

U.S. Department
of Transportation
United States
Coast Guard



Budget in Brief

UNITED STATES COAST GUARD



SEMPER PARATUS

1790

Fiscal Year 1995



COAST GUARD VISION STATEMENT

The United States Coast Guard is committed to continuous improvement of its performance as the world's leading maritime humanitarian and safety organization.

We strive to be the armed force offering the most challenging and rewarding career for the young men and women of our nation while preserving and honoring those customs and traditions that have served the country so well in peace and war.

We are responsive to changing national priorities. We are willing to explore new areas of endeavor, and we seek a balance in response to our traditional missions in support of national security, law enforcement, maritime safety and environmental protection.

We are committed to providing for the welfare of our people and their families so that the Coast Guard can stand, always ready, to serve, protect and enhance our nation's maritime interests.

A handwritten signature in black ink that reads "J. W. Kime".

**J. W. KIME
ADMIRAL, U.S. COAST GUARD**

Budget in Brief

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The information presented herein is compiled by the Budget Division, Formulation Branch of the U.S. Coast Guard Headquarters. For additional copies call (202) 267-2411 (FTS callers use the same number without area code).

Introduction

Purpose

The purpose of the Budget in Brief is to provide a brief historical overview of the Coast Guard's appropriations and seven major programs, with emphasis given to the FY 1995 request.

Organization

The Budget in Brief is organized into three sections:

- An appropriations and personnel Overview, which includes tabular and graphic depictions of Coast Guard resources.
- Major Programs, which includes a description, objective, impact and funding profile for the seven major Coast Guard Operation Programs.
- Appropriations, which includes a description, funding profile, and the FY 1995 request for the major Coast Guard accounts.

Additional Reference

For a detailed presentation and explanation of the Coast Guard's FY 1995 Budget Request, refer to Budget Estimates Fiscal Year 1995, U.S. Coast Guard: Submission to the Committees on Appropriations.

For more information on the Coast Guard, its history, missions and people, refer to the January 1994 issue of the Commandant's Bulletin, 1994 U.S. Coast Guard Overview.

Funding History

(Dollars in millions)

<u>Appropriation/Account</u>	1989 <u>Actual</u>	1990 <u>Actual</u>	1991 <u>Actual</u>	1992 <u>Actual</u>	1993 <u>Actual</u>	1994 <u>Enacted</u>	1995 <u>Request</u>	+/- <u>94/95</u>
Operating Expenses (1)	\$2,122.4	\$2,210.3	\$2,353.9	\$2,493.5	\$2,561.1	\$2,591.8	\$2,630.5	+38.7
OE Proposed								
Rescission (2)	--	--	--	--	--	-5.0	--	+5.0
Acquisition, Construction and Improvements (3)	435.8	444.2	411.3	401.5	340.0	307.5	439.2	+131.7
AC&I Proposed								
Rescission (2)	--	--	--	--	--	-2.0	--	+2.0
Environmental								
Compliance/Restoration (4)	--	--	21.5	21.5	22.0	22.6	25.0	+2.4
Reserve Training (5)	67.0	71.6	74.3	75.0	73.0	64.0	65.0	+1.0
Research, Development, Test and Evaluation (6)	18.8	20.5	25.0	29.2	27.8	22.5	20.3	-2.2
Alteration of Bridges(7)	13.5	2.3	3.7	11.1	12.6	12.9	--	-12.9
Boat Safety Account (8)	29.0	29.9	35.0	35.0	37.3	39.8	7.5	-32.3
Retired Pay	410.8	420.8	451.8	487.7	519.7	548.8	562.6	+13.8
Pollution Funds (9)	31.0	49.4	--	--	--	--	--	--
Emergency Fund (OSLTF)	--	55.0	50.0	16.3	50.0	50.0	50.0	0.0
Payment of Claims (OSLTF)	--	--	--	0.1	5.6	10.0	10.0	0.0
Miscellaneous Funds	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.2</u>	<u>0.1</u>	<u>0.1</u>	<u>0.0</u>
TOTALS	\$3,128.3	\$3,303.9	\$3,426.6	\$3,570.8	\$3,649.3	\$3,663.0	\$3,810.2	+\$147.2

Note: Numbers may not add due to rounding.

