTE)		
	Military Pay and Allowances	(1,501)
	Military Health Care	(181)
	Permanent Change of Station	349
PPA III: Training and Recruiting		
	Training and Education	(308)
	Recruiting and Training Centers	(25)
PPA IV: Operating Funds and Unit Level Maintenance		
	1st District	(1,545)
	Other Activities	(4)
PPA V: Centrally Managed Accounts		
	Central Accounts	(66)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(2,233)
		(5,514)

Retires the three remaining HU-25 aircraft assigned to Coast Guard Air Station (CGAS) Cape Cod to allow for complete transition to the new HC-144A aircraft. The Coast Guard retired the first of four HU-25s assigned to CGAS Cape Cod in FY 2011. In FY 2013, the Coast Guard will deliver and place in full-operational status three HC-144A aircraft at CGAS Cape Cod. These three aircraft will provide more flight hours per year than the four retired HU-25s provided annually. Delivery of a fourth HC-144A aircraft at CGAS Cape Cod is planned in FY 2015.

Following retirement of these three HU-25 aircraft assigned to CGAS Cape Cod, the Coast Guard will have three remaining HU-25s in-service and assigned to Air Station Corpus Christi, TX, that are planned to be retired by FY 2015.

5. Seasonal Air Facilities(\$5,201)

PPA Breakdown - Seasonal Air Facilities		Total (\$000)
PPA I: Military Personnel (-68 FTP, -34 FTE)		
	Military Pay and Allowances	(2,384)
	Military Health Care	(709)
	Permanent Change of Station	831
PPA III: Training and Recruiting		
	Training and Education	(265)
	Recruiting and Training Centers	(44)
PPA IV: Operating Funds and Unit Level Maintenance		
	5th District	(47)
	9th District	(683)
	Headquarters Directorates	(572)
	Other Activities	(7)
PPA V: Centrally Managed Accounts		
	Central Accounts	(86)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(1,235)
		(5,201)

Provides for more efficient mission execution by transitioning operating aircraft at Air Station Traverse City, MI from five H-65 to three H-60 rotary wing aircraft, in conjunction with closing two seasonal Air Facilities (AIRFACS) in Muskegon, MI and Waukegan, WI. The H-60 aircraft provide increased operational capability in the Great Lakes region over the currently assigned H-65 aircraft. The H-60 helicopter has nearly double the flight time endurance of the H-65, thereby enabling additional operational range for all missions in the Great Lakes region. Additionally, the H-60 has superior operating capabilities in cold-weather over H-65s. Specifically, the H-60 helicopter has the ability to fly in icing conditions, an atmospheric condition present in the Traverse City Area of Responsibility for up to five months of the year.

Two H-60 helicopters, which currently support Operation Bahamas Turks and Caicos (OPBAT), will be reallocated from Air Station Clearwater, FL. One H-60, which currently supports the Maritime Security Response Team, will be reallocated from Air Station Elizabeth City, NC.

In addition to current-year savings, this proposal will achieve nearly \$37 million in cost avoidance by enabling the Coast Guard to re-purpose two H-65 aircraft from Air Station Traverse City; replacing aircraft lost during operational mishaps and precluding the need to procure new aircraft. Of the remaining three H-65 aircraft removed from Air Station Traverse City, two will be used as maintenance/operational spares, and one will be sent to long-term storage.

D. Enterprise-Wide Efficiencies(\$56,299)

PPA Breakdown - Enterprise-Wide Efficiencies		Total (\$000)
PPA I: Military Personnel (-18 FTP, -9 FTE)		
	Military Pay and Allowances	(634)
	Military Health Care	(540)
	Permanent Change of Station	(13,773)
PPA II: Civilian Personnel (-30 FTP, -15 FTE)		
	Civilian Pay and Allowances	(3,436)
PPA III: Training and Recruiting		
	Training and Education	(213)
	Recruiting and Training Centers	(1,592)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(325)
	Pacific Area	(162)
	1st District	(199)
	5th District	(96)
	7th District	(199)
	8th District	(314)
	9th District	(158)
	11th District	(42)
	13th District	(165)
	14th District	(101)
	17th District	(23)
	Headquarters Directorates	(18,904)
	Headquarters Units	(1,714)
	Other Activities	(2)
PPA V: Centrally Managed Accounts		
	Central Accounts	(6,414)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(369)
	Electronics Maintenance	(4,803)
	Civil/Ocean Engineering and Shore Facility Maintenance	(1,911)
	Vessel Maintenance	(210)
		(56,299)

Enterprise-Wide Efficiencies	FTP	FTE	Amount (\$000)
Directed Purchasing/Professional Services	0	0	(15,883)
Logistics Functions	(48)	(24)	(1,881)
Strategic Sourcing	0	0	(4,164)
Civilian Overtime	0	0	(2,384)
PCS Transfers	0	0	(13,921)
Non-Operational Travel	0	0	(9,662)
Vehicle Fleet	0	0	(1,604)
Information Technology (IT)	0	0	(6,800)
Total	(48)	(24)	(56,299)

In FY 2013, the Coast Guard will drive efficiencies in targeted areas to sustain front-line operations, perform critical depot level maintenance activities on assets, continue fleet recapitalization, and fund higher priority Service requirements. Specifically, the Coast Guard will implement efficiencies in the following areas:

Directed Purchasing/Professional Services: Reduces the use of service contracts for enterprise-wide mission support and operational support activities. The Coast Guard will target the lowest priority activities to implement this reduction. Among the activities targeted for savings is development of external publications and documents.

Logistics Functions: Consolidates and centralizes administrative, personnel support, supply and logistics functions at Base Support Units throughout the Coast Guard for co-located, but organizationally distinct units and activities. The consolidation of these logistics functions enables similar functions (i.e. human resources and personnel record management, inventory and supply, facility operation and management, health care administration, shipping/receiving) to be performed by fewer personnel at locations where Coast Guard personnel and activities are collocated.

Strategic Sourcing: Optimizes the purchase of supplies and materials through more efficient use of supply chain operations, including centralized buying, bulk purchasing, and leveraging reduced pricing schedules from suppliers.

Civilian Overtime: Reduces civilian overtime across the entire Coast Guard for activities that are not directly related to the execution of front-line operations.

PCS Transfers: Reduces the number of Permanent Change of Station (PCS) moves through the implementation of new reassignment processes for military members. This initiative will increase tour-lengths for certain positions, and maximize, to the extent possible, consecutive assignments within the same geographic area to minimize transfer costs. The Coast Guard will carefully manage personnel transfers to prevent limits on a military member's ability to gain geographically diverse experiences or professional growth opportunities across a member's career.

Non-Operational Travel: Reduces non-operational travel related to professional development, off-site meetings, conferences, attending industry sponsored activities, external engagements, unit/site visits, and international engagements.

Vehicle Fleet: Extends the minimum replacement cycle of Coast Guard owned vehicles to at least eight years. This initiative will also reduce the number of GSA leased vehicles in the Coast Guard's vehicle fleet, and leverage smaller, less expensive vehicles where feasible to minimize costs. This initiative also garners savings by extending the in-service life of certain Coast Guard owned vehicles, including fire trucks and base/facility maintenance vehicles.

Information Technology (IT): Reduces support levels for the operation and maintenance of enterprise IT systems, including command, control, communications, and computers systems; and infrastructure. The Coast Guard will implement these reductions in a manner that mitigates impacts to system and network performance for Coast Guard assets.

E. Programmatic Reductions.....(\$32,945)

PPA Breakdown - Programmatic Reductions		Total (\$000)
PPA I: Military Personnel (-335 FTP, -170 FTE)		
	Military Pay and Allowances	(21,235)
	Military Health Care	(1,553)
	Permanent Change of Station	3,257
PPA II: Civilian Personnel (-144 FTP, -94 FTE)		
	Civilian Pay and Allowances	(8,902)
PPA III: Training and Recruiting		
	Training and Education	(569)
	Recruiting and Training Centers	(388)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(35)
	Pacific Area	(9)
	1st District	(12)
	5th District	(32)
	7th District	(34)
	8th District	(30)
	9th District	(36)
	11th District	(62)
	13th District	(14)
	17th District	(56)
	Headquarters Directorates	(1,603)
	Headquarters Units	(107)
	Other Activities	(22)
PPA V: Centrally Managed Accounts		
	Central Accounts	(591)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(912)
		(32,945)

Programmatic Reductions	FTP	FTE	Amount (\$000)
Headquarters Staffing	(222)	(131)	(12,681)
Organizational Performance Consultants	(25)	(13)	(2,312)
Airborne Use of Force Capacity	(42)	(21)	(2,768)
Non-Reimbursable Detached Duty Positions	(36)	(20)	(1,593)
Military Recruiting	(77)	(39)	(2,802)
Selective Reenlistment Bonus	0	0	(7,000)
Mobile Training	(16)	(9)	(701)
Vintage Vessel National Center of Expertise	(4)	(2)	(278)
Coast Guard Intelligence	(57)	(29)	(2,810)
Total	(479)	(264)	(32,945)

In FY 2013, the Coast Guard will make targeted reductions in several base program areas. These base adjustments recognize changes in requirements for selected activities and redirect resources toward higher-priorities, including critical recapitalization projects and essential frontline operations.

Headquarters Staffing: Eliminates 222 positions at Coast Guard Headquarters through attrition and implementation of a civilian hiring freeze in the Washington, D.C. area; a small portion of these positions are currently vacant. This reduction to Coast Guard Headquarters preserves the Coast Guard's critical capabilities to conduct front-line operations; mission support; development and implementation of national policies and regulations; and the capacity to complete and respond to reports, audits, questions for the record, inquiries, and informal requests for information. The Coast Guard will centralize functions, eliminate, scale or shift workload at work centers, and leverage technology and IT systems to increase productivity and accomplish work more efficiently.

Organizational Performance Consultants: Reduces District capacity by 25 positions designated to provide the Coast Guard with strategic planning, professional leadership and management, and process improvement training. The Coast Guard will still maintain this core capability, centralized at the Headquarters level.

Airborne Use of Force Capacity: Reduces Airborne Use of Force (AUF) capability for Ports, Waterways, and Coastal Security (PWCS) missions at six aviation units and centralizes this high-end PWCS AUF capability on each coast. This initiative consolidates AUF PWCS capability at Elizabeth City, NC; and San Diego, CA with corresponding elimination of AUF programs at the following Air Stations: Air Station Cape Cod, MA; Air Station Clearwater, FL; Air Station Houston, TX; Air Station Kodiak, AK; Air Station Port Angeles, WA and Air Station San Francisco, CA. Based on lessons learned from use of the AUF capability to perform PWCS missions, the Coast Guard has determined from an overall risk perspective that the highest operational return on investment is to centralize this capability.

Non-Reimbursable Detached Duty Positions: Reduces 36 non-reimbursable Detached Duty-External (DDE) positions, targeting the lowest-priority of these external positions based on current mission priorities and an assessment of the most pressing needs.

Military Recruiting: Reduces the military workforce recruiting program by 77 positions based on near-term workforce accession projections. The Coast Guard will reallocate remaining recruiters across all regions throughout all traditional recruiting territories to prevent any negative impact to the Coast Guard's successful efforts to recruit a diverse workforce.

Selective Reenlistment Bonus: Reduces funding programmed for active duty military selective re-enlistment bonuses. The need for incentive pay targeting traditionally hard-to-fill specialties is projected to be limited in the near-term given the current employment outlook, reducing the need to utilize this workforce management tool in FY 2013.

Mobile Training: Eliminates 16 positions from the Mobile Training Team and reorganizes this program, which provides assistance and training to international partners in the areas of national defense, homeland security, and maritime prevention. The impact of this reduction will be partially mitigated by augmenting the Mobile Training Team remaining core personnel with Coast Guard personnel attached to other units on a temporary-duty basis to deploy and assist with training missions.

Vintage Vessel National Center of Expertise: Disestablishes the four-person Vintage Vessel National Center of Expertise (VVNCOE). The VVNCOE provides training and qualification programs for marine inspectors that perform deep draft vessel hull and machinery inspections for vintage vessels. The duties performed by these four positions will be assumed primarily by other Sector personnel within the Ninth Coast Guard District.

Coast Guard Intelligence: Eliminates 57 Intelligence-related positions, including administrative support and Coast Guard Criminal Investigative Service billets from across the Coast Guard. The Coast Guard Intelligence program has grown by 800 positions over the last 10 years. This initiative eliminates positions at Coast Guard Headquarters, Areas, Districts, and Maritime Intelligence Fusion Centers; Intelligence Coordination Center; Deployable Operations Group; Coast Guard Investigative Service; Cryptologic Group, and the El Paso Intelligence Center. This reduction seeks to minimize impacts to tactical-level operational units.

IV. Program Justification of Changes

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
Justification of Program Changes
(Dollars in thousands)**

Program Changes **\$24,500**

A. DHS Headquarters Consolidation.....\$24,500

PPA Breakdown - DHS Headquarters Consolidation		Total (\$000)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	4,200
PPA V: Centrally Managed Accounts		
	Central Accounts	20,300
		24,500

Description of Item

Provides funding to support the Coast Guard's relocation to the St. Elizabeths Campus in Washington, DC. The requested FY 2013 funding supports relocation of Coast Guard equipment, employees, and work functions to the DHS consolidated headquarters at St. Elizabeths. The new Coast Guard facilities at St. Elizabeths include office space, employee shared spaces, parking, and the Department Operations Center (Phase A), which will be tied into the National Operations Center during a subsequent phase of the DHS headquarters consolidation project.

Justification

The Coast Guard's move from Buzzards Point to St. Elizabeths is part of Phase 1 of the DHS headquarters consolidation project, and supports development of a "one-DHS" culture and directly enhances DHS unity of effort and organizational efficiency.

Impact on Performance

The Department's overarching plan to consolidate DHS components and activities at the Saint Elizabeths campus will enhance operational effectiveness and generate synergy between DHS entities.

V. Exhibits and Other Supporting Materials

A. Justification of Proposed Legislative Language

Department of Homeland Security
U. S. Coast Guard
Justification of Proposed Changes in Operating Expenses
Appropriation Language

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase or lease of not to exceed 25 passenger motor vehicles, which shall be for replacement only; purchase or lease of small boats for contingent and emergent requirements (at a unit cost of no more than \$700,000) and repairs and service-life replacements, not to exceed a total of \$31,000,000; purchase or lease of boats necessary for overseas deployments and activities; minor shore construction projects not exceeding \$1,000,000 in total cost [at any location]on any asset; payments pursuant to section 156 of Public Law 9709377 (42 U.S.C. 402 note; 96 Stat. 1920); and recreation and welfare; [\$7,051,054,000]\$6,791,178,000, of which [\$598,000,000]\$340,000,000 shall be for defense-related activities[, of which \$256,000,000 is designated by the Congress for Overseas Contingency Operations/Global War on Terrorism pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985]; of which \$24,500,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)); and of which not to exceed \$17,000 shall be for official reception and representation expenses: *Provided*, That none of the funds made available by this Act shall be for expenses incurred for recreational vessels under section 12114 of title 46, United States Code, except to the extent fees are collected from owners of yachts and credited to this appropriation[: *Provided further*, That the Coast Guard shall comply with the requirements of section 527 of the National Defense Authorization Act for Fiscal Year 2004 (10 U.S.C. 4331 note) with respect to the Coast Guard Academy: *Provided further*, That of the funds provided under this heading, \$75,000,000 shall be withheld from obligation for Coast Guard Headquarters Directorates until a revised future-years capital investment plan for fiscal years 2013 through 2017, as specified under the heading Coast Guard "Acquisition, Construction, and Improvements" of this Act is submitted to the Committees on Appropriations of the Senate and the House of Representatives: *Provided further*, That funds made available under this heading for Overseas Contingency Operations/Global War on Terrorism may be allocated by program, project, and activity, notwithstanding section 503 of this Act].
(*Consolidated Appropriations Act, 2012.*)

B. FY 2012 to FY 2013 Budget

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	49,047	48,071	6,907,458
FY 2012 Enacted Budget Authority	49,441	49,255	6,755,254
Adjustments-to-Base			
Transfers to and from Other Accounts			
A. Transfer	-	-	3,740
Total Transfers	-	-	3,740
Increases			
A. Annualization of Prior Year Funding	(50)	260	54,207
B. Mandatory Personnel Entitlements			
1. Annualization of FY 2012 Military Pay Raise	-	-	8,427
2. FY 2013 Pay Increase	-	-	29,989
3. Military Allowances	-	-	48,991
C. Operating and Maintenance Funds for New Assets			
1. Shore Facility Follow-On	-	-	3,870
2. Response Boat - Medium (RB-M) Follow-On	20	10	3,058
3. WatchKeeper Follow-On	3	2	2,261
4. Rescue 21 (R21) Follow-On	-	-	1,448
5. Surface and Air Asset Follow-On	224	127	37,001
D. Base Re-Allocations (Non-Add)			
1. Balanced Workforce Strategy Follow-on	33	33	[3,485]
2. Military FTP and FTE Transfer to Civilian	[50]	[50]	[5,331]
3. Reclassification of Reimbursable FTE to Direct FTE	13	13	[1,807]
Total Increases	243	445	189,252
Decreases			
A. Termination of One-Time Costs	-	-	(18,309)
B. Prior Year Management Annualizations	-	(92)	(10,996)
C. Asset Decommissionings			
1. Patrol Boat High Tempo High Maintenance (HTHM) Operations	(206)	(206)	(33,495)
2. Three 110-Patrol Boats	(70)	(35)	(1,977)
3. Two High Endurance Cutters (HEC)	(389)	(241)	(16,832)
4. Three HU-25 Aircraft	(39)	(20)	(5,514)
5. Seasonal Air Facilities	(68)	(34)	(5,201)
D. Enterprise-Wide Efficiencies	(48)	(24)	(56,299)
E. Programmatic Reductions	(479)	(264)	(32,945)
Total Decreases	(1,299)	(916)	(181,568)
Total Adjustments-to-Base	(1,056)	(471)	11,424
FY 2013 Current Services	48,385	48,784	6,766,678
Program Changes			
Program Increases			
A. DHS Headquarters Consolidation	-	-	24,500
Total Program Changes	-	-	24,500
FY 2013 Requested Budget Authority	48,385	48,784	6,791,178
2012 to 2013 Total Change	(1,056)	(471)	35,924

C. Summary of Requirements

Department of Homeland Security
U. S. Coast Guard
Operating Expenses Appropriation
Summary of Requirements
(Dollars in Thousands)

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		2013 Adjustments-to-Base		2013 Program Changes		FY 2013 Requested Budget Authority		2012 to 2013 Total Change		FY 2013 Requested Budget Authority		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
FY 2011 Actual Obligations															
FY 2012 Enacted Budget Authority															
Adjustments to Base (See "FY 2012 to FY 2013 Budget Change" for details)															
Transfers															
Increases															
Decreases															
Total Adjustments to Base															
FY 2013 Current Services															
Program Changes (See "FY 2012 to FY 2013 Budget Change" for details)															
FY 2013 Requested Budget Authority															
2012 to 2013 Total Change															
I. Military Pay and Allowances															
Military Pay and Allowances (AFC-01)	41,445	41,729	2,832,422	(1,001)	(532)	4,413	-	-	40,444	41,197	2,836,835	(1,001)	(532)	4,413	
Military Health Care (AFC-57)			599,638			33,110					432,748			33,110	
Permanent Change of Station (AFC-20)			154,760			(8,748)					146,012			(8,748)	
<i>SubTotal</i>	41,445	41,729	3,386,820	(1,001)	(532)	28,775			40,444	41,197	3,415,595	(1,001)	(532)	28,775	
II. Civilian Pay and Benefits															
Civilian Pay and Benefits (AFC-08)	7,996	7,526	780,552	(55)	61	9,578	-	-	7,941	7,587	790,130	(55)	61	9,578	
<i>SubTotal</i>	7,996	7,526	780,552	(55)	61	9,578			7,941	7,587	790,130	(55)	61	9,578	
III. Training and Recruiting															
Training and Education (AFC-56)			111,703			1,226					112,929			1,226	
Recruiting and Training Centers (AFC-34)			101,029			(1,197)					99,832			(1,197)	
<i>SubTotal</i>			212,732			29					212,761			29	
IV. Operating Funds and Unit Level Maintenance															
Atlantic Command (AFC-30)			174,129			(88)					174,041			(88)	
Pacific Command (AFC-30)			198,804			3,511					202,315			3,511	
1st District (AFC-30)			60,287			595					60,882			595	
5th District (AFC-30)			21,615			(160)					21,455			(160)	
7th District (AFC-30)			82,058			(1,419)					80,639			(1,419)	
8th District (AFC-30)			49,219			80					49,299			80	
9th District (AFC-30)			31,272			(911)					30,361			(911)	
11th District (AFC-30)			17,662			(99)					17,563			(99)	
13th District (AFC-30)			22,830			(52)					22,778			(52)	
14th District (AFC-30)			19,004			(122)					18,882			(122)	
17th District (AFC-30)			29,321			(103)					29,218			(103)	
Headquarter Directorates (AFC-30)			253,277			(20,077)					237,400			(15,877)	
Headquarter Managed Units (AFC-30)			147,831			(1,016)					146,815			(1,016)	
Other Activities (AFC-40)			863			(92)					771			(92)	
<i>SubTotal</i>			1,108,172			(19,953)					1,092,419			(15,753)	
V. Centrally Managed Accounts															
Centrally-Managed Operating Expenses (AFC-36)			336,161			(6,283)					350,178			14,017	
<i>SubTotal</i>			336,161			(6,283)					350,178			14,017	
VI. Depot Level Maintenance															
Aeronautical (AFC-41)			334,630			6,244					340,874			6,244	
Electronic (AFC-42)			169,880			(3,967)					165,913			(3,967)	
Civil/Ocean Engineering & Shore Facilities (AFC-43)			185,180			1,374					186,554			1,374	
Vessel (AFC-45)			241,127			(4,373)					236,754			(4,373)	
<i>SubTotal</i>			930,817			(722)					930,095			(722)	
SubTotal Operating Expenses	49,441	49,255	6,755,254	(1,056)	(471)	11,424			48,385	48,784	6,791,178	(1,056)	(471)	35,924	
Operating Expenses Supplementals															
Overseas Contingency Operations (OCO) Funding (P.L. 112-74)			258,000												
Proposed DoD OCO Transfer			-								[872]			[872]	
Total	49,441	50,127	7,013,254	(1,056)	(471)	11,424			48,385	48,784	6,791,178	(1,056)	(471)	35,924	

D. Summary of Reimbursable Resources

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
Summary of Reimbursable Resources
(Dollars in Thousands)**

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase/Decrease	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
Department of Homeland Security	115	107	134	110	125	108	(9)	(2)
Department of Defense	476	430	542	458	469	418	(73)	(40)
Department of Transportation	35	20	17	13	9	5	(8)	(8)
Department of Treasury	1	1	1	1	1	1	-	-
Department of Commerce	6	6	10	9	9	8	(1)	(1)
Department of State	27	27	8	7	7	6	(1)	(1)
Department of Justice	-	-	1	1	1	1	-	-
Federal Emergency Management Agency	-	-	-	-	-	-	-	-
Environmental Protection Agency	-	-	38	32	25	19	(13)	(13)
Miscellaneous								
- Panama Canal Authority	-	-	-	-	-	-	-	-
- National Science Foundation	-	-	-	-	-	-	-	-
Other Anticipated Reimbursables General	127	71	112	57	111	57	(1)	-
Operational Reimbursements	-	-	-	-	-	-	-	-
Total Budgetary Resources	787	662	863	688	757	623	(106)	(65)

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase/Decrease	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
Operational Reimbursements	540	480	618	502	534	458	(84)	(44)
Military Pay & Benefits	247	182	245	186	223	165	(22)	(21)
Civilian Pay & Benefits	-	-	-	-	-	-	-	-
Operational Reimbursements	-	-	-	-	-	-	-	-
Total Obligations	787	662	863	688	757	623	(106)	(65)

E. Summary of Requirements by Object Class

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
Summary of Requirements by Object Class
(Dollars in Thousands)**

Object Classes	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1 Full-time permanent	519,629	561,014	567,714	6,700
11.3 Other than full-time permanent	8,114	9,812	9,849	37
11.5 Other personnel compensation	24,787	19,753	19,827	74
11.6 Military personnel - basic allowance for housing	676,722	767,933	760,364	(7,569)
11.7 Military personnel	1,856,938	1,876,453	1,827,735	(48,718)
11.8 Special service pay	7,186	7,258	7,172	(86)
12.1 Civilian personnel benefits	167,781	187,061	189,826	2,765
12.2 Military personnel benefits	239,769	252,596	244,445	(8,151)
13.0 Benefits-former	12,737	13,211	12,760	(451)
Total, Personnel Comp. & Benefits	\$ 3,513,663	\$ 3,695,091	\$ 3,639,692	\$ (55,399)
Other Objects Classes:				
21.0 Travel	331,225	303,917	277,427	(26,490)
22.0 Transportation of things	75,364	70,034	66,250	(3,784)
23.1 GSA rent	90,837	91,664	93,664	2,000
23.2 Other rent	32,340	27,880	27,447	(433)
23.3 Communication, utilities, and misc charges	156,827	161,906	160,730	(1,176)
24.0 Printing and reproduction	3,685	2,878	2,778	(100)
25.1 Advisory and assistance services	217,147	168,285	110,845	(57,440)
25.2 Other services	934,605	869,323	839,334	(29,989)
25.3 Purchases of goods & svcs. from gov't accounts	30,824	36,773	38,148	1,375
25.4 Operation & maintenance of facilities	187,607	207,433	193,802	(13,631)
25.5 Research and development	-	-	-	-
25.6 Medical care	306,823	325,204	352,999	27,795
25.7 Operation and maintenance of equipment	125,313	219,060	205,487	(13,573)
25.8 Subsistence and support of persons	32,447	32,427	29,981	(2,446)
26.0 Supplies and materials	732,636	690,901	623,934	(66,967)
31.0 Equipment	115,735	109,649	106,509	(3,140)
32.0 Land and structures	17,828	22,771	20,984	(1,787)
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	2,552	1,167	1,167	-
Total, Other Object Classes	\$ 3,393,795	\$ 3,341,272	\$ 3,151,486	\$ (189,786)
Total Direct Obligations	\$ 6,907,458	\$ 7,036,363	\$ 6,791,178	\$ (245,185)
Total Requirements	\$ 6,930,567	\$ 7,013,254	\$ 6,791,178	

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses - Military
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
O-10	1	1	1	-
O-9	4	4	4	-
O-8	24	24	24	-
O-7	8	6	6	-
O-6	352	292	282	(10)
O-5	760	761	741	(20)
O-4	1,242	1,277	1,239	(38)
O-3	2,253	2,353	2,275	(78)
O-2	1,428	1,479	1,402	(77)
O-1	162	162	172	10
CWO	1,553	1,586	1,542	(44)
Cadet/OC	1,013	852	852	-
E-10	1	1	1	-
E-9	328	299	298	(1)
E-8	697	641	630	(11)
E-7	3,270	3,283	3,207	(76)
E-6	6,659	6,791	6,628	(163)
E-5	8,133	8,256	8,062	(194)
E-4	7,239	7,260	7,122	(138)
E-3	4,082	3,956	3,843	(113)
E-2	1,371	1,471	1,423	(48)
E-1	689	690	690	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	41,269	41,445	40,444	(1,001)
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	41,291	41,445	40,444	(1,001)
FTE¹	41,093	41,729	41,197	(532)
Headquarters	1,129	1,013	845	(168)
U.S. Field	40,004	40,292	39,459	(833)
Foreign Field	136	140	140	-
Total Permanent Positions	41,269	41,445	40,444	(1,001)
Position Data:				
Average Salary, Officer Positions²	\$ 98,891	\$ 97,920	\$ 97,347	\$ (572)
Average Grade, Officer Positions	3	3	3	-
Average Salary, Enlisted Positions²	\$ 60,422	\$ 59,810	\$ 57,522	\$ (2,288)
Average Grade, Enlisted Positions	5	5	5	-

¹ The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

² The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses - Civilian
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	15	15	15	-
Total, EX	-	-	-	-
GS-15	174	163	160	(3)
GS-14	589	553	544	(9)
GS-13	1,315	1,347	1,313	(34)
GS-12	1,604	1,694	1,688	(6)
GS-11	942	968	984	16
GS-10	26	30	30	-
GS-9	597	659	672	13
GS-8	197	192	174	(18)
GS-7	723	734	726	(8)
GS-6	235	302	290	(12)
GS-5	140	155	152	(3)
GS-4	23	30	30	-
GS-3	1	2	2	-
GS-2	9	5	5	-
Other Graded Positions	1,188	1,147	1,156	9
Ungraded Positions	-	-	-	-
Total Permanent Positions	7,778	7,996	7,941	(55)
Unfilled Positions EOY	628	646	642	(4)
Total Perm. Employment (Filled Positions) EOY	7,150	7,350	7,299	(51)
FTE	6,978	7,526	7,587	61
Headquarters	1,457	1,414	1,289	(125)
U.S. Field	6,321	6,582	6,652	70
Foreign Field	-	-	-	-
Total Permanent Positions	7,778	7,996	7,941	(55)
<u>Position Data:</u>				
Average Personnel Costs, ES Positions ¹	\$ 217,700	\$ 226,400	\$ 227,500	\$ 1,100
Average Personnel Costs, GS Positions ¹	\$ 107,973	\$ 109,784	\$ 111,471	\$ 1,687
Average Grade, GS Positions	11	11	11	-

¹ The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Reimbursables - Military
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	1	1	1	-
O-7	1	1	1	-
O-6	14	13	10	(3)
O-5	12	31	27	(4)
O-4	41	50	37	(13)
O-3	41	41	33	(8)
O-2	9	9	9	-
O-1	-	-	-	-
CWO4	24	24	22	(2)
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	6	6	4	(2)
E-8	10	12	9	(3)
E-7	38	43	36	(7)
E-6	90	113	98	(15)
E-5	145	166	157	(9)
E-4	92	92	74	(18)
E-3	14	14	14	-
E-2	2	2	2	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	540	618	534	(84)
Unfilled Positions EOY	60	116	76	(40)
Total Perm. Employment EOY	480	502	458	(44)
FTE¹	480	502	458	(44)
Headquarters	79	79	79	-
U.S. Field	449	527	443	(84)
Foreign Field	12	12	12	-
Total Permanent Positions	540	618	534	(84)
<u>Position Data:</u>				
Average Salary, Officer Positions²	\$ 119,670	\$ 120,352	\$ 119,778	\$ (574)
Average Grade, Officer Positions	4	4	4	-
Average Salary, Enlisted Positions²	\$ 64,409	\$ 65,372	\$ 62,122	\$ (3,249)
Average Grade, Enlisted Positions	5	5	5	-

¹ The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

² The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Reimbursables - Civilian
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	3	3	1	(2)
GS-14	17	17	13	(4)
GS-13	33	33	26	(7)
GS-12	46	44	44	-
GS-11	32	32	32	-
GS-10	-	-	-	-
GS-9	27	27	27	-
GS-8	14	14	6	(8)
GS-7	46	46	45	(1)
GS-6	-	-	-	-
GS-5	29	29	29	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	247	245	223	(22)
Unfilled Positions EOY	65	59	56	(3)
Total Perm. Employment (Filled Positions) EOY	182	186	167	(19)
FTE	182	186	165	(21)
Headquarters	45	45	35	(10)
U.S. Field	202	200	188	(12)
Foreign Field	-	-	-	-
Total Permanent Positions	247	245	223	(22)
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 96,785	\$99,106.53	\$98,360.09	\$ (746)
Average Grade, GS Positions	10	10	10	-

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
PPA I: Military Personnel
Funding Schedule
(Dollars in Thousands)**

PPA I: Military Personnel		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel - basic allowance for housing	676,722	767,933	760,364	(7,569)
11.7	Military personnel	1,856,938	1,876,453	1,827,735	(48,718)
11.8	Special service pay	7,186	7,258	7,172	(86)
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	239,769	252,596	244,445	(8,151)
13.0	Benefits-former	12,566	12,694	12,241	(453)
21.0	Travel	88,328	81,021	75,496	(5,525)
22.0	Transportation of things	64,255	60,885	57,031	(3,854)
23.1	GSA rent	-	-	-	-
23.2	Other rent	5,633	1,253	234	(1,019)
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	49,899	14,892	6,007	(8,885)
25.3	Purchases of goods & svcs. from gov't accounts	30,824	31,317	31,473	156
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	301,670	320,512	348,307	27,795
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	55,276	44,554	44,643	89
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	1,761	447	447	-
Total, Military Personnel		\$ 3,390,827	\$ 3,471,815	\$ 3,415,595	\$ (56,220)
Full Time Equivalents		41,093	41,729	41,197	(532)

PPA I Mission Statement

This PPA requests funding for expenses related to compensation for active duty military personnel. This category also includes pay, allowances, employer's share of FICA, Social Security credits and other expenses associated with compensating military personnel. Requested funding will compensate military personnel as they serve the Nation across all of the Coast Guard's eleven statutory missions in support of the Coast Guard's six FYHSP Programs.

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 2,793,181	\$ 2,916,934	\$ 2,851,957	\$ (64,977)

Salaries and benefits provide funds for compensation directly related to duties performed for the Coast Guard by active duty military personnel. The FY 2013 request reflects funding for the proposed pay raise (1.7 percent), medical benefits, and other mandatory personnel entitlements. Personnel increases include personnel to operate new systems and assets, including the Fast Response Cutter (FRC), HC-144A, Response Boat-Medium (RB-M), and Interagency Operation Centers. Personnel reductions include the decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of HTHM patrol boat operations, retirement of three HU-25 aircraft, closure of two seasonal air facilities, and programmatic reductions.

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 88,328	\$ 81,021	\$ 75,496	\$ (5,525)

Requested funds cover the travel costs of Coast Guard military service members, while in an authorized travel status, either directly or by reimbursing the traveler. Funding also supports the shipment of military member's household goods in conjunction with Permanent Change of Station (PCS) moves. The FY 2013 request reflects decreases in funding allotted for PCS travel costs, including costs associated with decommissionings or delivery of new assets, or reductions that are part of enterprise-wide efficiencies.

Transportation of things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 64,255	\$ 60,885	\$ 57,031	\$ (3,854)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Funding primarily supports the shipment of military member's household goods in conjunction with Permanent Change of Station (PCS) moves. The FY 2013 request includes funding for PCS travel costs, including PCS costs for the crews associated with delivery of new assets, including the Fast Response Cutter (FRC), HC-144A, and reductions that are part of enterprise-wide efficiencies.

Other rent

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 5,633	\$ 1,253	\$ 234	\$ (1,019)

Other rent includes all payments to a non-Federal source for rental space, land and structures. Funding supports lease renewals for facilities (e.g., office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.). The FY 2013 request reflects decreases as part of program reductions.

Other services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 49,899	\$ 14,892	\$ 6,007	\$ (8,885)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. The request reflects a reduction associated with the military to civilian position conversion.

Purchases of goods & svcs. from gov't accounts

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 30,824	\$ 31,317	\$ 31,473	\$ 156

Purchases from Government Accounts include costs for purchases from other Federal Government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements. The FY 2013 request reflects decreases as part of programmatic reductions such as the Organizational performance Consultants.

Medical care

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 301,670	\$ 320,512	\$ 348,307	\$ 27,795

Medical care includes payments to contracts for medical services, but excludes contracts with individuals who are reportable under OPM regulations as federal employees or payments to compensate casual workers and patient help. Specifically, funding supports medical care costs for military service members. The request includes actuary-forecasted cost increases associated with the existing workforce, and changes in FTE through FY 2013 adjustments to base.

Supplies and materials

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 55,276	\$ 44,554	\$ 44,643	\$ 89

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. There is no significant change in the FY 2013 request.

Insurance claims and indemnity

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 1,761	\$ 447	\$ 447	\$ -

The FY 2013 request has no change.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
PPA II: Civilian Personnel
Funding Schedule
(Dollars in Thousands)**

PPA II: Civilian Personnel		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	519,629	561,014	567,714	6,700
11.3	Other than full-time permanent	8,114	9,812	9,849	37
11.5	Other personnel compensation	24,787	19,753	19,827	74
11.6	Military personnel - basic allowance for housing	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	167,781	187,061	189,826	2,765
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	171	517	519	2
21.0	Travel	347	300	300	-
22.0	Transportation of things	3,079	2,095	2,095	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Civilian Personnel		\$ 723,908	\$ 780,552	\$ 790,130	\$ 9,578
Full Time Equivalents		6,978	7,526	7,587	61

PPA II Mission Statement

This PPA requests funding for expenses related to compensation and entitlements for Federal civilian employees. The workforce is composed of General Schedule (GS) personnel, Administrative Law Judges (AL), Senior Executive Service (SES) personnel, personnel whose salaries are Administratively Determined (AD) (e.g., Coast Guard Academy civilian faculty members), Wage Grade (WG) positions employed in industrial positions, and "Non-Ceiling" (NC) employees (e.g., cooperative education students, student aids, summer interns and Federal junior fellows) and civilian employees not otherwise covered by other PPAs.

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 720,482	\$ 778,157	\$ 787,735	\$ 9,578

Salaries and benefits funds provide for compensation directly related to duties performed for the Coast Guard by Federal civilian employees. The FY 2013 request includes funding for a pay raise (0.5 percent) and civilian personnel increases associated with the addition of personnel to support new systems and assets including the FRC, the HC-144A and the cutter asset training system. This request also includes medical benefits, and other mandatory personnel entitlements.

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 347	\$ 300	\$ 300	\$ -

Requested funds cover the travel costs of Coast Guard civilian employees, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2013 request has no change.

Transportation of things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 3,079	\$ 2,095	\$ 2,095	\$ -

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Funding primarily supports the shipment of civilian personnel's household goods in conjunction with the acceptance of a new position. The FY 2013 request has no change.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
PPA III: Training and Recruiting
Funding Schedule
(Dollars in Thousands)**

PPA III: Training and Recruiting		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel - basic allowance for housing	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	42,705	42,956	43,689	733
22.0	Transportation of things	903	846	846	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	4,998	4,682	4,682	-
23.3	Communication, utilities, and misc charges	9,369	9,267	8,725	(542)
24.0	Printing and reproduction	909	688	688	-
25.1	Advisory and assistance services	17,670	13,358	11,676	(1,682)
25.2	Other services	85,178	90,759	86,214	(4,545)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	9,587	12,844	12,788	(56)
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	2,593	2,674	81
25.8	Subsistence and support of persons	-	-	17	17
26.0	Supplies and materials	41,986	39,385	35,890	(3,495)
31.0	Equipment	4,576	4,567	4,872	305
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Training and Recruiting		\$ 217,881	\$ 221,945	\$ 212,761	\$ (9,184)
Full Time Equivalents		-	-	-	-

PPA III Mission Statement

Requests funding for the Coast Guard's professional training and education programs, and operation and maintenance of the six Coast Guard Training Centers and the Coast Guard Academy. Provides funding for tuition, travel and per diem for formal training and education performed as Temporary Assigned Duty (TAD) for military and civilian personnel. "Formal training and education" is defined as structured, curriculum-based instruction and applied exercises for the attainment and retention of skills and knowledge required to accomplish specific job tasks. Requested funding will ensure a level of capabilities and competencies commensurate with the response posture the Coast Guard has displayed in recent years, such as operational responses Overseas Contingency Operations, Hurricanes Katrina and Irene, the earthquake in Haiti, Deepwater Horizon oil spill, 2011 Western Rivers floods, and other events requiring a rapid response capability.

Summary Justification and Explanation of Changes

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 42,705	\$ 42,956	\$ 43,689	\$ 733

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. The travel request for FY 2013 includes funding derived from additional operational training requirements resulting from additional personnel to operate and maintain the Fast Response Cutters, Response Boats-Medium, and HC-144A aircraft.

Transportation of things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 903	\$ 846	\$ 846	\$ -

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. The FY 2013 request has no change.

Other rent

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 4,998	\$ 4,682	\$ 4,682	\$ -

Other rent includes all payments to a non-Federal source for rental space, land, and structures. The FY 2013 request has no change.

Communication, utilities, and misc charges

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 9,369	\$ 9,267	\$ 8,725	\$ (542)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. The decrease is an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Printing and reproduction

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 909	\$ 688	\$ 688	\$ -

Includes printing and reproduction costs. The FY 2013 request has no change.

Advisory and assistance services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 17,670	\$ 13,358	\$ 11,676	\$ (1,682)

Advisory and assistance services include services acquired by contract from non-Federal sources (e.g., private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Specifically, funding supports contracted training and services to repair/maintain Coast Guard operational assets and facilities. The FY 2013 request reflects the net result of annualization of prior year management efficiencies, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, enterprise-wide efficiencies, and surface and air asset follow-on costs.

Other services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 85,178	\$ 90,759	\$ 86,214	\$ (4,545)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs and other initiatives focused on improving performance of Coast Guard missions. The FY 2013 request reflects the net result of annualization of prior year management efficiencies, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, enterprise-wide efficiencies, and surface and air asset follow-on costs.

Operation & maintenance of facilities

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 9,587	\$ 12,844	\$ 12,788	\$ (56)

Operation and maintenance of facilities include all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Specifically, funds support contracted janitorial, landscaping, security, and environmental services (e.g., hazardous materials disposal) associated with the operation of Coast Guard facilities. The FY 2013 request reflects the net result of operating costs associated with surface asset training systems and enterprise-wide efficiencies.

Operation and maintenance of equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ -	\$ 2,593	\$ 2,674	\$ 81

Operation and maintenance of equipment includes costs for operation, maintenance, repair, and storage of equipment, when done by contract with the private sector or another Federal Government account. Specifically, funding supports contracted specialized maintenance and minor repair of Coast Guard operational assets (e.g., cutters, boats, and aircraft, C4IRS) and supporting systems. The FY 2013 request reflects operation of surface asset training systems.

Subsistence and support of persons

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ -	\$ -	\$ 17	\$ 17

The FY 2013 request reflects transitioning Air Station Cape Cod to the operation of HC-144A aircraft.

Supplies and materials

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 41,986	\$ 39,385	\$ 35,890	\$ (3,495)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational, training and shore support units. The FY 2013 request reflects the net result of annualization of prior year management efficiencies, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, enterprise-wide efficiencies, and surface and air asset follow-on costs.

Equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 4,576	\$ 4,567	\$ 4,872	\$ 305

This object class covers the purchase of capitalized and non-capitalized assets. For example, this object class enables the Coast Guard to purchase furniture for the cadets at the Coast Guard Academy. The FY 2013 request is for operating surface asset and IOC training systems.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
PPA IV: Operation and Maintenance
Funding Schedule
(Dollars in Thousands)**

PPA IV: Operation and Maintenance		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel - basic allowance for housing	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	179,185	164,006	144,008	(19,998)
22.0	Transportation of things	7,127	6,208	6,078	(130)
23.1	GSA rent	-	-	-	-
23.2	Other rent	21,709	21,945	22,531	586
23.3	Communication, utilities, and misc charges	80,027	76,985	69,769	(7,216)
24.0	Printing and reproduction	2,776	2,190	2,090	(100)
25.1	Advisory and assistance services	70,523	39,334	18,757	(20,577)
25.2	Other services	287,721	294,791	278,645	(16,146)
25.3	Purchases of goods & svcs. from gov't accounts	-	4,730	4,960	230
25.4	Operation & maintenance of facilities	77,895	85,263	78,292	(6,971)
25.5	Research and development	-	-	-	-
25.6	Medical care	5,153	4,692	4,692	-
25.7	Operation and maintenance of equipment	10,629	24,028	23,816	(212)
25.8	Subsistence and support of persons	32,447	32,342	29,879	(2,463)
26.0	Supplies and materials	437,896	420,620	381,022	(39,598)
31.0	Equipment	36,537	30,387	27,160	(3,227)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	791	720	720	-
Total, Operation and Maintenance		\$ 1,250,416	\$ 1,208,241	\$ 1,092,419	\$ (115,822)
Full Time Equivalents		-	-	-	-

PPA IV Mission Statement

Requests funding to units, facilities and activities that are under the direct operational and administrative control of the Coast Guard's Atlantic Area and Pacific Area Commanders, operational units as well as headquarters units. These include High Endurance Cutters (WHECs), Medium Endurance Cutters (WMECs), Communications Stations, Sector Commands, Stations, Marine Safety and Security Teams (MSSTs), various support units, and Area offices as applicable. Request includes funding to sustain normal operating costs that include energy, parts, and supplies for routine maintenance of operational assets and shore facilities and administrative supplies.

Summary Justification and Explanation of Changes

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 179,185	\$ 164,006	\$ 144,008	\$ (19,998)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2013 request reflects the net change of annualization of prior year management efficiencies, enterprise-wide efficiencies, and surface and air asset follow-on costs. The decrease is partly an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Transportation of things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 7,127	\$ 6,208	\$ 6,078	\$ (130)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. The FY 2013 request reflects the net result of annualization of prior year management efficiencies, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, enterprise-wide efficiencies, and surface and air asset follow-on costs.

Other rent

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 21,709	\$ 21,945	\$ 22,531	\$ 586

Other rent includes all payments to a non-Federal source for rental space, land and structures. Funding supports lease renewals for facilities (e.g., office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.). The FY 2013 request reflects the annualization of FY 2012 funding, and surface and air asset follow-on costs.

Communication, utilities, and misc charges

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 80,027	\$ 76,985	\$ 69,769	\$ (7,216)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities, cutters, and aircraft, utility costs including shore facility utilities and cutter, boat and aircraft fuel requirements, and postal costs. The FY 2013 request reflects the net result of annualization of FY 2012 funding, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, enterprise-wide efficiencies, and surface and air asset follow-on costs.

Printing and reproduction

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 2,776	\$ 2,190	\$ 2,090	\$ (100)

The FY 2013 request primarily reflects Service-wide reduction as part of the enterprise-wide efficiencies.

Advisory and assistance services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 70,523	\$ 39,334	\$ 18,757	\$ (20,577)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Specifically, funding supports contracted training and services to repair/maintain Coast Guard operational assets and facilities. The FY 2013 request reflects reductions attributed to enterprise-wide efficiencies. The decrease is partly an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Other services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 287,721	\$ 294,791	\$ 278,645	\$ (16,146)

Other services include contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs and other initiatives focused on improving performance of Coast Guard missions. The FY 2013 request reflects surface and air asset follow-on costs. The decrease is partly an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Purchases of goods & svcs. from gov't accounts

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ -	\$ 4,730	\$ 4,960	\$ 230

Purchases from Government Accounts include costs for purchases from other Federal Government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements. The FY 2013 request reflects annualization of FY 2012 part-year funding and surface and air asset follow-on costs.

Operation & maintenance of facilities

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 77,895	\$ 85,263	\$ 78,292	\$ (6,971)

Operation and maintenance of facilities include all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Specifically, funds support contracted janitorial, landscaping, security, and environmental services (e.g., hazardous materials disposal) associated with the operation of Coast Guard facilities. The FY 2013 request reflects the net change in enterprise-wide efficiencies and surface and air asset follow-on costs. The decrease is partly an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Medical care

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 5,153	\$ 4,692	\$ 4,692	\$ -

The FY 2013 request has no change.

Operation and maintenance of equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 10,629	\$ 24,028	\$ 23,816	\$ (212)

Operation and maintenance of equipment includes costs for operation, maintenance, repair, and storage of equipment, when done by contract with the private sector or another Federal Government account. Specifically, funding supports contracted specialized maintenance and minor repair of Coast Guard operational assets (e.g., cutters, boats, and aircraft) and supporting systems. The FY 2013 request reflects the net result of annualization of FY 2012 funding, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, enterprise-wide efficiencies, and surface and air asset follow-on costs.

Subsistence and support of persons

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 32,447	\$ 32,342	\$ 29,879	\$ (2,463)

The FY 2013 request has not changed. The decrease is an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Supplies and materials

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 437,896	\$ 420,620	\$ 381,022	\$ (39,598)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. The FY 2013 request reflects the net change in the annualization of FY 2012 initiatives, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, and enterprise-wide efficiencies. The decrease is partly an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 36,537	\$ 30,387	\$ 27,160	\$ (3,227)

This object class covers the purchase of capitalized and non-capitalized assets. The FY 2013 request reflects the net change in surface and air asset follow-on funding, small boat program support, and the annualization of FY 2012 as part of DHS enterprise-wide efficiencies.

Insurance claims and indemnity

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 791	\$ 720	\$ 720	\$ -

The FY 2013 request has no change.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
PPA V: Central Accounts
Funding Schedule
(Dollars in Thousands)**

PPA V: Central Accounts		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel - basic allowance for housing	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	90,837	91,664	93,664	2,000
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	63,151	71,400	78,360	6,960
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	12,308	10,007	7,415	(2,592)
25.2	Other services	125,262	130,809	128,937	(1,872)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	332	332
25.4	Operation & maintenance of facilities	-	1,844	1,844	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	12,512	8,343	8,065	(278)
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	10,970	8,925	5,555	(3,370)
31.0	Equipment	27,767	27,857	26,006	(1,851)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Central Accounts		\$ 342,807	\$ 350,849	\$ 350,178	\$ (671)
Full Time Equivalents		-	-	-	-

PPA V Mission Statement

This request provides funding for accounts centrally managed at Coast Guard Headquarters such as: Federal Telephone System (FTS) accounts, Standard Workstation recapitalization, ammunition replenishment, recapitalization of buoys, GSA Rent, postal expenses and Mass Transit benefits. Request ensures critical support elements are provided to the workforce, allowing them to execute their roles in supporting Coast Guard operations. Lease of adequate office space, effective communications (computers, phones, etc) and operational gear (ammunition) are all part of those critical support requirements.

