

Note: November 2022.

This Directive may no longer be current. Please check with the program office responsible for this Directive to determine if there are any updates or if the Directive is no longer in use.



COMDTINST 16151.1D
21 Dec 2011

COMMANDANT INSTRUCTION 16151.1D

Subj: DOMESTIC ICEBREAKING OPERATIONS POLICY

1. PURPOSE. This Instruction prescribes policy and reporting requirements for all units engaged in domestic ice operations.
2. ACTION. All Coast Guard unit commanders, commanding officers, officers-in-charge, deputy/assistant commandants and chiefs of headquarters staff elements shall comply with the provisions of this Instruction. Internet release is authorized.
3. DIRECTIVES AFFECTED. Domestic Icebreaking Policy and Reporting Requirements, COMDTINST 16151.1C, is canceled.
4. MAJOR CHANGES. Major changes to this Instruction include: added definitions for domestic icebreaking operations terminology, prioritized specific types of icebreaking operations, introduced a four-tiered waterway priority system and a new performance metric suite.
5. REQUEST FOR CHANGES. Units and individuals may recommend changes by writing via the chain of command to: Commandant (CG-5523); U. S. Coast Guard; 2100 2ND ST SW STOP 7683; WASHINGTON, DC 20593-7383.
6. DISCLAIMER. This document is intended to provide operational requirements for Coast Guard personnel and is not intended to nor does it impose legally-binding requirements on any party outside the Coast Guard.
7. DEFINITIONS. The following terms are defined for the purpose of clarifying the policies described in this Instruction.
 - a. Designated Waterway – This term is used to describe the portions of the U.S. Marine Transportation System where icebreaking services are provided by the Coast Guard due to the high priority strategic, safety-related or economic importance of moving commerce over the water.

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- b. Direct Assistance (DA) – Icebreaking activity conducted close aboard to assist a specific vessel or vessels. A cutter’s effort to free a beset vessel, or escort a vessel where the assisted vessel would not be able to transit on its own, are examples of direct assistance.
- c. Domestic Icebreaking (DOMICE) – Operations conducted by vessels to clear ice-covered navigable waterways in United States territorial waters and, by agreement, in Canadian waters on the Great Lakes. The term is meant to distinguish these operations from the Coast Guard’s polar icebreaking operations.
- d. Preventative Icebreaking (PI) – Icebreaking activities for general track maintenance, track grooming and flushing operations to support unspecified commercial vessel movements.
- e. Request for Icebreaking Assistance – Any specific request for icebreaking services from a vessel master, owner, operator, agency or community to the Coast Guard. Often a ship’s master will call in a vessel trip/sail plan in advance of an intended movement. These intended movements are recorded by the Coast Guard unit receiving the call for awareness and planning purposes. Simply recording or logging these trip/sail plans does not constitute an assist or a request for assistance. Requests for icebreaking services from the Coast Guard to relieve flooding and assisting remote communities or ferry services are considered requests for icebreaking assistance.
- f. Transit – A commercial vessel movement through a specific waterway, regardless of whether assistance was rendered.
- g. Urgent Response – Assistance to vessels in situations which do not rise to the level of a Search and Rescue (SAR) case but, if left unassisted, have a high probability of deteriorating into a hazardous situation.
- h. Vessel Assistance (VA) – Icebreaking activity to assist the movement of commercial vessel traffic. An icebreaker’s track work in anticipation of vessel movement within 24 hours of the effort, along with the transit time to a beset vessel or a specified vessel requiring assistance, are operational hours categorized as vessel assistance.
- i. Waterway Closure – An event or condition preventing vessels from transiting a waterway due to:
 - (1) A Captain of the Port (COTP) safety zone, regulated navigation area or other vessel traffic controls (see Marine Safety Manual, Volume VI, Ports and Waterways Activities, COMDTINST M16000.11 (series)).
 - (2) An environmentally imposed closure without Coast Guard actions, including extreme ice conditions.
- j. Waterway Restriction – An event or condition that limits the normal use of a waterway. A restriction may be imposed on a waterway by either:
 - (1) A COTP-issued provision placing specific limitations on vessels or waterway in an otherwise open waterway. Examples include limiting waterway use to steel-hull vessels, minimum horsepower restrictions, or a maximum draft.
 - (2) An environmentally imposed limitation without Coast Guard actions. For example, a vessel becoming beset in ice and hindering the progress of other vessels.