- (1) Includes from DOD: \$140.0 for "services-in-kind", \$60.0 "cash" and \$6.0 for 200 LEDETS in 1989; \$140.0 for "services-in-kind" and \$160.0 "cash" in 1990; \$313.9 in 1991, \$153.2 in 1992, \$253.0 in 1993 and \$21.7 in 1994. Includes from Boat Safety: \$30.0 in 1989; \$29.9 in 1990; \$35.0 in 1991 and 1992; and \$32.2 in 1993 and 1994. Includes \$16.0 in 1989 from Anti-Drug Abuse Act of 1988. Includes \$4.5 transfer from Acquisition, Construction & Improvements in 1989. Includes \$41.5 in 1991; \$31.9 in 1992 and 25.0 in 1993, 1994 and 1995 from the Oil Spill Liability Trust Fund. Includes \$20.0 in 1992 for Hurricanes Andrew and Iniki Relief Emergency Supplemental (P.L. 102-368). Includes from ONDCP: \$0.2 in 1991; and \$0.1 in 1993 and 1994.
- (2) Proposed rescission of Unobligated balances related to Hurricanes Andrew and Iniki in P.L. 103-75.
- (3) Includes from DOD: \$5.0 from Coastal Defense Augmentation Account in 1991. In 1989: includes \$50.3 MilCon Appropriation for Shore Facilities and \$100.0 from Anti-Drug Abuse Act of 1988; reflects transfers of \$4.5 to Operating Expenses and \$5.0 to Alteration of Bridges. Includes \$33.8 in 1992; \$35.6 in 1993; \$20.0 in 1994 and \$32.5 in 1995 from the Oil Spill Liability Trust Fund. Reflects \$20.0 rescission in 1994 from unobligated balances pursuant to P.L. 103-122.
- (4) Prior to FY 1991, activities of this nature were included in the Acquisition, Construction & Improvements and Operating Expenses appropriations.
- (5) Includes from DOD: \$50.0 in 1992 and 1993.
- (6) Includes \$5.6 in 1993; \$4.5 in 1994 and \$3.2 in 1995 from the Oil Spill Liability Trust Fund.
- (7) Includes \$5.0 transfer from Acquisition, Construction & Improvements in 1989.
- (8) Includes mandatory funds \$5.0 in 1993; \$7.5 in 1994 and 1995 pursuant to Title V of P.L. 102-587.
- (9) Consolidated into the Oil Spill Liability Trust Fund.

Overview

Personnel

Full-Time Equivalent (FTE) Employment

(1)		<u>1993</u>	<u>1994</u>	<u>1995</u>
Operating Expenses	Military	38,242	37,856	37,325
	Civilian	5,136	5,071	4,994
Acquisition, Construction & Improvements	Military	327	384	394
	Civilian	275	293	299
Environmental Compliance & Restoration	Military	7	11	11
	Civilian	47	62	61
Reserve Training	Military	570	482	473
	Civilian	102	98	98
Research, Development, Test & Evaluation	Military	53	48	42
	Civilian	81	90	82
Yard Fund	Military	24	24	24
	Civilian	690	632	632
Grand Total (2)	Military	39,342	38,921	38,376
	Civilian	6,350	6,266	6,189

(1) Includes Youth Opportunity Civilian FTE employment: 114 in 1993, 140 in 1994 and 140 in 1995.

(2) Includes reimbursable FTE employment: 119 Military & 19 Civilian in 1993; 116 Military & 20 Civilian in 1994 and 107 military & 23 civilian in 1995.