Summary Justification and Explanation of Changes

GSA rent

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 90,837	\$ 91,664	\$ 93,664	\$ 2,000

GSA Rent includes all payments to the General Services Administration (GSA) for rental of space and rent related services. The FY 2013 increase reflects increased costs associated with the move to the DHS consolidated headquarters at St. Elizabeths.

Communication, utilities, and misc charges

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 63,151	\$ 71,400	\$ 78,360	\$ 6,960

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities, cutters, and aircraft, utility costs including shore facility utilities and cutter, boat and aircraft fuel requirements, and postal costs. The FY 2013 request reflects the net result of annualization of FY 2012 funding, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, enterprise-wide efficiencies, surface and air asset follow-on, and increased costs associated with the move to the DHS consolidated headquarters at St. Elizabeths.

Advisory and assistance services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 12,308	\$ 10,007	\$ 7,415	\$ (2,592)

Advisory and assistance services include services acquired by contract from non-Federal sources (e.g., the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Specifically, funding supports contracted training and services to repair/maintain Coast Guard operational assets and facilities. The FY 2013 request reflects the net reduction as part of enterprise-wide efficiencies.

Other services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 125,262	\$ 130,809	\$ 128,937	\$ (1,872)

Other services include contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs and other initiatives focused on improving performance of Coast Guard missions. The FY 2013 request reflects the net result of annualization of FY 2012 funding, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, enterprise-wide efficiencies, surface and air asset follow-on and costs associated with the move to the DHS consolidated headquarters at St. Elizabeths.

Purchases of goods & svcs. from gov't accounts

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ -	\$ -	\$ 332	\$ 332

Purchases from Government Accounts include costs for purchases from other Federal government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements (e.g., MIPR). The FY 2013 request reflects the net result of annualization of FY 2012 funding, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, enterprise-wide efficiencies, and surface and air asset follow-on costs.

Operation & maintenance of facilities

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ -	\$ 1,844	\$ 1,844	\$ -

Operation and maintenance of facilities include all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Specifically, funds support contracted janitorial, landscaping, security, and environmental services (e.g., hazardous materials disposal) associated with the operation of Coast Guard facilities. The FY 2013 request has no change.

Operation and maintenance of equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 12,512	\$ 8,343	\$ 8,065	\$ (278)

Operation and maintenance of equipment includes costs for operation, maintenance, repair, and storage of equipment, when done by contract with the private sector or another Federal Government account. Specifically, funding supports contracted specialized maintenance and minor repair of Coast Guard operational assets (e.g., cutters, boats, and aircraft) and supporting systems. The FY 2013 request reflects the net result of annualization of FY 2012 funding, decommissioning of three 110' patrol boats, two High Endurance Cutters, disestablishment of patrol-boat HTHM operations, retirement of three HU-25 aircraft, enterprise-wide efficiencies, and surface and air asset follow-on costs.

Supplies and materials

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 10,970	\$ 8,925	\$ 5,555	\$ (3,370)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. The FY 2013 request reflects the net result of annualization of FY 2012 funding and the reduction attributed to enterprise-wide efficiencies.

Equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 27,767	\$ 27,857	\$ 26,006	\$ (1,851)

This object class covers the purchase of capitalized and non-capitalized assets. The FY 2013 request reflects the net result of annualization of FY 2012 funding and the reduction attributed to enterprise-wide efficiencies.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
PPA VI: Depot Level Maintenance
Funding Schedule
(Dollars in Thousands)**

PPA VI: Depot Level Maintenance		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel - basic allowance for housing	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	20,660	15,634	13,934	(1,700)
22.0	Transportation of things	-	-	200	200
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	4,280	4,254	3,876	(378)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	116,646	105,586	72,997	(32,589)
25.2	Other services	386,545	338,072	339,531	1,459
25.3	Purchases of goods & svcs. from gov't accounts	-	726	1,383	657
25.4	Operation & maintenance of facilities	100,125	107,482	100,878	(6,604)
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	102,172	184,096	170,932	(13,164)
25.8	Subsistence and support of persons	-	85	85	-
26.0	Supplies and materials	186,508	177,417	156,824	(20,593)
31.0	Equipment	46,855	46,838	48,471	1,633
32.0	Land and structures	17,828	22,771	20,984	(1,787)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Depot Level Maintenance		\$ 981,619	\$ 1,002,961	\$ 930,095	\$ (72,866)
Full Time Equivalents		-	-	-	-

PPA VI Mission Statement

Request provides service-wide funding to support the major maintenance and repair of Coast Guard aircraft, electronics systems, shore facilities and vessels not appropriated in the Coast Guard Acquisition, Construction & Improvements (AC&I) appropriation. This includes materials, services and supplies necessary for depot-level repair of buildings, structures, ground, towers, runways, aids to navigation, aircraft, and aircraft equipment.

Summary Justification and Explanation of Changes

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 20,660	\$ 15,634	\$ 13,934	\$ (1,700)

The FY 2013 request reflects the net result of annualization of FY 2012 funding and the reduction attributed to enterprise-wide efficiencies.

Transportation of things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ -	\$ -	\$ 200	\$ 200

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. There is no significant increase in FY 2013.

Communication, utilities, and misc charges

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 4,280	\$ 4,254	\$ 3,876	\$ (378)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities, cutters and aircraft, utility costs, postal costs and cutter, boat and aircraft fuel requirements. The FY 2013 request reflects the net result of annualization of FY 2012 funding, decommissioning of multiple assets, enterprise-wide efficiencies, and surface and air asset follow-on costs.

Advisory and assistance services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 116,646	\$ 105,586	\$ 72,997	\$ (32,589)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Specifically, funding supports contracted training and services to repair/maintain Coast Guard operational assets and facilities. The FY 2013 request reflects the net reductions as part of enterprise-wide efficiencies. The decrease is a result of the conversion of security clearance contractors to federal employees associated with the Balanced Workforce Strategy follow-on. The decrease is also partly an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Other services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 386,545	\$ 338,072	\$ 339,531	\$ 1,459

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs and other initiatives focused on improving performance of Coast Guard missions. The FY 2013 request annualization of FY 2012 funding, and surface and air asset follow-on.

Purchases of goods & svcs. from gov't accounts

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ -	\$ 726	\$ 1,383	\$ 657

Purchases from Government Accounts include costs for purchases from other Federal government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements (e.g., MIPR). The FY 2013 request reflects the annualization of base funding.

Operation & maintenance of facilities

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 100,125	\$ 107,482	\$ 100,878	\$ (6,604)

Operation and maintenance of facilities include all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Specifically, funds support contracted janitorial, landscaping, security, and environmental services (e.g., hazardous materials disposal) associated with the operation of Coast Guard facilities. The FY 2013 request reflects the annualization of prior year management efficiencies, and the closure of two seasonal air facilities.

Operation and maintenance of equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 102,172	\$ 184,096	\$ 170,932	\$ (13,164)

Operation and maintenance of equipment includes costs for operation, maintenance, repair, and storage of equipment, when done by contract with the private sector or another Federal Government account. Specifically, funding supports contracted specialized maintenance and minor repair of Coast Guard operational assets (e.g., cutters, boats and aircraft) and supporting systems. The decrease is partly an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Supplies and materials

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 186,508	\$ 177,417	\$ 156,824	\$ (20,593)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats and aircraft, supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. The decrease is partly an artifact of the display which includes OCO obligations for FY 2012, but not FY 2013.

Equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 46,855	\$ 46,838	\$ 48,471	\$ 1,633

This object class covers the purchase of capitalized and non-capitalized assets. The FY 2013 request is attributed to the annualization of FY 2012 funding.

Land and structures

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 17,828	\$ 22,771	\$ 20,984	\$ (1,787)

The FY 2013 reduction reflects enterprise-wide efficiencies.

I. Changes in Full-Time Equivalents

Department of Homeland Security U. S. Coast Guard Operating Expenses

Changes in Full-Time Equivalents

Operations and Support -- includes both military and civilian FTE ¹

	FY 2011	FY 2012	FY 2013
Base: Year-end FTE from Prior Year	48,591	48,912	49,255
Adjustments-to-Base : Transfers			
Transfer #1: Interdepartmental Transfer	-	113	-
Description: Interdepartmental Transfer			
Sub-Total Transfers	-	113	-
Adjustments-to-Base : Increases			
Increase #1: Annualization of part year funding	319	235	260
Description: Annualization of prior year FTE			
Increase #2: Response Boat Medium follow-on	5	1	10
Description: Maintenance personnel to support RB-M			
Increase #3: Rescue 21 follow-on	1	-	-
Description: Operation of Rescue 21			
Increase #4: Nationwide Automatic Identification System (NAIS) follow-on	7	3	-
Description: NAIS operations follow-on			
Increase #5: Surface and Air Asset follow-on	151	199	127
Description: Crewing, staffing and support of new assets			
Increase #6: Defense Messaging System (DMS) Follow-On	3	-	-
Description: Defense Messaging System (DMS) Follow-On			
Increase #7: Rescue Swimmer Training Facility follow-on	7	-	-
Description: Rescue swimmer training facility staff			
Increase #8: Watchkeeper Follow-On	-	7	2
Description: Watchkeeper Personnel			
Increase #9: Reserve Force Contract Conversion	-	13	-
Description: Reserve Force Contract Conversion			
Increase #10: Balanced Workforce Strategy	300	19	33
Description: Balanced Workforce Initiative and follow-on adjustments			
Increase #11: Reclassification of Reimbursable FTE to Direct FTE	-	-	13
Description: Reclassification of reimbursable FTE to direct FTE			
Sub-Total Increases	793	477	445

		FY 2011	FY 2012	FY 2013
Adjustments-to-Base : Decreases				
Decrease #1:	Prior Year Management Annualizations	(177)	(316)	(92)
Description:	Annualization of management savings and management efficiencies			
Decrease #2:	HU-25 Aircraft	(32)	-	(20)
Description:	Retire HU-25 aircraft			
Decrease #3:	High Endurance Cutter (HEC)	(190)	(92)	(241)
Description:	Decommission two HECs in FY 2011, one in FY 2012 and two in FY 2013			
Decrease #4:	Medium Endurance Cutter (MEC)	(43)	-	-
Description:	Decommission ACUSHNET			
Decrease #5:	Manned Covert Surveillance Aircraft Follow-On	(12)	-	-
Description:	Manned covert surveillance aircraft personnel			
Decrease #6:	Consolidate Maritime Intelligence Fusion Centers (MIFCs)	(7)	-	-
Description:	Consolidate maritime intelligence fusion centers (MIFCs)			
Decrease #7:	PC-179 Patrol Boats	-	(108)	-
Description:	Decommission three PC-179 patrol boats			
Decrease #8:	Termination of Sector Corpus Christi Facility Follow-On	-	(26)	-
Description:	Termination of Sector Corpus Christi Facility Follow-On			
Decrease #9:	Patrol Boat High Tempo High Maintenance (HTHM) Operations	-	-	(206)
Description:	HTHM operations reduction			
Decrease #10:	Three 110-Patrol Boats	-	-	(35)
Description:	Decommission three 110 ft patrol boats			
Decrease #11:	Seasonal Air Facilities	-	-	(34)
Description:	Closure of two air facilities and workforce restructure			
Decrease #12:	Enterprise-Wide Efficiencies	-	-	(24)
Description:	Base logistics shared services personnel			
Decrease #13:	Programmatic Reductions	-	-	(264)
Description:	Coast Guard program personnel, including headquarters staff reduction			
Sub-Total Decreases		(461)	(542)	(916)

	FY 2011	FY 2012	FY 2013
Program Changes			
Change #1: Decommission MSST Anchorage/ Invest in LEDET Capacity	(20)	-	-
Description: Decommission one MSST and partially reinvest in LEDET capacity			
Change #2: CG Investigative Service (CGIS)	(5)	-	-
Description: Consolidate CG investigative service field units			
Change #3: Marine Environmental Response	14	53	-
Description: Marine Environmental Response			
Change #4: Enhancing Marine Environmental Response	-	44	-
Description: Enhancing Marine Environmental Response			
Change #5: Child Care Initiative	-	6	-
Description: Child Care Initiative			
Change #6: Polar Icebreaking Program	-	180	-
Description: Budget authority for Coast Guard operation and maintenance of polar icebreakers			
Change #7: Distress Alerting Satellite System (DASS)	-	1	-
Description: DASS program management			
Change #8: Tactical Boat Crew Training	-	11	-
Description: Increase training personnel for tactical boat crews			
Sub-Total Program Changes	(11)	295	-
Year-end Enacted / Estimated FTEs	48,912	49,255	48,784
Net Change from prior year base to Budget Year Estimate:	321	343	(471)

¹. The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

J. FY 2013 Schedule of Working Capital Fund by Program/Project Activity

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses**

FY 2013 Schedule of Working Capital Fund by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2011	FY 2012	FY 2013	Increase / Decrease
	Actual	Base	Anticipated	for FY 2013
	AMOUNT	AMOUNT	AMOUNT	AMOUNT
FedLink	\$ 956	\$ 1,275	\$ 748	\$ (527)
Financial Statement Audit	\$ 2,548	\$ 2,548	\$ 5,413	\$ 2,865
Internal Control Audit	\$ 136	\$ 136	\$ 509	\$ 373
Bankcard Program	\$ 3	\$ 3	\$ 4	\$ 0
TIER	\$ 27	\$ 52	\$ 48	\$ (4)
NFC Payroll Services	\$ 2,253	\$ 2,253	\$ 2,142	\$ (111)
HCBS Payroll Service	\$ 329	\$ 373	\$ 365	\$ (7)
Flexible Spending Account	\$ 124	\$ 124	\$ 123	\$ (1)
DHS Exec Lead	\$ 11	\$ 24	\$ 24	\$ (0)
CIO/DHS Infrastructure Transfer Program	\$ 5,397	\$ 5,555	\$ 5,973	\$ 418
NCRIO	\$ 5	\$ 5	\$ 26,700	\$ 26,695
ELA	\$ 12,269	\$ 12,982	\$ 20,944	\$ 7,961
EP&HP DSS	\$ -	\$ -	\$ 77	\$ 77
HSPD-12	\$ -	\$ -	\$ 9	\$ 9
PAS	\$ -	\$ -	\$ 50	\$ 50
Interagency Council Funding	\$ 177	\$ 177	\$ 180	\$ 3
USA Jobs	\$ 47	\$ 52	\$ 47	\$ (4)
e-Training	\$ 212	\$ 389	\$ 416	\$ 27
Enterprise HR Integration (EHRI)	\$ 164	\$ 164	\$ 150	\$ (14)
e-Rulemaking	\$ 4	\$ 6	\$ 73	\$ 66
e-Grants.gov	\$ 7	\$ 7	\$ 7	\$ (0)
HR LOB	\$ 9	\$ 9	\$ 9	\$ (1)
e-GovBenefits	\$ 7	\$ 7	\$ 7	\$ (0)
Fin Mgmt LOB	\$ 1	\$ 3	\$ 29	\$ 27
Geospatial LOB	\$ 1	\$ 1	\$ 13	\$ 12
Budget Formulation & Execution LOB	\$ 2	\$ 2	\$ 21	\$ 20
e-Gov Integrated Acquisition Environment	\$ 513	\$ 516	\$ 485	\$ (32)
e-Gov Disaster Mgmt	\$ 1,798	\$ 1,798	\$ 1,785	\$ (13)
IAE Loans and Grants	\$ 9	\$ 9	\$ 9	\$ (0)
Grants Mgmt LOB	\$ 1	\$ 1	\$ 1	\$ (0)
Capital Planning and Investment Control (CPIC)	\$ 843	\$ 1,199	\$ 1,428	\$ 230
Strategic Sourcing	\$ 100	\$ 276	\$ 255	\$ (21)
CPO Shared Reporting	\$ 735	\$ 1,038	\$ 672	\$ (366)
WCF Ops	\$ 48	\$ 55	\$ 95	\$ 40
Total Working Capital Fund	\$ 28,736	\$ 31,038	\$ 68,809	\$ (37,771)

K. DHS Balanced Workforce Strategy

In order to establish a high performing workforce comprised of a strong internal core of federal employees supported by the expertise of private contractors, the Department created the DHS Balanced Workforce Strategy. DHS is committed to establishing the appropriate mix of in-house and contract skills, experience and other resources necessary to balance the total DHS workforce. Pursuant to section 736 of Division D of the Omnibus Appropriations Act, 2009, P.L. 111-8, the Department is required to issue guidelines to DHS component agencies to facilitate consistent and sound application of this statutory requirement.

Through the DHS Balanced Workforce Strategy, the Department will ensure that only Federal employees perform work that is inherently governmental or otherwise needs to be reserved to the public sector to maintain control of and sustain agency operations, and obtains contract services when it is appropriate and cost-effective. After a workforce planning assessment the Department will realign contractor and/or federal positions as necessary to achieve a balanced workforce. Assessing the workforce also allows managers to understand how contract employees are deployed throughout their organization and integrated with federal employees to better realize the full potential of our total workforce – both contracted and federal. A strong internal core of federal employees will build in-house capacity and institutional knowledge that is essential for effective government performance.

Along with the statutory requirement to issue guidance to DHS components, Section 736 requires the Department to review all existing contracts in order to identify any functions currently being performed that should be reserved for federal employees. As the Department has a large magnitude of contracts, all contracts have prioritized based on risk into Tiered ranking. The results of Tier 1 (i.e., highest priority) contract review are listed below. The results of the lower-priority contracts will post-date this budget submission and will be included in the FY 2014 budget.

The Coast Guard will not convert any Tier 1 contracts in FY 2013.

Position Type	FY 2011 Actual		FY 2012 Pres. Budget		FY 2012 Annualization		FY 2012 Follow On ¹		FY 2013 Increase		FY2011 – FY2013 DHS Balanced Workforce Strategy	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
Legal Instruments Examiner	65	65	-	-	-	-	-	-	-	-	65	65
General Inspector/Compliance Managers	7	7	-	-	-	-	-	-	-	-	7	7
Tech Writer/Multimedia Specialists	5	5	-	-	-	-	-	-	-	-	5	5
Senior Engineering Tech	1	1	-	-	-	-	-	-	-	-	1	1
Supply Technician	1	1	-	-	-	-	-	-	-	-	1	1
Construction/Damage Control Inspector	10	10	-	-	-	-	-	-	-	-	10	10
Security Specialists	15	15	-	-	-	-	33	33	-	-	48	48
Telecommunication/IT Specialists	25	25	-	-	-	-	-	-	-	-	25	25
Spectrum Management Analyst	9	9	-	-	-	-	-	-	-	-	9	9
Inventory Management Specialist	3	3	-	-	-	-	-	-	-	-	3	3
Human Resources	14	14	-	-	-	-	-	-	-	-	14	14
Flight Data Program Manager	1	1	-	-	-	-	-	-	-	-	1	1
Equipment Specialist	17	17	-	-	-	-	-	-	-	-	17	17
Contract Specialist	3	3	-	-	-	-	-	-	-	-	3	3
Data Librarian	2	2	-	-	-	-	-	-	-	-	2	2
Budget/Program/Management Analyst	19	19	-	-	-	-	-	-	-	-	19	19
Field Terminal Operator	42	42	-	-	-	-	-	-	-	-	42	42
Electronics Technicians	26	26	-	-	-	-	-	-	-	-	26	26
Systems Analyst	12	12	-	-	-	-	-	-	-	-	12	12
Software Engineer/Developer	4	4	-	-	-	-	-	-	-	-	4	4
Electronic Technician	3	3	-	-	-	-	-	-	-	-	3	3
Systems Support Administration	2	2	-	-	-	-	-	-	-	-	2	2
Civil Engineering Logistics Trainer	9	9	-	-	-	-	-	-	-	-	9	9
Intelligence	5	5	4	4	-	-	-	-	-	-	9	9
Accountant	15	15	-	-	-	-	-	-	-	-	15	15
Total	315	315	4	4	-	-	33	33	-	-	352	352

¹The 33 Pos/FTE associated with the FY 2012 Balanced Workforce Strategy follow-on is for 33 additional contractor positions converted in FY 2012 and annotated in the BWS Technical Adjustment.

Annualization and Follow-On of FY 2012 DHS Balanced Workforce Strategy

Consistent with the Department of Homeland Security's (DHS) Balanced Workforce Strategy (BWS) requirements, the Coast Guard continues to conduct a phased review of all of its professional services contracts to determine if any of the work performed must or should be performed by government employees. Using the Department's guidance, a BWS Tool review of the Coast Guard's security clearance adjudication support contract determined that the majority of the work performed by contractors leading to the granting or denial of security clearances for government and contractor employees is "Closely-Associated-to-Inherently Governmental Functions/Reserved for Government Performance." Based on the results of the DHS BWS Tool review, conversion of the work to government performance is recommended as continued use of contractors to perform this important function would be inappropriate. The FY 2012 technical adjustment accounts for civilian conversions associated with the insourcing of 33 positions to perform Coast Guard security clearance adjudications/determinations, and technical base adjustments to reallocate funding for professional service contracts to the appropriate PPA.

Physicians' Comparability Allowance (PCA) Worksheet

US Coast Guard - 12 Sept 2011

Table 1

		PY 2011 (Actual)	CY 2012 (Estimates)	BY 2013* (Estimates)
1) Number of Physicians Receiving PCAs		3	3	3
2) Number of Physicians with One-Year PCA Agreements		0	0	0
3) Number of Physicians with Multi-Year PCA Agreements		3	3	3
4) Average Annual PCA Physician Pay (without PCA payment)		\$142,848	\$142,848	\$142,848
5) Average Annual PCA Payment		\$19,333	\$19,333	\$19,333
6) Number of Physicians Receiving PCAs by Category (non-add)	Category I Clinical Position	0	0	0
	Category II Research Position	0	0	0
	Category III Occupational Health	3	3	3
	Category IV-A Disability Evaluation	0	0	0
	Category IV-B Health and Medical Admin.	0	0	0

*FY 2013 data will be approved during the FY 2014 Budget cycle.

- 7) If applicable, list and explain the necessity of any additional physician categories designated by your agency (for categories other than I through IV-B). Provide the number of PCA agreements per additional category for the PY, CY and BY.

N/A

- 8) Provide the maximum annual PCA amount paid to each category of physician in your agency and explain the reasoning for these amounts by category.

The average annual amount of PCA paid to the Physicians is \$19,333 on two-year service agreements. Two of the Physicians are paid a PCA of \$14,000 each; the third receives PCA for \$30,000 based on their respective experience/qualifications. Total amount paid is \$58,000 divided by (3) = average of \$19,333.

- 9) Explain the recruitment and retention problem(s) for each category of physician in your agency (this should demonstrate that a current need continues to persist).

(Please include any staffing data to support your explanation, such as number and duration of unfilled positions and number of accessions and separations per fiscal year.)
 The 3 physicians receiving PCA are all Category III positions. The United States Coast Guard has experienced difficulty in recruiting and retaining Medical Officer positions as described in 5 CFR 595.104. It took 21 months of open continuous vacancy announcements to fill the 3 positions. All 3 are located in West Virginia. A long standing 4th position (Alameda, CA) was recently abolished after the incumbent retired. Although PCA was offered for the 3 West Virginia jobs, numerous declinations occurred based on low salary offers. Competition continues to be keen for Physicians in the area due to the proximity of VA medical hospitals and private medical facilities that are offering higher pay at market rates. Despite extensive recruitment efforts, the Coast Guard continues to have difficulty attracting new physicians. The 3 positions that were eventually filled were the only 3 eligible for PCA and to whom PCA was offered. Continued use of PCAs for these positions is essential to retain these Physicians and to ensure the Coast Guard meets our medical operational requirements.

- 10) Explain the degree to which recruitment and retention problems were alleviated in your agency through the use of PCAs in the prior fiscal year.

(Please include any staffing data to support your explanation, such as number and duration of unfilled positions and number of accessions and separations per fiscal year.)
 The 2 positions filled in 2010 that were authorized PCA remain filled in Sept 2011 per their service agreements. The 3rd position hired in 2011 also remains filled. Simply stated, we had difficulty filling all these new positions even when PCA was offered. The continuing authorization of PCA for these positions is critical in retaining these employees.

- 11) Provide any additional information that may be useful in planning PCA staffing levels and amounts in your agency.

N/A

Department of Homeland Security

United States Coast Guard

Environmental Compliance and Restoration



Fiscal Year 2013

Congressional Justification

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U. S. Coast Guard
Environmental Compliance and Restoration

I. Appropriation Overview

A. Mission Statement for Environmental Compliance and Restoration:

The Environmental Compliance and Restoration (EC&R) appropriation provides funding for environmental cleanup, sustainment and restoration of current and formerly contaminated Coast Guard facilities, and engineering remedies on Coast Guard assets for the purpose of complying with environmental laws and preventing contamination and environmental damage. The EC&R funding request supports all of the Coast Guard's 11 statutory missions and six DHS FYHSP Programs.

EC&R funding ensures the Coast Guard maintains its responsibilities associated with environmental stewardship. The Coast Guard complies with the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Superfund Amendments and Reauthorization Act, Resource Conservation and Recovery Act (RCRA) and other applicable Federal or State laws to clean up contamination at current and former Coast Guard properties. Failure to meet restoration or compliance responsibilities could subject the U.S. Government to fines, penalties, or shutdown of operational assets by environmental regulators.

B. Budget Activities:

EC&R activities include site investigation and remediation activities at shore facilities and for Coast Guard property slated for divestiture or transfer.

C. Budget Request Summary:

The Coast Guard requests 25 positions, 24 FTE, and \$13.2 million in FY 2013 to provide for environmental remediation and restoration of Coast Guard facilities, including Base Support Unit Kodiak; Surface Forces Logistics Center/Coast Guard Yard, MD; Aviation Logistics Center Elizabeth City, NC; and for environmental assessments for decommissioned Long Range Aids to Navigation (LORAN) stations. Funding requested is planned to be allocated by EC&R activity as follows:

Site Investigations	\$1.031 million
Remediation Activities	\$6.242 million
Long Term Environmental Monitoring	\$0.945 million
LORAN –C Environmental Assessments	\$1.5 million
Salaries/Expenses	\$3.437 million

Depending on project complexity, and conditions identified during routine monitoring and detailed site surveys, project sites may undergo monitoring, remediation and restoration in a phased approach yielding a funding distribution across multiple years. The table below provides a detailed listing of each planned FY 2013 EC&R project based on information regarding prioritization of work, as of February 2012. The list may be adjusted as new information is developed. The list is updated routinely as projects are added, assessments are conducted, and project priority codes are updated.

Project Title	Location	Estimated Cost (\$K)
Research and Development on vessel National Uniform Discharge Systems	Not applicable; collaboration with DOD/USN	\$100
Investigations/Remediation to support National Aids to Navigation (AtoN) Battery Program	Various	\$200
Investigations/Remediation for LORAN-C Closures	Various	\$1,500
Investigations/Remediation for Real Property Divestiture	Various	\$250
Ongoing Remediation at Former Fuel Farm Discharge/Spill	Base Elizabeth City, NC	\$75
Ongoing Remediation at Electroplating Shop (B79) Release Site	Base Elizabeth City, NC	\$25
Ongoing Remediation at Building 75 Discharge/Spill Site	Base Elizabeth City, NC	\$50
Ongoing Remediation at Stripping Shop Building 77 Release Site	Base Elizabeth City, NC	\$50
Ongoing Remediation at North Beach Disposal Area	Base Elizabeth City, NC	\$75
Ongoing Remediation for Asbestos Removal	Air Station Traverse City, MI	\$20
Ongoing Remediation at Pesticide Release Solid Waste Management Unit (SWMU) 33 Site	Base Elizabeth City, NC	\$30
Ongoing Remediation at Landfill/Burn Area (SWMU) 15 Site	Base Elizabeth City, NC	\$30
Ongoing Remediation at Fuel Pipeline Discharge/Spill Site	Base Elizabeth City, NC	\$50
Ongoing Remediation at Seaplane Pipeline Release Site	Base Elizabeth City, NC	\$30
Ongoing Remediation at Gate 1 Discharge/Spill Site	Base Elizabeth City, NC	\$25

Project Title	Location	Estimated Cost (\$K)
Ongoing Remediation at Former Naval Dispensary and Barracks Release Site (FNDBRS) Discharge/Spill Site	Base Elizabeth City, NC	\$25
Investigation at Cocos Island LORAN-A Station: Soil/sediment sampling	Cocos Island, Guam	\$65
Ongoing Remediation at Former LORAN-A Station YAP	Yap, Federated States of Micronesia	\$140
Ongoing Remediation at Ilio Point for Supplemental Cleanup	Ilio Point, Island of Molokai, HI	\$125
Implementation & Long-term Monitoring at Industrial Supply Depot (ISD) Buoy Depot S. Weymouth Land Use Control	ISD Buoy Depot South Weymouth, MA	\$50
Long Term Monitoring at Former Air Station Brooklyn	Former Air Station Brooklyn, NY	\$180
Ongoing Remediation in support California ATON Battery Consent Order	Southern CA Islands	\$200
Investigation at Portland Harbor Superfund Site to determine Potential Responsible Party (PRP)	Marine Safety Unit (MSU) Portland	\$10
Long Term Monitoring at Site 1 - Coast Guard Landfill	Kodiak, AK	\$85
Ongoing Remediation at Site 3 – Laundry	Kodiak, AK	\$390
Long Term Monitoring at Site 6 – Fuel	Kodiak, AK	\$75
Long Term Monitoring at Site 6B - Nyman Fuel Farm	Kodiak, AK	\$85
Long Term Monitoring at Site 7A - Barrel Storage No. 1 location	Kodiak, AK	\$150
Long Term Monitoring at Site 9 – Aviation Fuel Site	Kodiak, AK	\$75
Long Term Monitoring at Site 10/11– Air Station Paint Storage	Kodiak, AK	\$65
Ongoing Remediation at Site 23 - Old Power Plant	Kodiak, AK	\$300

Project Title	Location	Estimated Cost (\$K)
Investigations to support Permit/Formally Utilized Defense Sites (FUDS) Work	Kodiak, AK	\$75
Ongoing Remediation at Site 9 – Dredging	CG Yard, Baltimore, MD	\$500
Monitoring at Sites 7 & 9 – Wells	CG Yard, Baltimore, MD	\$150
Ongoing Remediation at Annette Island Site 74 Coast Guard Aboveground Storage Tank (AST)	Annette Island, AK – Property Divestiture	\$559
Ongoing Remediation at Annette Island Site 73 CG Boiler AST	Annette Island, AK – Property Divestiture	\$20
Ongoing Remediation at Annette Island Site 75 CG Hangar	Annette Island, AK – Property Divestiture	\$1,587
Alternatives Analysis Investigation at Lime Kiln Point	Friday Harbor, WA	\$75
Investigation at Aunuu Island battery Site	Aunuu Island, American Samoa	\$8
Investigation at Underground Storage Tank (UST) Release Site	Old Group (Base) Milwaukee, WI	\$150
Remediation at Pt Higgins Site	Radio Station Pt Higgins, AK	\$561
Initial Site Visit & Site Investigation at Former LORSTA-A Niihau	Former LORAN Station Niihau, HI	\$8
Investigations at Beavertail Light and Watch Hill Light	Lighthouse Beavertail/ Watch Hill, RI	\$200
Soil and Groundwater Contamination Investigation	Old Base St. Louis, MO	\$60
Monitored Natural Attenuation of Soil and Groundwater Contamination	Pascagoula, MS	\$30
Ongoing Remediation at Guard Island Site	Sitka, AK	\$218
Phase I Investigation at Cape Disappointment Dead Man's Cove	Ilwaco, WA	\$30
Remediation to support CERCLA Clean up	Menagerie Island Light, MI	\$350
Supplemental Cleanup and Remediation at Former LORSTA Kure Landfill	Former LORAN-A STATION Kure, HI	\$607

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

Department of Homeland Security
U. S. Coast Guard
Environmental Compliance and Restoration
 Summary of FY 2013 Budget Estimates by Program/Project Activity
 (Dollars in Thousands)

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase (+) or Decrease (-) For FY 2013					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Environmental Compliance and Restoration	25	\$ 12,593	24	\$ 13,500	24	\$ 13,162	-	\$ (338)	-	\$ -	-	\$ (338)
Subtotal, Enacted Appropriations and Budget Estimates	25	\$ 12,593	24	\$ 13,500	24	\$ 13,162	-	\$ (338)	-	\$ -	-	\$ (338)
Net, Enacted Appropriations & Budget Estimates	25	\$ 12,593	24	\$ 13,500	24	\$ 13,162	-	\$ (338)	-	\$ -	-	\$ (338)

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Environmental Compliance and Restoration
Program Performance Justification
(Dollars in Thousands)**

PPA I: ENVIRONMENTAL COMPLIANCE AND RESTORATION

	Perm Pos	FTE	Amount
2011 Actual Obligations	25	25	\$12,593
2012 Enacted Budget Authority	25	24	13,500
2013 Adjustments-to-Base	...	...	(338)
2013 Current Services	25	24	13,162
2013 Program Change	...	...	...
2013 Requested Budget Authority	25	24	13,162

The Coast Guard requests \$13.2 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

The purpose of the EC&R Appropriation is to carry out a program of environmental compliance and restoration at all current and former Coast Guard facilities. It involves the identification, investigation, and cleanup of contamination from hazardous substances and pollutants; and engineering fixes (i.e., physical changes) to Coast Guard systems, buildings, structures and assets in order to comply with environmental laws and prevent future environmental liabilities stemming from non-compliance.

V. Exhibits and Other Supporting Materials

A. Justification of Proposed Legislative Language

**Department of Homeland Security
U. S. Coast Guard
Justification of Proposed Changes in Environmental Compliance and Restoration
Appropriation Language**

For necessary expenses to carry out the environmental compliance and restoration functions of the Coast Guard under chapter 19 of title 14, United States Code, [\$13,500,000]**\$13,162,000**, to remain available until September 30, [2016]**2017**. (*Department of Homeland Security Appropriations Act, 2012.*)

B. FY 2012 to FY 2013 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Environmental Compliance and Restoration**

FY 2012 to FY 2013 Budget Change

(Dollars in Thousands)

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	25	25	12,593
FY 2012 Enacted Budget Authority	25	24	13,500
Adjustments-to-Base			
Increases			
Annualization of FY 2012 Military Pay Raise	-	-	-
FY 2013 Pay Raise	-	-	12
Total Increases	-	-	12
Decreases			
Program Support Reduction			(350)
Total Decreases	-	-	(350)
Total Adjustments-to-Base	-	-	(338)
FY 2013 Current Services	25	24	13,162
FY 2013 Requested Budget Authority	25	24	13,162
2012 to 2013 Total Change	-	-	(338)

D. Summary of Reimbursable Resources

Department of Homeland Security
U. S. Coast Guard
Environmental, Compliance and Restoration
 Summary of Reimbursable Resources
 (Dollars in Thousands)

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase/Decrease								
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount						
Environmental Protection Agency	-	-	2,537	-	-	5,000	-	-	1,000	-	-	-	-	-	(4,000)
Total Budgetary Resources	-	-	2,537	-	-	5,000	-	-	1,000	-	-	-	-	-	(4,000)

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase/Decrease								
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount						
Environmental Project	-	-	2,537	-	-	5,000	-	-	1,000	-	-	-	-	-	(4,000)
Total Obligations	-	-	2,537	-	-	5,000	-	-	1,000	-	-	-	-	-	(4,000)

E. Summary of Requirements by Object Class

**Department of Homeland Security
U. S. Coast Guard
Environmental Compliance & Restoration
Summary of Requirements by Object Class
(Dollars in Thousands)**

Object Classes		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1	Full-time permanent	2,270	2,195	2,203	8
11.3	Other than full-time permanent	19	18	18	-
11.5	Other personnel compensation	83	81	82	1
11.6	Military personnel -basic allowance for housing	28	31	31	
11.7	Military personnel	74	83	84	1
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	658	636	638	2
12.2	Military personnel benefits	8	12	12	-
13.0	Benefits-former	1	1	1	-
Total, Personnel Comp. & Benefits		\$ 3,141	\$ 3,057	\$ 3,069	\$ 12
Other Objects Classes:					
21.0	Travel	99	163	106	(57)
22.0	Transportation of things	16	26	17	(9)
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	124	204	132	(72)
25.2	Other services	9,164	15,066	9,785	(5,281)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	8	13	9	(4)
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	41	67	44	(23)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes		\$ 9,452	\$ 15,539	\$ 10,093	\$ (5,446)
Total, Direct Obligations		\$ 12,593	\$ 18,596	\$ 13,162	\$ (5,434)
Total Requirements		\$ 14,390	\$ 13,500	\$ 13,162	

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Environmental Compliance and Restoration - Military
Permanent Positions by Grade**

Grade	FY 2011	FY 2012	FY 2013	2012 - 2013
	Actual Obligations Pos.	Enacted Budget Authority Pos.	Requested Budget Authority Pos.	Change Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	-	-	-	-
O-7	-	-	-	-
O-6	-	-	-	-
O-5	-	-	-	-
O-4	1	1	1	-
O-3	-	-	-	-
O-2	-	-	-	-
O-1	-	-	-	-
CWO4	-	-	-	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	-	-	-	-
E-8	-	-	-	-
E-7	-	-	-	-
E-6	-	-	-	-
E-5	-	-	-	-
E-4	-	-	-	-
E-3	-	-	-	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	1	1	1	-
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	1	1	1	-
FTE¹	2	1	1	-
Headquarters	1	1	1	-
U.S. Field	-	-	-	-
Foreign Field	-	-	-	-
Total Permanent Positions	1	1	1	-
Position Data:				
Average Salary, Officer Positions²	\$ 124,529	\$ 121,813	\$ 124,199	\$ 2,386
Average Grade, Officer Position	-	4	4	-

¹The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

²The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Environmental Compliance and Restoration - Civilian
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	1	1	1	-
GS-14	2	2	2	-
GS-13	7	7	7	-
GS-12	14	14	14	-
GS-11	-	-	-	-
GS-10	-	-	-	-
GS-9	-	-	-	-
GS-8	-	-	-	-
GS-7	-	-	-	-
GS-6	-	-	-	-
GS-5	-	-	-	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	24	24	24	-
Unfilled Positions EOY	1	2	2	-
Total Perm. Employment (Filled Positions) EOY	23	22	22	-
FTE	23	23	23	-
Headquarters	4	4	4	-
U.S. Field	20	20	20	-
Foreign Field	-	-	-	-
Total Permanent Positions	24	24	24	-
Position Data:				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 125,817	\$ 129,217	\$ 131,317	\$ 2,100
Average Grade, GS Positions	13	13	13	-

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non-foreign Cost-of-Living Allowance, and premium compensation for firefighters. Civilian FTP is presented as a count of full time positions vice full time employees.

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Environmental Compliance & Restoration
PPA I
Funding Schedule
(Dollars in Thousands)

Environmental Compliance & Restoration		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	2,270	2,195	2,203	8
11.3	Other than full-time permanent	19	18	18	-
11.5	Other personnel compensation	83	81	82	1
11.6	Military personnel - basic allowance for housing	28	31	31	-
11.7	Military personnel	74	83	84	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	658	636	638	2
12.2	Military personnel benefits	8	12	12	-
13.0	Benefits-former	1	1	1	-
21.0	Travel	99	163	106	(57)
22.0	Transportation of things	16	26	17	(9)
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	124	204	132	(72)
25.2	Other services	9,164	15,066	9,785	(5,281)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	8	13	9	(4)
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	41	67	44	(23)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Environmental Compliance and Restoration		\$ 12,593	\$ 18,596	\$ 13,162	\$ (5,435)
Unobligated balance, start of year		(3,299)	(5,096)	-	
Unobligated balance, end of year		5,096	-	-	
Recoveries		-	-	-	
Total Requirements		\$ 14,390	\$ 13,500	\$ 13,162	

PPA Mission Statement

Environmental Compliance and Restoration (EC&R) will provide for (1) environmental cleanup and restoration of current and formerly contaminated Coast Guard facilities, and (2) engineering fixes on Coast Guard assets to comply with environmental laws and keep environmental damage from developing. Failure to meet restoration or compliance responsibilities could subject the Coast Guard to fines, penalties, or shutdown of operational assets by environmental regulators. In addition, Coast Guard EC&R funding supports site investigation and remediation activities at shore facilities slated for property divestiture or transfer actions.

Summary Justification and Explanation of Changes

Salaries and Benefits

	FY 2011		FY 2012		FY 2013		2012 - 2013
	Actual		Enacted		Requested		
	<u>Obligations</u>		<u>Budget Authority</u>		<u>Budget Authority</u>		<u>Change</u>
	\$ 3,141	\$	3,057	\$	3,069	\$	11

The FY 2013 request includes the proposed pay raise (1.7 percent for military and 0.5 for civilians), medical benefits, other mandatory personnel entitlements.

Travel

	FY 2011		FY 2012		FY 2013		2012 - 2013
	Actual		Enacted		Requested		
	<u>Obligations</u>		<u>Budget Authority</u>		<u>Budget Authority</u>		<u>Change</u>
	\$ 99	\$	163	\$	106	\$	(57)

Travel includes all costs of transportation of persons, subsistence of travelers, and incidental travel expenses in accordance with Federal travel regulations. The FY 2013 request reflects anticipated project travel needs.

Transportation of things

	FY 2011		FY 2012		FY 2013		2012 - 2013
	Actual		Enacted		Requested		
	<u>Obligations</u>		<u>Budget Authority</u>		<u>Budget Authority</u>		<u>Change</u>
	\$ 16	\$	26	\$	17	\$	(9)

Transportation of things, the care of such things while in process of being transported, and other services incident to the transportation of things.

Advisory and Assistance

	FY 2011		FY 2012		FY 2013		2012 - 2013
	Actual		Enacted		Requested		
	<u>Obligations</u>		<u>Budget Authority</u>		<u>Budget Authority</u>		<u>Change</u>
	\$ 124	\$	204	\$	132	\$	(72)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government.

Other services

	FY 2011		FY 2012		FY 2013		2012 - 2013
	Actual		Enacted		Requested		
	<u>Obligations</u>		<u>Budget Authority</u>		<u>Budget Authority</u>		<u>Change</u>
	\$ 9,164	\$	15,066	\$	9,785	\$	(5,281)

Other services include contractual services with non-Federal sources that are not otherwise classified under Object Class 25. This request reflects consideration of prior-year unobligated balances.

Operation & maintenance of facilities

FY 2011	FY 2012	FY 2013	2012 - 2013
Actual	Enacted	Requested	
Obligations	Budget Authority	Budget Authority	Change
\$ 8	\$ 13	\$ 9	(4)

Operation and maintenance of facilities include all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Specifically, funds support contracted janitorial, landscaping, security, and environmental service (e.g., hazardous materials disposal) associated with the operation of Coast Guard facilities. The FY 2013 request reflects the anticipated need for maintenance of facilities.

Equipment

FY 2011	FY 2012	FY 2013	2012 - 2013
Actual	Enacted	Requested	
Obligations	Budget Authority	Budget Authority	Change
\$ 41	\$ 67	\$ 44	(23)

This object class covers the purchase of capitalized (depreciated) assets and non-capitalized assets.

Department of Homeland Security

United States Coast Guard

Reserve Training



Fiscal Year 2013

Congressional Justification

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U. S. Coast Guard **Reserve Training**

I. Appropriation Overview

A. Mission Statement for Reserve Training:

As the principal Federal agency charged with maritime safety, security and environmental stewardship, the Coast Guard protects vital economic and security interests of the United States from internal and external maritime risks and threats. Our reserve forces request supports all 11 statutory missions. Moreover, the Coast Guard Reserve may be called upon to provide units and personnel to augment active Coast Guard forces during times of crisis, domestically or worldwide.

B. Budget Activities:

The Reserve Training appropriation directly supports training, operation and administration of the Coast Guard Reserve Program. Coast Guard Reserve Forces provide qualified and trained personnel for active duty in the event of conflict, national emergency, or natural and man-made disasters. Reservists maintain their readiness through mobilization exercises and duty alongside regular Coast Guard members during routine and emergency operations. Reservists will continue to serve as a cost-effective surge force to enhance the Nation's resilience to disasters, as they have done in support of the Deepwater Horizon oil spill response, 2010 Haiti earthquake response, and 2011 Western Rivers flood response, and 2011 Hurricane Irene.

C. Budget Request Summary:

The Coast Guard requests 534 positions, 535 FTE, and \$132.6 million in FY 2013. This request provides necessary resources for the training, operation, and administration of the Coast Guard Reserve Program, including training, equipping, and ensuring the readiness of the Coast Guard's 8,100 member Reserve workforce. The total adjustment-to-base is a decrease of \$1.7 million, which includes a \$1.0 million increase for pay and a \$2.8 million program support reduction.

II. Summary of FY 2013 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Reserve Training**

Summary of FY 2013 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase (+) or Decrease (-) For FY 2013					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Pay, Benefits and Allowances	504	\$ 103,242	536	\$ 106,468	535	\$ 107,502	(1)	\$ 1,034	-	\$ -	(1)	\$ 1,034
II. Operations, Maintenance and Administration	-	\$ 29,607	-	\$ 27,810	-	\$ 25,052	-	\$ (2,758)	-	\$ -	-	\$ (2,758)
Less Subtotal, Enacted Appropriations and Budget Estimates	504	\$ 132,849	536	\$ 134,278	535	\$ 132,554	(1)	\$ (1,724)	-	\$ -	(1)	\$ (1,724)
Net, Enacted Appropriations & Budget Estimates	504	\$ 132,849	536	\$ 134,278	535	\$ 132,554	(1)	\$ (1,724)	-	\$ -	(1)	\$ (1,724)

III. Current Services Program Description by PPA

Department of Homeland Security
U. S. Coast Guard
Reserve Training
Program Performance Justification
(Dollars in Thousands)

PPA I: PAY, BENEFITS AND ALLOWANCES

	Perm		
	Pos	FTE	Amount
2011 Actual Obligations	532	504	103,242
2012 Enacted Budget Authority	536	536	106,468
2013 Adjustments-to-Base	...	...	1,034
Current Services	536	536	107,502
Program Change	(2)	(1)	...
2013 Requested Budget Authority	534	535	107,502

The Coast Guard requests \$107.5 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

This request for Pay, Benefits and Allowances funds salaries, benefits, and other compensation for both military and civilian Full Time Support (FTS) staffs supporting members of the Coast Guard's Selected Reserve, as well as for reservists who participate in training activities. The Coast Guard Reserve is the Coast Guard's surge-capacity military workforce and provides a cost-effective and versatile surge capacity to respond to major contingencies, such as natural and man-made disasters, maritime homeland security, national security, and other events.

The Coast Guard Reserve is a cornerstone of service readiness and pivotal to the success of daily mission execution and contingency response. The Coast Guard Reserve was an invaluable contributor during the Coast Guard response to the 2011 Western Rivers floods. At the same time, activated Coast Guard Reserves continue to support the Department of Defense's (DoD) Overseas Contingency Operations in support of Operation Enduring Freedom. Coast Guard reservists provide an outstanding return on investment by augmenting the active duty with needed competencies and capacity through Inactive Duty Training and Active Duty Training periods. This request for funding ensures these Reservists are fully trained and ready to perform vital missions when called upon to do so.

This request for funding also sustains 535 FTS FTE, which represent both military and civilian members who develop policy and doctrine development and manage all recruiting, formal training, personnel, and resource/program oversight.

PPA II: OPERATIONS, MAINTENANCE AND ADMINISTRATION

	Perm Pos	FTE	Amount
2011 Actual Obligations	29,607
2012 Enacted Budget Authority	27,810
2013 Adjustments-to-Base	(2,758)
2013 Current Services	25,052
2013 Program Change
2013 Requested Budget Authority	25,052

The Coast Guard requests \$25.1 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

This request for Operations, Maintenance and Administration funds services and facility operations to train reservists, and to administer the Reserve program.

By providing funding for enterprise-wide services used by reservists, the Reserve Training appropriation ensures equipment and facilities necessary to attract and maintain a high-caliber reserve force without eroding the resource base of the active duty military workforce. Coast Guard reservists train and serve in multiple mission areas as boarding officers, small boat coxswains, contingency planners, and marine inspectors. The Coast Guard Reserve is an extraordinary force multiplier upon which our nation can confidently rely on in times of exceptional need.