- (3) If a waterway is restricted such that no vessels are able to transit, the event shall be considered a waterway closure.
8. **OPERATIONAL PRIORITIES AND POLICIES.** The mission of U.S. Coast Guard domestic ice operations is to provide icebreaking services to assist vessels in emergency or urgent situations, to assist communities in exigent need, and to facilitate navigation on domestic ice-covered waterways. Recognizing the Coast Guard may not be able to respond to all requests for assistance, or in all ice conditions, the following priority order for service is established for units conducting Coast Guard domestic ice operations:
- a. **PWCS/SAR.** Icebreaking operations may be required to facilitate security operations in accordance with Chapter 10 of the U.S. Coast Guard Maritime Law Enforcement Manual (MLEM), COMDTINST M16247.1 (series) or other applicable doctrine. When loss of life on the water or ashore is a possible outcome, the Coast Guard will conduct icebreaking required for SAR response consistent with existing policy. SAR is covered in the U.S. Coast Guard Addendum to the United States National Search and Rescue Supplement (NSS) to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, COMDTINST M16130.2 (series) and respective district SAR plans.
 - b. **Urgent Response to Vessels.** The Coast Guard will respond to vessels in urgent situations which, if left unassisted, have a high probability of deteriorating into a hazardous situation. Examples include assistance to an ice-bound vessel in danger of drifting, grounding or becoming trapped in an ice field under pressure and at risk of suffering a hull breach.
 - c. **Exigent Community Services.** The Coast Guard will provide icebreaking assistance to prevent floods/hazardous water stages caused by ice obstructions and assist remote communities under the authority contained in 14 U.S.C. 88(a) and 141 (a).
 - (1) The U. S. Army Corps of Engineers (USACE) is responsible for flood control activities and will determine if icebreaking operations will assist in preventing or alleviating flood or flood conditions on a waterway. Before undertaking any flood control icebreaking, the Coast Guard should consult responsible USACE officials to determine if the operation will interfere with the regulation and/or operation of the effected waterway.
 - (2) Other examples of icebreaking for exigent community service include, but are not limited to, opening channels to icebound communities in immediate need of food, fuel for heat or energy, or medical assistance. These operations are conducted to directly support the general public and include support to commercial activities which provide services to these communities.
 - d. **Facilitation of Navigation.** In 1936, when President Roosevelt issued Executive Order 7521, the Coast Guard assumed the mission of "keeping open to navigation by means of icebreaking operations, in so far as practicable and as the exigencies may require, channels and harbors in accordance with the reasonable demands of commerce."
 - (1) In keeping with Executive Order 7521, the Coast Guard will conduct icebreaking operations in ice-covered waterways as resources permit to extricate vessels from

danger, mitigate hazardous situations, assist shipping and other reasons as determined by the District Commanders.

- (2) As in the past, the Coast Guard will continue to break ice to meet the reasonable demands of commerce. However, it is reasonable to expect vessel owners and operators to assist in reducing the need for Coast Guard ice breaking assistance by using vessels adequately powered and constructed to move safely through ice covered waterways, rescheduling voyages until ice conditions improve, and/or by hiring commercial icebreaking assistance.
 - (3) Whenever dictated by particularly severe winter weather conditions, the District Commander or COTP may direct (or recommend) that vessel owners and operators not transit ice-covered waterways. If vessels are allowed to move, COTPs may limit vessel movements to only those vessels meeting certain criteria, such as a designated minimum horsepower, until conditions improve. COTPs may also require convoys with vessels proceeding in a particular order to assist the movement of all vessels through a particular waterway, or stretch of ice covered waters.
- e. Crew Training and Proficiency. Consistent with the priorities in this Instruction, sufficient resource hours should be dedicated to training to ensure an ample cadre of Coast Guard personnel with icebreaking proficiency on all icebreaking platforms, even in a winter of light ice conditions. Icebreaking for training should be scheduled and performed with consideration to established and published waterways priorities and commercial icebreaking activities to the maximum extent possible.
 - f. Secondary Missions. Further delineation of icebreaking priority, as well as the integration of other Coast Guard missions, is at the discretion of individual District Commanders in order to meet any emergent conditions. District Commanders shall establish any permanent priority assignments in applicable District Instructions and report any temporary non-icebreaking assignments in the narrative summary of the Annual Domestic Ice Operations Report, Enclosure (1).
 - g. Research and Development, and Science Missions. Temporary deviations from this Instruction resulting in an expansion of icebreaking activities are permitted for research and development or scientific purposes. These activities should also be noted in the narrative summary of the Annual Domestic Ice Operations Report, Enclosure (1).
 - h. Commercial Icebreaking. The Coast Guard will not normally interfere with private enterprise in conducting icebreaking operations to facilitate navigation. Vessel(s) receiving assistance from Coast Guard assets, or otherwise transiting connecting waterways, are not precluded from hiring additional commercial resources. If commercial icebreaking assistance is not available, Coast Guard assistance may be provided consistent with other operational priorities. District Commanders shall establish a commercial icebreaking assistance policy that ensures safety of navigation.
 - i. Cooperative Icebreaking. District Commanders are encouraged to coordinate icebreaking efforts with other government agencies with icebreaking assets as necessary. The Coast Guard will not normally hire commercial vessels for domestic icebreaking nor seek