V. Exhibits and Other Supporting Materials

A. Justification of Proposed Legislative Language

**Department of Homeland Security
U. S. Coast Guard
Justification of Proposed Changes in Reserve Training
Appropriation Language**

For necessary expenses of the Coast Guard Reserve, as authorized by law; operations and maintenance of the Coast Guard reserve program; personnel and training costs; and equipment and services; [\$134,278,000]**\$132,554,000**. (*Department of Homeland Security Appropriations Act, 2012.*)

B. FY 2012 to FY 2013 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Reserve Training**

FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	532	504	132,849
FY 2012 Enacted Budget Authority	536	536	134,278
Adjustments-to-Base			
Increases			
Annualization of FY 2012 Pay Raise	-	-	242
FY2013 Pay Raise			792
Total Increases	<hr/>	<hr/>	<hr/>
Decreases			
Program Support Reduction	(2)	(1)	(2,758)
Total Decreases	<hr/>	<hr/>	<hr/>
Total Adjustments-to-Base	<hr/> (2)	<hr/> (1)	<hr/> (1,724)
FY 2013 Current Services	534	535	132,554
FY 2013 Requested Budget Authority	534	535	132,554
2012 to 2013 Total Change	-	-	(1,724)

C. Summary of Requirements

Department of Homeland Security

U. S. Coast Guard

Reserve Training

Summary of Requirements
(Dollars in Thousands)

	FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority	
	Pos.	FTE	Pos.	FTE
FY 2011 Actual Obligations			532	504
FY 2012 Enacted Budget Authority			536	536
Adjustments-to-Base (See "FY 2012 to FY 2013 Budget Change" for details)				
Transfers			-	-
Increases			-	-
Decreases			(2)	(1)
Total Adjustments-to-Base			(2)	(1)
FY 2013 Current Services			534	535
Program Changes (See "FY 2012 to FY 2013 Budget Change" for details)			-	-
FY 2013 Requested Budget Authority			534	535
2012 to 2013 Total Change			(2)	(1)

Estimates by Program/Project Activity	FY 2012 Enacted Budget Authority		FY 2013 Adjustments-to-Base		FY 2013 Program Change		FY 2013 Requested Budget Authority		2012 to 2013 Total Change	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
PPA I: Pay, Benefits and Allowances	536	536	-	-	-	-	534	535	(2)	(1)
PPA II: Operations, Maintenance and Administration	-	-	-	-	-	-	-	-	-	-
Total Reserve Training	536	536	-	-	(1,724)	-	534	535	(2)	(1)

E. Summary of Requirements by Object Class

**Department of Homeland Security
U. S. Coast Guard
Reserve Training
Summary of Requirements by Object Class
(Dollars in Thousands)**

Object Classes	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1 Full-time permanent	5,500	5,500	5,588	88
11.3 Other than full-time permanent	30	44	75	31
11.5 Other personnel compensation	30	30	63	33
11.6 Military personnel-basic allowance for housing	-	-	-	-
11.7 Military personnel	86,010	89,011	89,711	700
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	1,500	1,500	1,500	-
12.2 Military personnel benefits	10,000	10,208	10,389	181
13.0 Benefits-former	172	175	176	1
Total, Personnel Comp. & Benefits	\$ 103,242	\$ 106,468	\$ 107,502	\$ 1,034
Other Objects Classes:				
21.0 Travel	10,427	9,794	8,723	(1,071)
22.0 Transportation of things	1,188	1,116	1,005	(111)
23.1 GSA rent	-	-	-	-
23.2 Other rent	65	61	55	(6)
23.3 Communication, utilities, and misc charges	90	85	76	(9)
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	7,577	7,117	6,512	(605)
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	1,518	1,426	1,284	(142)
26.0 Supplies and materials	8,455	7,942	7,154	(788)
31.0 Equipment	262	246	222	(24)
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	25	23	21	(2)
Total, Other Object Classes	\$ 29,607	\$ 27,810	\$ 25,052	\$ (2,758)
Total Direct Obligations¹	\$ 132,849	\$ 134,278	\$ 132,554	\$ (1,724)
Unobligated balance, start of year		-	-	
Unobligated balance, end of year	(2,896)	-	-	
Total Requirements	\$ 129,953	\$ 134,278	\$ 132,554	

¹Total Direct Obligations do not include unobligated balances of prior year funding.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Reserve Training - Military
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	1	1	1	-
O-7	-	-	-	-
O-6	7	7	7	-
O-5	18	12	12	-
O-4	27	21	21	-
O-3	48	49	48	(1)
O-2	4	12	12	-
O-1	-	-	-	-
CWO	15	19	19	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	8	6	6	-
E-8	9	9	9	-
E-7	37	39	39	-
E-6	131	121	121	-
E-5	71	84	84	-
E-4	48	47	47	-
E-3	9	8	8	-
E-2	-	3	3	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	433	438	437	(1)
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	433	438	437	(1)
FTE¹	415	438	437	(1)
Headquarters	31	40	40	-
U.S. Field	402	398	397	(1)
Foreign Field	-	-	-	-
Total Permanent Positions	433	438	437	(1)
Position Data:				
Average Salary, Officer Positions²	\$ 118,850	\$ 112,065	\$ 111,971	\$ (94)
Average Grade, Officer Positions	3	3	3	0
Average Salary, Enlisted Positions²	\$ 68,776	\$ 68,362	\$ 65,529	\$ (2,833)
Average Grade, Enlisted Positions	6	6	6	-

¹The Coast Guard manages the military workforce by end strength, not Full Time Equivalent (FTE). The military FTE represented in these numbers are monthly end strengths averaged over the year. Public Health Service (PHS) officers were removed from this presentation to properly document the arrangement per OMB A-11 Section 85.7; Department of Health and Human Services (HHS) is the servicing account in the reimbursable FTE arrangement with the Coast Guard.

²The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular pay grade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Reserve Training - Civilian
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	-	1	1	-
GS-14	4	4	4	-
GS-13	5	4	3	(1)
GS-12	15	10	10	-
GS-11	9	8	8	-
GS-10	-	-	-	-
GS-9	10	11	11	-
GS-8	5	5	5	-
GS-7	32	30	30	-
GS-6	13	14	14	-
GS-5	6	9	9	-
GS-4	-	1	1	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	1	1	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	99	98	97	(1)
Unfilled Positions EOY	5	-	-	-
Total Perm. Employment (Filled Positions) EOY	94	98	97	(1)
FTE	89	98	98	-
Headquarters	11	11	11	-
U.S. Field	88	87	86	(1)
Foreign Field	-	-	-	-
Total Permanent Positions	99	98	97	(1)
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 84,065	\$ 83,449	\$ 84,091	\$ 642
Average Grade, GS Positions	8	8	8	0

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holidays hazardous duty, reemployment annuitant and severance pays, night differential, non-foreign Cost-of-Living Allowance and premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Reserve Training
PPA I: Pay, Benefits and Allowances
Funding Schedule
(Dollars in Thousands)**

PPA I: Pay, Benefits and Allowances		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 to 2013 Change
Object Classes					
11.1	Full-time permanent	5,500	5,500	5,588	88
11.3	Other than full-time permanent	30	44	75	31
11.5	Other personnel compensation	30	30	63	33
11.6	Military personnel-basic allowance for housing	-	-	-	-
11.7	Military personnel	86,010	89,011	89,711	700
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,500	1,500	1,500	-
12.2	Military personnel benefits	10,000	10,208	10,389	181
13.0	Benefits-former	172	175	176	1
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Pay, Benefits and Allowances		\$ 103,242	\$ 106,468	\$ 107,502	\$ 1,034

PPA Mission Statement

This PPA request funds expenses for compensation of active duty military service members and civilian personnel who support the Reserve Training program. This category also includes pay, allowances, employer's share of FICA, Social Security credits and other expenses. Requested funding will compensate our 535 full-time personnel.

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 to 2013 Change
\$ 103,242	\$ 106,468	\$ 107,502	\$ 1,034

Salaries and Benefits provides compensation directly related to Coast Guard active duty military and civilian personnel duties. This includes costs for 535 FTE. The FY 2013 request includes an increase of \$1,034,000 for the annualization of FY 2012 military pay raise and the 1.7 percent increase in military and 0.5 percent increase in civilian pay in FY 2013.

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Reserve Training
PPA II: Operations, Maintenance and Administration
Funding Schedule
(Dollars in Thousands)

		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 to 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel-basic allowance for housing	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	10,427	9,794	8,723	(1,071)
22.0	Transportation of things	1,188	1,116	1,005	(111)
23.1	GSA rent	-	-	-	-
23.2	Other rent	65	61	55	(6)
23.3	Communication, utilities, and misc charges	90	85	76	(9)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	7,577	7,117	6,512	(605)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	1,518	1,426	1,284	(142)
26.0	Supplies and materials	8,455	7,942	7,154	(788)
31.0	Equipment	262	246	222	(24)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	25	23	21	(2)
Total, Operations, Maintenance and Administration		\$ 29,607	\$ 27,810	\$ 25,052	\$ (2,758)

PPA Mission Statement

Requested funding supports operations, maintenance and administrative expenses associated with training the 8,100 Coast Guard Reservists that are currently part of the Selective Reserve.

Summary Justification and Explanation of Changes

Travel

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	\$ 10,427	\$ 9,794	\$ 8,723	\$ (1,071)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler.

Transportation of things

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	\$ 1,188	\$ 1,116	\$ 1,005	\$ (111)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Funding FY 2013 reflects the anticipated need.

Other rent

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	\$ 65	\$ 61	\$ 55	\$ (6)

Payments to a non-federal source for rental of space, land, and structures.

Communication, utilities, and misc charges

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	\$ 90	\$ 85	\$ 76	\$ (9)

Communication, utilities, and misc charges are payment for information technology, utilities and miscellaneous changes.

Other services

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	\$ 7,577	\$ 7,117	\$ 6,512	\$ (605)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25.

Subsistence and support of persons

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 to 2013 Change
\$ 1,518	\$ 1,426	\$ 1,284	\$ (142)

Contractual services with the public or another Federal Government account for the board, lodging, and care of persons, including prisoners.

Supplies and material

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 8,455	\$ 7,942	\$ 7,154	\$ (788)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use.

Equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 262	\$ 246	\$ 222	\$ (24)

This object class covers the purchase of capitalized (depreciated) assets and non-capitalized assets.

Insurance claims and indemnity

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 25	\$ 23	\$ 21	\$ (2)

Benefit payments from the social insurance and Federal retirement trust funds and payments for losses and claims including those under the Equal Access to Justice Act.

I. Changes in Full-Time Equivalents

Department of Homeland Security
U. S. Coast Guard
Reserve Training
Changes in Full-Time Equivalents

	FY 2011	FY 2012	FY 2013
Base: Year-end FTE from Prior Year	536	536	536
INCREASES			
Increase #1:	0	0	0
Description:			
<hr/>			
Subtotal, Increases:	0	0	0
DECREASES:			
Decrease #1: Reserve Training Personnel Management	0	0	-1
Description: Reduction of Reserve full-time support personnel			
<hr/>			
Subtotal, Decreases:	0	0	-1
<hr/>			
Year-end Enacted / Estimated FTEs	536	536	535
<hr/>			
Net Change from prior year base to Budget Year Estimate:	0	0	-1

Department of Homeland Security

United States Coast Guard

Acquisition, Construction and Improvements



Fiscal Year 2013

Congressional Justification

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U. S. Coast Guard

Acquisition, Construction and Improvements

I. Appropriation Overview

A. Mission Statement for Acquisition, Construction and Improvements:

Acquisition, Construction and Improvement (AC&I) provides for the acquisition, construction, rebuilding, and improvement of vessels, aircraft, shore facilities and military housing, aids to navigation (ATON) systems and facilities, and command, control, communications and computer systems and related equipment. Funds appropriated for AC&I are managed by Coast Guard acquisition project managers who oversee these projects and apply best practices, in accordance with the Coast Guard's Major Systems Acquisition Manual (MSAM) and applicable Department of Homeland Security (DHS) management directives, to optimize the return on recapitalization investments.

B. Budget Activities:

The AC&I appropriation funds the acquisition of new capital assets, construction of required facilities, and physical improvements to existing facilities and assets. The appropriation covers Coast Guard-owned and operated vessels, shore facilities and other items such as command, control, communications and computer equipment. Through processes documented in the MSAM, acquisition managers are required to follow a continuum of activities ranging from pre-acquisition concept development to deployment and sustainment. Activities and documentation produced throughout the acquisition lifecycle inform budget requests and budget-related project activities.

C. Budget Request Summary:

The Coast Guard requests \$1.2 billion in FY 2013 for the following sub-appropriations:

- Vessels - \$879.5 million¹
- Aircraft - \$74.5 million
- Other - \$76.5 million
- Shore and ATON - \$69.4 million
- Personnel and Management - \$117.4 million

¹Excludes cancellation of \$25 million appropriated under the Department of Homeland Security Appropriations Act, 2010 (Public Law 111-83) for NSC #4 post-delivery activity. Reappropriated funds will be used for the same purpose.

II. Summary of FY 2013 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Summary of FY 2013 Budget Estimates by Program/Project Activity
(Dollars in Thousands)**

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase (+) or Decrease (-) For FY 2013					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Vessels	-	\$ 1,481,942	-	\$ 642,000	-	\$ 879,500	-	\$ 237,500	-	\$ 237,500	-	\$ -
II. Aircraft	-	\$ 146,868	-	\$ 289,900	-	\$ 74,500	-	\$ (215,400)	-	\$ (215,400)	-	\$ -
III. Other	-	\$ 197,403	-	\$ 161,140	-	\$ 76,500	-	\$ (84,640)	-	\$ (84,640)	-	\$ -
IV. Shore and ATON	-	\$ 160,279	-	\$ 200,692	-	\$ 69,411	-	\$ (131,281)	-	\$ (131,281)	-	\$ -
V. Personnel and Management	826	\$ 115,088	785	\$ 110,192	842	\$ 117,398	57	\$ 7,206	57	\$ 7,206	-	\$ -
Subtotal, Enacted Appropriations and Budget Estimates	826	\$ 2,101,580	785	\$ 1,403,924	842	\$ 1,217,309	57	\$ (186,615)	57	\$ (186,615)	-	\$ -
Rescission of unobligated balances pursuant to P.L. 112-10	-	[-\$10,122]	-	-	-	-	-	\$ -	-	\$ -	-	\$ -
Government-wide rescission pursuant to P.L. 112-10	-	[-\$3,040]	-	-	-	-	-	\$ -	-	\$ -	-	\$ -
DoD transfer pursuant to P.L. 112-74	-	\$ -	-	\$ 63,500	-	\$ -	-	\$ (63,500)	-	\$ (63,500)	-	\$ -
Rescission of unobligated balances pursuant to P.L. 112-74	-	\$ -	-	\$ (3,456)	-	\$ -	-	\$ 3,456	-	\$ 3,456	-	\$ -
Rescission of emergency unobligated balances pursuant to P.L. 112-74 (non-add)	-	\$ -	-	[\$2,427]	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Proposed cancellation of funds for NSC #4 post-delivery activity	-	\$ -	-	\$ -	-	\$ (25,000)	-	\$ (25,000)	-	\$ (25,000)	-	\$ -
Net, Enacted Appropriations & Budget Estimates	826	\$ 2,101,580	785	\$ 1,463,968	842	\$ 1,192,309	57	\$ (271,659)	57	\$ (271,659)	-	\$ -

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase (+) or Decrease (-) For FY 2013					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-Base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
American Recovery and Reinvestment Act (ARRA)	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Acquisition, Construction and Improvements	-	\$ 3,303	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Total	-	\$ 3,303	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -

III. Current Services Program Description by SUBAPPROPRIATION

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Program Performance Justification**

(Dollars in thousands)

SUBAPPROPRIATION: VESSELS

	Perm Pos	FTE	Amount
2011 Actual Obligations	\$1,841,942
2012 Enacted Budget Authority	642,000
2013 Adjustments-to-Base
2013 Current Services	642,000
2013 Program Change	237,500
2013 Requested Budget Authority*	879,500

The Coast Guard request for FY 2013 is \$879.5 million.

* Excludes proposed cancellation of funds.

SUBAPPROPRIATION DESCRIPTION:

Primary operational resource supported: Surface Assets

The vessel appropriation provides funding to recapitalize and/or improve the Coast Guard's fleet of aging boats and cutters. With many of the Coast Guard's cutters operating at or beyond their planned service life, these recapitalization and sustainment projects are critical to ensuring the continued mission effectiveness and readiness of the Coast Guard's surface fleet. FY 2013 funding initiates the Survey and Design of a new polar icebreaker, supports the Survey and Design of Vessels and Boats, National Security Cutter (NSC), Offshore Patrol Cutter (OPC), Fast Response Cutter (FRC), Cutter Boats, and Medium Endurance Cutter (MEC) Sustainment projects. The Coast Guard's fleet of boats and cutters supported within this program collectively perform all eleven statutory Coast Guard missions in the offshore, coastal and inland areas of responsibility (AOR).

While the Coast Guard is reactivating the icebreaker POLAR STAR in 2013, the anticipated remaining service life of this asset is estimated to be only seven to ten years. To sustain this capacity into the future, this appropriation funds the survey and design activities required to begin acquisition of a new Polar Icebreaker.

The Coast Guard's future fleet of NSCs, OPCs and FRCs will replace the current fleet of High and Medium Endurance Cutters and Island-Class Patrol Boats. These cutters will provide endurance, speed, sea-keeping, surveillance, and persistent presence in the offshore area of responsibility to perform the following Coast Guard missions: Drug and Migrant Interdiction, Living Marine Resources, Defense Readiness, Search and Rescue (SAR), Marine Environmental Protection, and Ports, Waterways, and Coastal Security. The NSCs and OPCs will be able to autonomously support

and deploy aircraft and cutter boats, and possess a highly effective suite of electronics communication and surveillance equipment. NSCs, which have been fielded, are also able to optimally conduct critical law enforcement and SAR missions in the most challenging operational environments (e.g., Bering Sea, Russian-U.S. Maritime Boundary Line, Eastern Pacific, etc.), and overseas DHS missions, including out-of-hemisphere deployments. Furthermore, NSCs have the capacity to perform contingency response operations in all environments, including contaminated areas in the wake of a chemical or biological attack. Cutter boats provide major cutters the capability to deliver boarding teams, stop non-compliant vessels, transfer personnel/cargo, and augment the operations outlined above. The FRC is optimized for similar Coast Guard missions as the NSC and OPC, but at a shorter range within the Coastal and near-Offshore domains, while relying exclusively upon shore-based aircraft as opposed to cutter-borne assets to perform airborne surveillance and tactical support.

In FY 2013, the Coast Guard begins survey and design work for the 175-foot Coastal Buoy Tender (WLM) Mission Effectiveness Project at the Coast Guard YARD. These cutters perform Aids to Navigation work along the coasts, as well as a number of other Coast Guard missions. For example, these versatile cutters contributed to spill recovery efforts associated with the BP Deepwater Horizon Oil Spill. The FY 2013 request also provides funding to complete the Medium Endurance Cutter Sustainment program at the Coast Guard YARD.

Based on a review of asset needs, in FY 2013, the Coast Guard will reduce the scope of the RB-M acquisition, leveraging FY 2012 funding to procure 40 RB-Ms over FY 2012-2013 and closeout the project at a total of 166 boats.

SUBAPPROPRIATION: AIRCRAFT

	Perm Pos	FTE	Amount
2011 Actual Obligations	\$146,868
2012 Enacted Budget Authority	353,400
2013 Adjustments-to-Base
2013 Current Services	353,400
2013 Program Change	-278,900
2013 Requested Budget Authority*	74,500

The Coast Guard request for FY 2013 is \$74.5 million.

SUBAPPROPRIATION DESCRIPTION:

Primary operational resource supported: Aviation Assets

The aircraft appropriation provides funding for recapitalization and sustainment of the Coast Guard’s fleet of aging aircraft. It is comprised of new fixed-wing aircraft acquisitions, and rotary wing aircraft sustainment projects.

The Coast Guard’s fleet of fixed and rotary wing aircraft supported within this program collectively performs all 11 statutory Coast Guard missions in the Offshore, Coastal and Inland AORs. The land-based fixed-wing aircraft include the C-130, HU-25 and C-144A aircraft. The C-144A is replacing the HU-25 as the Coast Guard’s primary medium-range fixed-wing aircraft. The Coast Guard’s fleet of C-130Hs and C-130Js provide Long Range Surveillance (LRS) fixed-wing capability. Each of these fixed-wing aircraft enables the Coast Guard to conduct airborne

surveillance, detection, classification and identification of vessels and other aircraft. The LRS program continues efforts to extend the operating life and enhance the capability of the HC-130H fleet by replacing key component Center Wing Boxes (CWBs) and adding new capability (avionics-A1U), permanently defers the second avionics upgrade (A2U), and reduces the scope of the mission systems upgrade in favor of C-130J production. Consolidation of the C-130H and C-130J PPAs into one new LRS Project enables greater flexibility toward achieving an 11H/11J fleet configuration, which is expected to result in increased mission effectiveness and minimizes lifecycle cost. The eventual goal is to transition to an all C-130J fleet by the mid-2020s, when it will no longer be practical or affordable to keep the C-130H in service.

The Coast Guard's fleet of rotary wing aircraft includes the H-60 and H-65 helicopters. The H-60 is a medium-range helicopter, and the H-65 is a short-range helicopter. Both aircraft are deployed from land-based air stations and the H-65 is also deployed routinely aboard the Coast Guard's fleet of NSCs, WHECs, WAGBs, and WMECs. Both aircraft are used to execute the full range of Coast Guard programs including Law Enforcement, Maritime Security, Maritime Response, Defense Operations, and Maritime Transportation System Management. The projects within this program are intended to recapitalize and sustain these aircraft. The Coast Guard intends to leverage FY 2012 funding initially intended for the H-60 Radar Sensor System for sustainment segments now underway, including life-limiting component recapitalization and replacement of obsolete components. These revised plans will focus resources on sustaining existing capacity and capability. As with the conversion of excess Navy H-60 helicopters to replace lost Coast Guard aircraft, and the CBP-CG partnership with land-based UAS, the Coast Guard will continue to explore innovative ways to leverage DoD and other DHS agency partnerships to further recapitalization efforts.

SUBAPPROPRIATION: OTHER

	Perm Pos	FTE	Amount
2011 Actual Obligations	\$197,403
2012 Enacted Budget Authority	161,140
2013 Adjustments-to-Base
2013 Current Services	161,140
2013 Program Change	(84,640)
2013 Requested Budget Authority*	76,500

The Coast Guard request for FY 2013 is \$76.5 million.

SUBAPPROPRIATION DESCRIPTION:

Primary operational resource supported: Command, Control, Communications, Computers and Information Technology (C4IT), Acquisition Management

The requested funding procures hardware and software, including initial acquisition, development or construction or improvement of any system, software or equipment costing over \$1.0 million per usable segment or item, or \$10.0 million total project cost. In FY 2013, funding will support continued progress on build-out of Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems, CG-Logistics Information Management System (CG-LIMS), and Nationwide Automatic Identification System (NAIS). This appropriation

also provides funding for Systems Engineering and Integration (SEI) and Program Oversight and Management (PO&M).

The Coast Guard leverages its C4ISR capability to effectively execute a broad mission set in an immensely challenging operating environment. Assets are able to receive, evaluate and act upon information obtained through the capability provided by the systems supported in this program. The C4ISR project provides standardized capability to major cutters and aircraft, facilitating interoperability and information sharing. NAIS provides the ability to identify and classify vessels operating within the coastal and inland AORs to support maritime domain awareness activities. The eventual full deployment of CG-LIMS will enable the Coast Guard to replace redundant and obsolete logistics and financial systems with one single integrated IT system capable of providing enhanced configuration management, supply support, and improved financial accountability. SEI and PO&M are critical to efficient oversight and execution of the Coast Guard's acquisition programs.

SUBAPPROPRIATION: SHORE, MILITARY HOUSING AND AIDS TO NAVIGATION (ATON)

	Perm Pos	FTE	Amount
2011 Actual Obligations	\$160,279
2012 Enacted Budget Authority	200,692
2013 Adjustments-to-Base
2013 Current Services	200,692
2013 Program Change	(131,281)
2013 Requested Budget Authority*	69,411

The Coast Guard request for FY 2013 is \$69.4 million.

SUBAPPROPRIATION DESCRIPTION:

Primary operational resource supported: Shore Units, Military Housing and Aids-to-Navigation (ATON)

The AC&I shore facilities, military housing and ATON appropriation provides funding for the acquisition, construction, rebuilding, and improvement of the Coast Guard's shore facilities, military housing, ATON and related equipment. Shore facilities are critical to supporting all Coast Guard operations, providing support to the Service's myriad operational communities and accommodating the dynamic state of mission needs. Many of the Coast Guard's shore assets are located in harsh coastal environments, requiring a robust recapitalization program. This funding also provides infrastructure upgrades at new cutter homeports and air stations to ensure these facilities are fully ready prior to arrival of new assets. Advance preparation is especially critical in hurricane-prone ports and ports located outside the continental United States, where many of the new assets will be homeported within the next several years.

SUBAPPROPRIATION: PERSONNEL AND MANAGEMENT

	Perm		
	Pos	FTE	Amount
2011 Actual Obligations	883	826	\$115,088
2012 Enacted Budget Authority	893	785	110,192
2013 Adjustments-to-Base	...	...	...
2013 Current Services	910	785	110,192
2013 Program Change	(13)	57	7,206
2013 Requested Budget Authority*	880	842	117,398

The Coast Guard request for FY 2013 is \$117.4 million.

SUBAPPROPRIATION DESCRIPTION:

Primary operational resource supported: Personnel to support program management of all acquisitions.

AC&I has a specific annual appropriation to fund “personnel compensation and benefits and related costs.” The primary activities include project management, financial management, support services, training, and workforce certification. The funding provides the appropriate level of government acquisition professionals to field a workforce with the competencies and capacity to manage acquisitions in accordance with CG and DHS policies, while meeting various requirements established in the Chief Financial Officer Act, Clinger-Cohen Act, DHS certification level requirements and OMB Circular A-76.

IV. Program Justification of Changes

**Department of Homeland Security
U. S. Coast Guard
Acquisition Construction and Improvements
Justification of Program Changes
(Dollars in Thousands)**

Program Increase: Acquisition, Construction and Improvements

PPA: Applies to all PPAs

Program Decrease/Increase: Positions (13) FTE 57 Dollars (\$246,659)

Funding Profile

	FY 2011 Actual Obligations			FY 2012 Enacted Budget Authority			FY 2013 Requested Budget Authority		
	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)
Current Services Level	883	826	2,101,580	893	785	1,463,968	893	785	\$1,463,968
Program Increase/decrease	-	-	-	-	-	-	(13)	57	(246,659)
Total Request	883	826	\$2,101,580	893	785	\$1,463,968	880	842	1,217,309*

* Excluding cancellation of funds.

Description of Item

Please see the following budget displays for detailed information: Summary of Requirements and Capital Investments and Construction Initiative Listing.

V. Exhibits and Other Supporting Materials

A. Justification of Proposed Legislative Language

Department of Homeland Security U. S. Coast Guard

Justification of Proposed Changes in Acquisition, Construction, and Improvements Appropriation Language

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto; and maintenance, rehabilitation, lease and operation of facilities and equipment; as authorized by law; [\$1,403,924,000]\$1,217,309,000, of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)); [of which \$20,000,000 shall remain available until September 30, 2016, for military family housing, of which not more than \$14,000,000 shall be derived from the Coast Guard Housing Fund, established pursuant to 14 U.S.C. 687;] of which [\$642,000,000]\$879,500,000 shall be available until September 30, [2016]2017, to acquire, effect major repairs to, renovate, or improve vessels, small boats, and related equipment; of which [\$289,900,000]\$74,500,000 shall be available until September 30, [2016]2017, to acquire, effect major repairs to, renovate, or improve aircraft or increase aviation capability; of which [\$161,140,000]\$76,500,000 shall be available until September 30, [2016]2017, for other acquisition programs; of which [\$180,692,000]\$69,411,000 shall be available until September 30, [2016]2017, for shore facilities and aids to navigation, including waterfront facilities at Navy installations used by the Coast Guard; of which [\$110,192,000]\$117,398,000 shall be available for personnel compensation and benefits and related costs: Provided, That of the unobligated balances made available under this heading for the Integrated Deepwater Systems program (surface ships) by Public Law 111-83, \$25,000,000 are hereby permanently cancelled[the funds provided by this Act shall be immediately available and allotted to contract for long lead time materials, components, and designs for the sixth National Security Cutter notwithstanding the availability of funds for production costs or post-production costs: Provided further, That the Secretary of Homeland Security shall submit to the Committees on Appropriations of the Senate and the House of Representatives, at the time that the President's budget is submitted each year under section 1105(a) of title 31, United States Code, a future-years capital investment plan for the Coast Guard that identifies for each requested capital asset_] [(1) the proposed appropriations included in that budget;] [(2) the total estimated cost of completion, including and clearly delineating the costs of associated major acquisition systems infrastructure and transition to operations;] [(3) projected funding levels for each fiscal year for the next 5 fiscal years or until acquisition program baseline or project completion, whichever is earlier;] [(4) an estimated completion date at the projected funding levels; and] [(5) a current acquisition program baseline for each capital asset, as applicable, that_] [(A) includes the total acquisition cost of each asset, subdivided by fiscal year and including a detailed description of the purpose of the proposed funding levels for each fiscal year, including for each fiscal year funds

requested for design, pre-acquisition activities, production, structural modifications, missionization, post-delivery, and transition to operations costs;] [(B) includes a detailed project schedule through completion, subdivided by fiscal year, that details_] [(i) quantities planned for each fiscal year; and] [(ii) major acquisition and project events, including development of operational requirements, contracting actions, design reviews, production, delivery, test and evaluation, and transition to operations, including necessary training, shore infrastructure, and logistics;] [(C) notes and explains any deviations in cost, performance parameters, schedule, or estimated date of completion from the original acquisition program baseline and the most recent baseline approved by the Department of Homeland Security's Acquisition Review Board, if applicable;] [(D) aligns the acquisition of each asset to mission requirements by defining existing capabilities of comparable legacy assets, identifying known capability gaps between such existing capabilities and stated mission requirements, and explaining how the acquisition of each asset will address such known capability gaps;] [(E) defines life-cycle costs for each asset and the date of the estimate on which such costs are based, including all associated costs of major acquisitions systems infrastructure and transition to operations, delineated by purpose and fiscal year for the projected service life of the asset;] [(F) includes the earned value management system summary schedule performance index and cost performance index for each asset, if applicable; and] [(G) includes a phase-out and decommissioning schedule delineated by fiscal year for each existing legacy asset that each asset is intended to replace or recapitalize:] [Provided further, That the Secretary of Homeland Security shall ensure that amounts specified in the future-years capital investment plan are consistent, to the maximum extent practicable, with proposed appropriations necessary to support the programs, projects, and activities of the Coast Guard in the President's budget as submitted under section 1105(a) of title 31, United States Code, for that fiscal year: Provided further, That any inconsistencies between the capital investment plan and proposed appropriations shall be identified and justified: Provided further, That subsections (a) and (b) of section 6402 of Public Law 110-28 shall apply with respect to the amounts made available under this heading].(*Department of Homeland Security Appropriations Act, 2012.*)

Explanation of Changes:

Proposed language would extend the period of availability of funds previously appropriated in FY 2010 for post-delivery activities of the fourth National Security Cutter (NSC-4). Under the current production schedule for NSC-4, these funds are projected to expire prior to obligation.

B. FY 2012 to FY 2013 Budget

**Department of Homeland Security
U. S. Coast Guard
Acquisition Construction and Improvements
FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	883	826	2,010,580
FY 2012 Enacted Budget Authority	893	785	1,463,968
FY 2013 Current Services	893	785	1,463,968
Program Changes			
Vessels	-	-	237,500
Aircraft	-	-	(278,900)
Other	-	-	(84,640)
Shore and Aids to Navigation	-	-	(131,281)
Personnel and Management	(13)	57	7,206
Recission			(21,544)
Total Program Changes	(13)	57	(271,659)
FY 2013 Requested Budget Authority*	880	842	1,192,309
2012 to 2013 Total Change	(13)	57	(271,659)

*Note: Includes cancellation and reappropriation of \$25 million, appropriated under the Department of Homeland Security Appropriations Act, 2010 (Public Law 111-83) for NSC #4 post-delivery activity. Reappropriated funds will be used for the same purpose.

C. Summary of Requirements

**FY 2013-2017 Five Year Capital Investment Plan (CIP)
Acquisition, Construction & Improvements**

The Capital Investment Plan projects Coast Guard's acquisition priorities for the next five years assuming the limits of budgetary growth set by the Budget Control Act of 2011, P.L. 112-25. It does not reflect the impact of the Department of Defense's *Strategy, Sustaining Global Leadership: Priorities for 21st Century Defense*, which may affect operational planning at the Department of Homeland Security (DHS). DHS will continue to evaluate Departmental acquisition priorities in the context of Homeland Security and National Security policies, including Coast Guard's statutory missions defined under 14 U.S. Code § 1, 2, 89 and 141.

(Thousands of dollars, budget year dollars)	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	FY 2014	FY 2015	FY 2016	FY 2017	Total Acquisition Cost ⁽¹⁾	Estimated Completion Date ⁽¹⁾
Vessels	\$642,000	\$879,500	\$598,500	\$845,000	\$917,000	\$1,039,000	\$1,039,000	
Survey and Design - Vessel and Boats	\$6,000	\$2,500	\$500	\$1,000	\$3,000	\$3,000	Not Applicable	Not Applicable
In-Service Vessel Sustainment	\$14,000	\$0	\$64,000	\$60,000	\$80,000	\$0	Not Applicable	Not Applicable
Response Boat - Medium (RB-M)	\$170,000	\$683,000	\$0	\$0	\$0	\$0	\$610,000	2016
National Security Cutter (NSC)	\$25,000	\$30,000	\$50,000	\$40,000	\$200,000	\$530,000	\$8,098,000	2031
Offshore Patrol Cutter (OPC)	\$258,000	\$139,000	\$360,000	\$360,000	\$360,000	\$360,000	\$3,928,000	2022
Fast Response Cutter (FRC)	\$5,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$110,100	2026
Medium Endurance Cutter Sustainment	\$47,000	\$13,000	\$0	\$0	\$0	\$0	\$296,800	2017
Polar Icebreaker (2)	\$0	\$8,000	\$120,000	\$380,000	\$270,000	\$82,000	TBD	TBD
Aircraft	\$289,900	\$74,500	\$471,000	\$451,000	\$361,000	\$342,700		
CGNR 6017 Airframe Replacement	\$18,300	\$0	\$0	\$0	\$0	\$0	\$18,300	2013
Maritime Patrol Aircraft (MPA)	\$129,500	\$43,000	\$220,000	\$220,000	\$220,000	\$220,000	\$2,222,600	2020
HH-60 Conversion Projects	\$56,100	\$0	\$0	\$0	\$0	\$1,700	\$451,000	2020
HH-65 Conversion/Sustainment Projects	\$24,000	\$31,500	\$45,000	\$45,000	\$45,000	\$25,000	\$1,150,400	2020
Long Range Surveillance Aircraft (C-130H/J) ⁽³⁾	\$62,000	\$0	\$200,000	\$180,000	\$90,000	\$90,000	TBD	TBD
Unmanned Aircraft System (UAS)	\$0	\$0	\$6,000	\$6,000	\$6,000	\$6,000	TBD	TBD
Other	\$161,140	\$76,500	\$96,000	\$83,000	\$83,000	\$90,500		
Program Oversight and Management ⁽⁴⁾	\$26,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$1,518,000	2031
Systems Engineering and Integration	\$17,140	\$2,500	\$15,000	\$15,000	\$15,000	\$15,000	\$1,118,100	2031
C4ISR	\$38,500	\$40,500	\$40,500	\$40,500	\$40,500	\$40,500	\$2,335,000	2025
CG-LIMS	\$6,500	\$2,500	\$2,500	\$2,500	\$2,500	\$10,000	Not Applicable	Not Applicable
Nationwide Automatic Identification System (NAIS)	\$5,000	\$6,000	\$13,000	\$0	\$0	\$0	\$276,800	2014
Rescue 21	\$65,000	\$0	\$0	\$0	\$0	\$0	\$1,066,200	2017
Interagency Operations Centers (IOCs)	\$3,000	\$0	\$0	\$0	\$0	\$0	\$74,000	2015
Shore and ATON	\$200,692	\$69,411	\$145,000	\$120,000	\$160,000	\$125,000		
Major Shore, Military Housing, ATON and S&D	\$112,900	\$15,000	\$70,000	\$50,000	\$80,000	\$60,000	Not Applicable	Not Applicable
Major Acquisition Systems Infrastructure	\$81,500	\$49,411	\$70,000	\$65,000	\$75,000	\$60,000	Not Applicable	Not Applicable
Minor Shore	\$6,292	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	Not Applicable	Not Applicable
Personnel and Management	\$110,192	\$117,398	\$118,985	\$120,880	\$122,804	\$124,759		
AC&I Core	\$600	\$600	\$600	\$600	\$600	\$600	Not Applicable	Not Applicable
Direct Personnel Costs	\$109,592	\$116,798	\$118,385	\$120,280	\$122,204	\$124,159	Not Applicable	Not Applicable
TOTAL	\$1,403,924	\$1,217,309	\$1,429,485	\$1,619,880	\$1,643,804	\$1,721,959		
	(Note 5)	(Note 6)	(Note 6)	(Note 6)	(Note 6)	(Note 6)		
		(Note 7)						

Note (1): Total project costs and estimated completion date are based on individual project DHS Acquisition Program Baselines (APBs) when available, or the 2007 Integrated Deepwater System APB.

Note (2): Estimates for Polar Icebreaker are based on the October 2011 R&D Center Comprehensive Analysis on U.S. Polar Icebreaker Recapitalization as directed by P.L. 111-281.

Note (3): The former C-130H Sustainment and the C-130J Introduction projects were combined under the Consolidated Appropriations Act, 2012, P.L. 112-74.

Note (4): Previously Titled Government Program Management project renamed in the Consolidated Appropriations Act, 2012, P.L. 112-74.

Note (5): The Coast Guard also received an additional \$63.5M transfer in the Consolidated Appropriations Act, 2012, (P.L. 112-74), from the Air Force Aircraft Procurement appropriation for procurement of a C-130J aircraft.

Note (6): Proposed cancellation of \$25 million appropriated under of the Department of Homeland Security Appropriations Act, 2010 (P.L. 111-83) for NSC #4 post-delivery activity. The table reflects the proposed re-appropriation of these funds for the same purpose within the amount shown for the NSC project above.

Note (7): Pursuant to P.L. 112-74, includes \$3.5 million in rescission of prior year unobligated balances.

D. Summary of Reimbursable Resources

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Summary of Reimbursable Resources
(Dollars in Thousands)**

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase/Decrease	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
Collections by Source								
Department of Army	-	-	206	-	-	-	-	-
Department of Navy	-	-	158,255	-	59,574	-	-	(59,574)
Cal Transportation (CALTRANS) YBI Project	-	-	2,200	-	-	-	-	-
Other Anticipated Reimbursables, General	-	-	20	-	-	-	-	-
Total Budgetary Resources	-	-	160,681	-	59,574	-	-	(59,574)

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase/Decrease	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
Obligations by Program/Project Activity								
Army - Defense Energy Support Center (DESC)	-	-	206	-	-	-	-	-
Navy - SSBN - 87 Coastal Patrol Boat (CPB)	-	-	50	-	-	-	-	-
Navy - CASA CN-235 Aircraft for Mexico	-	-	117,496	-	33,716	-	-	(33,716)
Navy - 42 Foot Arch Angel Lifeboats for Chile	-	-	22,540	-	22,540	-	-	(22,540)
Navy - 25 foot Defender Class and 42 foot Arch Angel boats Tunisia	-	-	5,913	-	-	-	-	-
Navy - Aircraft for Columbia	-	-	3,240	-	342	-	-	(342)
Navy - SAR Helicopter (refurbish) for Malta	-	-	2,976	-	2,976	-	-	(2,976)
Navy - 25 foot Defender Class (1206 CASE) and 42 foot Arch Angel boats Tunisia	-	-	6,040	-	-	-	-	-
Cal Transportation (CALTRANS) YBI Project	-	-	2,200	-	-	-	-	-
Other Anticipated Reimbursables, General	-	-	20	-	-	-	-	-
Total Obligations	-	-	160,681	-	59,574	-	-	(59,574)

E. Summary of Requirements by Object Class

Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction & Improvements
Summary of Requirements by Object Class
(Dollars in Thousands)

Object Classes		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1	Full-time permanent	43,093	43,846	46,289	2,443
11.3	Other than full-time permanent	524	533	563	30
11.5	Other personnel compensation	1,215	1,236	1,305	69
11.6	Military personnel (Basic Allowance for Housing)	10,731	11,899	12,618	719
11.7	Military personnel	27,618	28,625	30,354	1,729
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	11,778	11,984	12,652	668
12.2	Military personnel benefits	3,312	3,719	3,942	223
13.0	Benefits-former	187	190	199	9
Total, Personnel Comp. & Benefits		\$ 98,458	\$ 102,032	\$ 107,922	\$ 5,890
Other Objects Classes:					
21.0	Travel	11,202	10,825	11,585	760
22.0	Transportation of things	1,897	580	332	(248)
23.1	GSA rent	-	-	-	-
23.2	Other rent	1,753	537	307	(230)
23.3	Communication, utilities, and misc charges	664	201	115	(86)
24.0	Printing and reproduction	9	-	-	-
25.1	Advisory and assistance services	146,979	96,662	93,077	(3,585)
25.2	Other services	166,840	110,129	106,177	(3,952)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	1,167	354	202	(152)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	5	-	-	-
26.0	Supplies and materials	103,675	68,649	66,258	(2,391)
31.0	Equipment	1,395,496	944,019	917,818	(26,201)
32.0	Land and structures	173,433	119,554	116,963	(2,591)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	2	-	-	-
Total Direct Obligations		\$ 2,101,580	\$ 1,453,542	\$ 1,420,756	\$ (32,786)

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements - Military
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	2	2	2	-
O-7	-	-	-	-
O-6	19	18	18	-
O-5	40	45	44	(1)
O-4	86	83	80	(3)
O-3	76	99	99	-
O-2	2	5	5	-
O-1	-	-	-	-
CWO	57	61	61	-
Cadet/OC	-	-	-	-
E-10	-	-	-	-
E-9	5	4	4	-
E-8	9	11	11	-
E-7	47	52	51	(1)
E-6	27	25	24	(1)
E-5	5	9	9	-
E-4	5	5	5	-
E-3	-	-	-	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	380	419	413	(6)
Unfilled Positions EOY	8	9	9	-
Total Perm. Employment EOY	372	410	404	(6)
FTE*	409	385	413	28
Headquarters	177	222	219	(3)
U.S. Field	203	197	194	(3)
Foreign Field	-	-	-	-
Total Permanent Positions	380	419	413	(6)
Position Data:				
Average Salary, Officer Positions**	\$ 101,867	\$ 117,242	\$ 117,489	\$ 247
Average Grade, Officer Positions	4	4	4	-
Average Salary, Enlisted Positions**	\$ 80,205	\$ 80,603	\$ 78,323	\$ (2,280)
Average Grade, Enlisted Positions	7	7	7	-

*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

**The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements - Civilian
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	3	-	-	-
Total, EX	-	-	-	-
GS-15	43	31	39	8
GS-14	123	127	116	(11)
GS-13	179	221	218	(3)
GS-12	48	56	55	(1)
GS-11	13	14	14	-
GS-10	-	2	2	-
GS-9	4	4	4	-
GS-8	6	9	9	-
GS-7	4	4	4	-
GS-6	2	4	4	-
GS-5	2	2	2	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	76	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	503	474	467	(7)
Unfilled Positions EOY	83	78	77	(1)
Total Perm. Employment (Filled Positions) EOY	420	396	390	(6)
FTE	417	400	429	29
				-
Headquarters	329	310	305	(5)
U.S. Field	174	164	162	(2)
Foreign Field	-	-	-	-
Total Permanent Positions	503	474	467	(7)
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	\$ 210,700	\$ -	\$ -	\$ -
Average Personnel Costs, GS Positions	\$ 134,216	\$ 141,061	\$ 142,397	\$ 1,336
Average Grade, GS Positions	13	13	13	-

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

G. Capital Investment and Construction Initiative Listing (excluding cancellation of funds)

Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
(Dollars in thousands)

Capital Investment Project	Congressional Request
I. Vessels & Critical Infrastructure	
1. Survey and Design - Vessels and Boats	2,500
2. National Security Cutter (NSC)	683,000
3. Offshore Patrol Cutter (OPC)	30,000
4. Fast Response Cutter (FRC)	139,000
5. Cutter Boats	4,000
6. Medium Endurance Cutter Sustainment (MEP)	13,000
7. Polar Icebreaker	8,000
Subtotal - Vessels.....	879,500
II. Aircraft	
1. Maritime Patrol Aircraft (MPA) HC-144	43,000
2. HH-65 Conversion and Sustainment Project	31,500
Subtotal - Aircraft.....	74,500
III. Other	
1. Program Oversight and Management	25,000
2. System Engineering and Integration (SEI)	2,500
3. C4ISR	40,500
4. CG Logistics Information Management System (CG-LIMS)	2,500
5. Nationwide Automatic Identification System (NAIS)	6,000
Subtotal - Other.....	76,500
IV. Shore & Aids to Navigation	
1. Air Station Barber's Point Rinse Rack	5,000
2. Cold Bay Hangar	5,000
3. Sitkinak, AK Refueling Site Recapitalization	1,100
4. Station New York Boat Ramp	1,900
5. Shore Infrastructure Survey and Design	1,000
6. Shore AC&I Waterways ATON Infrastructure	1,000
7. Major Acquisition Systems Infrastructure	49,411
8. Minor AC&I Shore Construction Projects	5,000
Subtotal - Shore & Aids to Navigation.....	69,411
VI. Personnel and Management	
1. AC&I Core	600
2. Direct Personnel Costs	116,798
Subtotal - Personnel and Management.....	117,398
Summary Capital Investments	
Total Non-IT Initiatives (all projects over \$5 million).....	1,168,309
Total IT Initiatives.....	49,000
Total FY 2013 Congressional Request:	1,217,309

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Survey and Design - Vessels and Boats **\$2,500**

Project Description, Justification and Scope

This project builds upon a \$4 million congressionally approved transfer in FY 2011 for the survey and design of a Service Life Extension Project on the 140-foot Icebreaking Tug (WTGB) fleet and appropriation of \$6 million in FY 2012 for the survey and design of a Mission Effectiveness Project (MEP) on the 225-foot Sea Going Buoy Tender (WLB) fleet.

FY 2013 funding will initiate survey and design work for a Mission Effectiveness Project (MEP) on the fourteen-ship 175-foot Coastal Buoy Tender (WLM) fleet. The 175-foot WLM fleet was built from 1996-2000, with the oldest cutters approaching their mid-life. Similar to the strategy for MEP on the 110-foot Patrol Boats and Medium Endurance Cutters, the goal will be to run three SLEP and mid-life availability projects at the Coast Guard YARD in parallel with each other, the 140-foot WTGB, 225-foot WLB and 175-foot WLM. This will optimize YARD loading, minimizing costs, and allow maximum flexibility for operational planners, by minimizing the number of cutters that are removed from service from a single cutter class as they undergo SLEP/mid-life availabilities at the YARD. In order to perform these projects most efficiently, the Coast Guard must complete the requisite engineering and survey work prior to construction.

This request provides ongoing funding to support multi-year engineering survey and design efforts in support of the 175-foot WLM mid-life availability. As these vessels continue to age, project funding is required to conduct detailed condition surveys of the hull, along with engineering design work that will be used to plan the project. Examples of the work to be performed under this project include: detailed survey and assessment of the material condition of the current fleet on hull, mechanical and engineering systems and subsystems, study and analysis of engineering systems and components to evaluate suitability for use in sustainment projects, and the development of pre-acquisition documentation to enable projects to reach initial program approval in accordance with the Coast Guard's Major Systems Acquisition Manual.

Early planning, requirements development, and cost estimating in support of sustainment projects are critical to exercising good governance, planning, and acquisition oversight to make the best use of limited resources while minimizing impact to the operational fleet.

Significant Changes

No significant changes.

U. S. Coast Guard - FY 2013 Congressional Justification

Survey and Design - Vessels and Boats

\$2,500

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
225' WLB Mid-Life S&D	FY12:Q1	FY14:Q4			6,000
<hr/>					
FY 2013					
175' WLM Mid-Life S&D	FY13:Q1	FY15:Q4			2,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	7,449		6,000	2,500	15,949
Obligation	7,449		6,000	2,500	15,949
Expenditure	7,449		6,000	2,500	15,949
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Survey, Design & Engineering	7,449		6,000	2,500	15,949

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
Survey, Design & Engineering	
Engineering survey and design/Prototype Acquisition	2,500
FY 2013 Cost Estimate Project Total:	2,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	194	19
Marine Safety	32	5
Aids to Navigation	1,840	2,099
Ice Operations	233	29
Marine Environmental Protection	26	10
Living Marine Resources	970	-
Drug Interdiction	1,136	-
Migrant Interdiction	269	38
Other Law Enforcement	301	-
Ports, Waterways & Coastal Security	493	262
Defense Readiness	506	38
Mission-Program Allocation Total:	6,000	2,500

U. S. Coast Guard - FY 2013 Congressional Justification

Survey and Design - Vessels and Boats

\$2,500

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

National Security Cutter (NSC)

\$683,000

Project Description, Justification and Scope

This request provides \$658 million for Segment 2 of Long Lead Time Materials (LLTM), production and post-production activities to fully fund the sixth NSC. Additionally, \$25 million appropriated in FY 2010 for post-production activities for NSC #4, likely to expire, are cancelled and re-appropriated in 2013.

These Legend Class Cutters are replacing the legacy High Endurance Cutters (HEC), built between 1967 and 1972. HECs are currently operating beyond their economic service life and experiencing decreased operational availability and increased maintenance costs. The NSC provides enhanced capability, essential for performing long range missions in today's high-threat environment.



The NSC is capable of extended on-scene presence, operating in the harshest maritime environments, long transits and out-of-hemisphere deployments. It is equipped with modern communication, navigation and surveillance systems that allow the cutter and its deployed air and organic boat assets to operate worldwide and conduct a daily search of up to 56,000 square miles throughout the maritime domain. The NSC enables the Coast Guard to serve as a leader in maritime incident response, and is designed to operate in every ocean and all environments.

The NSC conducts patrols on the high seas and coastal approaches employing a robust command and control capability for the task unit commander or on-scene commander. It is capable of performing all maritime DHS missions including overseas operations with the U.S. Navy and partner nations. When engaged in these missions, the NSC is capable of detecting, classifying, and tracking surface Targets of Interest (TOI) in sizes ranging from makeshift rafts to large commercial vessels, and air TOIs as small as single-engine civil aircraft.

Leveraging updated technology that was not available 40 years ago, the NSC possesses improved capabilities over the legacy 378' High Endurance Cutter. The NSC also meets modern environmental requirements that were not in place the when the HECs were designed. It has a range of approximately 12,000 nautical miles (nm) and an underway endurance of 60 days. The cutter is capable of patrolling alone or with multiple U.S. Coast Guard vessels, U.S. Navy vessels, or vessels from other nations' navies or coast guards.

Once each NSC is completely outfitted it will have the capability to:

- Provide anti-terrorism/force protection;
- Carry and deploy aircraft and unmanned aerial vehicles (UAV);

U. S. Coast Guard - FY 2013 Congressional Justification

National Security Cutter (NSC)

\$683,000

- Carry and deploy multiple small boats (e.g., Cutter Boat Over the Horizon (CB-OTH) and Cutter Boat Long Range Interceptor (CB-LRI));
- Conduct boat and flight operations safely and efficiently in up to Sea State 5 (wave heights of 8-12 feet and wind 21- 25 knots);
- Support intelligence operations through greatly improved intelligence gathering and Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) capabilities, including use of a Sensitive Compartmented Information Facility (SCIF), all of which enhance the NSC’s self-defense capabilities and facilitate seamless operations with networked DHS, DoD, and national assets;
- Maintain presence and perform command and control operations in Chemical, Biological, or Radiological contaminated environments for up to 36 hours;
- Operate with U.S. Navy Battle Groups with a maximum sustained speed of 28 knots.

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$7,869	Conceptual Development/Design
2003	\$136,937	Detailed Design and NSC #1 LLTM
2004	\$204,093	NSC #1 Production
2005	\$264,100	NSC #2 Production and LLTM
2006	\$489,054	NSC #3 Production and LLTM
2007 ¹	\$386,299	Consolidated Contracting Action NSC #1-3
	\$24,100	NSC #4 LLTM
2008 ²	\$72,500	NSC #4 LLTM
	\$93,470	NSC #3-4 Govt Furnished Equip, Certifications, & Logistics
2009 ³	\$159,100	NSC #1-3 Completion
	\$196,900	NSC #4 Production
	\$7,100	NSC #1-2 Structural Retrofit Planning/Analysis
2010 ⁴	\$384,480	NSC #4 Production
	\$5,000	NSC #5 LLTM
2011	\$690,616	NSC #5 Production
2012	\$77,000	NSC #6 Segment 1 LLTM
Total	\$3,198,618	Funding received for FY 2002 through FY 2012

CONTRACTOR:

Huntington Ingalls Industries, Pascagoula, MS
 Type of Contract: Fixed Price Incentive (Firm Target)

SUBCONTRACTORS:

Note: The FY 2013 requested amount excludes cancellation of prior year funds.

¹ Funding History for FY 2007 reflects changes from the Consolidated Contracting Action.

² Funding History for FY 2008 reflects changes from the Consolidated Contracting Action.

³ Funding History for FY 2009 reflects \$9.4M included for, “necessary expenses related to the consequences of 2008 natural disasters,” per P.L. 110-329.

⁴ FY 2010 appropriations included \$108M for NSC-5 LLTM. \$103M was used to fund completion of NSC #4.

Note: The FY 2013 requested amount excludes cancellation of funds.

U. S. Coast Guard - FY 2013 Congressional Justification

National Security Cutter (NSC)

\$683,000

Lockheed Martin Company (LMCO), Moorestown, NJ

FY 2011 Key Events:

- Delivered NSC #3, USCGC STRATTON (WMSL-752)
- NSC #2 Final Acceptance / SCIF Install
- Started Pre-Fabrication NSC #4
- Awarded LLTM and Production contract for NSC #5

FY 2012 Planned Key Events:

- NSC #4 Keel Laying
- NSC #3 Commissioning
- NSC #3 Final Acceptance
- Award Segment 1 LLTM contract for NSC #6

FY 2013 Planned Key Events:

- NSC #4 Christening – Launch
- NSC #5 Keel Laying
- Award Segment 2 LLTM and Production contract for NSC #6

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
NSC #6 Segment 1 Long Lead Time Materials	FY02:Q4	FY04:Q1	FY12:Q2	FY15:Q4	77,000
FY 2013					
NSC #6 Segment 2 Long Lead Time Materials	FY02:Q4	FY04:Q1	FY13:Q1	FY16:Q4	29,000
NSC #6 Production Contract	FY02:Q4	FY04:Q1	FY13:Q2	FY16:Q4	557,000
NSC #6 Post Delivery Activities	FY02:Q4	FY04:Q1	FY13:Q2	FY17:Q4	72,000
NSC #4 Post Delivery Activities	FY02:Q4	FY04:Q1	FY13:Q1	FY17:Q4	25,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	2,431,002	690,616	77,000	683,000	3,881,618
Obligation	1,716,590	1,124,114	216,690	542,205	3,599,599
Expenditure	1,550,401	237,689	378,358	399,673	2,566,121
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	1,446,330	237,689	378,358	399,673	2,462,050
Survey, Design & Engineering	104,071				104,071

Note: The FY 2013 requested amount excludes cancellation of prior year funds.

U. S. Coast Guard - FY 2013 Congressional Justification

National Security Cutter (NSC)

\$683,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
NSC #6 Long Lead Time Materials	29,000
NSC #6 Production Contract	557,000
NSC #6 Post Delivery Activities	72,000
NSC #4 Post Delivery Activities	25,000
FY 2013 Cost Estimate Project Total:	683,000

Note: The FY 2013 requested amount excludes cancellation of prior year funds.

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	3,313	29,386
Marine Safety	-	-
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	17,669	156,726
Drug Interdiction	33,632	298,311
Migrant Interdiction	4,619	53,429
Other Law Enforcement	6,024	40,962
Ports, Waterways & Coastal Security	2,005	17,810
Defense Readiness	9,738	86,376
Mission-Program Allocation Total:	77,000	683,000

Note: The FY 2013 requested amount excludes cancellation of prior year funds.

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Offshore Patrol Cutter (OPC)

\$30,000

Project Description, Justification and Scope

This funding will continue pre-acquisition design work for the Offshore Patrol Cutter (OPC) class, intended to replace the Coast Guard's fleet of Medium Endurance Cutters (MEC). The acquisition strategy for this program awards Preliminary & Contract Designs (P&CDs) to up to three competing contractors. From the P&CD efforts, one design will be chosen for Detailed Design development and ship construction. FY 2013 funding will facilitate P&CD evaluations, prepare the Request for Proposal (RFP) for the Detailed Design and Construction contract award, and provide support for the OPC Project Office technical and project staff, OPC Ship Design Team, Technical Authorities, C4ISR production, completing various trade-off studies and requirements validations, life-cycle cost estimating, logistics and training studies.

The OPC will primarily resolve current gaps in capabilities and capacity stemming from the aging 270' and 210' MECs that are experiencing decreased reliability and increased maintenance costs. Together, the OPCs and NSCs will recapitalize the Coast Guard's major cutter fleet. The OPC will possess the endurance, sea-keeping, and persistent presence to complete missions at the outer extent of the Exclusive Economic Zone (EEZ) and coastal approaches and will be designed to conduct assigned missions through a full-spectrum of climate and environmental conditions including the ability to launch and recover boats and aircraft in up to Sea State 5.

The OPC will be deployed as part of a layered security strategy that gives the Coast Guard and its law enforcement and military partners time to react to emerging maritime threats. Advanced communications capabilities will facilitate interoperability with DHS, State and local responders as well as DoD and international partners. Updated command and control systems that were not available 40 years ago when the current MECs were designed will aid in the detection, classification, and identification of targets of interest (TOIs), while the use of well-equipped deployed aircraft and small boats coupled with adequate cutter speed will provide the requisite capacity to intercept and prosecute TOIs.

FY 2011 Key Events:

- Released draft specification
- Received and evaluated Industry comments

FY 2012 Planned Key Events:

- Modified specifications and RFP
- Release of P&CD RFP

FY 2013 Planned Key Events:

- Award of three P&CD contracts

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2004	\$15,558	Preliminary Alternative and Requirement Development
2005	\$1,788	Requirement and Concept Refinement

U. S. Coast Guard - FY 2013 Congressional Justification

Offshore Patrol Cutter (OPC) **\$30,000**

2006	\$10,039	Continuing Design Development
2009	\$3,003	Requirements Analysis, Initial Concept/Preliminary Design
2010	\$9,800	Milestone 2 Preparation & Completion; P&CD RFP preparation
2011	\$44,910	Support award and evaluation of Preliminary & Contract Designs
2012	\$25,000	Support award and evaluation of Preliminary & Contract Designs
Total	\$110,098	Funding received for FY 2004 through FY 2012

CONTRACTOR:

Design and production contracts not yet awarded.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Technical and Project Management			FY12:Q1	FY12:Q4	9,200
Ship Design Manager Support			FY12:Q1	FY12:Q4	7,200
Preliminary & Contract Support	FY12:Q1	FY14:Q4			8,600
FY 2013					
Technical and Project Management			FY13:Q1	FY13:Q4	14,800
Preliminary & Contract Design	FY13:Q1	FY13:Q4			15,200

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	40,189	44,910	25,000	30,000	140,099
Obligation	36,867	9,396	14,707	40,511	101,481
Expenditure	35,191	4,114	13,713	19,504	72,522
<u>Breakdown of Project Expenditures</u>					
Survey, Design & Engineering	35,191		8,405	14,222	57,818
Project Management		4,114	5,308	5,282	14,704

U. S. Coast Guard - FY 2013 Congressional Justification

Offshore Patrol Cutter (OPC)

\$30,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Technical and Project Management	14,800
Preliminary & Contract Design	15,200
FY 2013 Cost Estimate Project Total:	30,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	430	517
Marine Safety	12	14
Aids to Navigation	5	6
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	5,397	6,469
Drug Interdiction	9,880	11,905
Migrant Interdiction	7,023	8,370
Other Law Enforcement	23	28
Ports, Waterways & Coastal Security	1,002	1,212
Defense Readiness	1,228	1,479
Mission-Program Allocation Total:	25,000	30,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Fast Response Cutter (FRC)

\$139,000

Project Description, Justification and Scope

This request funds production of FRC hulls #19 – 20, associated contract line items, and project management costs. Hulls #17 - 20 will be procured in FY 2013 using FY 2012 and FY 2013 funds. Specifically, the Coast Guard will procure four FRCs in FY 2012 (two less than funded in the FY 2012 enacted) and carry forward \$95 million from FY 2012, combining these funds with the FY 2013 request to procure a total of four FRCs in FY 2013. This plan will allow the Coast Guard to procure FRCs under the current contract terms and conditions, maintaining the same steady production rate as the previous year. Continued acquisition of FRCs is critical to closing the existing patrol boat operational hour gap, and to replace the aging 110' patrol boat fleet.



The planned fleet of FRCs will conduct primarily the same missions as the 110' patrol boats being replaced. In addition, the FRC will have several increased capabilities enhancing overall mission execution. The FRC is designed for rapid response, with approximately a 28 knot speed capability, and will typically operate in the coastal zones. Examples of missions that FRCs will complete include SAR, Migrant Interdiction, Drug Interdiction and Ports Waterways and Coastal Security.

FRCs will provide enhanced capabilities over the 110's including improved C4ISR capability and interoperability; stern launch and recovery (up through sea state 4) of a 40 knot, Over-the-Horizon, 7m cutter boat; a remote operated, gyro stabilized MK38 Mod 2, 25mm main gun; improved sea keeping; and enhanced crew habitability.

Other capabilities include:

- The ability to conduct shipboard migrant interdiction evolutions, including detection, tracking, interdiction, embarkation and disembarkation, administrative processing, and retention onboard.
- The ability to patrol areas where suspected illegal migrant, drug, or fisheries activities may occur, and dispatch boarding teams to suspect vessels and subsequently escort them to their final disposition.
- The ability to search for, locate and recover distressed mariners; provide medical assistance or evacuation, and provide safe transport. It will also provide the ability to control damage to distressed vessels and other property, provide dewatering equipment and mechanical assistance, and tow stricken vessels.

Prior Key Events:

- Awarded design and construction of lead-hull (2008)
- Started production of lead-ship (2010)

Fast Response Cutter (FRC)

\$139,000

- Awarded contract option for FRCs 9-12 (2011)
- Launched hulls #1-2 (2011)
- Conducted Preliminary Acceptance Trials on lead-ship (2011)

FY 2012 Planned Key Events:

- Award contract option for FRCs 13-16
- Delivery of lead-ship and hulls #2-3
- Award contract option to obtain Reprourement Data License Package (RDLP)
- Conduct Initial Operational Test and Evaluation (IOT&E)

FY 2013 Planned Key Events:

- Deliver hulls #4-7
- Award contract option for FRC hulls #17-20

FUNDING HISTORY⁵

FY	\$K	Major Activity Funded by Net Appropriation
2007 & Prior	\$153,945	Base contract option (lead ship plus design & associated CLINs)
2008	\$0	
2009	\$115,300	Hulls 2-4 and associated CLINs
2010	\$243,000	Hulls 5-8 and associated CLINs
2011	\$241,460	Hulls 9-12 and associated CLINs
2012	\$358,000	Hulls 13-18, RDLP, and associated CLINs
Total	\$1,111,705	Funding received for FY 2007 & Prior through FY 2012

CONTRACTOR:

Bollinger Shipyards Inc.

TYPE OF CONTRACT:

FFP-EPA

KEY EVENTS

	FY
Contract Award	2008
Critical Design Review	2009
Start Production	2010
Lead Ship Delivery	2012

Significant Changes

No significant changes.

⁵ Funding history no longer includes funding for an early prototype (FRC-A).

U. S. Coast Guard - FY 2013 Congressional Justification

Fast Response Cutter (FRC)

\$139,000

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Reprocurement Data License Package (RDLP)			FY12:Q2	FY13:Q3	27,243
Hulls 13-16 Construction			FY12:Q4	FY15:Q3	153,501
Hulls 13-16 Assoc. CLINs			FY12:Q4	FY15:Q3	81,000
Hulls 17-18 Construction			FY13:Q4	FY16:Q3	75,000
Hulls 17-18 Assoc. CLINs			FY13:Q4	FY16:Q3	21,256
FY 2013					
Hulls 19-20 Construction			FY13:Q4	FY16:Q1	78,516
Assoc. CLINs (Warranty, EPA, BRI, Spares)			FY13:Q4	FY16:Q3	60,484

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	512,245	241,460	358,000	139,000	1,250,705
Obligation	478,491	166,102	235,052	176,377	1,056,022
Expenditure	160,455	34,052	202,489	249,068	646,064
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	60,358	23,898	160,550	205,796	450,602
Survey, Design & Engineering	53,167				53,167
Project Management	46,930	10,154	41,939	43,272	142,295

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Hulls 19 - 20 Construction	78,516
Associated CLINs (Warranty, BRI, Supply Support, Training, EPA) & Program Costs	60,484
FY 2013 Cost Estimate Project Total:	139,000

U. S. Coast Guard - FY 2013 Congressional Justification

Fast Response Cutter (FRC)

\$139,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	15,728	4,556
Marine Safety	3,558	2,868
Aids to Navigation	749	196
Ice Operations	-	-
Marine Environmental Protection	-	40
Living Marine Resources	30,707	28,565
Drug Interdiction	161,774	19,867
Migrant Interdiction	107,849	53,666
Other Law Enforcement	749	1,617
Ports, Waterways & Coastal Security	22,656	22,508
Defense Readiness	14,230	5,117
Mission-Program Allocation Total:	358,000	139,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being completed in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Cutter Boats

\$4,000

Project Description, Justification and Scope

This request continues funding for production of multi-mission cutter small boats that will be fielded on the Coast Guard's newly acquired National Security Cutter. This request funds production of hull #4-5 Cutter Boat Long Range Interceptor II (CB-LRI-II), and hulls #8-9 Cutter Boats Over-the-Horizon IV (CB-OTH-IV), along with project and technical support.

The CB-LRI-II will be an 11-meter cutter boat carried by the NSC. The CB-LRI-II will provide enhanced capabilities compared to legacy cutter boats, such as higher speeds, extended range, better sea-keeping, and greatly improved communications and connectivity to the parent cutter. The CB-OTH-IV is a 7-meter cutter boat that also provides enhanced capabilities compared to legacy cutter boats. The CB-OTH-IV operates beyond sight of the parent cutter (over the horizon) to deploy boarding parties, pursue and interdict TOI, and perform SAR operations. The CB-OTH-IV is both stern launch/recovery, and side-davit launch/recovery, capable.

Both the CB-LRI-II and CB-OTH-IV support the parent cutter in its mission execution. These include SAR operations, migrant interdiction, law enforcement and other operations.



FY 2011 Prior Key Events:

- Awarded Production & Testing CB-OTH IV #1 (includes "Boat Off" competition hulls)
- Approved Acquisition Decision Event (ADE)-2 for the CB-LRI-II

FY 2012 Planned Key Events:

- Testing CB-OTH IV #1 (includes "Boat Off" competition hulls)
- Issue RFP CB-LRI-II / Delivery of 1st CB-LRI-II
- Construct CB-OTH IV #2-7

FY 2013 Planned Key Events:

- Construct LRI II #2-5
- Construct CB-OTH IV #8-9

U. S. Coast Guard - FY 2013 Congressional Justification

Cutter Boats **\$4,000**

COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2013:

ITEM	QUANTITY	TOTAL (\$K)
CB-OTH-IV #8-9	2	\$1,400
CB-LRI- II #4-5	2	\$2,600
	Total	\$4,000

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$945	Design SRP/Start construction of SRP hulls 1-2
2003	\$2,710	Construct SRP hulls 3-8 ⁶
2004	\$1,408	SRP Mods and LRI Final Acceptance Trials Tech Support
2005	\$2,200	CB-LRI-I Development/Design/Construction Prep; SRP Mods, Repairs and Studies
2006	\$624	Construction of CB-LRI-I; BCA for Follow-On LRI Procurements
2007	\$1,069	SRP hull 9 ⁷ Proposal Prep Re-pricing, Acquisition Planning for LRI & SRP Program restarts
2008	\$2,430	Acquisition Planning for LRI & SRP Program restarts and Launch & Recovery Interface Studies
2009	\$2,400	Design, Engineering, and Spec. Development of CB-OTH-IV and CB-LRI-II; Construction CB-OTH-IV #1 (“Boat Off”)
2010	\$3,000	Construction CB-OTH-IV #2 and Design, Engineering, and Spec. Development of CB-LRI-II; plus Program Management, Testing, and Acquisition Logistics
2011	\$2,994	Construction CB-OTH- IV #3 & 4 and Design, Engineering, and production of CB-LRI-II #1; plus Program Management, Testing, and Acquisition Logistics
2012	\$5,000	Construction CB-OTH-IV #5-7 and CB-LRI-II #2-3; plus Program Management, Testing, and Acquisition Logistics
Total	\$24,780	Funding received for FY 2002 through FY 2012

Leading up to selection of the final CB-OTH-IV design, there is a “Boat Off” competition between competing boat manufacturers. In this acquisition strategy, the CG has awarded a contract for construction of one boat to four different manufacturers, with options for full production. The CG will then determine which design (of the boats built) best meets needs, and this design will be selected for full production. Funding for CB-OTH-IV hull #1 includes the cost of procuring the boats for this competition. CB-OTH-IV hull #2 and beyond will be produced by the manufacturer that wins the “Boat Off” competition.

⁶ SRPs #1-8 were originally built for the 123’ Patrol Boats, but are now temporarily used aboard NSCs.

⁷ SRP Hull #9 was never constructed and funding was applied to restart the program.

Cutter Boats

\$4,000

CONTRACTOR:

SRP #1-8: Zodiac of North America
 CB-LRI-I: Willard Marine
 CB-OTH-IV – TBD
 CB-LRI-II - TBD

KEY EVENTS:

	FY
Delivery SRP-1 through SRP-8	2007 & Prior
Delivery CB-LRI-I Lead Boat	2008
Completion Design, Engineering & Spec. Development for CB-OTH-IV	2010
Awarded Production & Testing CB-OTH-IV # 1 (includes “Boat Off” competition hulls)	2011
Completion Design, Engineering & Spec. Development for CB-LRI-II	2011
Testing CB-OTH-IV # 1 (includes “Boat Off” competition hulls)	2012
Production CB-LRI-II #1	2012
Production CB-OTH-IV #2-7	2012
Production CB-LRI-II # 2-5	2013
Production CB-OTH-IV # 8-9	2013

Significant Changes

FY12 sequencing updated from FY12 funding request to reflect delay due to OTH bid protest and LRI RFP preparation.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
CB-OTH-IV #5-7			FY12:Q1	FY12:Q4	2,500
CB-LRI-II #2-3			FY12:Q4	FY13:Q4	2,500
FY 2013					
CB-OTH-IV #8-9			FY13:Q1	FY13:Q4	1,500
CB-LRI-II #4-5			FY13:Q4	FY14:Q4	2,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	16,786	2,994	5,000	4,000	28,780
Obligation	7,356	7,822	6,666	6,790	28,634
Expenditure	6,644	12,286	3,000	5,000	26,930
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	6,644	12,286	3,000	5,000	26,930

U. S. Coast Guard - FY 2013 Congressional Justification

Cutter Boats

\$4,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
CB-OTH-IV #8-9	1,500
CB-LRI-II #4-5	2,500
FY 2013 Cost Estimate Project Total:	4,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	220	175
Marine Safety	-	-
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	1,145	1,037
Drug Interdiction	2,185	1,556
Migrant Interdiction	300	259
Other Law Enforcement	390	350
Ports, Waterways & Coastal Security	130	104
Defense Readiness	630	519
Mission-Program Allocation Total:	5,000	4,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Medium Endurance Cutter Sustainment (MEP)

\$13,000

Project Description, Justification and Scope

This request funds completion of the Mission Effectiveness Project (MEP) production on the last two (hulls 12-13) 270' WMECs. This work includes replacement of major equipment that is the primary source of degraded operational readiness, such as the main propulsion control and monitoring system, small boat davits, oily water separators, air conditioning, refrigeration, and evaporators. The majority of this work will be performed at the Coast Guard Yard in Curtis Bay, MD. Some work items will be completed via road show installations following the yard availability.

This funding request leverages carryover funding from prior years. Actual costs for 270' MEC MEP and 210' MEC MEP projects were less than original estimates for materials and labor. Thus, these savings reduce the required funding needed to fully fund the program in FY 2013.

The MEP project includes both the 210' and 270' WMECs. The last 210' WMEC MEP was essentially completed in FY 2010, leaving work on 270' WMECs as the focus for the remainder of this project.



The MEP project is a bridging strategy for the WMEC fleet until it is replaced by the OPC fleet. For the 270' cutter class, this project improves the overall operational readiness and mission effectiveness. Each 270' WMEC provides 185 days of mission performance; a loss of that capacity reduces operational hours and adversely effects mission performance. Additionally, the MEP improves the cutter's operating and cost performance by replacing systems that have the highest failure rates with more reliable equipment. Replacing obsolete equipment also yields greater standardization, capability, and reliability across the two cutter classes. Post-MEP, WMECs have an average equipment reliability rate (in terms of decreased number of major casualties) that is nearly double that of pre-MEP WMECs.

MECs have helicopter and small boat capabilities that support operations in the coastal and offshore areas of the Exclusive Economic Zone (EEZ).

U. S. Coast Guard - FY 2013 Congressional Justification

Medium Endurance Cutter Sustainment (MEP) **\$13,000**

COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2013:

ITEM	QUANTITY	TOTAL (\$K)
270' WMEC Mission Effectiveness Project	2	<u>\$13,000</u>
	Total	<u>\$13,000</u>

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$8,683	Legacy Cutter Sustainment Appropriation ⁸
2003	\$3,675	WMEC Maintenance Sustainment Availability Project Initiation
2004	\$6,793	WMEC Maintenance Sustainment Availability
2005	\$12,500	WMEC Mission Effectiveness Projects
2006	\$24,750	WMEC Mission Effectiveness Projects
2007	\$45,318	WMEC Mission Effectiveness Projects
2008	\$34,500	WMEC Mission Effectiveness Projects
2009	\$35,500	WMEC Mission Effectiveness Projects
2010	\$31,100	WMEC Mission Effectiveness Projects
2011	\$29,940	WMEC Mission Effectiveness Projects
2012	\$47,000	WMEC Mission Effectiveness Projects
Total	\$279,759	Funding received for FY 2002 through FY 2012

CONTRACTOR:

Coast Guard Yard, Curtis Bay, MD
 Type of Contract: Government Work Order

Prior Key Events:

(2006)

- Delivered 270' Phase One WMEC Mission Effectiveness Project Lead Vessel – TAMPA
- Delivered 210' WMEC Mission Effectiveness Project Lead Vessel – DEPENDABLE
- Delivered 270' Phase One WMEC Mission Effectiveness Project Vessel – HARRIET LANE

(2007)

- Delivered 270' Phase One WMEC Mission Effectiveness Project Vessel – FORWARD
- Delivered 210' WMEC Mission Effectiveness Project Vessel – CONFIDENCE

(2008)

- Delivered 210' WMEC Mission Effectiveness Project Vessel – VENTUROUS
- Delivered 210' WMEC Mission Effectiveness Project Vessel – VIGOROUS
- Delivered 210' WMEC Mission Effectiveness Project Vessel – DECISIVE
- Delivered 270' Phase One WMEC Mission Effectiveness Project Vessel – SENECA

(2009)

- Delivered 210' WMEC Mission Effectiveness Project Vessel – ACTIVE
- Delivered 210' WMEC Mission Effectiveness Project Vessel – RESOLUTE
- Delivered 210' WMEC Mission Effectiveness Project Vessel – VALIANT
- Delivered 210' WMEC Mission Effectiveness Project Vessel – VIGILANT
- Delivered 210' WMEC Mission Effectiveness Project Vessel – DAUNTLESS

⁸ Not included in the IDS or MEC MEP Acquisition Program Baseline; tracked for historical purposes only.

U. S. Coast Guard - FY 2013 Congressional Justification

Medium Endurance Cutter Sustainment (MEP)

\$13,000

(2010)

- Delivered 210' WMEC Mission Effectiveness Project Vessel – ALERT
- Delivered 210' WMEC Mission Effectiveness Project Vessel – RELIANCE
- Delivered 210' WMEC Mission Effectiveness Project Vessel – DILIGENCE
- Delivered 210' WMEC Mission Effectiveness Project Vessel – STEADFAST

(2011)

- Delivered 270' WMEC MEP Vessel – NORTHLAND
- Delivered 270' WMEC MEP Vessel – TAMPA

FY 2012 Planned Key Events:

- Deliver 270' WMEC MEP Vessel – LEGARE
- Deliver 270' WMEC MEP Vessel – THETIS
- Deliver 270' WMEC MEP Vessel – BEAR
- Deliver 270' WMEC MEP Vessel – ESCANABA

FY 2013 Planned Key Events:

- Deliver 270' WMEC MEP Vessel – TAHOMA
- Deliver 270' WMEC MEP Vessel – HARRIET LANE
- Deliver 270' WMEC MEP Vessel – SPENCER

Significant Changes

Savings from prior year funding, combined with the FY 2013 funding request, provides sufficient funding to complete all fourteen 210' WMECs and all thirteen 270' WMECs.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
270' WMEC MEP			FY06:Q1	FY13:Q4	47,000
FY 2013					
270' WMEC MEP			FY06:Q1	FY14:Q4	13,000

U. S. Coast Guard - FY 2013 Congressional Justification

Medium Endurance Cutter Sustainment (MEP)

\$13,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	202,820	29,940	47,000	13,000	292,760
Obligation	192,263	34,138	33,760	32,456	292,617
Expenditure	165,579	33,836	32,542	33,718	265,675
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	164,579	33,336	32,042	33,218	263,175
Project Management	1,000	500	500	500	2,500

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
270' MEP	12,500
<u>Project Management</u>	
Project Management	500
FY 2013 Cost Estimate Project Total:	13,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	809	224
Marine Safety	22	7
Aids to Navigation	9	2
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	10,146	2,803
Drug Interdiction	18,574	5,159
Migrant Interdiction	13,203	3,627
Other Law Enforcement	43	12
Ports, Waterways & Coastal Security	1,884	525
Defense Readiness	2,310	641
Mission-Program Allocation Total:	47,000	13,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Polar Icebreaker **\$8,000**

Project Description, Justification and Scope

This funding will initiate survey and design activities for a new Coast Guard polar icebreaker, intended to provide continued U.S. Arctic icebreaking capability following the projected end of service life of the CGC POLAR STAR on or about 2022. This effort will build upon requirements analyses undertaken within the past three years, including the High-Latitude Mission Analysis Report, and the Polar Icebreaker Business Case Analysis.

In recognition of emerging operational risks in the Arctic regions, the Coast Guard is committed to developing and implementing an acquisition plan that will ensure seamless and expeditious availability of icebreaking capacity to meet its missions. Specifically, the Coast Guard will deliver a fully operational polar icebreaker within a decade.

This funding will be used to develop programmatic planning documents required under the USCG Major Systems Acquisition Manual, including an Analysis of Alternatives, a Life Cycle Cost Estimate, a Cost Benefit Analysis (CBA), modeling simulation and testing (as required) to build a modern polar icebreaker. These efforts will lead to development of a formal icebreaker acquisition project, with the award for construction anticipated within the next five years.

As conditions in the Arctic evolve, and maritime activity grows, the requirement for sustained surface presence, capable of operating in the ice-covered waters of the Polar regions remains critical. This project will maintain a National icebreaking capability through an efficient, timely and cost effective acquisition.

Significant Changes

These funds represent a new project for acquisition of a Polar Icebreaker.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2013					
Polar Icebreaker Survey & Design	FY13:Q2	FY16:Q4			8,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation				8,000	8,000
Obligation				2,000	2,000
Expenditure				500	500
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				500	500

U. S. Coast Guard - FY 2013 Congressional Justification

Polar Icebreaker

\$8,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Polar Icebreaker Survey & Design	8,000
FY 2013 Cost Estimate Project Total:	8,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2013</u>
Search and Rescue	173
Marine Safety	-
Aids to Navigation	-
Ice Operations	7,640
Marine Environmental Protection	-
Living Marine Resources	43
Drug Interdiction	-
Migrant Interdiction	-
Other Law Enforcement	-
Ports, Waterways & Coastal Security	-
Defense Readiness	144
Mission-Program Allocation Total:	8,000

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Maritime Patrol Aircraft (MPA) HC-144

\$43,000

Project Description, Justification and Scope

This request funds the 18th airframe of 36 HC-144A Maritime Patrol Aircraft (MPA). These funds will help address the Coast Guard's MPA flight hour gap by providing 1,200 additional MPA hours each year. The first eighteen HC-144A aircraft will be stationed at Mobile, AL; Elizabeth City, NC; Miami, FL; Cape Cod, MA; and Corpus Christi, TX.



The HC-144A Ocean Sentry is the Coast Guard's medium-range surveillance (MRS) and transport fixed air capability, complementing the long-range, heavy-lift four-engine HC-130 aircraft. It replaces and enhances the current capability provided by the HU-25 Falcon. The two-engine high-efficiency turboprop design allows extended surveillance, quick response capability, at a relatively low cost per flight hour. The HC-144A is a multi-mission platform that performs Search and Rescue; Law Enforcement; Homeland Security; Marine Environmental Protection; and International Ice Patrol missions, as well as assist with cargo and personnel transport. It can perform aerial delivery of Search and Rescue equipment, such as rafts, pumps, and flares, and can be used as an On-Scene Commander platform. The asset delivers maritime domain awareness essential to achieving mission success.

The modern cockpit design provides pilots with superior situational awareness, reduced workload, and increased safety, allowing them to better concentrate on mission execution. Systems operators can collect, compile, and transfer vital information in near-real time to operational commanders on ship or shore, hundreds of miles from the aircraft. Satellite radios provide clear and uninterrupted voice and data exchange. The Automatic Identification System (AIS) allows crews to rapidly identify and monitor vessels, adding a robust layer to border security. The multi-mode surface and air search radar (MMR) can detect differences in backscatter between clear water and oil-covered water due to the dampening effects of oil on small wind-generated waves, while the EO/ IR sensor can detect the small temperature variation between clear and oil-covered water. The Common Operating Picture (COP) provides the capability to navigate to previously-marked pollution areas and update them based on current C4ISR and visual indications. The HC-144A has a rear ramp to facilitate roll-on/roll-off provisions from the cargo bay. This quick-change feature allows ground crews to re-configure the aircraft between maritime patrol, medical evacuation, and passenger/freight transport. Its medium size and high-lift wing design allow take-off and landing on short, unpaved landing areas, further enhancing the Coast Guard's abilities to serve its broad array of missions.

Prior Key Events:

- MPA #1 – #3 Delivery (2007)
- Mission System Pallet (MSP) #1- #3 Delivery (2007)
- MPA #4 – #5 Delivery (2009)
- MPA Initial Operating Capability (IOC) (2009)
- MPA #6 – #8 Delivery (2009)

U. S. Coast Guard - FY 2013 Congressional Justification

Maritime Patrol Aircraft (MPA) HC-144

\$43,000

- MPA #9 – #10 Delivery (2010)
- Mission System Pallet (MSP) #4 – #9 Delivery (2010)
- Contract Production of MPA #15 (2011)
- MSP #10 – #12 Delivery (2011)
- Contract for Full-Motion Flight Simulator (2011)
- MPA #11 – #12 Delivery (2011)

FY 2012 Planned Key Events:

- Contract Production of MPA #16 – #17
- MPA #13 – #14 Delivery

FY 2013 Planned Key Events:

- MPA #15 – #16 Delivery
- Contract Production of MPA #18
- Contract Production of MSP #13 – #17
- Flight Simulator Delivery

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$12,538	Conceptual Development/Design
2003	\$141,443	Procured MPA #1 and #2; three MSPs
2004	\$24,853	Procured MPA #3
2005	\$5,250	Procured Initial Spares MPA #1 – #3
2006	\$67,320	Procured MPA #4 and #5; Initial Spares
2007	\$148,616	Procured MPA #6 – #8; Initial Spares
2008	\$170,015	Procure MPA #9 – #11; five MSPs
2009	\$86,600	Procure MPA #12; four MSPs; Initial Spares
2010	\$138,500	Procure MPA #13 – #14; Simulator; Initial Spares
2011	\$44,920 ⁹	Procure MPA #15
2012	\$129,500	Procure MPA #16 - #17; up to five MSPs; Initial Spares
Total	\$969,555	Funding received for FY 2002 through FY 2012

CONTRACTOR:

EADS North America (Fixed price – base year plus four option years)

SUBCONTRACTORS:

Airframe: Airbus Military CN235-300M CG-01 Configuration (Madrid, Spain)
 Avionics: Rockwell Collins (Cedar Rapids, IA)
 Power Plant: General Electric CT7-9C3 engine (Lynn, MA)
 Propulsion: Hamilton Sundstrand 14RF-37 (Windsor Locks, CT)
 Sensors: Telephonics APS-143V3 Multi-Mode RADAR (Farmingdale, NY)
 FLIR Systems Star Sapphire III (Portland, OR)
 Saab R4A Automatic Identification System (Stockholm, Sweden)

⁹ \$39,920K was appropriated in P.L. 112-10, Department of Defense and Full-Year Continuing Appropriations Act, 2011 and was increased to \$44,920K via subsequent Congressionally approved transfer.

U. S. Coast Guard - FY 2013 Congressional Justification

Maritime Patrol Aircraft (MPA) HC-144 **\$43,000**

Mission System: Lockheed Martin (Moorestown, NJ)
 Communications: Wulfsberg RT-5000 (Prescott, AZ)

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2012					
Maritime Patrol Aircraft (2)			FY12:Q1	FY14:Q1	80,000
MSPs (up to 5) and spares			FY12:Q1	FY14:Q1	49,500
<hr/>					
FY 2013					
Maritime Patrol Aircraft (1)			FY13:Q1	FY15:Q1	43,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	795,134	44,920	129,500	43,000	1,012,554
Obligation	754,831	55,183	116,060	64,188	990,262
Expenditure	564,434	101,852	99,670	98,916	864,872
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	564,434	101,852	99,670	98,916	864,872

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Maritime Patrol Aircraft (MPA) (1)	43,000
FY 2013 Cost Estimate Project Total:	43,000

U. S. Coast Guard - FY 2013 Congressional Justification

Maritime Patrol Aircraft (MPA) HC-144

\$43,000

Budget Allocation to Mission-Program

U. S. Coast Guard Mission-Program	Budget Allocation	
	FY 2012	FY 2013
Search and Rescue	26,803	8,507
Marine Safety	57	19
Aids to Navigation	172	77
Ice Operations	-	-
Marine Environmental Protection	6,339	1,160
Living Marine Resources	19,576	7,347
Drug Interdiction	24,629	6,574
Migrant Interdiction	29,671	9,668
Other Law Enforcement	1,970	232
Ports, Waterways & Coastal Security	20,283	9,416
Defense Readiness	-	-
Mission-Program Allocation Total:	129,500	43,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

HH-65 Conversion and Sustainment Project

\$31,500

Project Description, Justification and Scope

The purpose of the project is to modernize the Coast Guard's current fleet of 100¹⁰ H-65 helicopters, converting them to MH-65 Short Range Recovery (SRR) helicopters. The modernization effort includes a service life extension, where obsolete components are replaced



with modernized and more capable sub-systems, including a new integrated cockpit and C4ISR suite. The H-65 Conversion and Sustainment Project is comprised of six discrete segments. Each of the six discrete segments consists of upgrades and modernization of aging components and sub-systems while enhancing the system's capability. Discrete segments (DS) 1, 2, and 3 were fully funded through prior year funding. DS 4 (Obsolete Component Modernization) and DS 6 (Automatic Flight Control System (AFCS) / Avionics) were started with prior year funding and will be continued with funds requested in FY 2013.

The H-65 Dolphin is the Coast Guard's short-range recovery helicopter, which has been in operation since 1984. The H-65 Conversion and Sustainment Project delivers incremental modernization of this asset to extend its expected service life through 2027.

Prior Year Key Events:

- DS 1 Engine Upgrade Completed (2007)
- DS 3 Airborne Use of Force (AUF) Initial Operational Capability (2008)
- DS 2 National Capital Region Air Defense (NCRAD) Complete (2010)
- DS 6 Begins Obtain Phase (2010)
- Completed NCRAD Project Sustainment (2011)
- DS 4 Achieved Initial Operational Capability (2011)

FY 2012 Planned Key Events:

- Continue obsolete component upgrades (DS 4)
- Continue cockpit modernization upgrades (AFCS/Avionics) (DS 6)
- DS 3 Full Operational Capability and transition to sustainment

FY 2013 Planned Key Events:

- Continue obsolete component upgrades (DS 4)
- Continue cockpit modernization upgrades (AFCS/Avionics) (DS 6)

¹⁰ The current fleet of H-65s includes 100 aircraft, accounting for the loss of 6505 and 6523.

U. S. Coast Guard - FY 2013 Congressional Justification

HH-65 Conversion and Sustainment Project

\$31,500

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$5,679	H-65 Re-Engine
2003	\$7,461	H-65 Re-Engine
2004	\$57,301	H-65 Re-Engine
2005	\$139,000	H-65 Re-Engine
2006	\$131,769	H-65 Re-Engine
2007	\$38,073	H-65 Re-Engine Completion
2008	\$44,252	H-65 Conversion and Sustainment Project & SRR Phase II ¹¹ Start
2009	\$62,879	H-65 Conversion and Sustainment Project
2010	\$38,000	H-65 Conversion and Sustainment Project
2011	\$0	H-65 Conversion and Sustainment Project
2012	\$24,000	H-65 Conversion and Sustainment Project
<i>Total</i>	<i>\$548,103</i>	<i>Funding received for FY 2002 through FY 2012</i>

CONTRACTOR:

Aircraft Conversion: USCG Aviation Logistics Center, Elizabeth City, NC

SUBCONTRACTORS:

Aircraft Components: American Eurocopter, Grand Prairie, TX

Avionics: Rockwell Collins, Cedar Rapids, IA

Power Plant: Turbomeca, Grand Prairie, TX

Significant Changes

No significant change.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				<u>Total Estimate Cost</u>
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Discrete Segment 4 (OCM) Production			FY10:Q3	FY15:Q1	12,400
Discrete Segment 6 (AFCS/Avionics) Development	FY10:Q3	FY15:Q1			11,600
FY 2013					
Discrete Segment 4 (OCM) Production			FY10:Q3	FY15:Q1	5,845
Discrete Segment 6 (AFCS/Avionics) Development	FY10:Q3	FY15:Q1			25,655

¹¹ The H-65 Discrete Segment 4 (previously Multi-Mission Cutter Helicopter (now SRR) Phase II) consists of the installation of an Embedded GPS/Inertial Navigation System (EGI), Control Display Unit (CDU 7000) and replacements for the legacy transponders.

U. S. Coast Guard - FY 2013 Congressional Justification

HH-65 Conversion and Sustainment Project

\$31,500

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	524,103		24,000	31,500	579,603
Obligation	393,134	60,680	35,510	47,757	537,081
Expenditure	358,805	69,694	47,070	37,385	512,954
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	358,805	69,694	47,070	37,385	512,954

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Discrete Segment 4 Production	5,845
Discrete Segment 6 (AFCS/Avionics) Development	25,655
FY 2013 Cost Estimate Project Total:	31,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	7,622	10,025
Marine Safety	191	251
Aids to Navigation	363	477
Ice Operations	1,016	1,337
Marine Environmental Protection	1,815	2,387
Living Marine Resources	1,888	2,483
Drug Interdiction	2,613	3,437
Migrant Interdiction	2,178	2,864
Other Law Enforcement	145	191
Ports, Waterways & Coastal Security	4,213	5,542
Defense Readiness	1,956	2,506
Mission-Program Allocation Total:	24,000	31,500

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Program Oversight and Management

\$25,000

Project Description, Justification and Scope

This request provides funding for Program Oversight and Management (PO&M). PO&M funding supports activities associated with the transition of the Coast Guard's assets from acquisition to operation, including delivery, provision of logistics, training and other services necessary to ensure seamless integration into the operational fleet.

The Coast Guard is responsible for ensuring the products delivered by contractors and suppliers meet performance specifications. PO&M funds provide the Coast Guard with the capability to protect the government's interests during the acquisition and ensure contractors and suppliers deliver required products and services and meet prescribed contract terms and conditions. The Coast Guard accomplishes this management through staff located at the Program Management Office and at other contractor/government sites. Personnel working on acquisition projects include a mix of military, civilian, and support contractors experienced in all phases of large, complex acquisition programs. The Coast Guard uses these personnel to help ensure prime contractors and other government agencies (OGAs) satisfactorily perform functions consistent with existing policies, processes, and approved project plans. These activities include managing:

- Major milestone events and reviews (e.g., preliminary design review, production Readiness Review, etc.) associated with each project as it progresses through concept & technology development, system development and demonstration, production and deployment, and the operations and support phases.
- Cross-program documentation and analysis.
- Use of unique talents and professional expertise for Technical Evaluation Teams (TETs); ship design teams; and development of mandatory Acquisition documentation.
- Performance monitoring through the use of a variety of tools such as:
 - Earned Value Management System (EVMS), which permits detailed monitoring of cost and schedule performance;
 - Periodic reports, which provide a quarterly review of program cost, schedule, and performance criteria;
 - Acquisition Performance Management System (APMS) which provides web-based reporting on all aspects of program performance on a near real-time basis, depending upon the particular metric. This includes the QARC, monthly performance reports to DHS and various other reports for Program Management such as obligation plans, expenditure report, funds status, etc.
 - Transition of new assets to operations and sustainment after completion of operational testing, with staff serving as a liaison between the prime contractor's production of an asset and its turnover to the operational user and the Coast Guard support community.

PO&M funding also supports risk management processes and communication to mitigate risks providing programs with the best opportunity of success. Risk management includes OT&E done with the U.S. Navy's Commander Operational Test and Evaluation Forces (COMPOPTEVFOR) for the execution of project operational testing. While Developmental Test and Evaluation (DT&E) is the responsibility of

Program Oversight and Management

\$25,000

the prime contractor, OT&E is performed by the Coast Guard, where acquired assets are tested to ensure they meet the user's requirements.

FY 2013 Activities Supported by Program Oversight and Management (PO&M)

Procurement	Justification
Program Manager	Computer support project management site visits, management support priorities and supplies.
Contract Operations	Contracting Officer (KO) contract specialist support for Major System Acquisition projects, Defense Contract Management Agency (DCMA)/ Defense Contract Audit Agency (DCAA) support services.
Acquisition Workforce Management	Program training, strategic & tactical human capital support, Sustainment/Acquisition-Composite Model (SACOM) support for staff levels, program management & acquisition support.
Acquisition Support	Program management, systems engineering, and acquisition management support.
Strategic Planning & Communication	Strategic planning support, as required by the CG and Department of Homeland Security (DHS), communication management support, external coordination support, required reports and responses.
Testing and Evaluation	Execution of Surface, Aviation, Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR), and Logistics development and testing programs.
Resource Management	Acquisition Program Management System (APMS) support and software upgrade support, (SAS) renewal, capitalization & audit remediation support, internal controls support, and Life Cycle Cost Estimating (LCCE) support.
Acquisition Programs	Naval Sea Systems Command (NAVSEA) programmatic support, Naval Surface Warfare Center (NSWC) / NAVSEA direct-site support, program management support, and site visits.
Acquisition Programs – Aviation	Program management support to include administrative, business finance, accounting, risk management, schedule analysis, costs analysis, and site visits.
Acquisition Programs – Surface	Program management support to include administrative, business finance, accounting, risk management, schedule analysis, costs analysis; logistics support; and site visits.
Acquisition Programs – C4ISR	Program management support for program status control reporting, emerging issue resolution, cross domain issues, technical expertise; Integrated Product Team (IPT) support; and Major System Acquisition project coordinator at Space and Naval Warfare Systems Command (SPAWAR); and site visits.
Acquisition Programs Logistics	Program management support for surface & air assets, technical documentation, and performance management, and

U. S. Coast Guard - FY 2013 Congressional Justification

Program Oversight and Management **\$25,000**

	site visits.
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FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$28,180	Government Program Management
2003	\$26,318	Government Program Management
2004	\$33,521	Government Program Management
2005	\$38,018	Government Program Management
2006	\$38,114	Government Program Management
2007	\$45,625	Government Program Management
2008	\$50,475	Government Program Management
2009	\$57,850	Government Program Management
2010	\$45,000	Government Program Management
2011	\$44,910	Government Program Management
2012	\$26,000	Program Oversight and Management
Total	\$434,011	Funding received for FY 2002 through FY 2012

Significant Changes

Project title changed from “Government Program Management” to “Program Oversight and Management” to more accurately describe funded activities and delineate related cost estimates, in conformance with the enacted FY 2012 Appropriation.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Program Oversight and Management			FY12:Q1	FY16:Q4	26,000
FY 2013					
Program Oversight and Management			FY13:Q1	FY15:Q4	25,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	362,851	44,910	26,000	25,000	458,761
Obligation	337,198	29,711	31,540	31,548	429,997
Expenditure	299,402	39,190	45,061	41,706	425,359
<u>Breakdown of Project Expenditures</u>					
Project Management	299,402	39,190	45,061	41,706	425,359

Program Oversight and Management

\$25,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Program Management Support	6,000
CG-92 Acquisition Support	4,600
NAVSEA / NAVAIR (OGA)	3,900
Project Requirements Support	3,000
Contracting Specialists	1,500
QFR/BBD/GAO/IG Support	1,300
APMS Support	1,300
Test and Evaluation	1,100
Project Resident Office Support	800
Administrative (computers, copiers, supplies, training)	700
Travel	600
DCAA / DCMA (OGA)	200
FY 2013 Cost Estimate Project Total:	25,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	4,430	4,117
Marine Safety	220	221
Aids to Navigation	461	419
Ice Operations	235	218
Marine Environmental Protection	594	549
Living Marine Resources	4,101	4,062
Drug Interdiction	6,909	6,632
Migrant Interdiction	657	4,043
Other Law Enforcement	4,166	624
Ports, Waterways & Coastal Security	2,861	2,797
Defense Readiness	1,366	1,318
Mission-Program Allocation Total:	26,000	25,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

System Engineering and Integration (SEI) **\$2,500**

Project Description, Justification and Scope

This request funds system engineering design and integration work across the Coast Guard's major recapitalization projects. This request affects every aspect of the Coast Guard enterprise—encompassing the integration of human capital management; information technology; capital investment planning for air and surface platforms; logistics; Command, Control, Computers, Communications Intelligence, Surveillance, and Reconnaissance (C4ISR); and most importantly - the fleet operator.