reimbursement from other government agencies for routine domestic icebreaking operations.

- j. Icebreaking Safety. Night and low visibility operations are higher risk, should be minimized, and will not normally be scheduled. All domestic icebreaking shall be conducted with due regard to the possibility of damage to other vessels, bridges and shore facilities. Assistance will be provided to minimize the effect on riparian communities and to mitigate, minimize or eliminate potential environmental damages. The movement of oil and hazardous substances through ice-covered waters may require the use of additional resources, including government and non-government solutions, to address the associated risk.
 - k. Ice Information. The Coast Guard does not make ice forecasts, nor offer risk assessments to mariners and related interests. When available, the Coast Guard may disseminate recently observed or reported ice conditions and ice information from the National Weather Service or other responsible agencies. The source and timing of the ice information product must be clearly identified. Further policy on the transmission of ice information is at the discretion of the District Commander.
 - l. National Ice Center (NIC). District Commanders may coordinate format, frequency and receipt of approved products with NIC directly. All Coast Guard requests to the NIC for establishing new ice-related products and significant changes to existing products shall be routed via the chain of command to Commandant (CG-552) for approval.
 - m. Icebreaking Season.
 - (1) The ice season typically begins in mid-December when ice is determined to impede navigation and ends in late March or early April when ice no longer impedes navigation and temperatures are not expected to return to levels that would facilitate ice formation.
 - (2) Districts shall report the specific beginning and ending date/time of their respective ice seasons in the narrative summary of the Annual Domestic Ice Operations Report, Enclosure (1).
 - n. Exceptions. Commandant (CG-552) will be contacted for further guidance regarding policy exceptions.
9. RESPONSIBILITIES.
- a. Commandant (CG-552) shall provide oversight of the domestic icebreaking program and policies.
 - b. Atlantic Area (LANT-54) shall monitor district icebreaking operations, provide oversight of long range strategic planning and specify the frequency of measures to be reported.
 - c. District Commanders and Sector Commanders shall:
 - (1) Maintain liaison with appropriate authorities to evaluate requests for icebreaking services.
 - (2) Incorporate appropriate risk management procedures at all levels.

- (3) Promulgate, in appropriate plans, orders, and standard operating procedures, details concerning icebreaking services to be provided in specific waterways.
- (4) Consider the following factors in determining icebreaking priorities:
 - (a) Capability of icebreaking assets.
 - (b) Military significance of the waterway or vessel.
 - (c) Exceptional environmental concerns.
 - (d) Historical commerce data.
 - (e) Possibility of alternative ports and routes.
 - (f) Scope and seriousness of past and potential ice closures.
 - (g) Density of traffic.
 - (h) Hazards to navigation.
 - (i) Ice levels.
 - (j) Availability of icebreaking assets.
- (5) Work with Harbor Safety Committees (HSCs) and local stakeholders to establish and document, in a publicly available plan or notice, waterways priorities for facilitation of navigation in accordance with the tiered waterways system defined as follows:
 - (a) Tier One: The connecting waterways of the Marine Transportation System or other navigable waterways (as defined in 33 CFR 2.36) deemed highest-priority due to geographical location or importance of cargo to public health and safety (e.g. heating oil, power plant fuel, food, etc.).
 - (b) Tier Two: Navigable waterways through which cargo of significant economic importance to a region moves (e.g. supplies to industrial facilities, fishing, large passenger ferries, etc.); or waterways which connect Tier One and Tier Three waterways.
 - (c) Tier Three: Federally maintained waterways within a port or other navigable waterways between Tier Two waterways and commercial facilities or smaller, year-round ports hosting multiple users (as determined by number of vessel transits or economic value to the region).
 - (d) Tier Four: Wholly private or non-federally maintained waterways, piers, or docks.