This funding request leverages carryover funding from prior years. The transition to government Lead Systems Integrator (LSI) has led to a reassessment of the specific activities funded with this appropriation and a prioritization of those activities. This included an assessment of the most appropriate mix of government (i.e., NAVSEA and NAVAIR) and commercial sources. In FY 2011, the obligation rate decreased while the assessment was underway, resulting in higher than expected carryover into FY 2012. The adjustment to the FY 2013 request reduces the carryover to efficiently execute SEI funds in FY 2013 and the outyears.

SEI is essential for interoperability at the unit, system, and organizational levels. Effective systems integration ensures systems operate in a manner that minimizes the cost of asset acquisition, operations and maintenance, and mitigates risk inherent to a complex acquisition program. SEI is also intended to maximize the ability of Coast Guard assets to operate in concert with each other, and with those of partner agencies (e.g., DoD, DHS agencies, and state and local responders).

The Coast Guard is fielding an integrated system of interoperable aviation, cutter, and shore assets. Without SEI, these assets and their sub-systems would be implemented inefficiently and ineffectively. For example, one aspect of SEI involves establishing a methodology for managing requirements decomposition. Rather than have each acquisition program create asset-specific processes, databases and decision criteria, SEI funds a common requirements database architecture that facilitates rapid searches for common requirements, systems, and interfaces between assets. In addition, SEI funds modeling and simulation of capabilities across all new asset acquisitions, integrating the model with the rest of the Coast Guard assets' capabilities. This provides better decisions from a holistic perspective to deliver required capabilities as efficiently as possible. SEI emphasizes an integrated view of the project, yielding recognition of corresponding upgrades needed across other platforms and programs.

SEI evaluations will be performed across systems, subsystems, and component levels to analyze products and capabilities for interoperability, integration, modularity, and system commonality. These efforts culminate in the ability to determine and document predicted total system performance for numerous configurations and scenarios. SEI has the responsibility for the overall technical configuration development processes. SEI also funds an integrated data environment that allows all stakeholders access to appropriate documents as each program, technical authority, and contractor works through engineering processes.

U. S. Coast Guard - FY 2013 Congressional Justification

System Engineering and Integration (SEI)

\$2,500

FUNDING HISTORY AND KEY EVENTS

<i>FY</i>	<i>\$K</i>	<i>Key Events</i>	<i>Major Activity Funded *</i>
2002	\$62,955	System Increment 1 – Integrated Product Environment	Overall
2003	\$45,626	System Increment 2 – Initial Integrated Product & Process Development Team Training	Contractor Management of the Systems Engineering Process
2004	\$42,104	System Increment 3 – System Architecture Plan	
2005	\$43,000	Prime Contractor’s Program Management, Systems Engineering and Integration Transfer System Increment,	
2006	\$36,403	Prime Contractor’s Program Management	
2007	\$34,517		
2008	\$35,145	Transition to Government Systems Integration Role	Systems Engineering and Integration
2009	\$33,141		
2010	\$35,000		
2011	\$28,942		
2012	\$17,140		
<i>Total</i>	<i>\$413,973</i>	<i>Funding received for FY 2002 through FY 2012</i>	<i>* by Net Appropriation</i>

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Systems Engineering & Integration			FY2012:Q1	FY2015:Q4	17,140
FY 2013					
System Engineering & Integration			FY2013:Q1	FY2015:Q4	2,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	360,842	28,942	17,140	2,500	409,424
Obligation	340,295	13,371	40,855	10,039	404,560
Expenditure	320,445	18,176	26,512	23,056	388,189
<u>Breakdown of Project Expenditures</u>					
Survey, Design & Engineering	320,445	18,176	26,512	23,056	388,189

U. S. Coast Guard - FY 2013 Congressional Justification

System Engineering and Integration (SEI)

\$2,500

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Integrated Data Environment Management	1,950
Common Processes	250
Program Management	300
FY 2013 Cost Estimate Project Total:	2,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	2,933	412
Marine Safety	150	22
Aids to Navigation	311	42
Ice Operations	151	22
Marine Environmental Protection	389	55
Living Marine Resources	2,676	406
Drug Interdiction	4,544	663
Migrant Interdiction	2,803	404
Other Law Enforcement	411	62
Ports, Waterways & Coastal Security	1,902	280
Defense Readiness	870	132
Mission-Program Allocation Total:	17,140	2,500

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

C4ISR

\$40,500

Project Description, Justification and Scope

This request includes funding for the design and development of Command, Control, Computers, Communications, Intelligence, Surveillance, and Reconnaissance (C4ISR) integrated hardware and software systems on NSC (National Security Cutter), OPC (Offshore Patrol Cutter), Long Range Surveillance (LRS) aircraft, and Medium Range Surveillance (MRS) aircraft. These assets are using interoperable C4ISR system designs to optimize lifecycle costs and operational effectiveness. The C4ISR project also provides IA (Information Assurance) support for the FRC (Fast Response Cutter).

- *New Asset Certification Support.* New assets being built and delivered need C4ISR hardware and software support to attain Authority to Operate (ATO). Support includes: Information Assurance testing; software safety systems analysis and testing, weapons systems safety testing; TEMPEST testing; Certification & Accreditation; Operational Testing; and Diminishing Manufacturing Sources (DMS) resolution.
- *OPC C4ISR Development.* A tailored software and hardware baseline will address OPC-specific requirements. This design effort will allow for interoperability of the OPC with other new cutters and air assets, as well as between DoD and other DHS assets.
- *Use of Navy Developed Sensors and Systems.* Cost sharing and alignment with DoD weapons systems will decrease life-cycle costs of Coast Guard systems. Incorporating and leveraging DoD systems allow Coast Guard assets to deploy with the Navy and provide clearance to use its weapons. As DoD updates its systems, integration with the updates, systems will require corresponding design adjustments.
- *Labs.* Lab work is necessary for the Coast Guard to manage the NSC, LRS, MRS baselines for Information Assurance, Diminishing Manufacturing Sources (DMS), and necessary engineering changes as well as to develop the C4ISR suite for OPCs. The labs will facilitate the Coast Guard Systems Integrator (SI) role and provide proper oversight, integration, and testing with minimal disruption to operational units. Ultimately, the labs reduce lifecycle costs by controlling configuration management, decrease impacts to users by reducing or eliminating tests on operational platforms, and reduce schedule by providing a dedicated platform on which to work. Labs include:

Lab Location.....Purpose of Lab

- Lowell, MAEmissions security (TEMPEST) certification test facility
- Owego, NYAircraft mission system suite C-130J development
- Moorestown, NJ.....Asset baseline integration and development and baseline acceptance lab
- Portsmouth, VAC4I software support and Legacy integration

- *Execution Management.* In FY 2011, the C4ISR project delivered a modular, non-proprietary, federated system for better Coast Guard Management to facilitate assumption of SI roles. As new assets are delivered and the C4ISR system installed, certification, accreditation and authority to operate (ATO) requirements will require increased oversight. As the Coast Guard continues to increase oversight and manage integration of multiple vendors, execution support is needed to continue to assist government personnel in overseeing software development, synthesizing requirements decomposition, information assurance, certification, accreditation, authority to operate responsibilities, and executing other program management functions.

C4ISR

\$40,500

- *Information Assurance.* This includes updates to ensure C4ISR systems comply with continuously evolving DHS and DOD standards regarding information assurance (IA).
- *Engineering Change Proposals/Updates.* These efforts provide updated software and hardware designs for assets currently in production. Design updates are needed due to external impacts such as interoperability architecture changes, diminished manufacturing sources, hardware changes, and interface changes.
- *Logistics Management.* As the federated C4ISR system is fielded on existing new assets, all training facilities/equipment, technical and operations manuals for both surface and aviation assets will require updating.
- *Aviation Electronics.* As new aviation assets are procured, the MSP and MSS C4ISR baselines will diverge as materials experience DMS, inhibiting the Coast Guard's ability to efficiently missionize and sustain the assets. Of concern is the current Video and Mission Processor (VAMP) installed on the C-130Js and C-144s, CMA 4000 Flight and Display Management System, and the common software build. Commonality will reduce the life cycle costs of the C4ISR system.

FY 2011 Key Events:

- Delivery of federated C4ISR design
- Integration of C4ISR design with DOD tactical systems
- Provided Space, Weight, And Power estimates for notional OPC C4ISR design
- Critical system updates to address safety, IA, and diminishing manufacturing source issues
- Integration with sensor-align weapon systems with DOD programs to facilitate cost sharing

FY 2012 Planned Key Events:

- Award Engineering and lab contracts
- Engineering and logistics support for Segment 2 C4ISR suite Technology Demonstrator on an NSC
- Complete specifications for OPC C4ISR suite
- Complete deployment plan and operational testing for newly acquired NSCs
- Support new asset acquisitions' IA and ATO certifications, including provision of changes necessary to maintain
- Field satellite communication systems on legacy cutters and study/mitigate electromagnetic interference (EMI) caused by these systems

FY 2013 Planned Key Events:

- Participate in OPC source selection
- Perform OPC C4ISR capabilities development
- Complete prototype evaluation of Segment 2 on an NSC
- Address Aviation Electronics DMS issues

C4ISR**\$40,500**

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Appropriation</i>
FY 2002	\$125,480	NSC/MPA/MSP Seg1,2 - Shore Facilities/Cutter Seg5
FY 2003	\$ 22,032	NSC/MPA/MSP Seg1,2 - Shore Facilities/Cutter Seg5
FY 2004	\$101,134	NSC/MPA/MSP Seg1,2 - Shore Facilities/Cutter Seg5
FY 2005	\$ 53,600	NSC/MPA/MSP Seg1,2 - Shore Facilities/Cutter Seg5
FY 2006	\$ 47,520	NSC/MPA/MSP Seg1,2 - Shore Facilities/Cutter Seg5
FY 2007	\$ 50,000	NSC/MPA/MSP Seg1,2 - Shore Facilities/Cutter Seg5
FY 2008	\$ 89,630	NSC/MPA/MSP Seg1,2 - Shore Facilities/Cutter Seg5
FY 2009	\$ 88,100	NSC/MPA/MSP Seg1,2 - Cutter Seg5
FY 2010	\$ 35,000	NSC/MPA/MSP Seg1,2
FY 2011	\$ 30,439	NSC/MPA/MSP Seg1,2
FY 2012	\$ 38,500	NSC/OPC/MPA/MSP Seg1,2
<i>Subtotals</i>	<i>\$681,435</i>	<i>Funding received for FY 2002 through FY 2012</i>

* **Segment 1** developed a closed and complex C4ISR baseline for NSCs, HC-144As, and HC-130Js. Developed through the Integrated Coast Guard Systems (ICGS) contractor, this system is proprietary and does not allow the Coast Guard the ability to manage additional development outside of the prime contractor, nor does it provide an affordable means for software sustainment. Segment 1 is fully fielded.

* **Segment 2** began the transition of the proprietary system developed in Segment 1 towards an open architecture owned and controlled by the Coast Guard. It separated the Segment 1 design into modular, scalable functional components with clear interfaces allowing the Coast Guard to manage changes and sustain the system separate from the prime contractor. Segment 2 establishes a common baseline across the NSC, C-144, and C-130J assets and integrated the Special Compartmented Information Facility (SCIF) into the NSC.

* **Segment 5** (Upgrades to existing assets):

In-Service Cutters

- Medium Endurance Cutter (MEC) – 210s, 270s
- High Endurance Cutter (HEC) – 378s

Shore Facilities

- CAMS (Communications Area Master Stations)
- Training Center Petaluma
- COMMSTAs (Communication Stations)
- Command Centers

Significant Changes

Fielding Segment 2 C4ISR suite has been expedited to prototype the Segment 2 design on an NSC in early FY 2013, requiring aviation electronics DMS issues, such as the Video and Mission Processor (VAMP) Redesign to be extended until FY 2013.

U. S. Coast Guard - FY 2013 Congressional Justification

C4ISR

\$40,500

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				<u>Total Estimate Cost</u>
	<u>Design Work</u>		<u>Project Work</u>		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
C4ISR & SCIF Operational Testing support			FY09:Q2	FY18:Q4	2,500
IA & ATO certification support to new assets			FY12:Q1	FY26:Q4	6,250
Engineering Change Proposals (ECPs)			FY09:Q1	FY26:Q4	2,000
Aviation (VAMP Redesign)	FY12:Q1	FY14:Q1	FY11:Q3	FY15:Q4	4,000
Aviation s/w & h/w upgrades due to DMS			FY12:Q1	FY12:Q4	4,000
Test and Integration Labs			FY09:Q1	FY26:Q4	6,000
S/w & systems engineering & PM support			FY08:Q4	FY26:Q4	9,750
Legacy Cutter Communications Modernization			FY12:Q2	FY13:Q4	4,000
FY 2013					
Test and Integration Labs			FY09:Q1	FY26:Q4	5,000
NSC Acquisition Support/Fielding Segment 2			FY12:Q1	FY18:Q4	13,000
Aviation electronics			FY11:Q3	FY13:Q4	6,000
FRC IA (information assurance) Support			FY11:Q3	FY18:Q4	1,500
Execution Support			FY08:Q4	FY26:Q4	7,000
OPC Development	FY13:Q1	FY17:Q4	FY17:Q4	FY26:Q4	8,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	617,697	30,439	38,500	40,500	727,136
Obligation	607,476	17,733	34,824	36,129	696,162
Expenditure	513,369	67,237	55,298	48,136	684,040
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	448,669	67,237	55,298	48,136	619,340
Survey, Design & Engineering	64,500				64,500
Project Management	200				200

C4ISR

\$40,500

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction / Acquisition	
Test and Integration Labs	5,000
NSC Acquisition Support	11,000
Aviation (VAMP Redesign)	6,000
FRC IA (information assurance) Support	1,500
Execution Support	7,000
OPC Development	10,000
FY 2013 Cost Estimate Project Total:	40,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	6,140	6,670
Marine Safety	780	357
Aids to Navigation	1,300	679
Ice Operations	780	352
Marine Environmental Protection	1,230	889
Living Marine Resources	5,670	6,581
Drug Interdiction	9,980	10,745
Migrant Interdiction	4,400	6,549
Other Law Enforcement	1,310	1,011
Ports, Waterways & Coastal Security	5,250	4,531
Defense Readiness	1,660	2,136
Mission-Program Allocation Total:	38,500	40,500

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

CG Logistics Information Management System (CG-LIMS) **\$2,500**

Project Description, Justification and Scope

This request supports the development and delivery of the Coast Guard Logistics Information Management System (CG-LIMS). This funding will continue CG-LIMS configuration and phased deployment to Coast Guard operational assets and support facilities. Specifically, the funding will support Initial Operating Capability of the Configuration and Maintenance Management module of CG-LIMS.

CG-LIMS will directly support the Coast Guard Modernization goal of a single, unified logistics system that improves mission readiness, operational effectiveness and decision making by enabling decision support at the enterprise and tactical level. CG-LIMS will use the Mission Support Business Model and the four cornerstones of that model: Configuration Management; Total Asset Visibility; Bi-Level Maintenance; and a single point of accountability through Product Line Managers.

CG-LIMS will be the authoritative source for the configuration of all Coast Guard assets. It will enable product line management by providing total asset visibility throughout the enterprise. It will be the tool through which all maintenance is managed and by which the enterprise supply chain is driven. All technical information relating to Coast Guard assets, including technical publications and manuals, drawings, maintenance procedure cards, and maintained raw data will be organized and managed in the system. The components of configuration, maintenance, supply, and technical information will be tightly integrated and configured to allow efficient execution of a standardized business process. As mission support is executed throughout the Coast Guard, CG-LIMS will interface with finance, procurement, and human resources so that enterprise business needs are met in a standardized manner. CG-LIMS will also reach out to systems beyond the Coast Guard to execute integrated logistics with other government agencies and vendors.

CG-LIMS is planned for phased implementation by segments. Segment 1 will start with configuration and maintenance management functionality for the HC-144A Maritime Patrol Aircraft (MPA) aviation product line; once deployed to that product line, Initial Operating Capability (IOC) will be declared. Immediately following IOC, Segment 1 will be deployed to other asset product lines. CG-LIMS will continue to be implemented by segments across the enterprise.

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2008	\$1,900	CG-LIMS ICGS to U.S. Coast Guard Transition
2009	\$500	CG-LIMS Alternatives Analysis
2010	\$6,000	CG-LIMS Pre-acquisition Activities, Cost Estimates and Program Management Support
2011	\$5,988	CG-LIMS Pre-acquisition Activities, Cost Estimates and Program Management Support
2012	\$6,500	CG-LIMS Pre-acquisition Activities, Cost Estimates and Program Management Support
<i>Total</i>	<i>\$20,888</i>	<i>Funding received for FY 2008 through FY 2012</i>

U. S. Coast Guard - FY 2013 Congressional Justification

CG Logistics Information Management System (CG-LIMS) **\$2,500**

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
CG-LIMS Development			FY08:Q2	FY15:Q4	6,500
<hr/>					
FY 2013					
CG-LIMS Development			FY08:Q2	FY15:Q4	2,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	8,400	5,988	6,500	2,500	23,388
Obligation	4,634	3,118	6,562	6,405	20,719
Expenditure	3,117	2,036	3,136	3,934	12,223
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	3,117	2,036	3,136	3,934	12,223

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
CG-LIMS Configuration and Installation of Segment 1	2,500
FY 2013 Cost Estimate Project Total:	2,500

U. S. Coast Guard - FY 2013 Congressional Justification

CG Logistics Information Management System (CG-LIMS)

\$2,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	1,112	412
Marine Safety	57	22
Aids to Navigation	118	42
Ice Operations	57	22
Marine Environmental Protection	147	55
Living Marine Resources	1,015	406
Drug Interdiction	1,723	663
Migrant Interdiction	1,063	404
Other Law Enforcement	156	62
Ports, Waterways & Coastal Security	721	280
Defense Readiness	331	132
Mission-Program Allocation Total:	6,500	2,500

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Nationwide Automatic Identification System (NAIS)

\$6,000

Project Description, Justification and Scope

The FY 2013 request will be used to continue recapitalizing the existing interim NAIS system in 58 ports and 11 coastal areas by replacing it with the permanent solution design and technology via the core system upgrade. Below on the left is an example of an interim site in Tranquillon Mountain, CA that is anchored by cinder blocks. When recapitalized with the permanent solution, the NAIS equipment will be installed to co-locate with Rescue 21 (R21) infrastructure, such as the tower pictured below in San Onofre, CA.



Tranquillon Mountain, California
(Interim capability)



R21 tower in San Onofre, California
(Permanent co-located infrastructure)

NAIS is a data collection, processing, and distribution system being implemented in response to the requirements of the Maritime Transportation Security Act and consistent with the International Maritime Organization (IMO) standards to enhance maritime domain awareness (MDA). The project provides the necessary capability to ensure the effective exchange of information between AIS-equipped vessels, aircraft, aids to navigation, and shore stations within all major U.S. ports, waterways, and coastal zones. The data collected by NAIS will be shared with other pertinent stakeholders and decision makers in support of maritime security at critical ports. NAIS supports a layered defense and requirements for Advanced Notice of Arrival by correlating AIS data with target vessel reporting and other maritime awareness data to focus resources on higher interest vessels.

NAIS DEPLOYMENT: *Conditional Acceptance schedule*

- The chart below itemizes, in priority order, the 58 ports that have the “Interim Capability” located in 33 Sectors. (Sectors “without” are: Southeastern New England and Juneau.) The 11 coastal areas are encompassed by the same geographic regions as the 58 ports and Sectors listed in the chart below.

U. S. Coast Guard - FY 2013 Congressional Justification

Nationwide Automatic Identification System (NAIS)

\$6,000

- LEFT COLUMNS ... indicate the *Number of ports per District, by Sector*
- RIGHT COLUMNS ... list the *Planned Accomplishments by Fiscal Year* per the four key activities that precede “Conditional Acceptance” of a port, which are:

Survey.....Conduct/complete the site survey to determine configured hardware placement
 H/w(Hardware) – meaning “purchase configured hardware” for the ports by Sector
 Install.....Deploy the port’s configured hardware for the permanent transceive system
 TestComplete port testing of core system and installed configured hardware
 Accept.....Permanent system is activated and placed into operational use by the port

Number of Ports per CG District & by Sector										Priority Order of the 58 Ports		Planned Accomplishments by Fiscal Year				
1	5	7	8	9	11	13	14	17	Sector	Port – with NAIS Transceive	Survey	H/w	Install	Test	Accept	
2									Hampton Roads*	1. <input type="checkbox"/> Newport News, VA *	FY09	FY09	FY10	FY12	FY12	
										2. <input type="checkbox"/> Norfolk, VA *	FY09	FY09	FY10	FY12	FY12	
5									Delaware Bay*	3. <input type="checkbox"/> Philadelphia, PA *	FY09	FY09	FY10	FY12	FY12	
										4. <input type="checkbox"/> Camden, NJ *	FY09	FY09	FY10	FY12	FY12	
										5. <input type="checkbox"/> Marcus Hook, NJ *	FY09	FY09	FY10	FY12	FY12	
										6. <input type="checkbox"/> Wilmington, DE *	FY09	FY09	FY10	FY12	FY12	
										7. <input type="checkbox"/> Paulsboro, NJ *	FY09	FY09	FY10	FY12	FY12	
	1								Mobile*	8. <input type="checkbox"/> Mobile, AL *	FY09	FY09	FY10	FY12	FY12	
	3								New Orleans (accelerated per DwHz)	9. <input type="checkbox"/> Baton Rouge, LA	FY10	FY10	FY12	'13	'13	
										10. <input type="checkbox"/> New Orleans, LA	FY10	FY10	FY12	'13	'13	
										11. <input type="checkbox"/> Port South Louisiana, LA	FY10	FY10	FY12	'13	'13	
	7								Houston- Galveston	12. <input type="checkbox"/> Beaumont, TX	FY11	FY10	FY12	'13	'13	
										13. <input type="checkbox"/> Freeport, TX	FY11	FY10	FY12	'13	'13	
										14. <input type="checkbox"/> Galveston, TX	FY11	FY10	FY12	'13	'13	
										15. <input type="checkbox"/> Houston, TX	FY11	FY10	FY12	'13	'13	
										16. <input type="checkbox"/> Lake Charles, TX	FY11	FY10	FY12	'13	'13	
										17. <input type="checkbox"/> Port Arthur, TX	FY11	FY10	FY12	'13	'13	
										18. <input type="checkbox"/> Texas City, TX	FY11	FY10	FY12	'13	'13	
	1								Corpus Christi	19. <input type="checkbox"/> Corpus Christi, TX	FY11	FY12	'13	'13	'13	
2									New York	20. <input type="checkbox"/> Albany, NY	FY11	FY12	'13	'13	'13	
										21. <input type="checkbox"/> New York/New Jersey	FY11	FY12	'13	'13	'13	
1									Long Island	22. <input type="checkbox"/> New Haven, CT	FY11	FY12	'13	'13	'13	
1									Baltimore	23. <input type="checkbox"/> Baltimore, MD	FY11	'13				
			3						San Francisco	24. <input type="checkbox"/> Oakland, CA	FY12	'13				
										25. <input type="checkbox"/> Richmond, CA	FY12	'13				
										26. <input type="checkbox"/> San Francisco, CA	FY12	'13				
			2						LA/LB	27. <input type="checkbox"/> Los Angeles, CA	FY12	'13				
										28. <input type="checkbox"/> Long Beach, CA	FY12	'13				
			1						San Diego	29. <input type="checkbox"/> San Diego, CA	FY12	'13				
	2								Miami	30. <input type="checkbox"/> Miami, FL	FY12	'13				
										31. <input type="checkbox"/> Port Everglades, FL	FY12	'13				
	1								Key West	32. <input type="checkbox"/> Key West, FL	FY12	'13				
			2						Puget Sound	33. <input type="checkbox"/> Seattle, WA	FY12	'13				
										34. <input type="checkbox"/> Tacoma, WA	FY12	'13				
			1						Columbia River	35. <input type="checkbox"/> Portland, OR	'13					
	2								Charleston	36. <input type="checkbox"/> Charleston, SC	'13					
										37. <input type="checkbox"/> Savannah, GA	'13					
1									North Carolina	38. <input type="checkbox"/> Wilmington, NC	'13					

U. S. Coast Guard - FY 2013 Congressional Justification

Nationwide Automatic Identification System (NAIS)

\$6,000

Number of Ports per CG District & by Sector								Priority Order of the 58 Ports	Planned Accomplishments by Fiscal Year						
1	5	7	8	9	11	13	14	17	Sector	Port – with NAIS Transceive	Survey	H/w	Install	Test	Accept
	2								Jacksonville	39. <input type="checkbox"/> Jacksonville, FL	'13				
										40. <input type="checkbox"/> Port Canaveral, FL	'13				
	1								St Petersburg	41. <input type="checkbox"/> Tampa, FL	'13				
1									Boston	42. <input type="checkbox"/> Boston, MA	'13				
0									SE New England	(n/a)					
2									Northern New England	43. <input type="checkbox"/> Portland, ME					
										44. <input type="checkbox"/> Portsmouth, NH					
							1		Honolulu	45. <input type="checkbox"/> Honolulu, HI					
							1		Guam	46. <input type="checkbox"/> Guam					
	1								San Juan	47. <input type="checkbox"/> San Juan, PR					
		1							Sault Ste Marie	48. <input type="checkbox"/> Duluth-Superior, MN/WI					
		1							Detroit	49. <input type="checkbox"/> Detroit					
		1							Buffalo	50. <input type="checkbox"/> Cleveland, OH					
		1							Lake Michigan	51. <input type="checkbox"/> Chicago, IL					
		3							Ohio Valley	52. <input type="checkbox"/> Cincinnati, OH					
										53. <input type="checkbox"/> Huntington, WV					
										54. <input type="checkbox"/> Pittsburgh, PA					
	1								Lower MS	55. <input type="checkbox"/> Memphis, TN					
	1								Upper MS	56. <input type="checkbox"/> St Louis, MO					
							0		Juneau	(n/a)					
							2		Anchorage	57. <input type="checkbox"/> Anchorage, AK					
										58. <input type="checkbox"/> Valdez, AK					

* **First 8 ports** (3 sectors: Hampton Roads, Delaware Bay, Mobile): Initial Operating Capability of the Permanent System that is recapitalizing the interim capability in the 58 ports.

FY 2011 Key Events:

- Completed site surveys of R21 sites within five sectors (Houston-Galveston, Corpus Christi, Long Island Sound, New York and Baltimore) to co-locate NAIS equipment with R21 infrastructure to provide NAIS coverage for ports within these sectors.

FY 2012 Planned Key Events:

- Establish Initial Operating Capability of the Permanent System subsequent to test events of the transceive capability within the first three Sectors (Mobile, Hampton Roads and Delaware Bay (Philadelphia, PA)).
- Equipment deployments to Sectors New Orleans and Houston Galveston that will upgrade another ten of the 58 ports with the Permanent System.
- Complete site surveys of R21 sites within six Sectors (San Francisco, LA/LB, San Diego, Miami, Key West, and Puget Sound) to co-locate NAIS equipment with R21 infrastructure to provide NAIS coverage for ports within these sectors.
- Equipment acquisition, including procurement of NAIS base station equipment, antennas, networking equipment, annual software licensing, and other shelter and site equipment for three Sectors (Corpus Christi, Long Island Sound and New York)
- Continue one-for-one replacement of interim prototype capability originally deployed in 58 ports, with Permanent System design and technology.

U. S. Coast Guard - FY 2013 Congressional Justification

Nationwide Automatic Identification System (NAIS) **\$6,000**

FY 2013 Planned Key Events:

- Equipment deployments to three Sectors (Corpus Christi, Long Island Sound and New York) that will recapitalize another four of the 58 ports with the Permanent System.
- Complete site surveys of R21 sites within six Sectors (Columbia River, Charleston, North Carolina, Jacksonville, St. Petersburg, and Boston) to co-locate NAIS equipment with R21 infrastructure to provide NAIS coverage for ports within these Sectors.
- Equipment acquisition, including procurement of NAIS base station equipment, antennas, networking equipment, annual software licensing, and other shelter and site equipment for seven Sectors (Baltimore, San Francisco, LA/LB and San Diego, Miami, Key West and Puget Sound)

CONTRACTORS

Northrop Grumman Space and Mission Systems, Inc. (Herndon, VA) – Prime Contractor for the design and installations of the Permanent System in the first three Sectors.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Planning/Management and Deployment			FY12: Q1	FY12: Q4	5,000
FY 2013					
Planning/Management and Deployment			FY13:Q1	FY13:Q4	6,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	96,011		5,000	6,000	107,011
Obligation	88,114	7,045	4,000	5,550	104,709
Expenditure	81,833	7,155	3,621	4,152	96,761
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	281	2,500	1,811	1,972	6,564
Survey, Design & Engineering	9,358	2,500	1,086	1,280	14,224
Project Management	72,194	2,155	724	900	75,973

U. S. Coast Guard - FY 2013 Congressional Justification

Nationwide Automatic Identification System (NAIS)

\$6,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
NAIS Permanent System deployment	2,850
<u>Survey, Design & Engineering</u>	
NAIS Permanent System deployment	1,850
<u>Project Management</u>	
NAIS Permanent System deployment	1,300
FY 2013 Cost Estimate Project Total:	6,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	-	-
Marine Safety	-	-
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	-	-
Drug Interdiction	-	-
Migrant Interdiction	-	-
Other Law Enforcement	-	-
Ports, Waterways & Coastal Security	5,000	6,000
Defense Readiness	-	-
Mission-Program Allocation Total:	5,000	6,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

Adhering to the National Environmental Policy Act (NEPA), the NAIS project has completed a Programmatic Environmental Impact Statement (PEIS), dated October 6, 2006. The proposed action analyzed in the PEIS is the broad scope of implementation of the NAIS project. As supported by the analysis in the PEIS, the NAIS Project Manager decided to implement the project using the preferred alternative: a combination of coverage mechanisms, including a combination of collocated and newly built shore-based Radio Frequency (RF) sites for short-range AIS coverage. Implementation of the proposed NAIS project through the Preferred Alternative ensures that the Coast Guard satisfies the purpose and need for NAIS. The Preferred Alternative implementation approach offers siting flexibility that will help mitigate or minimize the potential for environmental impacts as well as allow the Coast Guard to maximize the use of existing assets to meet coverage requirements. This decision is documented in a Record of Decision issued on October 27, 2006.

The PEIS provides a general level of analysis of alternatives and environmental impacts and serves as a top-tier environmental analysis of the general project of installing a nationwide AIS-based vessel detection, identification, tracking, and communication system. As a continuation of the environmental planning process, the Coast Guard is conducting site-specific environmental analysis coincident with the project implementation as specific sites are identified. All sites selected and recapitalized with the NAIS

U. S. Coast Guard - FY 2013 Congressional Justification

Nationwide Automatic Identification System (NAIS) **\$6,000**

permanent solution capability will be surveyed and likely will be categorically excluded from further analysis under NEPA.

**U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)**

Air Station Barber's Point Rinse Rack **\$5,000**

Project Description, Justification and Scope

This request fully funds construction of an aircraft rinse rack facility to properly and effectively rinse C-130 aircraft at Air Station Barbers Point, HI (ASBP), the only CG air station that lacks a hangar to house C-130s. Due to the close proximity to the ocean surf, aircraft stationed at ASBP are exposed to a corrosive marine environment requiring additional parts and maintenance to keep aircraft operational. The inability to hangar aircraft in this corrosive environment increases maintenance costs and reduces operational availability. The C-130s at ASBP experience the highest programmed depot maintenance and support costs compared to all other CG air stations with C-130s. Corrosion of aircraft at ASBP result in more frequent maintenance and corrosion inspections, which not only increases costs, but reduces total Fully Mission Capable time. The rinse rack will reduce the amount of corrosion to the aircraft by rinsing off salt and other corrosive elements, ensuring the platform meets its intended service life.



Aircraft Corrosion



Rinse Rack

Significant Changes

There have been no previous budget submissions.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2013					
Design	FY13:Q1	FY13:Q3			400
Construct Rinse Rack			FY13:Q2	FY14:Q2	4,600

U. S. Coast Guard - FY 2013 Congressional Justification

Air Station Barber's Point Rinse Rack

\$5,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation				5,000	5,000
Obligation				5,000	5,000
Expenditure				3,000	3,000
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				2,600	2,600
Survey, Design & Engineering				400	400

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construct Rinse Rack	4,600
<u>Survey, Design & Engineering</u>	
Design	400
FY 2013 Cost Estimate Project Total:	5,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2013</u>
Search and Rescue	1,253
Marine Safety	136
Aids to Navigation	175
Ice Operations	-
Marine Environmental Protection	50
Living Marine Resources	510
Drug Interdiction	1,667
Migrant Interdiction	418
Other Law Enforcement	292
Ports, Waterways & Coastal Security	466
Defense Readiness	33
Mission-Program Allocation Total:	5,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)**

Cold Bay Hangar

\$5,000

Project Description, Justification and Scope

The request fully funds renovation of the existing hangar facility and the detailed design and construction of a hangar addition to accommodate two helicopters and crew with utilities, maintenance space, messing and berthing for a minimum of 14 personnel. Forward Operating Location (FOL) Cold Bay provides seasonal Search and Rescue (SAR) coverage for fisheries in the Bering Sea and Aleutians Islands and ensures two rotary wing aircraft, either HH-65 or HH-60J, are located close to seasonal Aleutian Islands/Bering Sea fishing grounds resulting in reduced SAR response time by approximately six hours when compared to dispatching a helicopter from Air Station Kodiak. The six hour reduction in SAR response time is critical when executing life-saving rescues in this remote, inhospitable area of Alaska, where a matter of hours makes a marked difference in the ability to save lives.

FOL Cold Bay began operating in 1990 from an existing leased hangar. The lack of adequate facilities, infrastructure and resources to support forward deployed rotary wing aircraft operations at Cold Bay will impact Coast Guard SAR in the region. The loss of the Cold Bay FOL will result in the delay of CG resources to emergencies when responding from the Saint Paul FOL, 276 miles away, or Air Station Kodiak, 371 miles away.

Construction will occur through a Design-Build process whereby both design and construction is awarded under a single contract.



Interior of Hangar



Hangar Entrance



Interior Clearance

Significant Changes

This is a new project.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2013					
Design	FY13: Q1	FY13: Q3			400
Construction			FY13: Q2	FY15: Q2	4,600

U. S. Coast Guard - FY 2013 Congressional Justification

Cold Bay Hangar

\$5,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation				5,000	5,000
Obligation				5,000	5,000
Expenditure				1,000	1,000
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				600	600
Survey, Design & Engineering				400	400

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction	4,600
<u>Survey, Design & Engineering</u>	
Design	400
FY 2013 Cost Estimate Project Total:	5,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2013</u>
Search and Rescue	1,594
Marine Safety	42
Aids to Navigation	176
Ice Operations	129
Marine Environmental Protection	286
Living Marine Resources	470
Drug Interdiction	762
Migrant Interdiction	402
Other Law Enforcement	29
Ports, Waterways & Coastal Security	858
Defense Readiness	252
Mission-Program Allocation Total:	5,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)**

Sitkinak, AK Refueling Site Recapitalization \$1,100

Project Description, Justification and Scope

The request fully funds replacement of the existing fuel tanks and fueling systems with military grade systems housed in prefabricated, weather tight shelters with integral spill containment at Sitkinak, AK. The existing fueling equipment, tanks, and the shelter are failing and the fueling equipment does not meet required military standards for physical security and environmental safety measures. There is no fuel spill containment protection on site which poses a significant environmental risk at this remote location. The existing shelter does not properly protect equipment and crew members from the harsh elements on this island with nearly constant 30-40 knots winds and storm wind conditions exceeding 150mph. A complete recapitalization of the existing fuel system, containment, and shelter is required to meet operations in the extreme Alaska environment.

This fuel stop is necessary for rotary wing aircraft, both the HH-65 and HH-60J, to reach their forward operating location at Cold Bay, AK. Without the fueling point at Sitkinak, the HH-65 must make two intermediate stops, flying at the limits of their range. Not being able to reach Cold Bay Forward Operating Location (FOL) would increase Search and Rescue response time from the Saint Paul FOL 276 miles away, or Kodiak 371 miles away.



Exterior Fuel Tanks



Fueling Shelter



Fueling Piping System

Significant Changes

This is a new project.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2013					
Recapitalize Fueling Site	FY13:Q1	FY13:Q3	FY13:Q2	FY13:Q4	1,100

U. S. Coast Guard - FY 2013 Congressional Justification

Sitkinak, AK Refueling Site Recapitalization

\$1,100

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation				1,100	1,100
Obligation				1,100	1,100
Expenditure				1,100	1,100
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				1,100	1,100

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Recapitalize Fueling Site	1,100
FY 2013 Cost Estimate Project Total:	1,100

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2013</u>
Search and Rescue	351
Marine Safety	8
Aids to Navigation	39
Ice Operations	29
Marine Environmental Protection	63
Living Marine Resources	103
Drug Interdiction	168
Migrant Interdiction	88
Other Law Enforcement	6
Ports, Waterways & Coastal Security	189
Defense Readiness	56
Mission-Program Allocation Total:	1,100

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the national Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Station New York Boat Ramp

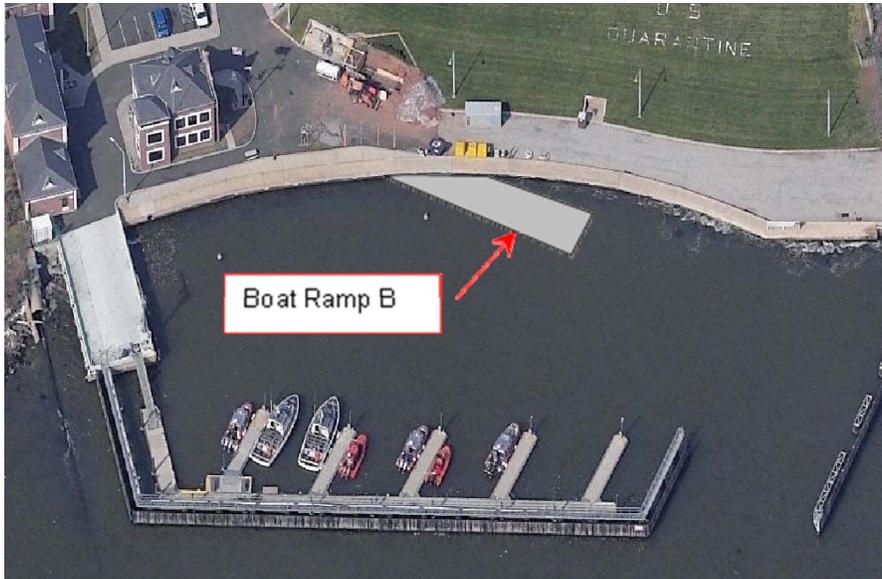
\$1,900

Project Description, Justification and Scope

The request fully funds construction of a boat ramp for launching small boats at Station New York, NY, for both the Station and Maritime Safety and Security Team (MSST) New York. The Coast Guard units stationed in Staten Island are critical to the security of New York Harbor and are mandated to respond quickly to any emergency.

Station New York currently does not have a boat ramp or boat hoist to launch and retrieve small boats, crucial to ensuring the Coast Guard is able to meet Search and Rescue and Ports and Waterways Coastal Security (PWCS) response times. Station New York and MSST New York both currently use off-site ramps to launch and retrieve small boats in the execution of assigned missions. The off-site ramps are a time-consuming transit from the Station and require transporting twenty-five foot boats on trailers through Staten Island's narrow and congested streets and do not offer 24-hr accessibility. In addition, maintenance procedures require frequent removal of boats, and thus it is impractical to keep them in the water all the time when in a heightened readiness status.

The lack of a readily accessible boat ramp negatively impacts the unit's mission execution and the delay of launching small boats could adversely impact the PWCS and Search and Rescue mission.



Aerial view of Station New York with proposed location of boat ramp

Significant Changes

This is a new project.

U. S. Coast Guard - FY 2013 Congressional Justification

Station New York Boat Ramp

\$1,900

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2013					
Construct Boat Ramp	FY13:Q1	FY13:Q3	FY13:Q2	FY13:Q4	1,900

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation				1,900	1,900
Obligation				1,900	1,900
Expenditure				1,000	1,000
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				1,000	1,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construct Boat Ramp	1,900
FY 2013 Cost Estimate Project Total:	1,900

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation
	<u>FY 2013</u>
Search and Rescue	225
Marine Safety	168
Aids to Navigation	334
Ice Operations	27
Marine Environmental Protection	44
Living Marine Resources	177
Drug Interdiction	212
Migrant Interdiction	130
Other Law Enforcement	23
Ports, Waterways & Coastal Security	442
Defense Readiness	118
Mission-Program Allocation Total:	1,900

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Shore Infrastructure Survey and Design **\$1,000**

Project Description, Justification and Scope

The Coast Guard's FY 2013 Survey and Design (S&D) budget request includes survey and design funding essential to future year Acquisition, Construction and Improvement (AC&I) shore projects.

Funding will support planning and engineering studies, master plans, project development and design, appraisals, real property requirements and other architectural/engineering efforts. Completing proper planning and design helps to ensure AC&I projects are properly assessed, planned and prioritized prior to seeking project appropriations. The projects supported by this request contribute to the long-range plans and support of operational units. Specifically, this funding is requested to complete initial S&D for facilities/purposes including the following:

- Sector Columbia River Area Housing/UPH
- CG Station Vallejo
- CG Station Morro Bay

Significant Changes

There are no significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Survey & Design Project Management	FY 12: Q1	FY 12: Q4			1,000
FY 2013					
CG Sector Columbia River Housing/UPH	FY13:Q1	FY13:Q4			550
CG Station Vallejo	FY13:Q1	FY13:Q4			250
CG Station Morro Bay	FY13:Q1	FY13:Q4			200

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	32,222	4,846	1,000	1,000	39,068
Obligation	28,835	4,846	1,000	1,000	35,681
Expenditure	28,835	4,846	1,000	1,000	35,681
<u>Breakdown of Project Expenditures</u>					
Survey, Design & Engineering	28,835	4,846	1,000	1,000	35,681

U. S. Coast Guard - FY 2013 Congressional Justification

Shore Infrastructure Survey and Design

\$1,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Survey, Design & Engineering</u>	
Survey & Design Project Management	100
CG Sector Columbia River Astoria Housing	250
CG Station Vallejo	250
CG Sector Columbia River UPH	200
CG Station Morro Bay	200
FY 2013 Cost Estimate Project Total:	1,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	118	118
Marine Safety	92	88
Aids to Navigation	174	176
Ice Operations	18	14
Marine Environmental Protection	25	23
Living Marine Resources	89	93
Drug Interdiction	115	112
Migrant Interdiction	71	68
Other Law Enforcement	13	12
Ports, Waterways & Coastal Security	220	233
Defense Readiness	65	63
Mission-Program Allocation Total:	1,000	1,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Shore AC&I Waterways ATON Infrastructure **\$1,000**

Project Description, Justification and Scope

This request provides funding to establish, maintain and improve transportation safety on Federal waterways through construction and improvements to buoys and structures which assist in navigation. Waterways infrastructure projects require an annual base funding level to respond to requirements from expanded U.S. Army Corps of Engineers (ACOE) activity and aging/damaged aids to navigation (AtoN).

This request will fund projects that are critical to safe and efficient maritime transportation. Projected projects include construction of buoys and structures in the following locations: Pleasant River, ME; Port Canaveral and Port Manatee, FL; Mobile, AL; Gulfport, MS; Port Charles, LA; Anaheim Bay and Mission Bay, CA; Puget Sound, WA; and Sumner Strait, AK.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2012					
Construction of Aids to Navigation			FY12:Q3	FY13:Q4	730
Survey and Design	FY12:Q1	FY12:Q3			250
Project Management	FY12:Q1	FY12:Q3	FY12:Q3	FY13:Q4	20
FY 2013					
Construction of Aids to Navigation			FY13:Q2	FY14:Q4	730
Survey and Design	FY13:Q1	FY13:Q3			250
Project Management	FY13:Q1	FY13:Q3	FY13:Q2	FY14:Q2	20

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	34,296	4,264	1,000	1,000	40,560
Obligation	32,682	4,264	1,000	1,000	38,946
Expenditure	32,682	4,264	1,000	1,000	38,946
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	30,104	3,444	730	730	35,008
Survey, Design & Engineering	1,723	800	250	250	3,023
Project Management	855	20	20	20	915

U. S. Coast Guard - FY 2013 Congressional Justification

Shore AC&I Waterways ATON Infrastructure

\$1,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	FY 2013 Cost Estimate
<u>Construction / Acquisition</u>	
Construction of fixed structures / acquisition of equipment	730
<u>Survey, Design & Engineering</u>	
Fixed structures	250
<u>Project Management</u>	
Inspections	20
FY 2013 Cost Estimate Project Total:	1,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	-	-
Marine Safety	-	-
Aids to Navigation	1,000	1,000
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	-	-
Drug Interdiction	-	-
Migrant Interdiction	-	-
Other Law Enforcement	-	-
Ports, Waterways & Coastal Security	-	-
Defense Readiness	-	-
Mission-Program Allocation Total:	1,000	1,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Major Acquisition Systems Infrastructure **\$49,411**

Project Description, Justification and Scope

This request supports shore facility infrastructure modifications, upgrades, and new construction associated with homeporting new or modified cutters, boats, and aircraft. The project also supports infrastructure modifications, upgrades, and new construction to provide logistics support for new or modified cutters, boats, and aircraft. The work accomplished in this acquisition project in FY 2011 and prior years was formerly executed under “Deepwater Logistics.”

Facility and Infrastructure Upgrades – Funding in FY 2013 makes progress toward completing the following facility upgrades and infrastructure improvements:

- **Pier, support facility and shore power modifications to support three FRC homeports, which will accommodate a total of six FRCs.** The funding will support the design and construction of homeport facility additions, improvements, and renovations, at three locations: South Portland, ME; Atlantic Beach, NC; and Cape May, NJ. The funding provides improvements such as electrical upgrades, dredging to accommodate deeper drafts of the new cutters, structural improvements to the piers to accommodate larger loads, and shore facilities for storage, maintenance, and other in-port activities associated with the arrival of the new FRCs. These three locations are essential to the overall operational force laydown, and need to be modified in order to accommodate the new FRCs. This funding request provides for facilities to meet asset delivery schedules and minimum facilities requirements based on the FRCs dimensions, shore-tie requirements, operational needs, crewing status, and maintenance schedules. The funding request for the FRC homeport in Cape May, NJ is accelerated in order to align with a Major Shore AC&I project at the same location. This will minimize disruption to ongoing operations, and capitalize on synergies in contracting, design, and construction efforts between the two projects, and lower overall costs in that location, compared to doing these projects separately.
- **New facility for MPA aircraft-specific maintenance training and Mission System Pallet (MSP) maintenance training at Aviation Technical Training Center (ATTC) in Elizabeth City, NC.** This funding will provide training facilities for in-house training of aviation maintenance personnel on both the actual MPA airframe and associated systems. This building is essential to training for USCG personnel on MSPs for the MPA. No ground facilities currently exist to conduct this training. The proper maintenance of the MSPs is crucial to the operational effectiveness and availability of the multi-mission MPA. The MSP is a portable suite of electronic equipment that enables the aircrew to compile data from the aircraft’s multiple integrated sensors to transmit and receive classified and unclassified information from other assets including other aircraft, surface vessels and shore facilities. This procurement is separate from the purchase of the MPA training aides that this building will house.
- **New hangar for MPA depot-level maintenance at the Aviation Logistics Center (ALC) in Elizabeth City, NC.** This project provides a new three-bay hangar to perform depot-level maintenance on the new HC-144A MPA. ALC will have a steadily increasing depot-level maintenance workload as more MPAs are delivered to the USCG. These aircraft have a different

Major Acquisition Systems Infrastructure

\$49,411

facilities footprint compared to the aircraft they are replacing. This project will allow for the efficient and effective execution of MPA programmed depot-level maintenance at ALC.

- **Facility infrastructure modifications to support MPAs at the Aviation Logistics Center (ALC) in Elizabeth City, NC.** This project modifies a current maintenance work-space at ALC into a Mission System Integration Laboratory and secure-space for maintenance and storage of classified materials and equipment. These are new maintenance requirements based upon the acquisition of the MPA. The project also funds the reestablishment of the existing tubing shop that will be displaced by the project.
- **Provide engineering studies and analyses for future-year facilities projects covered under this acquisition program.** This funding will help to establish a 5-year window of planning documents in order to properly budget for homeport decisions in association with future asset deliveries. This will also help to more effectively integrate homeporting decisions for different classes of cutters and aircraft over the long-term planning horizon.
- **Shore infrastructure modifications to support RB-Ms.** This funding is for necessary upgrades associated with delivery of new RB-Ms to various USCG small boat stations across the country. The improvements are generally related to length of the current docks, improvements to floating docks, improvements and upgrades to electrical shore ties, and structural modifications to accommodate the larger, more complex systems on the RB-Ms.

COST ESTIMATE OF WORK TO BE FUNDED THIS FISCAL YEAR 2013:

ITEM	QUANTITY	TOTAL (\$K)
Facilities	Job	<u>\$49,411</u>
	Total	\$49,411

The list below provides an outline of facility upgrades completed under Deepwater Logistics:

Facilities Upgrades

- Design for Hangar, Off-Cycle Crew Support Unit (OCCSU) Building & Pier Upgrades
- Aviation Training Center (ATC) Mobile Hangar Construction (Phase I)
- Environmental Assessment for Alameda, CA
- Communications Area Master Station Atlantic (CAMSLANT) Facility Expansion Design
- Training Center Petaluma Building Rehabilitation and Expansion (Phase I)
- Pacific Area/District 11 Command Center Facility Upgrades
- CAMSLANT Facility Expansion Construction
- Pier/shore tie upgrades at Alameda, CA
- ATC Mobile Hangar Construction (Phase 2)
- Various facility upgrades for C4ISR equipment installs
- Completion of Phase 1 Bldg 500 Rehabilitation at TRACEN Petaluma
- Design of OCCSU Building at Alameda, CA
- Upgrade of NSC shore ties at Alameda, CA
- Upgrade of NSC pier facilities at Alameda, CA

U. S. Coast Guard - FY 2013 Congressional Justification

Major Acquisition Systems Infrastructure **\$49,411**

Construct MPA Simulator Building ATC Mobile, AL
 Upgrade/dredging of NSC waterfront at Alameda, CA
 Stand-up of Deepwater Facility at TISCOM
 Stand-up of Deepwater Facility at C2CEN
 Upgrade of Naval Engineering Support Unit NSC maintenance facilities at Alameda, CA
 Deepwater Systems Integration Project Office Move to Jemal Building, Washington, DC
 FRC Miami Homeport Preparations – Phase 1
 Engineering and Environmental Assessments of Deepwater Homeports & Aviation Sites

CONTRACTORS:

All Major Acquisition Systems Infrastructure projects are executed by the Coast Guard with technical oversight provided by the Shore Infrastructure Logistics Center, the Facilities Design and Construction Center, and Civil Engineering Units located around the United States. Each project is contracted to a construction contractor for execution.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				<u>Total Estimate Cost</u>
	<u>Design Work</u>		<u>Project Work</u>		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012 Facilities			FY2012:Q1	FY2014:Q4	81,500
FY 2013 Facilities			FY2013:Q1	FY2015:Q4	49,411

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation			81,500	49,411	130,911
Obligation			54,610	48,225	102,835
Expenditure			7,550	21,136	28,686
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition			3,650	21,136	24,786
Survey, Design & Engineering			3,900		3,900

U. S. Coast Guard - FY 2013 Congressional Justification

Major Acquisition Systems Infrastructure

\$49,411

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
FRC Homeports #7, #8, #10 [South Portland, ME; Atlantic Beach, NC; Cape May, NJ]	17,000
ATTC MPA & Pallet Maintenance Training Building [Elizabeth City, NC]	12,000
Aviation Logistics Center MPA Maintenance Hangar [Elizabeth City, NC]	17,000
MPA Facilities Upgrades at Aviation Logistics Center [Elizabeth City, NC]	500
Response Boat - Medium (RB-M) Facilities Modifications [various locations]	800
Engineering/Environmental Studies	2,111
FY 2013 Cost Estimate Project Total:	49,411

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation</u>	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	9,540	5,847
Marine Safety	7,510	4,368
Aids to Navigation	14,480	8,702
Ice Operations	1,640	697
Marine Environmental Protection	2,050	1,157
Living Marine Resources	7,160	4,598
Drug Interdiction	9,270	5,519
Migrant Interdiction	5,850	3,377
Other Law Enforcement	1,000	588
Ports, Waterways & Coastal Security	17,690	11,493
Defense Readiness	5,310	3,065
Mission-Program Allocation Total:	81,500	49,411

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Minor AC&I Shore Construction Projects **\$5,000**

Project Description, Justification and Scope

This request provides funds to complete minor AC&I shore facility construction projects. These projects are typically less complex and require less advance planning than major shore projects. Funds will be used to complete minor projects that have costs estimates which exceed the construction authority provided in the Operating Expense appropriation. For example, this may include:

- Emergency repair projects which have cost estimates that are greater than 50% of the plant replacement value;
- Minor facility improvements, which cost more than one million dollars, that are needed to adapt to changing/increased missions.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Minor AC&I Shore Construction	FY12:Q1	FY12:Q3	FY12:Q2	FY12:Q4	6,292
FY 2013					
Minor AC&I Shore Construction	FY13:Q1	FY13:Q3	FY13:Q2	FY13:Q4	5,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	23,880	3,198	6,292	5,000	38,370
Obligation	23,880	1,200	6,292	5,000	36,372
Expenditure	23,880		6,292	5,000	35,172
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	21,810		6,292	5,000	33,102
Survey, Design & Engineering	2,070				2,070

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Minor AC&I Shore Construction	5,000
FY 2013 Cost Estimate Project Total:	5,000

U. S. Coast Guard - FY 2013 Congressional Justification

Minor AC&I Shore Construction Projects

\$5,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	739	592
Marine Safety	576	442
Aids to Navigation	1,095	881
Ice Operations	111	70
Marine Environmental Protection	159	117
Living Marine Resources	560	465
Drug Interdiction	726	558
Migrant Interdiction	449	342
Other Law Enforcement	81	60
Ports, Waterways & Coastal Security	1,385	1,163
Defense Readiness	411	310
Mission-Program Allocation Total:	6,292	5,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

AC&I Core

\$600

Project Description, Justification and Scope

This funding is necessary to cover costs associated with project shared service and training activities for major acquisition projects. The primary initiatives include Acquisition Project Office shared services support, contractor support services, records storage and training. The funding allows the Coast Guard to maintain an effective acquisition process by providing AC&I resources that are not project-specific. Resources are needed to maintain core competencies and capabilities necessary to execute assigned workload while meeting various requirements established in the Chief Financial Officer Act, Clinger-Cohen Act and OMB Circular A-76.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Management Support			FY12:Q1	FY12:Q4	424
Human Resource Requirements			FY12:Q1	FY12:Q4	88
Project Record Storage			FY12:Q1	FY12:Q4	70
Management Travel, Support, Supplies			FY12:Q1	FY12:Q4	18
FY 2013					
Management Support			FY13:Q1	FY13:Q4	424
Human Resource Requirements			FY13:Q1	FY13:Q4	88
Project Record Storage			FY13:Q1	FY13:Q4	70
Management Travel, Support, Supplies			FY13:Q1	FY13:Q4	18

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	8,555	509	600	600	10,264
Obligation	8,459	509	600	600	10,168
Expenditure	8,101	506	579	597	9,783
<u>Breakdown of Project Expenditures</u>					
Project Management	8,101	506	579	597	9,783

AC&I Core

\$600

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Contractor Support	424
Human Resource Requirements	88
Project Record Storage	70
Management Travel, Support and Supplies	18
FY 2013 Cost Estimate Project Total:	600

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2012</u>	<u>FY 2013</u>
Search and Rescue	76	40
Marine Safety	18	6
Aids to Navigation	32	9
Ice Operations	4	6
Marine Environmental Protection	8	4
Living Marine Resources	69	122
Drug Interdiction	158	202
Migrant Interdiction	8	75
Other Law Enforcement	99	31
Ports, Waterways & Coastal Security	103	48
Defense Readiness	25	57
Mission-Program Allocation Total:	600	600

Compliance with Public Laws, Regulations, Standards & Executive Orders

This funding request lists requirements that are in accordance with Appropriations laws and the Chief Financial Officer Act.

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2013 Congressional Justification
(Dollars in Thousands)

Direct Personnel Costs **\$116,798**

Project Description, Justification and Scope

This request funds the salaries, compensation and support costs (including annual pay raise and COLA) for personnel who manage, execute and administer multi-year funded projects within the Acquisition, Construction and Improvements (AC&I) Program. These personnel will support projects requested in this budget submission, as well as prior year funded AC&I projects, by performing planning, design, engineering, contracting, project management, quality assurance and logistics support activities. This ensures the products and services acquired through the AC&I program are completed on time, on budget and in compliance with performance requirements.

The requested funding level will support a total of 842 FTE (an increase of 57 FTE from the FY 2012 Enacted level). These personnel will support projects requested in this budget submission, as well as prior year funded AC&I projects, by performing planning, design, engineering, contracting, project management, quality assurance and logistics support activities. This ensures the products and services acquired through the AC&I program are completed on time, within budget, and in compliance with performance requirements.

Significant Changes

The \$7 million increase from the FY 2012 enacted level reflects an increase of 57 FTE for the AC&I personnel account. This additional funding better aligns FTE to FTP by increasing the FTE to 842 while simultaneously reducing FTP to 880 to address misalignment of FTE and FTP identified during FY2011. The increased FTE accounts for the anticipated vacancy rate associated with the Coast Guard's Direct Hiring Authority for billets funded from this account. The previous FTE and FTP allocations did not account for the vacancy rate associated with the Coast Guard's Direct Hiring Authority provided in the *2010 Coast Guard Authorization Act*.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Direct Personnel Costs			FY12:Q1	FY12:Q4	109,592
FY 2013					
Direct Personnel Costs			FY13:Q1	FY13:Q4	116,798

U. S. Coast Guard - FY 2013 Congressional Justification

Direct Personnel Costs

\$116,798

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2010 & Prior</u>	<u>FY 2011¹</u>	<u>FY 2012</u>	<u>FY 2013</u>	
Appropriation	559,557	116,100	109,592	116,798	902,047
Obligation	559,557	116,100	109,592	116,798	902,047
Expenditure	559,557	116,100	109,592	116,798	902,047
<u>Breakdown of Project Expenditures</u>					
Direct Personnel Costs	559,557	116,100	109,592	116,798	902,047

¹Includes \$10.5 million Congressional reprogramming.

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2013 Cost Estimate</u>
<u>Other Costs</u>	
Direct Personnel Costs	116,798
FY 2013 Cost Estimate Project Total:	116,798

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2013</u>
Search and Rescue	7,795
Marine Safety	1,054
Aids to Navigation	1,727
Ice Operations	1,125
Marine Environmental Protection	719
Living Marine Resources	23,721
Drug Interdiction	39,637
Migrant Interdiction	14,399
Other Law Enforcement	6,206
Ports, Waterways & Coastal Security	9,282
Defense Readiness	11,133
Mission-Program Allocation Total:	116,798

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Vessels
Funding Schedule
(Dollars in Thousands)

Vessels & Critical Infrastructure		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel (Basic Allowance for Housing)				
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	14,819	7,412	9,631	2,219
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	103,736	51,881	67,417	15,536
25.2	Other services	118,555	59,293	77,048	17,755
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	74,097	37,058	48,155	11,097
31.0	Equipment	1,037,359	518,812	674,167	155,355
32.0	Land and structures	133,376	66,704	86,677	19,973
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Vessels		\$ 1,481,942	\$ 741,160	\$ 963,095	\$ 221,935
Full Time Equivalents		-	-	-	-

Summary Justification and Explanation of Changes

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 14,819	\$ 7,412	\$ 9,631	\$ 2,219

Travel includes all costs of transportation of persons, subsistence of travelers and incidental travel expenses in accordance with Federal travel regulations. Specifically, funds transport of personnel in support of training, project management and oversight of the Survey and Design, National Security Cutter, Offshore Patrol Cutter, Fast Response Cutter, Cutter Boats and Arctic Vessel. Funding in FY 2013 reflects the anticipated need.

Advisory and assistance services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 103,736	\$ 51,881	\$ 67,417	\$ 15,536

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) and other agencies within the Federal Government. Funding in FY 2013 reflects the anticipated need.

Other services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 118,555	\$ 59,293	\$ 77,048	\$ 17,755

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2013 reflects the anticipated need.

Supplies and materials

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 74,097	\$ 37,058	\$ 48,155	\$ 11,097

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters and boats, supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Funding in FY 2013 reflects the anticipated need.

Equipment

FY 2011	FY 2012	FY 2013	2012 - 2013
Actual	Enacted	Requested	
Obligations	Budget Authority	Budget Authority	Change
\$ 1,037,359	\$ 518,812	\$ 674,167	\$ 155,355

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2013 reflects the anticipated need.

Land and structures

FY 2011	FY 2012	FY 2013	2012 - 2013
Actual	Enacted	Requested	
Obligations	Budget Authority	Budget Authority	Change
\$ 133,376	\$ 66,704	\$ 86,677	\$ 19,973

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Funding in FY 2013 reflects the anticipated need.

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Aircraft
Funding Schedule
(Dollars in Thousands)

Aircraft		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel (Basic Allowance for Housing)	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	821	1,478	771	(707)
22.0	Transportation of things	140	251	131	(120)
23.1	GSA rent	-	-	-	-
23.2	Other rent	129	233	121	(112)
23.3	Communication, utilities, and misc charges	48	87	46	(41)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	10,776	19,397	10,123	(9,274)
25.2	Other services	12,233	22,020	11,492	(10,528)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	85	153	80	(73)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	7,602	13,684	7,142	(6,542)
31.0	Equipment	102,317	184,181	96,124	(88,057)
32.0	Land and structures	12,717	22,890	11,948	(10,942)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Aircraft		\$ 146,868	\$ 264,374	\$ 137,978	\$ (126,396)
Full Time Equivalents		-	-	-	-

Summary Justification and Explanation of Changes

Travel

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		2012 - 2013 Change
	\$ 821		\$ 1,478		\$ 771		\$ (707)

Travel includes all costs of transportation of persons, subsistence of travelers and incidental travel expenses in accordance with Federal travel regulations. Specifically, funds transport of personnel in support of training, project management and oversight of the Maritime Patrol Aircraft and Long Range Surveillance Aircraft (C-130H/J) projects. Funding in FY 2013 reflects the anticipated need.

Transportation of things

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		2012 - 2013 Change
	\$ 140		\$ 251		\$ 131		\$ (120)

Transportation of things includes all costs of the care of such things while in process of being transported and other services incident to the transportation of things. Specifically, funding provides for shipment of goods, equipment, supplies and materials to support completion of AC&I projects. Funding in FY 2013 reflects the anticipated need.

Other rent

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		2012 - 2013 Change
	\$ 129		\$ 233		\$ 121		\$ (112)

Other rent includes all payments to a non-Federal source for rental space, land, and structures. Funding supports lease renewals for facilities (e.g., office space, hangar facilities, equipment storage and maintenance facilities, etc.). Funding in FY 2013 reflects the anticipated need.

Communication, utilities, and misc charges

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		2012 - 2013 Change
	\$ 48		\$ 87		\$ 46		\$ (41)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for facility utilities, fuel requirements, and postal costs. Funding in FY 2013 reflects the anticipated need.

Advisory and assistance services

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		2012 - 2013 Change
	\$ 10,776		\$ 19,397		\$ 10,123		\$ (9,274)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) and other agencies within the Federal Government. Funding in FY 2013 reflects the anticipated need.

Other services

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	12,233	\$ 22,020	\$ 11,492	\$ (10,528)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2013 reflects the anticipated need.

Research and development

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	85	\$ 153	\$ 80	\$ (73)

Contracts for the conduct of basic and applied research and development. Funding in FY 2013 reflects the anticipated need.

Supplies and materials

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	7,602	\$ 13,684	\$ 7,142	\$ (6,542)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Funding in FY 2013 reflects the anticipated need.

Equipment

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	102,317	\$ 184,181	\$ 96,124	\$ (88,057)

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2013 reflects the anticipated need.

Land and structures

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	12,717	\$ 22,890	\$ 11,948	\$ (10,942)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Funding in FY 2013 reflects the anticipated need.

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Other
Funding Schedule
(Dollars in Thousands)

Other Equipment		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel (Basic Allowance for Housing)	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	1,103	917	598	(319)
22.0	Transportation of things	188	156	102	(54)
23.1	GSA rent	-	-	-	-
23.2	Other rent	174	144	94	(50)
23.3	Communication, utilities, and misc charges	65	54	35	(19)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	14,483	12,033	7,855	(4,178)
25.2	Other services	16,442	13,660	8,917	(4,743)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	114	95	62	(33)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	10,218	8,489	5,542	(2,947)
31.0	Equipment	137,523	114,260	74,586	(39,674)
32.0	Land and structures	17,093	14,203	9,271	(4,932)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Other Equipment		\$ 197,403	\$ 164,011	\$ 107,062	\$ (56,949)
Full Time Equivalents		-	-	-	-

Summary Justification and Explanation of Changes

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 1,103	\$ 917	\$ 598	\$ (319)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Funding in FY 2013 reflects the anticipated need.

Transportation of things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 188	\$ 156	\$ 102	\$ (54)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Funding in FY 2013 reflects the anticipated need.

Other rent

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 174	\$ 144	\$ 94	\$ (50)

Other rent includes all payments to a non-Federal source for rental space, land, and structures. Funding supports lease renewals for facilities (e.g. office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.). Funding in FY 2013 reflects the anticipated need.

Communication, utilities, and misc charges

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 65	\$ 54	\$ 35	\$ (19)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Funding in FY 2013 reflects the anticipated need.

Printing and reproduction

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ -	\$ -	\$ -	\$ -

Printing includes all costs for printing and reproduction obtained from the private sector or from other Federal entities. Funding includes charges associated with publication of Coast Guard training manuals, operational instructions, reports and other Coast Guard directives. Funding in FY 2013 reflects the anticipated need.

Advisory and assistance services

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	14,483	\$ 12,033	\$ 7,855	\$ (4,178)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) and other agencies within the Federal Government. Funding in FY 2013 reflects the anticipated need.

Other services

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	16,442	\$ 13,660	\$ 8,917	\$ (4,743)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2013 reflects the anticipated need.

Research and development

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	114	\$ 95	\$ 62	\$ (33)

Contracts for the conduct of basic and applied research and development. Funding in FY 2013 reflects the anticipated need.

Supplies and materials

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	10,218	\$ 8,489	\$ 5,542	\$ (2,947)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Funding in FY 2013 reflects the anticipated need.

Equipment

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	137,523	\$ 114,260	\$ 74,586	\$ (39,674)

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2013 reflects the anticipated need.

Land and structures

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$	17,093	\$ 14,203	\$ 9,271	\$ (4,932)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Funding in FY 2013 reflects the anticipated need.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Shore Facilities & Aids To Navigation
Funding Schedule
(Dollars in Thousands)**

Shore Facilities & Aids To Navigation		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.6	Military personnel (Basic Allowance for Housing)	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	896	972	532	(440)
22.0	Transportation of things	152	165	90	(75)
23.1	GSA rent	-	-	-	-
23.2	Other rent	141	153	84	(69)
23.3	Communication, utilities, and misc charges	53	57	31	(26)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	11,760	12,752	6,987	(5,765)
25.2	Other services	13,350	14,476	7,931	(6,545)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	93	101	55	(46)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	8,296	8,996	4,929	(4,067)
31.0	Equipment	111,660	121,081	66,339	(54,742)
32.0	Land and structures	13,878	15,050	8,247	(6,803)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Shore & Aids to Navigation		\$ 160,279	\$ 173,803	\$ 95,225	\$ (78,578)
Full Time Equivalents		-	-	-	-

Summary Justification and Explanation of Changes

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 896	\$ 972	\$ 532	\$ (440)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Funding in FY 2013 reflects the anticipated need.

Transportation of things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 152	\$ 165	\$ 90	\$ (75)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Specifically, funding supports the shipment of military member's household goods in conjunction with Permanent Change of Station (PCS) moves.

Other rent

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 141	\$ 153	\$ 84	\$ (69)

Other rent includes all payments to a non-Federal source for rental space, land, and structures. Funding supports lease renewals for facilities (e.g. office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.).

Communication, utilities, and misc charges

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 53	\$ 57	\$ 31	\$ (26)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities, cutters, and aircraft, utility costs including shore facility utilities and cutter, boat and aircraft fuel requirements, and postal costs.

Advisory and assistance services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 11,760	\$ 12,752	\$ 6,987	\$ (5,765)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) and other agencies within the Federal Government. Funding in FY 2013 reflects the anticipated need.

Other services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 13,350	\$ 14,476	\$ 7,931	\$ (6,545)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2013 reflects the anticipated need.

Research and development

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 93	\$ 101	\$ 55	\$ (46)

Contracts for the conduct of basic and applied research and development. Funding in FY 2013 reflects the anticipated need.

Supplies and materials

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 8,296	\$ 8,996	\$ 4,929	\$ (4,067)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Funding in FY 2013 reflects the anticipated need.

Equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 111,660	\$ 121,081	\$ 66,339	\$ (54,742)

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2013 reflects the anticipated need.

Land and structures

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 13,878	\$ 15,050	\$ 8,247	\$ (6,803)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Funding in FY 2013 reflects the anticipated need.

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Personnel & Management
Funding Schedule
(dollars in thousands)

Personnel & Related Support		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	43,093	43,846	46,289	2,443
11.3	Other than full-time permanent	524	533	563	30
11.5	Other personnel compensation	1,215	1,236	1,305	69
11.6	Military personnel (Basic Allowance for Housing)	10,731	11,899	12,618	719
11.7	Military personnel	27,618	28,625	30,354	1,729
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	11,778	11,984	12,652	668
12.2	Military personnel benefits	3,312	3,719	3,942	223
13.0	Benefits-former	187	190	199	9
21.0	Travel	93	46	53	7
22.0	Transportation of things	16	8	9	1
23.1	GSA rent	-	-	-	-
23.2	Other rent	15	7	8	1
23.3	Communication, utilities, and misc charges	5	3	3	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	1,220	599	695	96
25.2	Other services	1,385	680	789	109
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	10	5	5	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	861	422	490	68
31.0	Equipment	11,585	5,684	6,604	920
32.0	Land and structures	1,440	706	820	114
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Personnel		\$ 115,088	\$ 110,192	\$ 117,398	\$ 7,206
Full Time Equivalents		826	785	842	-

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 98,458	\$ 102,032	\$ 107,922	\$ 5,890

Currently, all salaries, benefits, and support for the military and civilian personnel who administer AC&I contracts are funded by the AC&I appropriation, whereas 97 percent of the Coast Guard's personnel is funded from the OE appropriation. AC&I has a specific annual appropriation to fund "personnel compensation and benefits and government program management related costs." Annual AC&I personnel compensation appropriation, rather than the multi-year project funds, must be used to fund all AC&I related personnel costs. Funding includes the proposed pay raise (1.7 percent for military and .5 percent for civilians), medical benefits, other mandatory personnel entitlements.

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 93	\$ 46	\$ 53	\$ 7

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Funding in FY 2013 reflects the anticipated need.

Transportation of things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 16	\$ 8	\$ 9	\$ 1

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Specifically, funding supports the shipment of military member's household goods in conjunction with Permanent Change of Station (PCS) moves. Funding in FY 2013 reflects the anticipated need.

Other rent

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 15	\$ 7	\$ 8	\$ 1

Other rent includes all payments to a non-Federal source for rental space, land, and structures. Funding supports lease renewals for facilities (e.g. office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.). Funding in FY 2013 reflects the anticipated need.

Advisory and assistance services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 1,220	\$ 599	\$ 695	\$ 96

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) and other agencies within the Federal Government. Funding in FY 2013 reflects the anticipated need.

Other services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 1,385	\$ 680	\$ 789	\$ 109

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2013 reflects the anticipated need.

Supplies and materials

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 861	\$ 422	\$ 490	\$ 68

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Funding in FY 2013 reflects the anticipated need.

Equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 11,585	\$ 5,684	\$ 6,604	\$ 920

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2013 reflects the anticipated need.

Land and structures

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 1,440	\$ 706	\$ 820	\$ 114

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Funding in FY 2013 reflects the anticipated need.

I. Changes in Full-Time Equivalents

Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Changes in Full-Time Equivalents

	FY 2011	FY 2012	FY 2013
BASE: Year-end FTE from Prior Year	735	826	785
INCREASES:			
Increase #1: AC&I personnel management.	91	0	57
Description: Management and oversight of AC&I projects.			
Subtotal, Increases:	91	0	57
DECREASES:			
Decrease #1: AC&I personnel management.	0	-41	0
Description: Management and oversight of AC&I projects.			
Subtotal, Decreases:	0	-41	0
Year-end Enacted / Estimated FTEs	826	785	842
Net Change from prior year base to Budget Year Estimate:	91	-41	57

*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

Department of Homeland Security

United States Coast Guard

Alteration of Bridges



Fiscal Year 2013

Congressional Justification

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U. S. Coast Guard
Alteration of Bridges

I. Appropriation Overview

A. Mission Statement for Alteration of Bridges:

Alteration of unreasonably obstructive bridges supports navigational safety and freedom of mobility to facilitate commerce, emergency response and U.S. Government operations by providing sufficient clearances for the type of vessels that transit beneath bridges. Alterations also deter waterway and highway/railway closures due to accidents.

B. Budget Activities:

Funding for Alteration of Bridges supports the Coast Guard's Aids to Navigation mission.

C. Budget Request Summary:

The Coast Guard is not requesting funding for Alteration of Bridges in FY 2013.

III. Current Services Program Description by PPA

Department of Homeland Security
U. S. Coast Guard
Alteration of Bridges
Program Performance Justification
(Dollars in Thousands)

PPA I: ALTERATION OF BRIDGES

	Perm		
	Pos	FTE	Amount
2011 Actual
2012 Enacted
2013 Adjustments-to-Base			...
2013 Current Services
2013 Program Change
2013 Request

The Coast Guard does not request funding for this activity in FY 2013.

CURRENT SERVICES PROGRAM DESCRIPTION:

The Alteration of Bridges program funds the Federal Government's share of the costs for altering or removing bridges determined to be unreasonable obstructions to navigation. Under the Truman-Hobbs Act of 1940 (33 U.S.C. 511-523), the Federal Government shares, with the bridge owner, the cost of altering railroad and publicly-owned highway bridges declared by the Coast Guard to be unreasonable obstructions to navigation. Under the Federal-Aid to Highways Program, unreasonably obstructive highway bridges may be eligible for funding.

B. FY 2012 to FY 2013 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Alteration of Bridges
FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	-	-	-
FY 2012 Enacted Budget Authority	-	-	-
Adjustments-to-Base			
Total Adjustments-to-Base	-	-	-
FY 2013 Current Services	-	-	-
FY 2013 Requested Budget Authority	-	-	-
2012 to 2013 Total Change	-	-	-

E. Summary of Requirements by Object Class

**Department of Homeland Security
U. S. Coast Guard
Alteration of Bridges**
Summary of Requirements by Object Class
(Dollars in Thousands)

Object Classes		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits		\$ -	\$ -	\$ -	\$ -
Other Objects Classes:					
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes		\$ -	\$ -	\$ -	\$ -
Total, Direct Obligations		\$ -	\$ -	\$ -	\$ -
Unobligated balance, start of year					
		-	-	-	-
Unobligated balance, end of year					
		-	-	-	-
Recoveries					
		-	-	-	-
Total Requirements*		\$ -	\$ -	\$ -	\$ -

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Alteration of Bridges
PPA I
Funding Schedule
(Dollars in Thousands)**

Alteration of Bridges		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012-2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ -	\$ -	\$ -	\$ -
Full Time Equivalents		-	-	-	-
Unobligated balance, start of year		-	-	-	-
Unobligated balance, end of year		-	-	-	-
Recoveries		-	-	-	-
Total Requirements*		\$ -	\$ -	\$ -	\$ -

PPA Mission Statement

The alteration of unreasonably obstructive bridges supports navigational safety and freedom of mobility to facilitate commerce, emergency response and U.S. Government operations, by providing sufficient clearances for the type of vessels that transit through the bridge.

Summary Justification and Explanation of Changes

Land and structures

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012-2013 Change
	\$ -	\$ -	\$ -	\$ -

Department of Homeland Security

United States Coast Guard

Research, Development, Test and Evaluation



Fiscal Year 2013

Congressional Justification

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U. S. Coast Guard
Research, Development, Test and Evaluation

I. Appropriation Overview

A. Mission Statement for Research, Development, Test and Evaluation:

Research, Development, Test and Evaluation (RDT&E) funding allows the Coast Guard to sustain critical mission capabilities through applied research and partnerships with the Department of Homeland Security (DHS), the Department of Defense (DoD), as well as other Federal and private research organizations. The purpose of the Research and Development Program (R&D) is to help identify and examine existing or impending problems in the Coast Guard's operational, regulatory, and support programs and make improvements through solutions based on scientific and technological advances. The RDT&E funding supports risk-reduction expertise and services in the pre-acquisition process of major and non-major acquisition projects.

B. Budget Activities:

The RDT&E appropriation sustains program infrastructure and core capabilities, knowledge, skills, experience, and facilities to allow the Coast Guard to maintain a balanced portfolio of projects that supports short, medium, and long range requirements across all missions. Other activities include formulation and oversight of cooperative agreements with relevant professionals in the public and private sectors, such as University Affiliated Research Centers (UARC) and Federally Funded Research & Development Centers (FFRDC). These agreements promote collaboration and leverage expertise and the development of techniques, methods, hardware, and systems that directly contribute to increasing productivity and effectiveness of the Coast Guard's missions.

C. Budget Request Summary:

The Coast Guard requests \$19.7 million in FY 2013. RDT&E funding requested in FY 2013 will be used to develop technologies and systems that improve operational presence and response, as well as perform technology assessments to inform the early stages of the acquisition process. With FY 2013 funding, the Coast Guard RDT&E Program will develop a Center for Coast Guard Modeling and Simulation (M&S) by continuing to update and certify critical modeling and simulation tools and develop both engagement and campaign-level M&S capability; as well as conduct research and development in the following areas: command centers and intelligence; prevention and mitigation of oil spills; prevention of aquatic invasive species introduction; sensor optimization, automation, and visualization for aviation, surface, and shore assets; and exploration of key technologies for surface-fleet assets, including energy/green technologies; and exploration of concepts and technologies supporting Coast Guard operations in the Arctic regions.

In addition, funding supports program operations and maintenance costs (e.g., salaries, facility rent, utilities) at the Coast Guard Research and Development Center and the R&D Program's continued collaboration and participation with the research community. Healthy partnerships with other government, academic, and private research entities enable the Coast Guard to leverage research and development resources and foster synergies in scientific fields pertinent to Coast Guard missions.

Prioritized FY 2013 Planned Accomplishments

Priority	FY13 PLANNED ACCOMPLISHMENTS	FY13 Planned Allocation (\$M)	Salary Portion (\$M)
1	Support and Operations	10.63	6.18
2	Arctic Operations	1.22	0.98
3	Pre-Acquisition Exploration for the Surface Fleet	1.01	0.61
4	BWT Systems	0.80	0.53
5	Oil in Ice	1.22	0.85
6	Oil Spill Detection and Response	1.28	0.89
7	Modeling & Simulation	1.50	1.06
8	Sensor Optimization, Automation, and Visualization	0.58	0.33
9	Intelligence	0.50	0.26
10	Alternative Energy/Environmental Analysis	0.75	0.58
11	Other Projects	0.24	0.00
	Total	19.73	12.27

II. Summary of FY 2013 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
Summary of FY 2013 Budget Estimates by Program/Project Activity**

(Dollars in Thousands)

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase (+) or Decrease (-) For FY 2013					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Research, Development, Test and Evaluation	92	\$ 20,536	101	\$ 27,779	101	\$ 19,728	-	\$ (8,051)	-	\$ -	-	\$ (8,051)
Subtotal, Enacted Appropriations and Budget Estimates	92	\$ 20,536	101	\$ 27,779	101	\$ 19,728	-	\$ (8,051)	-	\$ -	-	\$ (8,051)
Net, Enacted Appropriations & Budget Estimates	92	\$ 20,536	101	\$ 27,779	101	\$ 19,728	-	\$ (8,051)	-	\$ -	-	\$ (8,051)

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
Program Performance Justification
(Dollars in Thousands)**

PPA I: RESEARCH, DEVELOPMENT, TEST AND EVALUATION

	Perm		
	Pos	FTE	Amount
2011 Actual Obligations	101	92	\$20,536
2012 Enacted Budget Authority	101	101	27,779
2012 Adjustments-to-Base	...	...	(8,051)
2013 Current Services	101	101	19,728
2013 Program Change	...	...	...
2013 Requested Budget Authority	101	101	19,728
2012 to 2013 Total Change			(8,051)

The Coast Guard requests \$19.7 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

The RDT&E Appropriation funds foundational work for decision-makers of future acquisition, operations, regulatory, and support initiatives before long-term commitments are made through the Acquisition, Construction & Improvements or Operating Expenses appropriations. Knowledge and experience are gained through mission validation, gap analysis, modeling and simulation, requirements validation, operational analysis, market research, alternatives analysis, technology maturity assessments, cost estimation, prototyping, operational assessments, testing, and evaluation.

Funding requirements for the RDT&E Program are grouped into two categories: Coast Guard Mission Research and Operations & Maintenance (e.g., salaries, facility rent, utilities, etc.).

V. Exhibits and Other Supporting Materials

A. Justification of Proposed Legislative Language

Department of Homeland Security

U. S. Coast Guard

Justification of Proposed Changes in Research, Development, Test and Evaluation Appropriation Language

For necessary expenses for applied scientific research, development, test, and evaluation; and for maintenance, rehabilitation, lease, and operation of facilities and equipment; as authorized by law; [\$27,779,000,]\$19,728,000 to remain available until September 30, [2016]2017, of which \$500,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)); Provided, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries for expenses incurred for research, development, testing, and evaluation. (*Department of Homeland Security Appropriations Act, 2012.*)

B. FY 2012 to FY 2013 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	101	92	\$20,536
FY 2012 Enacted Budget Authority	101	101	27,779
Adjustments-to-Base			
Increases			
Annualization of FY 2012 Military Pay Raise	-	-	7
FY 2013 Pay Raise			59
Total Increases	-	-	66
Decreases			
Unmanned Aerial Systems	-	-	(8,000)
Program Support Reduction	-	-	(117)
Total Decreases	-	-	(8,117)
Total Adjustments-to-Base	-	-	(8,051)
FY 2013 Current Services	101	101	19,728
FY 2013 Requested Budget Authority	101	101	19,728
FY 2012 to 2013 Total Change	-	-	(8,051)

C. Summary of Requirements

Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
Summary of Requirements
(Dollars in Thousands)

	FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority	
	Pos.	FTE	Pos.	FTE
FY 2011 Actual Obligations				
FY 2012 Enacted Budget Authority	101	92	101	92
			20,536	
			27,779	
Adjustments-to-Base (See "FY 2012 to FY 2013 Budget Change" for details)				
Transfers	-	-	-	-
Increases	-	-	-	-
Decreases	-	-	-	-
Total Adjustments-to-Base			(8,051)	
			(8,051)	
FY 2012 Current Services	101	101	101	101
			19,728	
Program Changes (See "FY 2012 to FY 2013 Budget Change" for details)				
FY 2013 Requested Budget Authority	101	101	101	101
			19,728	
2012 to 2013 Total Change	-	-	(8,051)	-

Estimates by Program/Project Activity	FY 2012 Enacted Budget Authority		FY 2013 Adjustments-to-Base		FY 2013 Program Change		FY 2013 Requested Budget Authority		2012 to 2013 Total Change	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
I. Research, Development, Test and Evaluation	101	101	-	-	-	-	101	101	-	-
			(8,051)				19,728			
Total	101	101	-	-	-	-	101	101	-	-
			(8,051)				19,728			
			(8,051)				19,728			

D. Summary of Reimbursable Resources

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
Summary of Reimbursable Resources
(Dollars in Thousands)**

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		2013 Estimate Requested Budget Authority		Increase/Decrease		
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	
Department of Homeland Security	-	-	600	-	-	-	500	-	-
Department of the Navy	-	-	14	-	-	-	1,250	-	-
Joint Non-Lethal Weapons Directorate	-	-	84	-	1,200	-	1,000	-	-
Department of Army	-	-	-	-	1,000	-	750	-	-
Other Federal Agencies	-	-	3,669	-	2,770	-	1,500	-	-
Total Budgetary Resources	-	-	4,367	-	5,570	-	5,000	-	-

	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		2013 Requested Budget Authority		Increase/Decrease		
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	
Obligations by Program/Project Activity									
Visitation Tools	-	-	-	-	-	-	-	-	-
JNLWD Small Vessel Entanglement	-	-	84	-	700	-	400	-	-
Training of Navy Personnel	-	-	14	-	-	-	-	-	-
Non-Pyrotechnic Flashbang Grenade (NPPFG)	-	-	-	-	-	-	-	-	-
GLRI BWT Shore-Based Approval - Test Facility Upgrade	-	-	1,466	-	-	-	-	-	-
GLRI BWT Shipboard Approval Tests	-	-	-	-	1,900	-	1,450	-	-
Shipboard Compliance of Ballast Water Discharge Standards	-	-	550	-	150	-	110	-	-
GLRI BW Other - Laker Feasibility Study	-	-	87	-	20	-	20	-	-
GLRI BW Other - Investigation of Ballast Water Treatment's Effect on Corrosion	-	-	472	-	400	-	260	-	-
GLRI BW Other - Asian Carp Tow Boat/Barge Sampling Study	-	-	644	-	-	-	-	-	-
GLRI BW Other - CSSC Marine Safety Risk Analysis	-	-	-	-	150	-	1,110	-	-
Low Cost Swimmer Detection System	-	-	-	-	50	-	-	-	-
Response to Oil in Ice	-	-	200	-	700	-	600	-	-
Recovery of Heavy Oil	-	-	250	-	-	-	-	-	-
Maritime Trace Narcotic Identification/Verification	-	-	-	-	1,000	-	750	-	-
Mobile 10-Print Biometric Field Test	-	-	600	-	500	-	300	-	-
Total Obligations	-	-	4,367	-	5,570	-	5,000	-	-

E. Summary of Requirements by Object Class

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
Summary of Requirements by Object Class
(Dollars in Thousands)**

Object Classes	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1 Full-time permanent	7,395	7,664	7,697	33
11.3 Other than full-time permanent	68	179	180	1
11.5 Other personnel compensation	203	196	197	1
11.6 Military personnel-basic allowance for housing	461	511	517	6
11.7 Military personnel	1,187	1,502	1,517	15
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	1,991	1,947	1,956	9
12.2 Military personnel benefits	132	160	161	1
13.0 Benefits-former	8	8	8	-
Total, Personnel Comp. & Benefits	\$ 11,445	\$ 12,167	\$ 12,233	\$ 66
	-			
Other Objects Classes:	-			
	-			
21.0 Travel	510	2,100	541	(1,559)
21.7 Lease of Vehicle	11	35	9	(26)
22.0 Transportation of things	84	268	169	(99)
23.1 GSA rent	-	-	-	-
23.2 Other rent	43	137	35	(102)
23.3 Communication, utilities, and misc charges	117	374	96	(278)
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	3,020	9,860	2,441	(7,419)
25.2 Other services	567	2,014	290	(1,724)
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	3,539	9,500	2,564	(6,936)
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	1,005	4,613	1,189	(3,424)
31.0 Equipment	194	178	160	(18)
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	1	3	1	(2)
Total, Other Object Classes	\$ 9,091	29,082	7,495	(21,587)
Total Direct Obligations	\$ 20,536	41,249	19,728	(21,521)
Total Requirements	\$ 24,696	27,779	19,728	

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test, and Evaluation - Military
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	-	-	-	-
O-7	-	-	-	-
O-6	2	2	2	-
O-5	-	1	1	-
O-4	3	3	3	-
O-3	7	7	7	-
O-2	-	-	-	-
O-1	-	-	-	-
CWO	1	1	1	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	-	-	-	-
E-8	-	-	-	-
E-7	2	2	2	-
E-6	2	3	3	-
E-5	-	-	-	-
E-4	1	1	1	-
E-3	1	1	1	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	19	21	21	-
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	21	21	21	-
FTE¹	19	21	21	-
Headquarters	3	2	2	-
U.S. Field	17	19	19	-
Foreign Field	-	-	-	-
Total Permanent Positions	20	21	21	-
Position Data:				
Average Salary, Officer Positions²	\$ 119,229	\$ 118,689	\$ 118,860	\$ 171
Average Grade, Officer Positions	4	4	4	-
Average Salary, Enlisted Positions²	\$ 67,152	\$ 67,604	\$ 65,534	\$ (2,070)
Average Grade, Enlisted Positions	6	6	6	-

¹The Coast Guard manages the military workforce by end strength, not Full Time Equivalent (FTE). The military FTE represented in these numbers are monthly end strengths averaged over the year.

²The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular pay grade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test, and Evaluation - Civilian
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	3	4	4	-
GS-14	15	14	14	-
GS-13	32	32	32	-
GS-12	15	21	21	-
GS-11	1	1	1	-
GS-10	-	-	-	-
GS-9	3	2	2	-
GS-8	1	1	1	-
GS-7	2	2	2	-
GS-6	1	2	2	-
GS-5	-	-	-	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	1	1	1	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	74	80	80	-
Unfilled Positions EOY	6	2	2	-
Total Perm. Employment (Filled Positions) EOY	75	78	78	-
FTE	73	80	80	-
Headquarters	14	5	5	-
U.S. Field	67	75	75	-
Foreign Field	-	-	-	-
Total Permanent Positions	81	80	80	-
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions¹	\$ 127,803	\$ 127,803	\$ 134,130	\$ 6,327
Average Grade, GS Positions	13	12	12	(0)

¹The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holidays hazardous duty, reemployment annuitant and severance pays, night differential, non-foreign Cost-of-Living Allowance and premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
PPA I
Funding Schedule
(Dollars in Thousands)

Research, Development, Test and Evaluation		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	7,395	7,664	7,697	33
11.3	Other than full-time permanent	68	179	180	1
11.5	Other personnel compensation	203	196	197	1
11.6	Military personnel-basic allowance for housing	461	511	517	6
11.7	Military personnel	1,187	1,502	1,517	15
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,991	1,947	1,956	9
12.2	Military personnel benefits	132	160	161	1
13.0	Benefits-former	8	8	8	-
21.0	Travel	510	2,100	541	(1,559)
21.7	Lease of Vehicles	11	35	9	(26)
22.0	Transportation of things	84	268	169	(99)
23.1	GSA rent	-	-	-	-
23.2	Other rent	43	137	35	(102)
23.3	Communication, utilities, and misc charges	117	374	96	(278)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	3,020	9,860	2,441	(7,419)
25.2	Other services	567	2,014	290	(1,724)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	3,539	9,500	2,564	(6,936)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	1,005	4,613	1,189	(3,424)
31.0	Equipment	194	178	160	(18)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	1	3	1	(2)
Total, Research, Development, Test, & Evaluation		\$ 20,536	\$ 41,249	\$ 19,728	\$ (21,521)

PPA Mission Statement

The Coast Guard RDT&E Appropriation serves as a strategic investment in real-world exploration to quickly gain knowledge and experience enhancing the sound early decisions that have a significant effect on a system's overall value and risk profiles. The RDT&E Appropriation funds foundational work for decision-makers of future acquisition, operations, regulatory, and support initiatives before long-term commitments are made through the AC&I or OE appropriations. Knowledge and experience are gained through mission validation, gap analysis, modeling and simulation, requirements validation, operational analysis, market research, alternatives analysis, technology maturity assessments, cost estimation, prototyping, operational assessments, testing, and evaluation.

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 11,445	\$ 12,167	\$ 12,233	\$ 66

The FY 2013 request includes funding for the proposed pay raise (1.7 percent for military and 0.5 percent for civilian), medical benefits, other mandatory personnel entitlements.

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 510	\$ 2,100	\$ 541	\$ (1,559)

The decrease reflects reduced travel costs of Coast Guard military service members, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2013 request also reflects the reduced need for R&D project related travel.

Lease of Vehicles

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 11	\$ 35	\$ 9	\$ (26)

The decrease in FY 2013 is the anticipated reduction for government vehicles leases.

Transportation of things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 84	\$ 268	\$ 169	\$ (99)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. The FY 2013 request reflects the reduction for transportation of things related to R&D research projects.

Other Rent

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 43	\$ 137	\$ 35	\$ (102)

Payments to a non-Federal source for rental space, land, and structures. The FY 2013 request reflects the reduction for payments to non-Federal sources.

Communication, utilities, and misc charges

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 117	\$ 374	\$ 96	\$ (278)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. The FY 2013 decrease reflects the anticipated reduction for R&D related projects.

Advisory and Assistance

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 3,020	\$ 9,860	\$ 2,441	\$ (7,419)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. The funding request in FY 2013 reflects decreases in project funding for technology demonstrations, testing and evaluations and their progress.

Other services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 567	\$ 2,014	\$ 290	\$ (1,724)

Other services include contractual services with non-federal sources that are not otherwise classified under Object Class 25. The FY 2013 request adequately supports R&D projects.

Research and development

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 3,539	\$ 9,500	\$ 2,564	\$ (6,936)

This request reflects consideration of prior-year unobligated balances.

Supplies and materials

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 1,005	\$ 4,613	\$ 1,189	\$ (3,424)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. The FY 2013 request reflects a reduction of \$3,424 for the decreased need for R&D projects.

Equipment

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 194	\$ 178	\$ 160	\$ (18)

This object class covers the purchase of R&D materials for technology demonstrations, testing and evaluations and their progress. The FY 2013 request reflects a reduction of \$460 for the decreased need for R&D projects.

Insurance claims and indemnity

FY 2011 Obligations	FY 2012 Budget Authority	FY 2013 Budget Authority	2012 - 2013 Change
\$ 1	\$ 3	\$ 1	\$ (2)

This object class covers benefit payment from the social insurance and Federal retirement trust funds and payment for losses and claims including those under the Equal Access to Justice Act.

Department of Homeland Security

United States Coast Guard

*Medicare-Eligible Retiree Health Care Fund
Contribution*



Fiscal Year 2013
Congressional Justification

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U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution

I. Appropriation Overview

A. Mission Statement for the Health Care Fund Contribution:

The Medicare-Eligible Retiree Health Care Fund Contribution (MERHCF) funds accrual of the Coast Guard's military Medicare-eligible health benefit contribution to the Department of Defense (DoD) Medicare-Eligible Retiree Health Care Fund. Contributions are for future Medicare-eligible retirees currently serving on active duty in the Coast Guard, as well as retiree dependents and their potential survivors. The authority for the Coast Guard to make this payment on an annual basis was provided in P.L. 108-375, the 2005 Defense Appropriations Act. While this expenditure requires no annual action by Congress, it is scored as discretionary spending.

B. Budget Activities:

There are no budget activities directly related to providing this benefit to active duty personnel and their dependents.

C. Budget Request Summary:

The Coast Guard estimates that \$170.0 million will be paid to the DoD Medicare-Eligible Retiree Health Care Fund in FY 2013 to support the benefits outlined above. The annual budget estimate for Medicare-Eligible Retiree Health Care Fund Contribution is calculated by multiplying the projected end strength (FTE) by DoD actuary projected cost rates. The total adjustment to the base is a decrease of \$92.0 million, due to a reduced projected end strength in FY 2013, projected savings associated with the National Defense Authorization Act for Fiscal Year 2012, and savings associated with two FY 2013 budget proposals to increase pharmacy co-pays and implement enrollment fees for the TRICARE-For-Life program.