NOTE: District Commanders may further define waterways priorities in their respective icebreaking instructions.
- (6) Forward requests for significant expansion of icebreaking services via the chain of command to Commandant (CG-552) for consideration. (Significant expansion of icebreaking services is defined as services beyond a district's normal level of resources.)

d. In addition, the Ninth District Commander shall:

- (1) Request icebreaking resources from and provide icebreaking resources to the Canadian Coast Guard, as circumstances dictate. The exchange of resources shall be in accordance with the current agreement between the United States of America and Canada concerning coordination of icebreaking operations in the Great Lakes and St. Lawrence Seaway System.
- (2) Coordinate with the USACE to support later lock closing or early lock opening at Sault Ste Marie due to regional economic crisis, emergency navigational problem or other emergency circumstance, such as search and rescue operations.

10. MEASUREMENTS.

- a. Objectives. In order to capture the performance of the domestic icebreaking mission, measures should:
 - (1) Reflect all Coast Guard domestic icebreaking missions and services (urgent response, exigent community services, facilitation of navigation) for the entire icebreaking season;
 - (2) Capture operations in all Coast Guard districts performing the domestic icebreaking mission;
 - (3) Be expandable to reflect icebreaking by assets assigned outside their normal Area of Responsibility (AOR);
 - (4) Reflect availability of Coast Guard assets; and
 - (5) Take into account external factors (weather severity and vessel traffic volume) over which the Coast Guard has little or no control.
- b. Performance Measures. The following is a list of measures that capture the above criteria, which shall be reported per Paragraph 15 of this Instruction.
 - (1) Percent of domestic icebreaking requests met. In order to effectively plan and manage domestic icebreaking operations, the Coast Guard must take into account how the demand for domestic icebreaking services varies by time, number, location and type. This metric tracks how well the Coast Guard is meeting the demand for icebreaking services. Districts shall provide the program office with:
 - (a) The number of icebreaking service requests by date and time, location, and type.
 - (b) The number of icebreaking service requests met by date and time, location, and type.

NOTE: Requests for icebreaking services include, but are not limited to, ferry service continuity, flood control/relief, and direct assistance to vessels.
 - (2) Percentage of time domestic icebreaking assets are operationally available during the ice season. The domestic icebreaking asset availability measure tracks the Coast Guard's capability to respond to domestic icebreaking requests, ice-related emergencies and other missions. Districts shall provide the program office with:
 - (a) Total domestic icebreaking (DOMICE) mission hours for the season;

- (b) Scheduled maintenance hours for the domestic icebreaking season; and
 - (c) Unscheduled maintenance hours for the domestic icebreaking season.
- (3) Waterways closures and restrictions. The number and location of waterways closures and restrictions shall be reported per the definitions in this Instruction.
- (4) Percentage of time Tier One waterways are open during the ice season. Tier One waterways are the primary focus of Coast Guard domestic icebreaking operations, and therefore, the amount of time these waterways are open is of particular interest to the program. Districts shall provide the program office with the total potential and actual waterway availability hours for the domestic icebreaking season in Tier One waterways.
- c. Winter Severity Measures. The “severe” or “average” winter determination is required to support current DHS and OMB reporting requirements while anticipating transition to a new performance measure: the “percentage of time Tier One waterways are open during the ice season”. In terms of domestic icebreaking operations, winter severity is a function of various environmental conditions including, but not limited to, geographic ice coverage, thickness, type and duration.
- (1) Ice measurements should be made on average once per week in each respective waterway. The objective is to record the operating conditions and challenges of the particular ice season. Icebreaking performance is affected by ice coverage and thickness, which are linked to the severity of the winter weather.
 - (a) Ice coverage is the percent of the operational area covered by ice. The domestic icebreaking operational areas shall be determined by each District Commander. They shall be based upon the area where ice has been known to form and which might require Coast Guard icebreaking activities. These areas shall be defined in appropriate district instructions.
 - (b) Ice thickness and type should be measured on each waterway during the ice season. The District Commanders may determine the location where ice thickness is measured but should measure the ice thickness in the same location or vicinity throughout the season. Ideally, measurement locations will also be consistent year to year.
 - (2) When determining winter severity, districts should consider analysis and data provided by professional weather and climate entities such as the National Weather Service, Great Lakes Environmental Research Lab and other scientific research institutions. These organizations typically have archived air temperatures, water temperatures, ice conditions, satellite imagery and Freezing Degree Day (FDD)¹ counts.