II. Summary of FY 2013 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution**
Summary of FY 2013 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase (+) or Decrease (-) For FY 2013					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base FTE AMOUNT	
							FTE	AMOUNT	FTE	AMOUNT		
I Medicare-Eligible Retiree Health Care Fund Contribution	-	\$ 265,321	-	\$ 261,871	-	\$ 169,977	-	\$ (91,894)	-	\$ -	-	\$ (91,894)
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 265,321	-	\$ 261,871	-	\$ 169,977	-	\$ (91,894)	-	\$ -	-	\$ (91,894)
Less: Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 265,321	-	\$ 261,871	-	\$ 169,977	-	\$ (91,894)	-	\$ -	-	\$ (91,894)

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution
Program Performance Justification
(Dollars in Thousands)**

PPA: MEDICARE-ELIGIBLE RETIREE HEALTH CARE FUND CONTRIBUTION

	Perm Pos	FTE	Amount
2011 Actual Obligations	\$265,321
2012 Enacted Budget Authority	261,871
2013 Adjustments-to-Base			(91,894)
2013 Current Services	169,977
2013 Program Change
2013 Requested Budget Authority	169,997

The Coast Guard requests \$170.0 million for this activity.

- Decrease of \$92.0 million. Of this amount, \$58.9 million reduction is the result of lower actuarial projections and changes in FTE over FY 2012 levels and the remaining \$33.0 million is attributed to FY 2013 budget proposals by the Department of Defense that reduces the per capita MERHCF rate for full time and part time military personnel.

CURRENT SERVICES PROGRAM DESCRIPTION:

The Medicare-Eligible Retiree Health Care Fund Contribution will fund accrual of the Coast Guard's military Medicare-eligible health benefit contribution to the Department of Defense Medicare-Eligible Retiree Health Care Fund. Contributions are for future Medicare-eligible retirees, retiree dependents, and survivors in the Coast Guard.

B. FY 2012 to FY 2013 Budget

Department of Homeland Security
U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution
FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	-	-	265,321
FY 2012 Enacted Budget Authority	-	-	261,871
Decrease	-	-	(91,894)
Total Decreases	-	-	(91,894)
Total Adjustments-to-Base	-	-	(91,894)
FY 2013 Current Services	-	-	169,977
FY 2013 Requested Budget Authority	-	-	169,977
FY 2012 to FY 2013 Total Change	-	-	(91,894)

E. Summary of Requirements by Object Class

**Department of Homeland Security
U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution
Summary of Requirements by Object Class
(Dollars in Thousands)**

Object Classes	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1 Full-time permanent	-	-	-	-
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	-	-	-	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	-	-	-	-
12.2 Military personnel benefits	265,321	261,871	169,977	(91,894)
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 265,321	\$ 261,871	\$ 169,977	\$ (91,894)
Other Objects Classes:				
21.0 Travel	-	-	-	-
22.0 Transportation of things	-	-	-	-
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	-	-	-	-
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	-	-	-	-
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ -	\$ -	\$ -	\$ -
Total, Direct Obligations	\$ 265,321	\$ 261,871	\$ 169,977	\$ (91,894)
Unobligated balance, start of year	-	-	-	-
Unobligated balance, end of year	-	-	-	-
Total Requirements	\$ 265,321	\$ 261,871	\$ 169,977	\$ (91,894)

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution
PPA I
Funding Schedule
(Dollars in Thousands)**

Medicare-Eligible Retiree Health Care Fund Contribution		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	265,321	261,871	169,977	(91,894)
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 265,321	\$ 261,871	\$ 169,977	\$ (91,894)
Unobligated balance, start of year		-	-	-	-
Unobligated balance, end of year		-	-	-	-
Total Requirements		\$ 265,321	\$ 261,871	\$ 169,977	(91,894)

PPA Mission Statement

The Medicare-Eligible Retiree Health Care Fund Contribution will fund accrual of the military Medicare-eligible health benefit contribution to the Department of Defense Medicare-Eligible Retiree Health Care Fund. Contributions are for future Medicare-eligible retirees, retiree dependents, and survivors in the Coast Guard.

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 265,321	\$ 261,871	\$ 169,977	\$ (91,894)

This decrease is the result of lower actuarial projections and changes in FTE over FY 2012 levels. A decrease of \$33.0 million is attributed to FY 2013 budget proposals by the Department of Defense that reduces the per capita MERHCF rate for full time and part time military personnel.

Department of Homeland Security

United States Coast Guard

Retired Pay



Fiscal Year 2013

Congressional Justification

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U. S. Coast Guard
Retired Pay

I. Appropriation Overview

A. Mission Statement for Retired Pay:

The Retired Pay (RP) appropriation provides payments as identified under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and other retired personnel entitlements identified under National Defense Authorization Acts. This includes payment for medical care of retired personnel and their dependents.

B. Budget Activities:

There are no budget activities directly related to providing this benefit to retired military personnel and their dependents.

C. Budget Request Summary:

The Coast Guard requests \$1.4 billion in FY 2013 to support the benefits outlined above. The Coast Guard also requests that any FY 2013 funding remain available until expended. The Retired Pay appropriation is scored as a mandatory appropriation.

II. Summary of FY 2013 Budget Estimates by Program/Project Activity (PPA)

Department of Homeland Security

U. S. Coast Guard

Retired Pay

Summary of FY 2013 Budget Estimates by Program/Project Activity

(Dollars in Thousands)

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Total Changes		Increase (+) or Decrease (-) For FY 2013		Adjustments-to-base	
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Retired Pay	-	\$ 1,320,689	-	\$ 1,440,157	-	\$ 1,430,942	-	\$ (9,215)	-	\$ (9,215)	-	\$ (9,215)
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 1,320,689	-	\$ 1,440,157	-	\$ 1,430,942	-	\$ (9,215)	-	\$ (9,215)	-	\$ (9,215)
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 1,320,689	-	\$ 1,440,157	-	\$ 1,430,942	-	\$ (9,215)	-	\$ (9,215)	-	\$ (9,215)

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Retired Pay
Program Performance Justification
(Dollars in Thousands)**

PPA: RETIRED PAY

	Perm Pos	FTE	Amount
2011 Actual Obligations	\$1,320,689
2012 Enacted Budget Authority	1,440,157
2013 Adjustments-to-Base			(9,215)
2013 Current Services	1,430,942
2013 Program Change
2013 Requested Budget Authority*	1,430,942

The Coast Guard requests \$1.4 billion for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

The Retired Pay (RP) appropriation provides payments as identified under the Retired Serviceman's Family Protection and Survivor Benefits Plans and other retired personnel entitlements identified under the National Defense Authorization Act. It also provides payment for medical care of retired personnel and their dependents.

V. Exhibits and Other Supporting Materials

A. Justification of Proposed Legislative Language

**Department of Homeland Security
U. S. Coast Guard
Justification of Proposed Changes in Retired Pay
Appropriation Language**

For retired pay, including the payment of obligations otherwise chargeable to lapsed appropriations for this purpose, payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, payment for career status bonuses, concurrent receipts and combat-related special compensation under the National Defense Authorization Act, and payments for medical care of retired personnel and their dependents under chapter 55 of title 10, United States Code, [\$1,440,157,000]**\$1,430,942,000** to remain available until expended.

B. FY 2012 to FY 2013 Budget

**Department of Homeland Security
U. S. Coast Guard
Retired Pay
FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	-	-	1,320,689
FY 2012 Enacted Budget Authority	-	-	1,440,157
Actuarial Adjustments	-	-	(9,215)
Total Decrease	-	-	(9,215)
Total Adjustments-to-Base	-	-	(9,215)
FY 2013 Current Services	-	-	1,430,942
FY 2013 Requested Budget Authority	-	-	1,430,942
2012 to 2013 Total Change	-	-	(9,215)

E. Summary of Requirements by Object Class

**Department of Homeland Security
U. S. Coast Guard
Retired Pay
Summary of Requirements by Object Class
(Dollars in Thousands)**

Object Classes	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1 Full-time permanent	-	-	-	-
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	-	-	-	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	-	-	-	-
12.2 Military personnel benefits	-	-	-	-
13.0 Benefits-former	1,167,000	1,267,000	1,224,000	(43,000)
Total, Personnel Comp. & Benefits	\$ 1,167,000	\$ 1,267,000	\$ 1,224,000	\$ (43,000)
Other Objects Classes:				
21.0 Travel	-	-	-	-
22.0 Transportation of things	-	-	-	-
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	-	-	-	-
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	154,000	173,157	217,000	43,843
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	-	-	-	-
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 154,000	\$ 173,157	\$ 217,000	\$ 43,843
Total Direct Obligations¹	\$ 1,321,000	\$ 1,440,157	\$ 1,441,000	\$ 843
Unobligated balance, start of year	(75,809)	(155,516)	(155,516)	
Unobligated balance, end of year	155,516	155,516	145,458	
Recoveries				
Total Requirements²	\$ 1,400,707	\$ 1,440,157	\$ 1,430,942	

¹Total Direct Obligations do not include unobligated balances of prior year funding.

²Total Requirements in FY 2013 are based on actuary projections and obligation of the projected FY 2012 unobligated balance.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Retired Pay
PPA I
Funding Schedule
(Dollars in Thousands)**

Retired Pay		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012-2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	1,167,000	1,267,000	1,224,000	(43,000)
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	154,000	173,157	217,000	43,843
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Retired Pay		\$ 1,321,000	\$ 1,440,157	\$ 1,441,000	\$ 843

PPA Mission Statement

Retired Pay will provide payments as identified under the Retired Serviceman's Family Protection and Survivor Benefits Plans, payments for career status bonuses, concurrent receipts and combat related special compensation identified under the National Defense Authorization Act.

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012-2013 Change
\$ 1,167,000	\$ 1,267,000	\$ 1,224,000	\$ (43,000)

Accounts for cost-of-living adjustments for all retirement and most survivor annuities, benefits authorized by the National Defense Authorization Act. Decrease of \$43,000,000 is reflective of actuarial cost projects and obligation of prior-year unobligated balances.

Medical care

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012-2013 Change
\$ 154,000	\$ 173,157	\$ 217,000	\$ 43,843

Increase of \$43,843,000 accounts for the projections for retiree medical benefits costs. Once a member becomes eligible for Medicare, the Medicare-Eligible Retiree Health Care Fund is responsible for these benefits.

Department of Homeland Security

United States Coast Guard

Boat Safety



Fiscal Year 2013

Congressional Justification

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G. Capital Investment and Construction Initiative Listing	N/A
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I. Changes in FTE.....	11
J. FY 2013 Schedule of Working Capital Fund by Program/Project Activity.....	N/A
K. DHS Balanced Workforce Initiative.....	N/A

U. S. Coast Guard
Boat Safety

I. Appropriation Overview

A. Mission Statement for Boating Safety:

The Boating Safety (BS) program is designed, through preventive means, to minimize loss of life, personal injury, property damage and environmental impact associated with the use of recreational boats. The program directly supports the Coast Guard's Maritime Prevention Program by promoting safe and enjoyable use of public U.S. waterways.

B. Budget Activities:

Boating Safety activities include: overseeing manufacturer compliance with Coast Guard regulations; grantmaking to states and national non-profit boating safety organizations; conducting surveys to measure recreational boating activity; continuing the "Boat Responsibly" national outreach and awareness initiative; promulgating safety regulations; and measuring life jacket wear rates, including the effectiveness of voluntary and mandatory efforts to increase life jacket usage.

C. Budget Request Summary:

In its role as the designated National Recreational Boating Safety (RBS) Program Coordinator, the Coast Guard is charged with managing dedicated user fee funding to support the National Recreational Boating Safety Program provided from the Sport Fish Restoration and Boating Trust Fund. Under the provisions of the Sportfishing and Recreational Boating Safety Act of 2005 (Subtitle A, Title X, P.L. 109-59), the Coast Guard receives a percentage distribution of total trust fund receipts from the preceding fiscal year (i.e., FY 2013 funding will be a percentage of FY 2012 trust fund receipts). These amounts are available until expended, but are limited in purpose and amount in accordance with existing statutes.

The FY 2013 budget reflects the anticipated level of funding that would be available from the trust fund for boating safety. This is based on current estimates of FY 2012 trust fund receipts from the Office of Tax Analysis at the Department of the Treasury (adjusted to reflect amendments of current law enacted in P.L. 109-59). The estimated total distribution from the trust fund for boating safety in FY 2013 is \$116.2 million. Of that amount, \$5.0 million is available for use by the Coast Guard to coordinate and execute new and enhanced National RBS Program activities. The balance is authorized for the State RBS Federal Financial Assistance Program established by 46 U.S.C. 13101, et seq., minus not more than five percent for national boating safety activities of national non-profit public service organizations, and not more than two percent for Coast Guard expenses to administer State RBS programs.

II. Summary of FY 2013 Budget Estimates by Program/Project Activity (PPA)

Department of Homeland Security

U. S. Coast Guard

Boat Safety

Summary of FY 2013 Budget Estimates by Program/Project Activity

(Dollars in Thousands)

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase (+) or Decrease (-) For FY 2013						
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base		
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	
I. Boat Safety	9	\$ 134,433	10	\$ 113,199	10	\$ 116,221	-	\$ -	-	\$ -	-	\$ -	5
Subtotal, Enacted Appropriations and Budget Estimates	9	\$ 134,433	10	\$ 113,199	10	\$ 116,221	-	\$ -	-	\$ -	-	\$ -	5
Less Adjustments for Other Funding Sources:													
Net, Enacted Appropriations & Budget Estimates	9	\$ 134,433	10	\$ 113,199	10	\$ 116,221	-	\$ -	-	\$ -	-	\$ -	5

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Boat Safety
Program Performance Justification
(Dollars in Thousands)**

PPA I: BOAT SAFETY

	Perm Pos	FTE	Amount
2011 Actual Obligations	10	9	\$134,433
2012 Enacted Budget Authority	10	10	113,199
2013 Adjustments-to-Base	...	...	5
2013 Current Services	10	10	113,204
2013 Program Change			3,017
2013 Requested Budget Authority	10	10	116,221

The Coast Guard requests \$116.2 million for this activity.

- Increase of \$3.0 million is a result of the Boat Safety program's portion of the receipt projections from the Sport Fish Restoration and Boat Safety Trust Fund.

CURRENT SERVICES PROGRAM DESCRIPTION:

This account provides grants for the development and implementation of a coordinated national recreational boating safety program. Boating safety statistics reflect the success in meeting the program's objectives. Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU, P.L. 109-59), the Boat Safety program receives 18.5 percent of the funds collected in the Sport Fish Restoration and Boating Safety Trust Fund.

B. FY 2012 to FY 2013 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Boat Safety**

FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	10	9	134,433
FY 2012 Enacted Budget Authority	10	10	113,199
Adjustments-to-Base			
Increases			
FY 2013 Pay Raise	-	-	5
Total Adjustments-to-Base	-	-	5
Program Changes			
Program Increase	-	-	3,017
Total Program Changes	-	-	3,017
2013 Current Services	10	10	116,221
			-
2013 Requested Budget Authority	10	10	116,221
2012 to 2013 Total Change	-	-	3,022

E. Summary of Requirements by Object Class

Department of Homeland Security
U. S. Coast Guard
Boat Safety
 Summary of Requirements by Object Class
 (Dollars in Thousands)

Object Classes	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1 Full-time permanent	981	1,059	1,060	1
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	15	16	16	-
11.6 Military personnel-basic allowance for housing	-	-	-	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	255	275	275	-
12.2 Military personnel benefits	-	-	-	-
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 1,251	\$ 1,350	\$ 1,351	\$ 1
Other Objects Classes:	-	-	-	-
21.0 Travel	270	79	85	6
22.0 Transportation of things	6	6	5	(1)
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	100	99	86	(13)
25.1 Advisory and assistance services	6,100	5,500	1,192	(4,308)
25.2 Other services	4,200	3,500	2,500	(1,000)
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	2	2	2	-
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	122,504	122,000	111,000	(11,000)
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 133,182	\$ 131,186	\$ 114,870	(16,316)
Total Direct Obligations¹	\$ 134,433	\$ 132,536	\$ 116,221	(16,315)
Unobligated balance, start of year	(34,405)	(19,337)	-	-
Unobligated balance, end of year	19,337	-	-	-
Recoveries	(1,666)	-	-	-
Total Requirements	\$ 117,699	\$ 113,199	\$ 116,221	-

¹Total Direct Obligations include unobligated balances of prior year funding

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Boat Safety - Civilian
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Request Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	1	1	1	-
GS-14	3	3	3	-
GS-13	5	5	5	-
GS-12	-	-	-	-
GS-11	-	-	-	-
GS-10	-	-	-	-
GS-9	-	-	-	-
GS-8	-	-	-	-
GS-7	1	1	1	-
GS-6	-	-	-	-
GS-5	-	-	-	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	10	10	10	-
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment (Filled Positions) EOY	10	10	10	-
FTE	9	10	10	-
Headquarters	10	8	8	-
U.S. Field	-	2	2	-
Foreign Field	-	-	-	-
Total Permanent Positions	10	10	10	-
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$139,070	\$144,020	\$146,700	\$ 2,680
Average Grade, GS Positions	13	13	13	-

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holidays, Sundays, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Boat Safety
PPA I
Funding Schedule
(Dollars in Thousands)

Boat Safety		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
Object Classes					
11.1	Full-time permanent	981	1,059	1,060	1
11.3	Other than full-time permanent				-
11.5	Other personnel compensation	15	16	16	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	255	275	275	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	270	79	85	6
22.0	Transportation of things	6	6	5	(1)
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	100	99	86	(13)
25.1	Advisory and assistance services	6,100	5,500	1,192	(4,308)
25.2	Other services	4,200	3,500	2,500	(1,000)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	2	2	2	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	122,504	122,000	111,000	(11,000)
42.0	Insurance claims and indemnity	-	-	-	-
Total, Boat Safety		\$ 134,433	\$ 132,536	\$ 116,221	\$ (16,315)

PPA Mission Statement

The Boating Safety (BS) program is designed, through preventive means, to minimize loss of life, personal injury, property damage and environmental impact associated with the use of recreational boats. The program directly supports the Coast Guard's Marine Safety mission by promoting safe and enjoyable use of public U.S. waterways. In its role as the designated National Recreational Boating Safety (RBS) Program Coordinator, the Coast Guard is charged with managing dedicated user fee funding to support the National RBS Program provided from the Sport Fish Restoration and Boating Trust Fund (formerly Aquatic Resources Trust Fund). Under the provisions of the Sportfishing and Recreational Boating Safety Act of 2005 (Subtitle A, Title X, P.L. 109-59), the Coast Guard receives a percentage distribution of total trust fund receipts from the preceding fiscal year (i.e., FY 2013 funding will be a percentage of FY 2012 trust fund receipts).

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 1,251	\$ 1,350	\$ 1,351	\$ 1

The FY 2013 request includes funding for a 0.5% pay increase for civilians.

Travel

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 270	\$ 79	\$ 85	\$ 6

Transportation funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2013 request reflects the anticipated need for Coast Guard personnel traveling for the RBS program activities.

Transportation of Things

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 6	\$ 6	\$ 5	\$ (1)

Transportation of things includes all costs of the care of such things while in the process of being transported and other services incident to the transportation of things. The FY 2013 request reflects the anticipated need for transportation of things for the RBS program activities.

Printing and reproduction

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 100	\$ 99	\$ 86	\$ (13)

The FY 2013 request reflects the anticipated need for printing and reproduction of the RBS program activities.

Advisory and assistance services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 6,100	\$ 5,500	\$ 1,192	\$ (4,308)

The FY 2013 request reflects the anticipated need for advisory and assistance services, including services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government.

Other Services

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 4,200	\$ 3,500	\$ 2,500	\$ (1,000)

Other services include reported contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Decreased funding in FY 2013 reflects changes in the revenues from trust fund receipts. Non-Federal services for boating safety activities will be increased across all States.

Grants, Subsidies and Contributions

FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
\$ 122,504	\$ 122,000	\$ 111,000	\$ (11,000)

Under the provisions of the Sportfishing and Recreational Boating Safety Act of 2005 (Subtitle A, Title X, P.L. 109-59), the Coast Guard receives a percentage distribution of total trust fund receipts.

I. Changes in Full-Time Equivalents

Department of Homeland Security
U. S. Coast Guard
Boat Safety
Changes in Full-Time Equivalents

	FY 2011	FY 2012	FY 2013
Base: Year-end FTE from Prior Year	8	9	10
INCREASES			
Increase #1: Boat Safety Personnel Management	1	1	0
Description: FTE reimbursed via the Boating Safety trust fund for grant management services			
Subtotal, Increases:	1	1	0
DECREASES:			
Decrease #1:	0	0	0
Description:			
Subtotal, Decreases:	0	0	0
Year-end Enacted / Estimated FTEs	9	10	10
Net Change from prior year base to Budget Year Estimate:	1	1	0

Department of Homeland Security

United States Coast Guard

Maritime Oil Spill Program



Fiscal Year 2013

Congressional Justification

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U. S. Coast Guard
Maritime Oil Spill Program

I. Appropriation Overview

A. Mission Statement for Maritime Oil Spill Program:

The Maritime Oil Spill Program operates under the authority of Title I of the Oil Pollution Act of 1990 (OPA), as amended, which provides for the use of the Oil Spill Liability Trust Fund (OSLTF) to pay for Federal response to oil spills and claims for uncompensated removal costs and damages resulting from such spills. In Section Seven of Executive Order 12777, the President delegated management responsibility for these uses of the OSLTF to the Secretary of the Department in which the Coast Guard is operating. Upon re-delegation by the Secretary, the Commandant of the Coast Guard delegated responsibility to the National Pollution Funds Center (NPFC), which oversees the OSLTF.

B. Budget Activities:

The Maritime Oil Spill Program directly supports the Coast Guard's Marine Environmental Protection mission and Maritime Response Program, which accomplish the following objectives:

- Provides funding for Federal removal actions in response to a discharge or a substantial threat of discharge of oil to navigable waters of the United States.
- Compensates claimants for OPA removal costs or damages.
- Provides funding to natural resource trustees for Natural Resource Damage Assessments (NRDA).
- Administers the OSLTF.

C. Budget Request Summary:

The Coast Guard estimates that expenditures from this account will total \$100.5 million in FY 2013, a decrease of \$500,000 below the FY 2012 Enacted level due to less funding made available for the Oil Spill Recovery Institute (OSRI) due to lower interest rates. These estimated expenditures consist of a \$50.0 million expenditure transfer for immediate Federal oil spill response, an estimated \$500,000 payment to the Prince William Sound Oil Spill Recovery Institute, and \$50.0 million to compensate claimants for uncompensated OPA removal costs and damages including natural resources damages.

II. Summary of FY 2013 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program**

Summary of FY 2013 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requested Budget Authority		Increase (+) or Decrease (-) For FY 2013					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							AMOUNT	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Maritime Oil Spill Program	-	\$ 259,465	-	\$ 101,000	-	\$ 100,500	-	\$ (500)	-	\$ -	-	\$ (500)
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 259,465	-	\$ 101,000	-	\$ 100,500	-	\$ (500)	-	\$ -	-	\$ (500)
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 259,465	-	\$ 101,000	-	\$ 100,500	-	\$ (500)	-	\$ -	-	\$ (500)

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program
Program Performance Justification
(Dollars in Thousands)**

PPA I: MARITIME OIL SPILL PROGRAM

	Perm Pos	FTE	Amount
2011 Actual Obligations	\$259,465
2012 Enacted Budget Authority	101,000
2013 Adjustments-to-Base			(500)
2013 Current Services	100,500
2013 Program Change
2013 Requested Budget Authority	100,500

The Coast Guard requests \$100.5 million for this activity.

- Decrease of \$500,000 is a result of less funding made available for the Oil Spill Response Institute (OSRI) due to lower interest rates.

CURRENT SERVICES PROGRAM DESCRIPTION:

Title I of OPA, as amended, provides for the use of the OSLTF to pay for Federal response to oil spills and claims for uncompensated removal costs and damages resulting from such spills. In Section Seven of Executive Order 12777, the President delegated management responsibility for these uses of the OSLTF to the Secretary of the Department in which the Coast Guard is operating. Upon re-delegation by the Secretary, the Commandant of the Coast Guard delegated responsibility to the NPFC, which oversees the OSLTF.

OPA section 5006(b) directs the NPFC to make annual payments to the Prince William Sound Oil Spill Recovery Institute for the interest on a portion of the OSLTF balance.

B. FY 2012 to FY 2013 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program
FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	-	-	259,465
FY 2012 Enacted Budget Authority	-	-	101,000
Decreases	-	-	(500)
Total Adjustments-to-Base	-	-	(500)
FY 2013 Current Services	-	-	100,500
Program Changes			
Total Program Changes	-	-	-
FY 2013 Requested Budget Authority	-	-	100,500
2012 to 2013 Total Change	-	-	(500)

E. Summary of Requirements by Object Class

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program**
Summary of Requirements by Object Class
(Dollars in Thousands)

Object Classes	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
11.1 Full-time permanent	-	-	-	-
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	-	-	-	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	-	-	-	-
12.2 Military personnel benefits	-	-	-	-
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ -	\$ -	\$ -	\$ -
Other Object Classes:				
21.0 Travel	-	-	-	-
22.0 Transportation of things	-	-	-	-
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	259,465	101,000	100,500	(500)
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	-	-	-	-
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 259,465	\$ 101,000	\$ 100,500	\$ (500)
Total, Direct Obligations	\$ 259,465	\$ 101,000	\$ 100,500	\$ (500)
Unobligated balance, start of year				
Unobligated balance, end of year				
Total Requirements	\$ 259,465	\$ 101,000	\$ 100,500	

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program
PPA I
Funding Schedule
(Dollars in Thousands)**

Maritime Oil Spill Program		FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012-2013 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	259,465	101,000	100,500	(500)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Maritime Oil Spill Program		\$ 259,465	\$ 101,000	\$ 100,500	\$ (500)
Unobligated balance, start of year					
Unobligated balance, end of year					
Total Requirements		\$ 259,465	\$ 101,000	\$ 100,500	

PPA Mission Statement

The Maritime Oil Spill Program fund will provide a source of funds for removal costs and damages resulting from oil spills, or the substantial threat of a spill, into navigable waters of the U.S. In accordance with the provisions of the Oil Pollution Act of 1990, the President may make available up to \$50.0 million annually from the Fund for oil spill removal activities. The Fund also pays all eligible claims for removal costs and damages resulting from oil spills.

Summary Justification and Explanation of Changes

Other services

	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012-2013 Change
	\$ 259,465	\$ 101,000	\$ 100,500	\$ (500)

The FY 2013 Maritime Oil Spill Program request represents a decrease of \$500,000 as a result of less funding made available for the Oil Spill Response Institute (OSRI). OSRI funding from the Oil Spill Liability Trust Fund (OSLTF) is based on interest produced from a discrete portion of the Fund. The reduction to funding made available is a function of lower interest rates.

Department of Homeland Security

United States Coast Guard

Miscellaneous Funds



Fiscal Year 2013

Congressional Justification

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VI. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language	N/A
B. FY 2012 to FY 2013 Budget Change.....	5
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E. Summary of Requirements by Object Class	N/A
F. Permanent Positions by Grade.....	8
G. Capital Investment and Construction Initiative Listing.....	N/A
H. PPA Budget Justifications	N/A
I. Changes in FTE.....	N/A
J. FY 2013 Schedule of Working Capital Fund by Program/Project Activity	N/A
K. DHS Balanced Workforce Initiative.....	N/A

U. S. Coast Guard
Miscellaneous Funds

I. General Gift Fund Overview

A. Mission Statement for General Gift Fund

The Coast Guard General Gift Fund is authorized under 10 U.S.C. § 2601 provisions for such funds within the Department of Defense and the Coast Guard. The General Gift Fund is a vehicle that authorizes the Commandant of the Coast Guard to accept gifts and donations for the benefit of activities such as museums, chapels, and other organizations under the jurisdiction of the Coast Guard. The Coast Guard is also authorized to accept gifts to be used for the benefit of service members who are wounded, injured or taken ill while in the line of duty, as well as for those members' dependents and survivors.

B. Budget Activities:

The General Gift Fund indirectly supports Coast Guard activities.

C. Budget Bequest Summary:

The Coast Guard estimates \$80,000 in bequests from various sources to the General Gift Fund in FY 2013.

U.S. Coast Guard General Gift Fund
(Dollars in Thousands)

	<u>Amount</u>
2011 Actual Obligations	\$1,535
2012 Enacted Budget Authority	80
2013 Estimated Bequests	80
Total Change 2012-2013	-

U. S. Coast Guard
Miscellaneous Funds

II. Yard Fund Overview

A. Mission Statement for Yard Fund

Coast Guard Yard contributes to all 11 statutory Coast Guard missions and six DHS FYHSP Programs through completion of mission-essential logistics and engineering support (e.g., cutter drydocking). The Yard Fund is a revolving account supported by the Coast Guard's Operating Expenses and Acquisition, Construction & Improvements appropriations to pay for FTE and materials required for Coast Guard projects and work orders completed by the Coast Guard Yard, located in Curtis Bay, MD.

B. Budget Activities:

Yard Fund activities include logistics and engineering support for Coast Guard vessels. These activities indirectly support Coast Guard missions.

C. Budget Request Summary:

Not Applicable

U. S. Coast Guard
Miscellaneous Funds

II. Supply Fund Overview

A. Mission Statement for Supply Fund

The Supply Fund, in accordance with 14 U.S.C. § 650, finances the procurement of uniform clothing, commissary provisions, general stores, technical material, and fuel for vessels over 180 feet in length. The fund is normally financed by reimbursements from the sale of goods.

B. Budget Activities:

Supply Fund activities include funding the procurement of uniforms, commissioning provisions, stores, materials, and fuel. These activities indirectly support Coast Guard missions.

C. Budget Request Summary:

Not Applicable

III. Summary of FY 2013 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Gift Fund**

**Summary of FY 2013 Budget Estimates by Program/Project Activity
(Dollars in Thousands)**

Program/Project Activity	FY 2011 Actual Obligations		FY 2012 Enacted Budget Authority		FY 2013 Requests		Increase (+) or Decrease (-) For FY 2013					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. General Gift Fund	-	\$ 1,535	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 1,535	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 1,535	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -

B. FY 2012 to FY 2013 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Gift Fund**

FY 2012 to FY 2013 Budget Change
(Dollars in Thousands)

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2011 Actual Obligations	-	-	1,535
FY 2012 Enacted Budget Authority	-	-	80
Adjustments-to-Base			
Total Adjustments-to-Base	-	-	-
FY 2013 Estimated Bequests	-	-	80
FY 2013 Bequests	-	-	80
2012 to 2013 Total Change	-	-	-

D. Summary of Reimbursable Resources (applies only to Yard Fund)

**Department of Homeland Security
U. S. Coast Guard
Yard Fund**

Summary of Reimbursable Resources
(Dollars in Thousands)

	FY 2011		FY 2012		FY 2013		Increase/Decrease	
	Actual	Obligations	Enacted	Budget Authority	Requested	Budget Authority		
Collections by Source	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
U.S. Coast Guard	585	527	606	517	606	517	-	-
Total Budgetary Resources	585	527	606	517	606	517	-	-

	FY 2011		FY 2012		FY 2013		Increase/Decrease	
	Actual	Obligations	Enacted	Budget Authority	Requested	Budget Authority		
Obligations by Program/Project Activity	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
Coast Guard Yard Projects	585	527	606	517	606	517	-	-
Total Obligations	585	527	606	517	606	517	-	-

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Yard Fund - Reimbursable Military
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	-	-	-	-
O-7	-	-	-	-
O-6	1	1	1	-
O-5	2	2	2	-
O-4	2	2	2	-
O-3	3	3	3	-
O-2	1	1	1	-
O-1	-	-	-	-
CWO	3	3	3	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	-	-	-	-
E-8	-	-	-	-
E-7	-	-	-	-
E-6	-	-	-	-
E-5	-	-	-	-
E-4	-	-	-	-
E-3	-	-	-	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	12	12	12	-
Unfilled Positions EOY	1	-	-	-
Total Perm. Employment EOY	11	12	12	-
FTE¹	11	12	12	-
Headquarters	-	-	-	-
U.S. Field	12	12	12	-
Foreign Field	-	-	-	-
Total Permanent Positions	12	12	12	-
Position Data:				
Average Salary, Officer Positions²	\$ 114,087	\$ 115,840	\$ 117,651	\$ 1,811
Average Grade, Officer Positions	3	3	3	-
Average Salary, Enlisted Positions²	\$ -	\$ -	\$ -	\$ -
Average Grade, Enlisted Positions	5	5	5	-

¹The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

²The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets, and Officer Candidates.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Yard Fund - Reimbursable Civilian
Permanent Positions by Grade**

Grade	FY 2011 Actual Obligations	FY 2012 Enacted Budget Authority	FY 2013 Requested Budget Authority	2012 - 2013 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	1	1	1	-
GS-14	4	3	3	-
GS-13	15	8	8	-
GS-12	27	27	27	-
GS-11	20	35	35	-
GS-10	-	-	-	-
GS-9	6	10	10	-
GS-8	2	5	5	-
GS-7	9	14	14	-
GS-6	2	-	-	-
GS-5	3	6	6	-
GS-4	-	2	2	-
GS-3	1	-	-	-
GS-2	-	-	-	-
Other Graded Positions	483	483	483	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	573	594	594	-
Unfilled Positions EOY	36	63	63	-
Total Perm. Employment (Filled Positions) EOY	537	531	531	-
FTE	516	505	505	-
Headquarters	6	7	-	(7)
U.S. Field	567	587	594	7
Foreign Field	-	-	-	-
Total Permanent Positions	573	594	594	-
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 93,974	\$ 93,974	\$ 94,444	\$ 470
Average Grade, GS Positions	10	10	10	0
<u>Position Data:</u>				
Average Salary, Officer Positions	\$ -	\$ -	\$ -	\$ -

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

Department of Homeland Security

United States Coast Guard

Accomplishments



Fiscal Year 2013

Congressional Justification

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Accomplishments

U. S. Coast Guard

Operating Expenses

PPA-I (Military Pay & Benefits)

FY 2011 Accomplishments

- Responded to 20,510 Search and Rescue cases and saved 3,800 lives.
- Seized a total of over 166,000 pounds of cocaine and 39,000 pounds of marijuana destined for the United States; seized 40 vessels, and detained 191 suspected smugglers.
- Investigated and responded to approximately 3,000 pollution incidents. The Coast Guard continued its response to the lingering impacts of the April 2010 BP/Deepwater Horizon explosion and oil spill in the Gulf of Mexico.
- Patrolled the 3.4 million square miles of the U.S. Exclusive Economic Zone (EEZ) to suppress illegal fishing by foreign vessels, detecting 122 incursions and interdicting 22 vessels.
- Coast Guard Port Security Units (PSU) 308 and 313--from Gulfport, MS and Everett, WA, respectively--completed six-month deployments for Overseas Contingency Operations (OCO) in support of U.S. Central Command in the Northern Arabian Gulf. As part of Combined Task Group 56.5 under the Naval Expeditionary Combat Command, the personnel and PSUs' six boats provided landward and seaward security at strategic port locations ensuring the free flow of personnel, equipment and commerce in the region. They also participated in real-world evolutions and exercises with the Kuwaiti Navy, U.S. Marine Corps and U.S. Navy counterparts building on partner capacity and strengthening our capabilities to integrate as coalition partners.
- Assessed the effectiveness of anti-terrorism measures in 211 port facilities in 76 countries that are United States maritime trading partners.
- Completed over 26,500 container inspections.
- Completed over 10,209 facility safety and security inspections.
- Verified more than 70,760 Transportation Worker Identification Credentials (TWICs).

FY 2012 Planned Accomplishments

- Continue to detect and disrupt illegal activities in the maritime domain, including smuggling of narcotics and attempts by individuals trying to illegally enter the United States and its territories.
- Continue cleanup and removal operations, transition to coordination and support of natural resource trustees efforts for the BP/Deepwater Horizon oil spill.

- Continue to support Combatant Commanders' request for forces in support of Overseas Contingency Operations (OCO).
- Continue operation of the Coast Guard's polar icebreaking fleet.
- Continue to best leverage resources for response, enforcement and prevention activities in support of Coast Guard/DHS mission objectives.
- Enhance Marine Safety and Marine Environmental Response programs by fielding additional personnel.
- Continue to engage with federal and international stakeholders to ensure preparedness and maintain world-wide response capabilities, including potential spill events in the Northern Caribbean as new offshore oil exploration fields are developed.

FY 2013 Planned Accomplishments

- The Coast Guard will continue to assign resources to the highest priorities based on the greatest threat and risk and then attempt to mitigate the remaining risk in the most efficient manner. The Coast Guard will apply these resources to save lives, interdict drugs and illegal migrants, board and inspect vessels for safety and security, respond to pollution incidents, defend the homeland, and minimize disruptions to the MTS.
- Provide support based on Combatant Commanders' request for forces for Overseas Contingency Operations (OCO).
- Continue to assess the effectiveness of anti-terrorism measures of our maritime trading partners through the International Port Security Program to ensure adequate anti-terrorism measures are in place in their ports.
- Conduct operations in the Arctic commensurate with the level of expected maritime activity.
- Conduct a Spill of National Significance (SONS) exercise.
- Conduct domestic port security assessments to complement Area Maritime Security Plans.
- Ensure a 99% compliance rate with Transportation Worker Identification Credential (TWIC) regulations at MTSA-regulated facilities.

PPA-II (Civilian Pay & Benefits)

FY 2011 Accomplishments

- Investigated and responded to approximately 3,000 pollution incidents. The Coast Guard continues its remediation efforts for response to the lingering impacts of the April 2010 BP/Deepwater Horizon explosion and oil spill in the Gulf of Mexico.

- Responded to over 20,510 Search and Rescue cases and saved over 3,800 lives using over 140 civilian Command Center watchstanders throughout the Coast Guard.
- The National Maritime Center issued nearly 60,000 consolidated Merchant Mariner Credentials (MMCs) to qualified Mariners.
- Administered the \$2.1 billion Oil Spill Liability Trust Fund (OSLTF).
- Managed the Certificate of Financial Responsibility program to make certain the approximately 22,000 U.S. and foreign flagged vessels that operate in U.S. waters demonstrate their financial ability to pay for pollution removal costs and damages.
- Directed the disbursement of \$273.7 million from the OSLTF for Federal removal actions and Natural Damage Assessments in response to 2,387 discharges or a substantial threat of discharges of oil to navigable waters of the United States.
- Chaired the International Oil Spill Conference in partnership with the Environmental Protection Agency, the American Petroleum Institute, International Maritime Organization, International Petroleum Industry Environmental Conservation Association, the National Oceanic and Atmospheric Administration, and the Bureau of Ocean Energy Management, Regulation and Enforcement. This year's conference was the largest in history with more than 2,100 attendees representing 41 countries.
- The Coast Guard Vessel Traffic Service (VTS) Program managed nearly 1.4 million commercial vessel transits in twelve of the Nation's high traffic ports employing over 163 Coast Guard civilian watchstanders.
- Achieved a qualified financial audit opinion on the Coast Guard's September 30, 2011 Consolidated Balance Sheet.

FY 2012 Planned Accomplishments

- Continue cleanup and removal operations, transition to coordination and support of natural resource trustees efforts for the BP/Deepwater Horizon Oil Spill.
- Enhance Marine Safety and Marine Environmental Response programs by fielding additional civilian personnel to implement the Coast Guard's Marine Safety and Marine Environmental Response Mission Performance Plans.
- Continue to safely manage commercial vessel transits in 12 of the Nation's busiest ports.
- Continue to ensure the accreditation of qualified merchant mariners and a rate of over 60,000 per year.
- Conduct over 400 contingency planning exercises with international, federal, state and local partners.
- Implement the 2010 Amendments to the International Convention on the Standards of Training, Certification and Watchkeeping (STCW).

FY 2013 Planned Accomplishments

- In FY 2013, dedicated civilian personnel will continue to contribute daily to the Coast Guard's statutory missions. Civilian personnel stand side-by-side with military personnel to fulfill the roles of maritime first responders and help maintain mission effectiveness, prepare for emergencies and contingencies, and ensure Maritime Domain Awareness. These dedicated people support and conduct the missions that protect the public, the environment, and U.S. economic interests – in the Nation's ports and waterways, along the coast, on international waters, and in any maritime region as required to maintain safety and security.

PPA-III (Training & Recruiting)

FY 2011 Accomplishments:

- Accessed 3,246 recruits through recruit training; graduated 1,904 enlisted apprentices from Coast Guard "A" schools; and commissioned 362 officers from the Coast Guard Academy, Officer Candidate School, and Direct Commission Program.
- Trained 4,227 members in advanced maritime law enforcement, 817 members in counter terrorism activities, 4,134 members in leadership skills, and provided 30,255 advanced Coast Guard classroom training courses.
- Graduated 198 members from post-graduate schools to meet advanced training and knowledge requirements.

FY 2012 Planned Accomplishments:

- Access 3,000 recruits through recruit training; graduate 1,940 enlisted apprentices from Coast Guard "A" schools; and commission 394 officers from the Coast Guard Academy, Officer Candidate School and Direct Commission Program.
- Train 5,562 members in advanced maritime law enforcement, 1,005 members in counter terrorism activities, 4,287 members in leadership skills, and provide 50,396 advanced Coast Guard classroom training courses.
- Graduate 198 members from post-graduate schools to meet advanced training and knowledge requirements.

FY 2013 Planned Accomplishments:

- In FY 2013, Coast Guard recruiting operations will ensure sufficient numbers of qualified individuals are accessed to sustain the military workforce. Coast Guard recruiting is a national endeavor. As such, recruiters cover broad geographic areas with diverse socio-economic demographics to compete for the best qualified candidates.
- Implement training requirements necessary for the safe and efficient operation of new assets (e.g. NSC, FRC, MPA, RB-M) assets being delivered to operational field units.

PPA-IV (Operating Funds & Unit Level Maintenance)

FY 2011 Accomplishments:

- Responded to 20,510 Search and Rescue incidents, saving 3,804 lives and protecting \$82.0 million in property.
- Removed over 166,000 pounds of cocaine and 39,000 pounds of marijuana bound for the United States; seized 40 vessels, and detained 191 suspected drug smugglers.
- Interdicted 2,474 undocumented migrants attempting to illegally enter the United States.
- Maintained over 51,000 Aids to Navigation and responded to over 14,000 discrepancies, providing a 98.5% Aid Availability Rate to ensure the safe transit of \$928 billion worth of commerce transiting 25,000 miles of U.S. Waterways.
- Coast Guard Cutter BERTHOLF completed the NSC fleet's first patrol in the northern Pacific Ocean and Bering Sea (Alaskan waters) from April to June 2011. During the patrol the cutter performed living marine resource enforcement, Economic Exclusion Zone (EEZ) protection, Search and Rescue guard duties, and defense operations in the inhospitable waters of the Bering Sea and Gulf of Alaska. BERTHOLF's unique capabilities enabled aircraft and small boat launch and recovery operations in the most extreme environmental/weather conditions.
- Fourteen River Buoy Tenders on the Upper and Lower Mississippi, Ohio, Arkansas, and Missouri Rivers and various tributaries rebuilt or replaced 200 fixed Aids to Navigation and replaced, recovered, and/or reset 8,800 buoys to restore the Marine Transportation System (MTS) following record flooding in the Mississippi River Basin.
- Coast Guard Cutter FORWARD deployed to western Africa in support of the African Maritime Law Enforcement Partnership (AMLEP), a professional exchange with officials from Sierra Leone, Cape Verde, Liberia, Guinea, and Senegal. Coast Guard and Sierra Leone law enforcement teams boarded six commercial fishing vessels, issued \$250,000 in citations, and terminated two vessel voyages. This was the third consecutive year that a Coast Guard ship has participated in AMLEP.
- Operated Coast Guard Patrol Forces Southwest Asia (PATFORSWA), conducting maritime security operations for the U.S. Navy in the Northern Arabian Gulf using six 110-foot Island Class Patrol Boats. These cutters and more than 200 shore side personnel carried out maritime security and stability operations, protecting critical infrastructure, building regional partnerships and helping Iraq maintain access to their single deepwater port at Umm Qasr.
- The International Port Security Program assessed the effectiveness of anti-terrorism measures in over 211 port facilities in 76 of our maritime trading partners. Two countries were found to not have adequate anti-terrorism measures in place in their ports. As a result, they were added to the Coast Guard's Port Security Advisory (PSA) and conditions of entry (COE) were imposed on vessels that arrive in the U.S. after visiting ports in one of these countries.

- Coast Guard Cutter JARVIS conducted a remote patrol in the Western Pacific from March-May 2011 in support of the Western and Central Pacific Fisheries Commission (WCPFC) Boarding and Inspection Procedures. Boardings conducted were joint international operations with Australian (Australian Fisheries Management Authority) and Canadian (Department of Fisheries and Oceans) ship-riders. These enforcement activities, in conjunction with multiple boardings made possible through bilateral and multilateral agreements, resulted in detection of 10 serious violations.
- Completed over 9,500 Safety of Life At Sea (SOLAS) safety exams on foreign vessels.
- Completed over 8,200 International Ship and Port Facility Code (ISPS) security exams on foreign vessels.
- Patrolled the nearly 3.4 million square miles of the U.S. EEZ to suppress illegal fishing by foreign vessels. Coast Guard assets detected 122 EEZ incursions and interdicted 22 vessels.
- Conducted 102 boardings of foreign vessels to suppress Illegal, Unregulated, and Unreported (IUU) fishing on the high seas and in the EEZs of partner nations.
- Encountered over 140 domestic significant fishery violations during boardings of over 5,500 U.S. vessels.
- Responded to 75 reports or requests from partner agencies to assist with stranded or entangled marine protected resources.

FY 2012 Planned Accomplishments:

- Continue cleanup and removal operations, transition to coordination and support of natural resource trustees efforts for the BP/Deepwater Horizon oil spill.
- Continue to support Combatant Commanders' request for forces in support of OCO.
- Remove 127 metric tons of cocaine.
- Interdict 3,500 migrants.
- Perform 6,000 MTSA-regulated facility inspections.
- Conduct 10,000 security boardings of vessels in and around U.S. ports, waterways, and coastal regions.
- Perform 9,000 Safety of Life at Sea (SOLAS) exams on foreign vessels.
- Deploy six patrol boats and other forces commensurate with Combatant Commanders' Requests for Forces in support of Overseas Contingency Operations.
- Provide Law Enforcement Detachments to SOUTHCOM/JIATF-South to stem the flow of narcotics through the Southwest Border.
- Continue operation of CGC HEALY, and reactivation of CGC POLAR STAR.
- Maintain agreements with partner nations to curb illegal, unreported and unregulated fishing in international waters.

- Maintain fishing regulations compliance rate of no less than 96%
- Continue to perform inspections on U.S. certificated vessels and recreational boats to ensure the average number of commercial and recreational boating deaths and injuries remains below the FY2012 target of 3,972.
- Interdict at least 69.8% percent of undocumented migrants who attempt to enter the United States via maritime routes.

FY 2013 Planned Accomplishments:

- Maintain Search and Rescue aircraft and cutters throughout Continental United States, AK, HI, and U.S. territories for immediate response to distress calls and have assets on-scene within 2 hours.
- Continue to assess the effectiveness of anti-terrorism measures of our maritime trading partners through the International Port Security Program to ensure adequate anti-terrorism measures are in place in their ports.
- Continue to maintain over 51,000 aids to navigation to provide a 97.5% Aid Availability Rate to ensure the safe transit of \$928 billion worth of commerce transiting 25,000 miles of U.S. Waterways.
- Conduct operations in the Arctic commensurate with the level of expected maritime activity.
- Employ icebreakers to ensure no unreasonable delays to commerce on ice-impacted waterways in the Great Lakes and the Northeast.
- Complete Arctic-wide spill response contingency plan with collaboration from Arctic nations.
- Transition Air Station Cape Cod to operate HC-144A Maritime Patrol Aircraft.
- Occupy and operate newly constructed Coast Guard owned shore facilities, funded with prior year appropriations at Air Station Cape Cod, MA; Station Eatons Neck, NY; Sector Field Office Galveston, TX; Station Houston, TX; and Sector Buffalo, NY.
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PPA-V (Centrally Managed Accounts)

FY 2011 Accomplishments:

- Maintained more than 17,000 frequencies for Coast Guard communications.
- Provided commercial satellite air-time in support of Coast Guard cutter operations.

FY 2012 Planned Accomplishments:

- Enhance network security by transitioning to Internet Access Points (IAP) provided by the Defense Information Services Agency for the Defense Information System Network.

- Standardize IT resources and applications to facilitate the realignment and centralization of IT infrastructure expenditures per DHS guidance, where applicable.

FY 2013 Planned Accomplishments:

- Maintain, support and continue to develop the Coast Guard Data One Network (CGOne), in addition to continuing to protect the system from unintentional or malicious damage.
- Continue to develop and update Federal Telephone System (FTS) Technology and Standard Workstation (SWS) capability/availability throughout the Coast Guard, along with continuing to standardize IT resources as the Coast Guard continues the DHS Data Center transition.
- Relocate Coast Guard Headquarters to the new facilities at the St. Elizabeths Campus in Washington, DC.