¹ Assel, R.A. (1980b). Maximum freezing degree-days as a winter severity index for the Great Lakes, 1897-1977. *Monthly Weather Review* 108(9):1440-1445. <http://www.glerl.noaa.gov/pubs/fulltext/1980/19800001.pdf>, last accessed on June 9, 2011.

11. PROCESS MANAGEMENT. Continual and systematic program improvement requires periodic review of program directives, policy and strategic objectives in accordance with Office of Management and Budget guidance.
 - a. Program Management Improvement. Appropriate representatives from Commandant (CG-552), Atlantic Area, and the First, Fifth, and Ninth Districts will meet annually to review this Instruction and propose improvements in performance management, strategic mission guidance, and other pertinent program issues as appropriate. Commandant (CG-552) will coordinate this meeting.
 - b. Operational Process Improvement. Each district is encouraged to participate in outreach meetings with various domestic ice operations customers, partners and suppliers in an effort to gauge changes in operational requirements. Efforts should focus on effective and efficient use of available operational resources dedicated to domestic ice operational priorities outlined herein. Each district shall report operational improvement efforts in the narrative section of the annual report.
12. RECORDS MANAGEMENT CONSIDERATIONS. This Instruction has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with Federal Records Act, 44 U.S.C. 3101 et seq., NARA requirements, and Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not have any significant or substantial change to existing records management requirements.
13. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. Environmental considerations under the National Environmental Policy Act (NEPA) were examined in the development of this Instruction. This Instruction included preparation of guidance documents that implement, without substantive change, the applicable Commandant Instruction or other Federal agency regulations, procedures, manuals, and other guidance documents. It is categorically excluded from further NEPA analysis and documentation requirements under Categorical Exclusion (22) as published in COMDTINST M16475.1D, Figure 2-1. An Environmental Checklist and Categorical Exclusion Determination (CED) are not required.
14. FORMS/REPORTS. To manage the domestic ice operations program effectively, Commandant must measure icebreaking activities in terms of what was done (level of effort), correlate the level of effort to the ice conditions, determine what gains were derived from those efforts (benefits), and the degree to which program goals were accomplished (performance results). In order to help facilitate such management, districts shall ensure the following reports are completed.
 - a. Annual Report. Districts engaging in domestic icebreaking shall submit an "Annual Domestic Ice Operations Report" memo to Commandant (CG-552), thru Area Commanders, no later than 1 July each year. The report shall conform to the guidance provided in Enclosure (1). Additional data considered relevant to program evaluation, as well as recommendations for report improvement, should be included in the annual report.

- b. Weekly Reports. During the ice season, the Districts shall provide an Icebreaking Operations Summary PowerPoint slide to the LANTAREA Commander no later than 1600 GMT on each Tuesday for the preceding week. The districts shall also provide a weekly summary of operations via email to LANT-54 (with copy to CG-552).
- c. Marine Information for Safety and Law Enforcement (MISLE) Reports. Waterways closures, delays and COTP limitations shall be recorded in the MISLE system in accordance with Chapter 12 of the Marine Safety Manual, Volume I, Administration and Management, COMDTINST M16000.6 (series), and the MISLE User Guides provided on the MISLENET website (<http://mislenet.osc.uscg.mil/>).
- d. Abstract of Operations (AOPS) Reporting. Accurate reporting of resource employment hours are essential to strategic and budget planning at the program level. Additionally, the Coast Guard uses domestic ice operations report data for evaluating past and present efforts, making cost-benefit determinations, planning future operations and responding to departmental, congressional and public inquiries. It is imperative the employment data entered into AOPS accurately reflect the level of effort of assets conducting the domestic icebreaking mission.
 - (1) Units shall report all icebreaking on domestic waters in support of emergency operations, operations conducted to prevent or alleviate flooding caused by ice, and facilitation of safe navigation through ice covered waters.
 - (2) Hours spent conducting missions other than icebreaking in ice-covered waters, shall be reported and discussed in each districts' Annual Ice Operations Report, Enclosure (1).