PPA-VI (Depot Level Maintenance)

FY 2011 Accomplishments:

- Program Depot Maintenance for: HC-130H (6); HC-130J (2); HH-60J/MH-60T (8); HH-65C (20); HU-25 (3); and HC-144A (1).
- Completed dry-dock availabilities to perform depot level maintenance and repairs on the following vessels: WYTL 65 (8); WPB 87 (22); WPB 110 (19); WLR/WLIC (12); WTGB 140 (4); WLM 175 (3); WLB 225 (8); WMEC 210/270 (5); and WHEC 378 (2).
- Completed dockside availabilities to perform depot level maintenance and repairs on the following vessels: WYTL 65 (9); WPB 87 (46); WPB 110 (13); WLR/WLIC (8); WTGB 140 (3); WLM 175 (6); WLB 225 (8); WMEC 210/270 (11); WHEC 378 (10), and WMSL (3).
- Performed waterfront maintenance and repairs at BSU Kodiak, AK; Base Seattle, WA; BSU Boston, MA; Cutter CONFIDENCE moorings, FL; Station Cape May, NJ; and at the Coast Guard Yard, MD to ensure platforms are readily available to meet operational requirements.
- Performed urgent utility major maintenance and repairs at the Coast Guard Yard, MD; Training Center Petaluma, CA; and the Coast Guard Academy, CT to prevent system failures that could result in reduced operations.
- Performed maintenance and repairs at major training centers (Coast Guard Academy; Training Center Petaluma, CA; and Training Center Yorktown, VA) to ensure facilities were available to meet critical mission readiness.
- Performed major rehabilitations to correct major maintenance deficiencies at Station South Padre Island, TX; Sector Baltimore, MD; BSU Elizabeth City, NC; and Base San Juan Housing, Puerto Rico.

FY 2012 Planned Accomplishments:

- Program Depot Level maintenance for: HC-130H (6); HC-130J (2); MH-60J/MH-60T (8); HH-65C (22); and HC-144A (1).
- Vessel dry-dock availabilities for the following assets: WYTL 65 (4); WPB 87 (25); WPB 110 (16); WLR/WLIC (5); WTGB 140 (2); WLM 175 (3); WLB 225 (6); WMEC 210/270 (10); and WHEC 378 (2).
- Vessel dockside availabilities for the following assets: WYTL 65 (7); WPB 87 (49); WPB 110 (17); WLR/WLIC (1); WTGB 140 (2); WLM 175 (4); WLB 225 (4); WMEC 210/270 (13); WHEC 378 (3), and WMSL (4).
- Planned work to perform major maintenance and repairs to waterfront facilities at Station Annapolis, MD; Station Humboldt Bay, CA; Sector San Francisco, CA; Station Marblehead, OH; and BSU Honolulu, HI to ensure platforms are readily available to meet operational requirements.
- Planned work for family housing units and barracks at BSU Kodiak, AK; Training Center Petaluma, CA; CGC MACKINAW; Sector San Juan, Puerto Rico; Sector Key West, FL; Training Center Yorktown, VA; and, Station Belle Isle, MI to conduct urgent major maintenance and repairs to ensure Coast Guard personnel are provided a safe and healthy environment.
- Planned work to correct major maintenance deficiencies for hangars at Air Station Kodiak, AK, and New Orleans, LA to provide operational assets proper and adequate facilities to meet mission requirements.
- Planned work to perform essential maintenance and repairs at the Coast Guard Yard, MD; Training Center Cape May, NJ; BSU Alameda, CA; Station Fire Island, NY; and the Gulf Strike Team, AL to prevent system failures which may result in loss or reduced operational capacity.

FY 2013 Planned Accomplishments:

- Program Depot Maintenance for: HC-130H (6); HC-130J (2); HH-60J/MH-60T (8); HH-65C (22); HU-25 (0), and HC-144A (2).
- Vessel dry-dock availabilities for the following assets: WYTL 65 (4); WPB 87 (23); WPB 110 (17); WLR/WLIC (9); WTGB 140 (3); WLM 175 (3); WLB 225 (4); and WMEC 210/270 (7).
- Vessel dockside availabilities for the following assets: WYTL 65 (5); WPB 87 (137); WPB 110 (20); WLR/WLIC (10); WTGB 140 (1); WLM 175 (4); WLB 225 (2); WMEC 210/270 (9); WIX 295 (1) and WLBB (1); and WAGB (1).

- Planned work to perform major maintenance and repairs to waterfront facilities at the CG Academy, BSU Boston, CG YARD, Station Emerald Isle, and Base Seattle to ensure platforms are readily available to meet operational requirements.
- Planned work to perform critical dredging for access to waterfront facilities at Charleston, SC and Cape May, NJ to enable waterways to meet navigational mission requirements.
- Planned work for family housing units and barracks at Air Station Borinquen, Coast Guard Telecommunications and Information Systems Command, VA, BSU Alameda, Station Coos Bay, OR, Sector New York, NY, and Training Center Yorktown, VA to conduct major maintenance and repairs to ensure Coast Guard personnel are provided a safe and healthy environment.
- Planned work to perform maintenance and repairs at major training centers (Academy, Petaluma, Cape May, and Mobile) to ensure facilities are available to meet critical mission readiness training requirements.
- Planned work to correct major maintenance deficiencies on airfields at Air Station Astoria to provide operational assets proper and adequate facilities to meet mission requirements.
- Planned work to perform major rehabilitations to correct maintenance deficiencies at BSU Kodiak, Base Honolulu, Sector San Francisco, Sector North Carolina, Base Seattle, Elizabeth City, and Station Grand Haven to prevent system failures which may result in loss or reduce operational capacity.

Accomplishments

U. S. Coast Guard

Environmental Compliance and Restoration

FY 2011 Accomplishments:

- Performed comprehensive environmental investigations and required clean-up actions at USCG sites to include site restoration and clean-up at Base Elizabeth City (11 sites); Base Kodiak (10 sites); Coast Guard Yard (excavation & dredging work); Buoy Depot South Weymouth, MA; Air Station Brooklyn, NY; Ilio Point, Molokai Island, HI; LORAN Station Tok, AK; Base Support Unit (BSU) Ketchikan, AK; LORAN Station Carolina Beach, NC; Passage Island Light Station, MI; and Aids to Navigation (ATON) Battery consent order at various Southern CA islands and the Portland Harbor Superfund Site.
- Removal of underground storage tanks (USTs) at Air Station Borinquen, Puerto Rico.
- Continued to partner through the Great Lakes Restoration Initiative with the U.S. Environmental Protection Agency and the U.S. National Park Service (NPS) to remove hazardous materials from Great Lakes light houses, including contaminated soils, lead based paints, asbestos, PCBs and petroleum products. Completion of the first phase of Cleveland West Pierhead Light, OH lead and asbestos abatement project, and asbestos removal at Green Bay Light, WI.

FY 2012 Planned Accomplishments:

- Continue environmental cleanup and restoration of current and formerly contaminated Coast Guard facilities, as well as engineering changes on Coast Guard assets intended to improve compliance with all applicable regulations.
- Environmental investigations and remediation of current and former Lighthouses and LORAN-C stations, including: Cocos Island, Guam; Jure Atoll, HI; and Nantucket, MA.
- Continue clean-up of past leaks and spills at UST sites and fueling systems at Air Stations Miami and Clearwater. Continuation of ongoing remediation projects at Air Station Kodiak, AK; Support Center Elizabeth City, NC; the Coast Guard Yard, MD; and Coast Guard training centers Petaluma, CA and Yorktown, VA.
- Continue to partner through the Great Lakes Restoration Initiative with the U.S. Environmental Protection Agency and the U.S. National Park Service (NPS) to remove hazardous materials from Great Lakes lighthouses, including contaminated soils, lead based paints, asbestos, PCBs and petroleum products.

FY 2013 Planned Accomplishments:

- Continue environmental cleanup and restoration of current and formerly contaminated Coast Guard facilities, as well as performing engineering fixes on Coast Guard assets.
- Environmental investigations and remediation of current and former Lighthouses and LORAN-C sites, including: Niihau Island, HI, and Saipan, CNMI. Continue clean-up of past leaks or spills at UST sites and fuel systems, including Air Stations Miami and Clearwater. Continuation of ongoing remediation projects at Air Station Kodiak, AK; Support Center Elizabeth City, NC; and the Coast Guard Yard, MD.

Accomplishments

U. S. Coast Guard

Reserve Training

PPA I: Pay, Benefits and Allowances:

FY 2011 Accomplishments:

- Maintained readiness and sharpened mobilization skills through training and exercises.
- Coast Guard reservists were vital contributors to the Coast Guard's support of DoD's Overseas Contingency Operations.
- Provided additional training for reservists attached to safety and security teams for expeditionary deployments support and for deployments within the United States.
- Trained reservists for mobilization to support national security and disaster response, resulting in highly qualified reservists being available to deploy in support of events such as Coast Guard efforts during the 2011 Western Rivers flood response, Deepwater Horizon Oil Spill response operations, and 2011 Hurricane Irene response.

FY 2012 Planned Accomplishments:

- Support DoD Combatant Commanders' requests for forces.
- Train for mobilization to support national security and disaster response, including supporting Coast Guard response to disasters and future emergent man-made or natural disasters.
- Create a Reserve Force structure to better synchronize training efforts to mission sets to more efficiently integrate the Coast Guard drilling reservists into the workforce.

FY 2013 Planned Accomplishments:

- Train additional reservists for deployable expeditionary support, including safety and security teams for deployment within the United States.
- Train for mobilization to support national security and future disaster response.
- Complete Manpower Requirement Analysis of the Reserve Force Readiness System's (RFRS) Indirect Support billets to analyze personnel workloads and manning requirements.

Accomplishments

U. S. Coast Guard

Reserve Training

PPA II: Operations, Maintenance and Administration:

FY 2011 Accomplishments:

- Sharpened mobilization skills and readiness training during routine exercises that delivered on-time training for emergency operations, and to support defense operations.
- Enhanced the delivery of training, readiness, and operational support to prepare reservists for operations such as the Coast Guard response to the 2011 Western Rivers floods.
- Improved Reserve readiness and training with further development of formal and on-line e-learning application that provides training for the entire corps of Full Time Support personnel who support Reserve readiness throughout the Coast Guard.

FY 2012 Planned Accomplishments:

- Improve processes to enhance ability to mobilize, train, and maintain skills required to support defense operations. Improve readiness through training and exercises during routine and emergency operations.
- Improve processes to ensure reserve members, families/designated others participate in Yellow Ribbon Reintegration Program opportunities at joint national and regional service events.
- Review current distribution of drilling reserve strength and training requirements to determine optimal distribution for purposes of meeting dynamic operational demands.

FY 2013 Planned Accomplishments:

- Execute Inactive Ready Reserve (IRR) mobilization recalls to ensure readiness of a select group of IRR members.
- Continue participation with DoD to support the Coast Guard and Yellow Ribbon Reintegration Program by providing support to joint DoD national and Coast Guard regional events.

Accomplishments

U. S. Coast Guard Acquisition, Construction and Improvements

FY 2011 Accomplishments

Vessels

- RB-M – Accepted delivery of 33 RB-Ms (hulls #37-69), and continued acquisition of RB-Ms. Ordered 21 boats (hulls #105-126).
- NSC – Awarded fixed-price incentive fee contract for production of NSC-4 and started construction. Awarded long-lead time materials (LLTM) and production contract options for NSC-5. Delivered USCGC STRATTON (WMSL-752), [NSC-3]. Made USCGC WAESCHE (WMSL-751), [NSC-2] fully operational.
- OPC – Continued pre-acquisition work through release of draft Preliminary and Contract Design specifications, and evaluation of industry feedback on these specifications.
- FRC – Launched FRCs 1 and 2. Awarded the contract option for construction of four FRCs (hulls #9-12).
- Cutter Boats – Awarded Production and Testing of CB-OTH Mark IV #1. Released request for proposal (RFP) for CG-LRI Mark II.
- WMEC Mission Effectiveness Project (MEP) – Completed two 270' WMEC MEPs, and continued production of the third 270' WMEC MEP.
- Survey and Design - Initiated survey and design work for the 140' WTGB sustainment using funds provided through a Reprogramming action authorized by Congress.

Aircraft

- MPA – Continued MPA acquisition. Awarded contract for MPA #15. Delivered MPA #12 four months early. Awarded contract for Full-Motion Flight Simulator to improve training and proficiency of aircrews.
- H-65 – Continued Airborne Use of Force Upgrade (DS3) and obsolete component upgrades (DS4) – 84th aircraft delivered. Completed National Capital Region Air Defense Project (DS2) transition to sustainment. Achieved DS4 Initial Operational Capability (IOC).
- H-60 – Continued Avionics Upgrade (DS1 – 21 delivered) and Electro-optical Sensor System Upgrades (DS2 - 18 delivered). Continued the H-60 service-life extension to refurbish the airframe, wiring, and components.
- CGNR 6028 Airframe Replacement-completed conversion of Navy SH-60F to an MH-60T at the Aviation Logistics Center in Elizabeth City, NC to replace CGNR 6028, lost in a mishap.
- C-130H – Completed surface search radar installations (DS1). Continued design and development of avionics modernization (DS2), and awarded contract for Electronic Flight Display System (EFDS). Completed Center Wing Box (CWB) prototype plans to extend fleet service life (DS3) and scheduled the first CWB installation.

Other

- C4ISR – Continued critical system updates for safety, Information Assurance (IA), and diminishing manufacturing sources for NSCs, MPA, C-130Js, and in-service assets.
- CG-LIMS – Continued development and prototype deployment to Coast Guard operational assets and support facilities, starting with the MPA fleet.
- NAIS – Completed site surveys within five sectors to collocate NAIS equipment with R21 infrastructure to provide NAIS coverage for ports in the sectors.
- R21 – Deployed the R21 system to four additional Sectors (Detroit, Los Angeles/Long Beach, Buffalo and Sault Ste. Marie).
- IOCs – Deployed Watchkeeper to select IOC locations.

Shore, Military Housing and Aids to Navigation

- Continued construction work on the aircraft hangar in Cape Cod, MA, and build-out of facility upgrades to support new FRCs at the following homeports: Miami, FL, and Key West, FL.
- Initiated major shore recapitalization projects including: Thrun Hall Barracks, BSU Elizabeth City; Buoy Tender Piers, NAVSTA Newport, RI; and Chase Hall Barracks, Coast Guard Academy.
- Constructed minor AC&I shore facility projects including USCGA electrical distribution system and the facility for the USCG's C4IT Service Desk.
- Initiated project to acquire Military Family Housing for members assigned to high-cost housing areas in Montauk, NY.
- Initiated national assessment of owned military family housing and unaccompanied personnel housing to assess facility condition, configuration, housing demand and availability, energy and water use, environmental and health issues.

FY 2012 Planned Accomplishments

Vessels

- Survey and Design – Complete survey and design work for 140' WTGB sustainment, and commence survey and design work for 225' WLB sustainment at the CG YARD.
- In-Service Vessel Sustainment – Initiate sustainment availability for the first 140' WTGB at the CG YARD.
- RB-M – Order 40 RB-Ms (hulls #127-166).
- NSC – Continue production of NSC-4 and NSC-5. Award NSC-6 Long Lead Time Materials (LLTM).
- OPC – Continue pre-acquisition through release of the request for proposal (RFP) for multiple preliminary designs.
- FRC – Deliver three FRCs (hulls # 1-3). Award contract option for construction of four FRCs (hulls #13-16). Award contract option for the Re-procurement Data and Licensing Package, allowing for award of a competitive fixed-price FRC production contract in FY 2015 to avoid a break in production.
- Cutter Boats – Conduct production and testing of one Cutter Boat Long Range Interceptor Mark II (CB-LRI Mark II hulls #1-2) and six CB-OTH Mark IVs (hulls #2-9).
- WMEC MEP – Complete MEP on four 270' WMECs.

Aircraft

- CGNR 6028 Airframe Replacement - integrate CGNR 6044, replacement for CGNR 6028, into the aviation fleet funded by the Supplemental Appropriations Act of 2010, P.L. 111-212.
- CGNR 6017 Airframe Replacement – Initiate conversion of one Navy SH-60F to an MH-60T aircraft, to replace 6017, lost in a mishap.
- MPA – Exercise contract option for MPAs #16-17. Award production contract for up to five MSPs, and initial spares for MPAs and MSPs. Accept delivery of MPAs #13-14.
- H-60 – Continue service-life extension to refurbish the airframe, wiring, and components for the Coast Guard’s fleet of H-60 helicopters. Continue to install new Electro Optical/Infra-Red Sensor System and Avionics upgrades.
- H-65 – Continue obsolete component (DS4) and begin cockpit modernization (DS6) upgrades. Achieve DS3 Full Operational Capability and transition to sustainment.
- C-130H – Install first CWB. Complete design/integration for the Avionics Upgrade.
- C-130J – Award the aircraft missionization and sparing contract for aircraft #7 and #8.

Other

- C4ISR – Deploy Segment 2 capability (establishing modular components and common design baseline among assets) to newly fielded NSCs and MPAs.
- CG-LIMS - Continue development and prototype deployment to Coast Guard operational assets and support facilities.
- NAIS – Install equipment for permanent NAIS capability in 10 ports for Sectors New Orleans, Houston/Galveston and Corpus Christi.
- R21 – Complete deployment at Sectors Lake Michigan, San Juan, Honolulu, Guam, and continue replacement of legacy VHF systems in the Western Rivers and Alaska.
- IOCs – Continue to deploy Watchkeeper capabilities to IOC locations.

Shore, Military Housing and Aids to Navigation

- Commence design/construction of Cape May, NJ, pier repairs, Coast Guard Academy recapitalization, TRACEN Petaluma Wastewater Treatment Plant, Sector Corpus Christi facilities, STA Fairport recapitalization and STA Menemsha boathouse replacement.
- Commence construction of the next four FRC homeports including: San Juan, PR, Pascagoula, MS, Ketchikan, AK, and Honolulu, HI; C4ISR training facility, Phase II MPA Hangar Modifications at AIRSTA Miami, second NSC homeport, and upgrades to stations receiving the new 45’ Response Boat – Medium (RB-Ms). These critical modifications will support the planned production rate of FRCs, MPAs, and RB-Ms. C4ISR training facility upgrades will provide training to crews on use of newly fielded C4ISR equipment.
- Construct Minor AC&I shore facility projects.
- Finalize purchase of homes for military families in Montauk, NY.

FY 2013 Planned Accomplishments

Vessels

- Commence survey and design work for a new polar icebreaker.
- Launch and christen NSC-4. Lay the keel on NSC-5. Award Production contract for NSC-6.
- Deliver four FRCs (hulls #4-7). Award contract option for four additional FRCs (hulls #17-20).
- Award three OPC Preliminary and Contract Design contracts.
- Deliver three 270' MEC MEPS.
- Award Production contract for CB-LRI II #2-5 and CG-OTH IV #8-9.

Aircraft

- MPA – Deliver MPAs #15-16. Exercise contract option for MPA #18. Deliver MPA Full-Motion Flight Simulator.
- CGNR 6017 Airframe Replacement – Complete conversion at the Aviation Logistics Center in Elizabeth City, NC to replace CGNR 6017, lost in a mishap.
- H-65 – Continue Cockpit modernization and digital flight control (DS6) upgrades.
- H-60 – Continue service-life extension to refurbish the airframe, wiring, and components for the Coast Guard's fleet of H-60 helicopters. Continue to fund installation of new Electro Optical/Infra-Red Sensor System and Avionics Upgrades.
- C-130H - Continue installation of center wing boxes. Commence Avionics Upgrade installations.
- C-130J – Award construction of aircraft #9 using U.S. Air Force contract.

Other

- C4ISR – Complete Fielding the Segment 2 prototype on NSC-3; provide engineering change development support for NSC and aviation assets and begin redesign of the Video and Mission Processor (VAMP) for the MPA.
- NAIS – Complete site surveys of R21 sites within six sectors (Columbia River, Charleston, North Carolina, Jacksonville, St. Petersburg, and Boston,) to co-locate NAIS equipment with R21 infrastructure to provide NAIS coverage for ports within these Sectors.
- CG-LIMS –Continue support for the Initial Operating Capability of the Configuration and Maintenance Management module.
- IOCs – Continue to deploy Watchkeeper capabilities to IOC locations.
- R21 – Continue replacement of legacy VHF systems in the Western Rivers.

Shore, Military Housing and Aids to Navigation

- Commence design/construction of the Cold Bay, AK hangar recapitalization and expansion, Air Station Barbers Point, HI, C-130 Rinse Rack, Sitkinak, AK refueling site recapitalization, and Station New York Boat Ramp installation.
- Commence facility construction and upgrades for piers, support structures and power modifications at the next FRC homeports including: South Portland, ME, Atlantic Beach, NC, and Cape May, NJ. Commence infrastructure modifications to support MPAs at the Aviation Logistics Center in Elizabeth City, NC, including a new depot level maintenance hangar and training facility. In addition, conduct required upgrades to Stations receiving new 45' Response Boat – Medium (RB-Ms).
- Commence Phase I construction of Astoria, OR military family housing and refurbishment of Air Station Cape Cod Unaccompanied Personnel housing.
- Construct Minor AC&I shore facility projects.

Accomplishments

U. S. Coast Guard

Alteration of Bridges

FY 2011 Accomplishments:

In FY 2009, the Alteration of Bridges program received \$142.0 million for “executable” bridge alteration projects through the American Recovery and Reinvestment Act (ARRA) of 2009. The ARRA funds combined with \$120.0 million in prior year appropriations, allowed the Coast Guard to authorize bridge owners to award construction contracts for four bridge projects. The ARRA appropriated funding contributed to the following significant accomplishments related to these four projects:

- CSXT Railroad Bridge across the Mobile River in Mobile, Alabama:
Approximately 70 percent of the construction work was completed. All construction material was shipped to the project site and the substructure was completed. The contractor erected the bridge towers and assembled the new lift span over barges near the existing bridge.
- EJ&E Railroad Bridge across Illinois Waterways in Divine, Illinois:
Approximately 90 percent of the construction work was completed. The old lift span was removed and replaced by a new lift span. The contractor started the construction of the new bridge dolphins and protection system.
- Burlington Northern Santa Fe Railroad Bridge across the Upper Mississippi River in Burlington, Iowa:
Approximately 97 percent of the construction work was completed. The old swing span was removed and replaced by the new lift span. The contractor constructed the new bridge dolphins and fender system.
- Galveston Railroad Bridge across the Gulf Intracoastal Waterway in Galveston, Texas:
Approximately 40 percent of the construction work was completed. All construction material was ordered and the substructure was completed. The contractor started the assembly of the new lift span over the false-work near the existing bridge.

FY 2012 Planned Accomplishments:

In FY 2009, the Alteration of Bridges program received \$142.0 million for “executable” bridge alteration projects through the American Recovery and Reinvestment Act (ARRA) of 2009. The ARRA funds combined with \$120.0 million in prior year appropriations, allowed the Coast Guard to authorize bridge owners to award construction contracts for four bridge projects. The ARRA appropriated funding contributed to the following significant accomplishments related to these four projects:

- CSXT Railroad Bridge across the Mobile River in Mobile, Alabama:
All construction activities will be completed. On November 2011, the old swing span was removed and replaced by the new lift span that provided wider navigation opening which meets current and future navigation needs. The contractor completed the construction of the new fender system and dolphins. Also, the contractor completed the removal of the substructure of the old bridge. Currently, the contractor is dredging the navigation channel and removing construction debris. It is anticipated that the new wide channel will be opened for navigation during the second quarter of FY 2012.
- EJ&E Railroad Bridge across Illinois Waterways in Divine, Illinois:
All construction activities will be completed. In FY 2011, the old lift span was removed and replaced by a new lift span. During the first quarter of FY 2012, the contractor completed the construction of the new bridge dolphins and fender system. Also, the contractor removed the substructure of the old bridge. Currently, the contractor is removing the construction debris. It is anticipated that the new wide channel will be opened for navigation during the second quarter of FY 2012.
- Burlington Northern Santa Fe Railroad Bridge across the Upper Mississippi River in Burlington, Iowa:
All construction activities were completed on October 30, 2011. The U.S. Coast Guard Bridge Office will prepare the final Apportionment of Cost that will establish the final share of the project cost that will be borne by the Coast Guard. The project audit will start during the second quarter of FY 2012. As soon as the audit is completed, the project account will be closed.
- Galveston Railroad Bridge across the Gulf Intracoastal Waterway in Galveston, Texas:
It is anticipated that all construction activities will be completed by end of FY-2012. The contractor will remove the old bascule span and replace it with new lift span that will provide wide navigation opening meets today and future needs. Currently, the contractor is assembling the new lift span over false-work near the existing bridge. Also, the contractor is assembling the new towers over the new bridge substructure.

Accomplishments

U. S. Coast Guard

Research, Development, Test and Evaluation

FY 2011 Accomplishments

With FY 2011 funding, the Coast Guard RDT&E Program updated and certified critical modeling and simulation tools and stood up both engagement and campaign-level modeling and simulation capability; supported aviation platform performance testing and evaluation; as well as conducted R&D in the following areas: prevention, response management and mitigation of oil spills; prevention and mitigation of aquatic invasive species; sensor optimization, automation, and visualization for aviation, surface, and shore assets; exploration of key technologies for surface-fleet assets, including energy/green technologies; and investigation of concepts and technologies supporting Coast Guard operations in the Arctic regions.

Acquisition Program Support

- **Unmanned Aerial Systems (UAS)**

2011 continued the assessments and evaluations to determine an appropriate path forward for UAS while continuing to actively monitor U.S. Navy's OT&E plans and its operational utilization of its MQ-8B (Fire Scout) UAS.

RDT&E staff collaborated with the aviation sponsor and the UAS acquisition Project Manager to develop an interim (small UAS) strategy. This strategy, signed out in August 2011, underpins the formal, continuing activity to demonstrate a small UAS aboard an NSC and to evaluate its effectiveness in meeting shipboard, organic Intelligence, Surveillance, and Reconnaissance (ISR) requirements. RDT&E partnered with various headquarters directorates, NAVSEA, NAVAIR, and industry to conduct the demonstration. To advance the interim small UAS (sUAS) concept, RDT&E staff are continuing to develop the technical demonstration planned for the summer of 2012 onboard a National Security Cutter.

- **Modeling & Simulation (M&S)**

Improved the RDT&E Program's in-house analysis capability by enhancing the Coast Guard's M&S tools. Performed analyses for acquisition, operational, and regulatory issues to support program managers. Developed a pipeline of reusable tools, beginning with exploratory studies to determine acquisitions and operational areas where modeling would optimize decision support. FY 2011 efforts included development of a Command, Control, Computers, Communications, Intelligence, Surveillance, and Reconnaissance (C4ISR) M&S capability to improve the Coast Guard's ability to predict operational impact and convert existing Coast Guard campaign-modeling algorithms to a next-

generation simulation environment. M&S is key to properly understanding risk and forecasting performance and outcomes for Coast Guard missions and assets.

Refined existing tactical and system models and accredited these tools. Verification, Validation, and Accreditation efforts ensured the application of modeling and simulation results was appropriate for intended purpose when used. Every Coast Guard M&S, whether embedded in operational systems, stand-alone systems, or integrated with other M&S systems for distributed simulation, is required to be verified and validated prior to its use. The Coast Guard uses a tactical modeling environment which represents Sector level operations and/or patrol area operations in order to evaluate performance trade-off for investigation of Coast Guard capability/technology gaps. In addition, the Coast Guard also uses a combination of DoD developed physics-based models to evaluate sensor performance. These models require adaptation to accurately represent Coast Guard sensors, platforms, and targets. The models have been verified and validated with respect to some sensors but require further verification and validation to ensure the full spectrum of Coast Guard sensors, platforms, and targets are covered. Confidence in a particular M&S must be justified before its results are used in decisions involving resources, risk to human life, or the possible loss of critical Coast Guard capabilities.

Operational Program Support

- Sensor Optimization, Automation, and Visualization

Recent and future acquisitions are introducing a new generation of sensors with increased capabilities and complexity. Consequently, there is a need for updated Coast Guard search effectiveness data. The Coast Guard participated in the testing conducted for the Electro optical/IR Sensor System (ESS) Laser Illuminator that is now on both the MH-60T and MH-65C including: (1) determining recommended modifications for ESS Search and Rescue (SAR) mode settings for a small target (person in the water) and validating existing settings for medium (raft) and large targets (small craft); (2) collecting visual acuity performance metrics using the ESS visual daytime Charge Coupled Device (CCD) and the low-light Electron Multiplying CCD camera (EMCCD) with laser illumination and Trakkabeam illumination; and (3) evaluating the suitability of the Research & Development Center prototype Person in the Water (PIW) “thermal Oscar” simulator for use during the sweep width phase of testing. In addition, the Coast Guard recently completed a project to collect operationally-realistic field data to produce lateral range curves, tabulate radar sweep widths and validate prediction models for the Selex 7500E Sea Spray (HC-130H), the Elta EL/M-2022 (HC-130J) and the Telephonics AN/APS-143C (HC-144A) radars. Lateral range and sweep width data will be incorporated into standard mission planning software to increase the probability of successfully employing these key airborne sensors on future searches.

The RDT&E Program: (1) optimized and automated sensor performance of the new generation aviation, surface, and shore-based systems to enhance operational missions, (2) improved M&S tools by providing real-world data needed to improve M&S accuracy, and (3) enhanced the understanding of the results through updated visualization techniques. In FY 2011, the Coast Guard began development of a new

Sensor/Target/Environment model, summarizing the various sensors, targets, environment, and platforms. The assessment and documentation of the Coast Guard's existing capability is complete. It defined the existing baseline and provided recommendations for an improved sustainable capability based on improvements to DoD developed physics-based models. Coast Guard continues to develop a prototype sensor modeling capability based on the recommendations suggested by the previous assessment. Coast Guard is verifying and validating the sensor models through participation in upcoming NATO exercises.

Regulatory Program Support

- Oil Spill Detection/Response

Invested in the infrastructure and capabilities development necessary to identify those technologies most effective in preventing, managing, and mitigating maritime environmental incidents involving oil spills that could potentially threaten sensitive maritime and coastal environments or critical coastal infrastructure.

Evaluated the options for selecting vendors to pursue the development of a prototype system for recovering heavy oil on the bottom of the sea floor.

Great Lakes Restoration Initiative

- Invasive Species and Ballast Water Treatment (BWT) Systems

The Coast Guard continued coordination with the Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service, and Maritime Administration to fund further development of up to five BWT systems suitable for fresh water ecosystems by supporting the use of laboratory and shipboard testing, verification of treatment technologies, and coordination with the maritime industry.

Completed investigation and development of rigorous and defensible test procedures. Based on credible performance data, recommended procedures and techniques for routine shipboard BWT compliance testing to support Coast Guard decisions on certifying commercial BWT systems.

Continued investments and partnerships with entities conducting BWT system testing to test the efficacy of such systems and methods in both salt and fresh water. This work benefited regulatory program managers in the area of prevention and mitigation of non-indigenous species (NIS) invasion (e.g., zebra mussels) through vectors such as ballast-water.

FY 2012 Planned Accomplishments:

In FY 2012, the Coast Guard RDT&E Program will conduct R&D in the following areas: command center operations and intelligence; prevention, response management and mitigation of oil spills; prevention and mitigation of aquatic invasive species; sensor optimization, automation, and visualization for aviation, surface, and shore assets; exploration of key technologies for

surface-fleet assets, including energy/green technologies; UAS utility and use; and exploration of concepts and technologies supporting Coast Guard operations in the Arctic regions.

Acquisition Program Support

- Pre-Acquisition Exploration for the Surface Fleet
In FY 2012, the RDT&E Program will continue its analysis of modern, “green” technology areas, continuing to build knowledge and experience crucial to reducing risk of future major acquisitions of cutters.
- Unmanned Aerial Systems (UAS)
Continue investigation into the utility and use of cutter based UAS to provide persistent airborne surveillance, detection, classification, identification and prosecution (SDCIP) support across all Coast Guard statutory missions in all environments. This includes use of the sUAS as both an operational test, and a shipboard CONOPS development opportunity.

Operational Program Support

- Sensor Optimization, Automation, and Visualization
In FY 2012, the program will provide an updated analysis of detection and search methodology for incorporation into the overall sensor optimization concept and validate all models using field data, including validation of sensor performance prediction and area search performance metric estimation using available test data.
- Intelligence
Conduct R&D to improve Coast Guard Intelligence capabilities, while reducing long-term costs and risks. Improve the effectiveness of collecting intelligence information and data; process and integrate the data into operationally-valued and assured information; and analyze, evaluate, and/or interpret the available intelligence information into actionable knowledge to enhance maritime domain and situational awareness within maritime areas of U.S. interest. The RDT&E Program will support the Coast Guard ‘s Intelligence Program in the intelligence disciplines of Signals Intelligence and Law Enforcement Technical Collection, focusing on vessels unable to be readily identified by standard sensors, advanced analytical tools, airborne tactical intelligence, and specific emitter identification from Coast Guard cutters, shore-based, and aviation assets.
- Alternative Energy/Environmental Analysis
RDT&E resources will be leveraged to develop and implement energy alternatives that are either currently not available or have not been adapted to Coast Guard use. RDT&E investments in alternative and renewable energy, energy conservation, and carbon footprint reduction for mobile units will significantly reduce the risk of technology implementation and will dramatically increase the probability of success in meeting Coast Guard energy goals while improving mission performance.

The focus in FY 2012 will be to modify and test an existing Coast Guard vessel to operate using an alternate fuel, based on the decision matrix developed in FY 2011 and the suitability of the platforms analyzed. The carbon footprint measurement method developed in FY 2011 will be used to evaluate the effectiveness of the alternative fuel and associated vessel modifications.

- Arctic Operations

This research area will address operational capability gaps in the Arctic region by conducting analyses and performing advanced concept technology demonstrations. The RDT&E Program will continue focus on three research areas that have unique characteristics/problems in the Arctic region: (1) communications capabilities; (2) sensor capabilities; and (3) ship/small boat operations capabilities.

FY 2012 deliverables include: Communication Advanced Concept Technology Demonstrations (ACTD) preparation, sensor data assessments and ACTD preparation, analysis of small craft operations, and tactical small craft M&S tools.

Regulatory Program Support

- Oil Spill Detection/Response

Invest in the infrastructure and capabilities development necessary to identify those technologies most effective in preventing, managing, and mitigating maritime environmental incidents involving oil spills that could potentially threaten sensitive maritime and coastal environments or critical coastal infrastructure. This work will benefit regulatory program managers in the area of oil spill prevention, detection, and response.

Consistent with recommendations from various Deepwater Horizon related reports, the FY 2012 RDT&E Program will address capability gaps for hazardous materials spills in the maritime environment. The intent is to reduce the costs and risks associated with acquiring, implementing, and operating new spill response capabilities. FY 2012 research areas include: (a) Spill response in the Arctic region and (b) Submerged (deepwater) spill response.

The Program will also complete development of systems and operational processes to address performance gaps in heavy, viscous oil recovery. The objective is to develop a system to detect, collect, and recover heavy oil from the sea floor. The focus in FY 2012 is to develop prototype designs and test prototypes for the recovery of submerged oil. The results of these tests will provide the foundation for recommendations for use by Federal On-Scene Coordinators. This research will facilitate provision of product information and specifications that will be used to identify techniques that can be utilized in the field during a heavy oil spill response.

- BWT Systems

In FY 2012, the Coast Guard will provide support and funding to mitigate the economic and environmental risk posed by the introduction of NIS, including developing and testing shipboard testing protocols to verify BWT system capabilities; and developing and testing shipboard verification protocols and tools for Coast Guard operators to verify compliance with BWT standards. The Coast Guard will also conduct research in support of Phase I BWT Standards, which are similar to Coast Guard International Maritime Organization (IMO) standards.

Great Lakes Restoration Initiative

- Invasive Species

The Coast Guard will continue to coordinate with the EPA, U.S. Fish and Wildlife Service, and Maritime Administration to fund the further development of up to five BWT systems suitable for fresh water ecosystems by supporting the use of laboratory and shipboard testing, verification of treatment technologies, and coordination with the maritime industry.

- Oil in Ice

Typical Arctic conditions such as extreme temperature, unstable ice, safety and poor visibility create a significant response gap that hinders oil spill prevention and clean up efforts. Arctic conditions can impact both the probability that a spill will occur from oil and gas operations and the consequences of such a spill. To address the potential for a major marine spill, a system of spill prevention, contingency planning, and response readiness is necessary to mitigate or combat oil spills from Arctic exploration, production, storage, and transportation operations.

In FY 2012, the Program will continue development of equipment and techniques that can be used successfully to detect, track, and recover oil in ice filled waters. Tasks will include applied research and methodology testing. This research would support follow-on research and testing efforts and include full-scale exercises, including an exercise in the ice on the Great Lakes to evaluate mechanical recovery. Funds from EPA and other partners, as well as related research and partnerships with Canada and the European Union, will be leveraged to this effort.

FY 2013 Planned Accomplishments:

With FY 2013 funding, the Coast Guard RDT&E Program will develop a Center for Coast Guard M&S by continuing to update and certify critical M&S tools and develop both engagement and campaign-level M&S capability; support aviation platform performance testing and evaluation; and conduct research and development in the following areas: Command center and intelligence; prevention and mitigation of oil spills; prevention of aquatic invasive species introduction; sensor optimization, automation, and visualization for aviation, surface, and shore assets; exploration of key technologies for surface-fleet assets, including energy/green technologies; and exploration of concepts and technologies supporting Coast Guard operations in the Arctic regions.

Prioritized FY 2013 Planned Accomplishments

Priority	FY13 PLANNED ACCOMPLISHMENTS	FY13 Planned Allocation (\$M)	Salary Portion (\$M)
1	Support and Operations	10.63	6.18
2	Arctic Operations	1.22	0.98
3	Pre-Acquisition Exploration for the Surface Fleet	1.01	0.61
4	BWT Systems	0.80	0.53
5	Oil in Ice	1.22	0.85
6	Oil Spill Detection and Response	1.28	0.89
7	Modeling & Simulation	1.50	1.06
8	Sensor Optimization, Automation, and Visualization	0.58	0.33
9	Intelligence	0.50	0.26
10	Alternative Energy/Environmental Analysis	0.75	0.58
11	Other Projects	0.24	0.00
	Total	19.73	12.27

Infrastructure and Capability Investment

- Modeling & Simulation (M&S)
 Improve the RDT&E Program’s in-house analysis capability by adopting new M&S tools that incorporate previously unexplored techniques and abilities. Perform analyses for acquisition, operational, and regulatory issues to support Directorate program managers. Continue development of a pipeline of reusable tools, beginning with exploratory studies to determine acquisitions and operational areas where modeling would optimize decision support. Continue to convert existing Coast Guard campaign-modeling algorithms to a next-generation simulation environment that possesses 21st Century speed, flexibility, and accessibility designed for the Coast Guard analyst to generate rapid, cogent analysis. Continue to refine Terrorist Deterrence model to incorporate various ports and waterways not previously modeled. Refine existing tactical and system models while expanding their scope to include further offshore environments and obtain accreditation.

Acquisition Program Support

- Pre-Acquisition Exploration for the Surface Fleet
 Continue the analysis of modern, “green” technology areas. Continue to build knowledge and experience crucial to reducing risk of future major acquisitions of CG small boats.

Operational Program Support

- Sensor Optimization, Automation, and Visualization

Optimize and automate sensor performance of the new generation aviation, surface, and shore-based systems to enhance operational missions. Improve M&S tools by providing the real-world data needed to improve M&S accuracy. Enhance the understanding of the results through updated visualization techniques. Provide an updated analysis of detection and search methodology for incorporation into the overall sensor optimization concept and validate all models using field data, including validation of sensor performance prediction and area search performance metric estimation using available test data.

- Intelligence

Conduct pre-acquisition project work to improve CG Intelligence capabilities, while reducing long-term costs and risks. Improve the effectiveness of collecting intelligence information and data; process and integrate the data into operationally-valued and assured information; and analyze, evaluate, and/or interpret the available intelligence information into actionable knowledge to enhance maritime domain and situational awareness within maritime areas of U.S. interest. The RDT&E Program will support the Intelligence Directorate in pre-acquisition work in the intelligence disciplines of Signals Intelligence and Law Enforcement Technical Collection, focusing on vessels unable to be readily identified by standard sensors, advanced analytical tools, airborne tactical intelligence, and specific emitter identification from CG cutter, shore-based assets and aircraft.

Long-term objectives include broad support to the Coast Guard's Intelligence program by employing advanced sensor testing against the non-cooperative target set; to assist in protecting critical infrastructure from accidental or deliberate damages; counter-measures; detect ability of non-emitting targets; and other items of national and localized data collection issues or law enforcement missions.

- Alternative Energy/Environmental Analysis

RDT&E resources are needed to develop and implement energy alternatives that are either currently not available or have not been adapted to Coast Guard. RDT&E investments in alternative and renewable energy, energy conservation, and carbon footprint reduction for mobile units will significantly reduce the risk of technology implementation and will dramatically increase the probability of success in meeting USCG energy goals while improving mission performance.

In FY 2013 the Coast Guard will modify and test an existing Coast Guard vessel to accept an alternate fuel.. The carbon footprint measurement method developed in FY 2011 will be used to evaluate the effectiveness of the alternative fuel and associated vessel modifications.

- Oil Spill Detection and Response

The Coast Guard will continue to invest in the capabilities development necessary to identify those technologies most effective in preventing, managing and mitigating

Maritime Environmental Response incidents involving oil spills that could potentially threaten sensitive maritime and coastal environments or critical coastal infrastructure.

In FY 2013, the RDT&E Program will address capability gaps for spill response in the maritime environment. The intent is to reduce the costs and risks associated with acquiring, implementing, and operating new spill response capabilities. FY 2013 research areas include: (a) continued development of spill response capabilities in the Arctic and extreme cold regions, (b) continued development of submerged (deepwater) spill response capabilities, and (c) command and control systems associated with major spill response.

- Arctic Operations

This research area will address operational capability gaps in the Arctic region by conducting analyses and performing advanced concept technology demonstrations. The RDT&E Program will continue focus on three FY 2012 research areas that have unique characteristics/problems in the Arctic region: (1) communications, (2) sensor capabilities, and (3) ship/small boat operations capabilities.

Regulatory Program Support

- BWT Systems

The FY 2013 RDT&E appropriation will continue funding to mitigate the economic and environmental risk posed by the introduction of NIS. Two FY 2012 research areas to address NIS capability gaps will be: (1) develop and test shipboard testing protocols to verify BWT system capabilities; and (2) develop and test shipboard verification protocols and tools for CG operators, based on the results of the FY 2012 market research assessment, to verify compliance with BWT standards. RDT&E resources are required to address these gaps because these capabilities do not currently exist and are not being addressed by industry or other government agencies. The Coast Guard's proposed ballast water discharge standard is a Phase I standard similar to the IMO discharge standard. The Phase II standard is expected to be 100 to 1000 times more stringent than the Phase I standard. Research is required to determine whether it is possible to measure to the Phase II standard and the likelihood that technologies can meet the Phase II standard. Investigate how to minimize other-than-ballast-water introduction of NIS (e.g., via hull fouling), and determine ways to mitigate effects.

Great Lakes Restoration Initiative

- Oil in Ice

Typical Arctic conditions such as extreme temperature, unstable ice, safety and poor visibility create a significant response gap that would hinder oil spill prevention and clean up efforts. Arctic conditions can impact both the probability that a spill will occur from oil and gas operations, and the consequences of such a spill. To address the potential for a major spill in the maritime environment, a system of spill prevention, contingency planning, and response readiness is necessary to mitigate or combat oil spills from arctic exploration, production, storage, and transportation operations.

In FY 2013, the Coast Guard will continue development of equipment and techniques that can be used successfully to detect, track and recover oil in ice filled waters. Tasks will include applied research and methodology testing. Follow-on efforts would include full-scale exercises, including a test in the ice on the Great Lakes to evaluate mechanical recovery. Funds from EPA's Great Lakes Restoration Initiative (GLRI) and other partners, as well as related research and partnerships with Canada and the European Union, will be leveraged to fund and advance this effort.

- Invasive Species

The Coast Guard will continue to coordinate with the EPA, U.S. Fish and Wildlife Service, and Maritime Administration to fund the further development of ballast water treatment systems suitable for fresh water ecosystems by supporting the use of laboratory and ship-board testing, verification of treatment technologies, and coordination with the maritime industry.

Accomplishments

U. S. Coast Guard

Boat Safety

FY 2011 Accomplishments:

- Conducted national observation studies that measured life jacket wear.
- Continued to measure effectiveness of a U.S. Army Corps of Engineers (USACE) project to mandate life jacket wear by all boaters aboard certain sized boats on USACE waters in northern Mississippi and central California. Results to date from USACE in northern Mississippi indicate significant increases in life jacket wear rates. The Coast Guard worked with the National Boating Safety Advisory Council, which initiated a resolution advising the Coast Guard to study mandatory requirements for life jacket usage in high-risk situations (i.e., operating boats less than 18 feet in length and all Personal Water Craft and paddle craft regardless of length).
- Continued boating safety/boating under the influence (BUI) initiatives to reduce the number of casualties where reckless operation, lack of adequate operator skills, or the use of alcohol by a boat's occupants is a cause of the accident.
- Continued the Propeller Guard Test Protocol project, designed to create a risk-based mitigation strategy matrix to evaluate propeller strike avoidance technologies, and furthered the development and promulgation of an Advanced Notice of Proposed Rulemaking that requires installation and wear of emergency cut-off devices (mechanical or wireless) on vessels under a certain length.
- Continued developing regulations that would require operators to secure the engine on a vessel when a swimmer is in the water and in close proximity to the stern in order to prevent propeller strike and carbon monoxide poisoning.
- Implemented and monitored state program approval systems (i.e., enforcement/patrol, education, vessel numbering systems, and casualty reporting systems).

FY 2012 Planned Accomplishments:

- Conduct a National Boating Survey to collect data that will allow the Coast Guard to estimate the nation's recreational boaters' on-the-water activities and exposures to certain hazards.
- Increase support of voluntary skill training courses provided to the recreational boating public by various organizations.

- Consult with stakeholders regarding the promulgation of regulations that require life jacket wear in high-risk recreational boating activities if voluntary measures fail to achieve an acceptable wear rate.
- Continue the BUI initiative (Operation Dry Water) to reduce the number of casualties where the use of alcohol is a cause of the accident.
- Conduct an operator compliance outreach initiative to reduce deaths due to navigation rules violations (i.e., Reckless/Negligent Operation, Excessive Speed, Improper Lookout, Operator Inattention, and Rules of the Road).
- Continue implementation and monitoring efforts for state program approval systems (i.e., adequate enforcement/sufficient patrol, adequate education, numbering system, and casualty reporting system).
- Complete the Propeller Guard Test Protocol project and implement the accepted recommendations.
- Continue to assure manufacturer compliance with recreational boat safety construction standards through the Factory Visit and Boat Testing Programs, with emphasis on identifying manufacturers whose boats are involved in accidents where carbon monoxide, flotation, capacity, or fuel systems are causal factors.
- Conduct training for grant recipients (states and non-profit organizations) and improve systems used to track and pay grant recipients.

FY 2013 Planned Accomplishments:

- Increase support of voluntary skill training courses provided to the recreational boating public by various organizations.
- Continue the BUI initiative (Operation Dry Water) to reduce the number of casualties where the use of alcohol is a cause of the accident.
- Continue to assure manufacturer compliance with recreational boat safety construction standards through the Factory Visit and Boat Testing Programs, with emphasis on identifying manufacturers whose boats are involved in accidents where carbon monoxide, flotation, capacity, or fuel systems are causal factors.
- If marketing measures prove effective, continue implementing additional elements of the national outreach and awareness initiative, “Boat Responsibly.”
- Conduct an operator compliance outreach initiative to reduce deaths due to navigation rules violations (i.e., Reckless/Negligent Operation, Excessive Speed, Improper Lookout, Operator Inattention, and Rules of the Road).

- Conduct national studies that measure life jacket wear.
- Continue monitoring state program approval systems.

Accomplishments

U. S. Coast Guard

Maritime Oil Spill Program

FY 2011 Accomplishments:

- Oversaw execution of \$289.2 million in funding for Federal response to an estimated 500 oil spills, including the continued response to the Deepwater Horizon incident.
- Executed payment of \$500,000 to the Oil Spill Recovery Institute.
- Executed payment of \$40.8 million in claims for uncompensated removal costs and damages, including natural resource damages, resulting from oil spills.

FY 2012 Planned Accomplishments:

- Oversee execution of \$50.0 million in funding for Federal response to an estimated 500 oil spills, including the continued response to the Deepwater Horizon incident.
- Oversee payment of an estimated \$1.0 million to the Oil Spill Recovery Institute.
- Oversee payment of \$50.0 million in claims for uncompensated removal costs and damages, including natural resource damages, resulting from oil spills.

FY 2013 Planned Accomplishments:

- Oversee execution of \$50.0 million in funding for Federal response to an estimated 500 oil spills, including the continued response to the Deepwater Horizon incident.
- Oversee payment of an estimated \$500,000 to the Oil Spill Recovery Institute.
- Oversee payment of \$50.0 million in claims for uncompensated removal costs and damages, including natural resource damages, resulting from oil spills.