D. A. GOWARD /s/
U.S. Coast Guard
Director, Marine Transportation Systems

Encl: (1) Annual Domestic Ice Operations Report Guide
(2) Acronym List

NON-STANDARD DISTRIBUTION:

A:g D1, D9
A:l D1, D5
A:m D1, D5, D9 (1)
A:n D1, D5, (1)
A:o BUCKTHORN (1)
B:c D1, D5, D8, D9 (1)
C:a Cape Cod, Atlantic City, Traverse City (1)
C:b Detroit (1)
C:d Detroit (1)

C:e D1, D5, D9, St. Louis, Pittsburgh (1)
C:i D1, D5, D9 (1)
C:w D1, D5, D9 (1)
C:y D1, D5, D9, Upper Mississippi River, Ohio Valley (1)
E:n D1, D5, D9, East Peoria, Rock Island, Cincinnati (1)
E:s D1, D5, D9 (1)

ANNUAL DOMESTIC ICE OPERATIONS REPORT GUIDE

The "Annual Domestic Ice Operations Report" for the period 1 June through 31 May shall be submitted in standard memo format to Commandant (CG-552), through Atlantic Area (LANT-54), not later than 1 July each year. Each district's report shall contain the following information:

1. Narrative Summary: Chronological summary of significant events or operations, including the beginning and ending date/time of icebreaking operations, impact of icebreaking on other operations, impact of other operations on icebreaking, and total value of ice damage to Coast Guard property and facilities. List and discuss resource hours spent conducting missions other than domestic icebreaking in ice covered waters. Include general comments on any inability to respond to requests for assistance and applicable reasons. Provide feedback on, and recommendations for, future operations and program management, as well as any operational improvement efforts made throughout the year.
2. Winter Severity: Each district shall base the severity of winter conditions on observations as well as information from scientific entities analyzing environmental conditions such as ice thickness, percent ice coverage and the FDD model. The measure of severity should also consider the demand for icebreaking services. Include specific basis for the determination of severity.
3. Economic Value: Each district shall report an estimate of the type, amount and value of the cargo items shipped during the ice season as shown below.

Cargo Type	Cargo Amount	Cargo Value

4. Data Collection. Each district shall report the following:
 - a. Percent of domestic icebreaking requests met:
 - (1) The number of icebreaking service requests by date and time, location and type.
 - (2) The number of icebreaking service requests met by date and time, location and type.

NOTE: Requests for icebreaking services include, but are not limited to, ferry service continuity, flood control/relief, and direct assistance to vessels.
 - b. Percentage of time domestic icebreaking assets are operationally available during the ice season:
 - (1) Total domestic icebreaking (DOMICE) mission hours for the season.

- (2) Scheduled maintenance hours for the domestic icebreaking season.
 - (3) Unscheduled maintenance hours for the domestic icebreaking season.
 - c. Total number of commercial vessel transits in ice made during ice season: The total number of vessel transits in ice between the official opening and closing of the ice season broken down by region/waterway.
 - d. Breakdown of cutter asset hours by DA, PI, VA and other non-icebreaking operational resource hours, making sure operational hours are not double counted in another category.
 - e. Percentage of time Tier One waterways are open during the ice season:
 - (1) Total potential Tier One waterway availability hours for the domestic icebreaking season (the product of the number of Tier One waterways and length of ice season) in hours;
 - (2) Actual hours Tier One waterways were available equal to potential hours as in (1) above minus number of hours Tier One waterways were closed; and
 - (3) Data for calculation of total actual waterway availability hours to include:
 - (a) Date and time for beginning and end of the ice season;
 - (b) Total number of Tier One ice-related waterway closures greater than or equal to 24 hours (reported in days by location);
 - (c) Total number of Tier One ice-related waterway closures less than 24 hours (reported in hours by location); and
 - (d) Total number and duration of Tier One ice-related waterway restrictions or COTP limitations by location.
 - g. Facility Breakouts: The number and location of facility (energy terminal, steel mills, salt docks, stone facilities, etc.) break outs conducted by USCG assets to facilitate product delivery.
5. Miscellaneous. Any additional information which may be needed to fully describe conditions during the ice season and the Coast Guard response.

DOMESTIC ICE OPERATIONS POLICY ACRONYMS

1. AOPS – Abstract of Operations
2. AOR – Area of Responsibility
3. CED – Categorical Exclusion Determination
4. COTP – Captain of the Port
5. DA – Direct Assistance
6. DOMICE – Domestic Icebreaking
7. FDD – Freezing Degree Day
8. HSC – Harbor Safety Committee
9. IAMSAR – International Aeronautical and Maritime Search and Rescue
10. MISLE – Marine Information for Safety and Law Enforcement
11. MLEM – Maritime Law Enforcement Manual
12. NEPA – National Environmental Policy Act
13. NIC – National Ice Center
14. NSS – National Search and Rescue Supplement
15. OMB – Office of Management and Budget
16. PI – Preventative Icebreaking
17. PWCS – Ports, Waterways and Coastal Security
18. SAR – Search and Rescue
19. USACE – United State Army Corps of Engineers
20. VA – Vessel Assistance