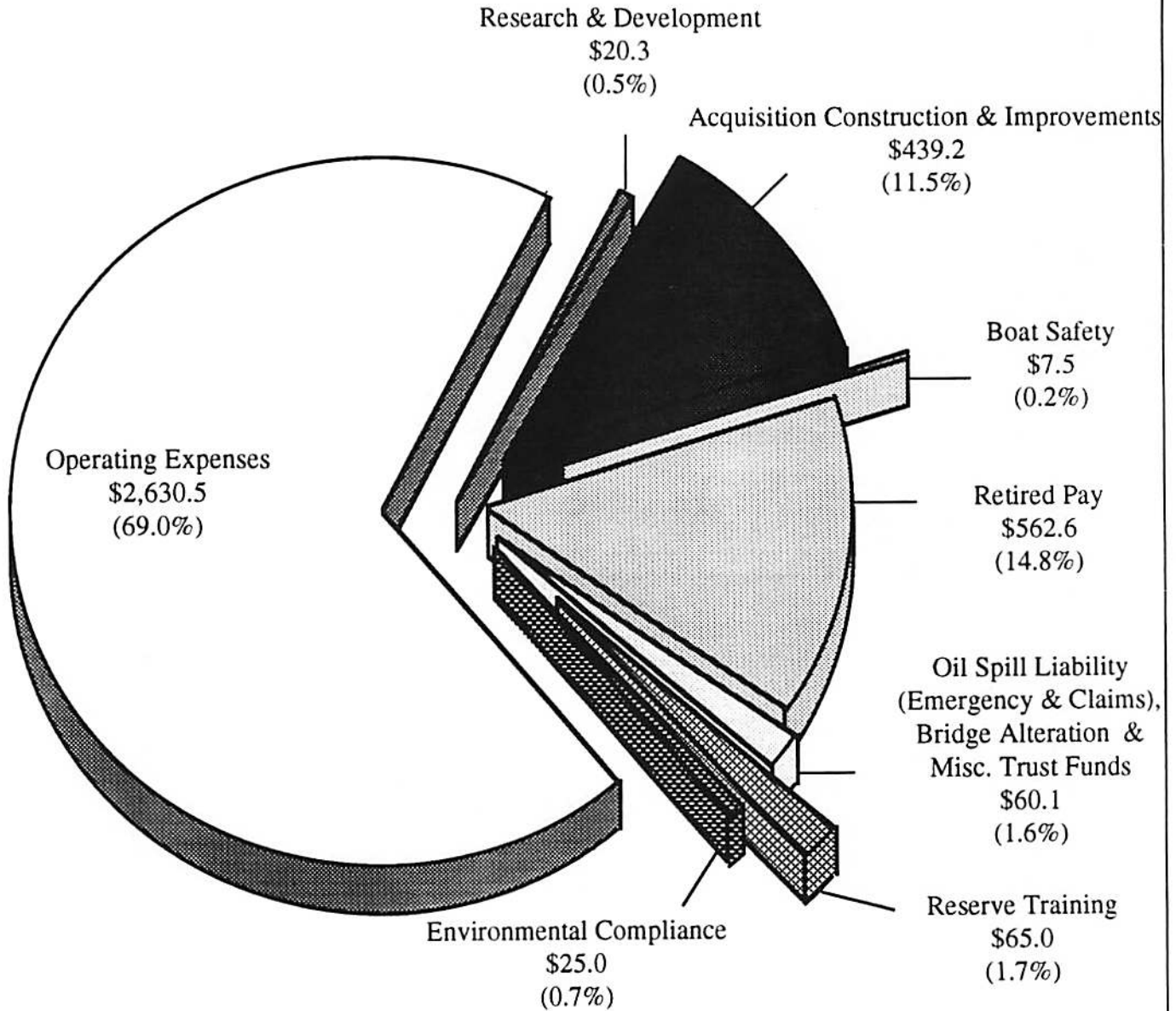
Full-Time Permanent (FTP) Positions

		<u>1993</u>	<u>1994</u>	<u>1995</u>
Operating Expenses	Military	38,286	37,592	36,589
	Civilian	5,169	5,032	4,920
Acquisition, Construction & Improvements	Military	347	386	432
	Civilian	303	318	325
Environmental Compliance & Restoration	Military	11	11	11
	Civilian	62	62	61
Reserve Training	Military	570	482	447
	Civilian	106	104	104
Research, Development, Test & Evaluation	Military	59	54	42
	Civilian	96	93	85
Yard Fund	Military	24	24	24
	Civilian	654	654	654
(1) Grand Total	Military	39,424	38,665	37,652
	Civilian	6,412	6,285	6,172

(1) Includes reimbursable FTP positions 127 Military & 22 Civilian in 1993; 116 Military & 22 Civilian in 1994 and 107 military & 23 civilian in 1995.

Overview

FY 1995 BUDGET REQUEST BY APPROPRIATION

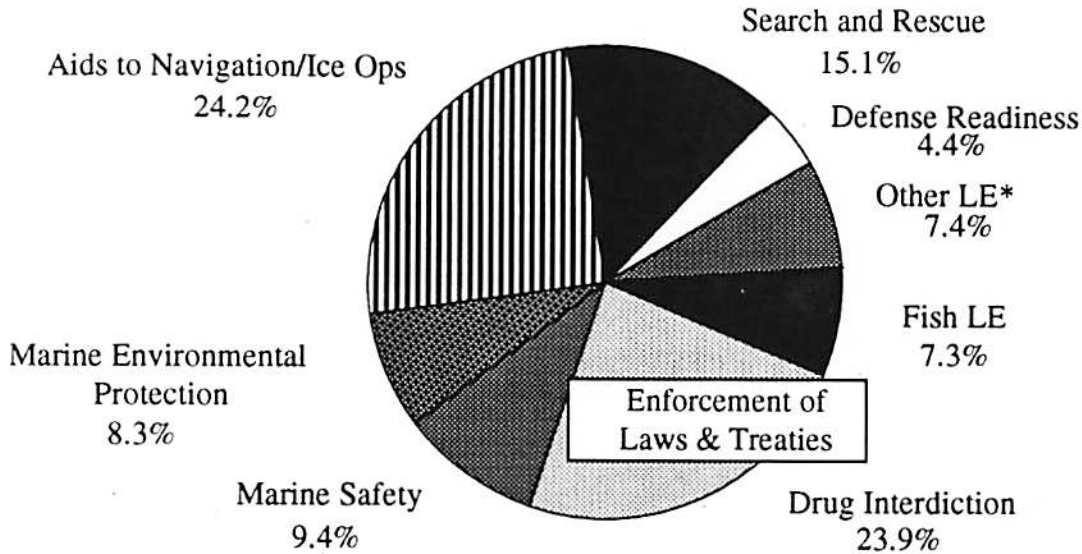


TOTAL REQUEST: \$3,810.2
(DOLLARS IN MILLIONS)

Overview

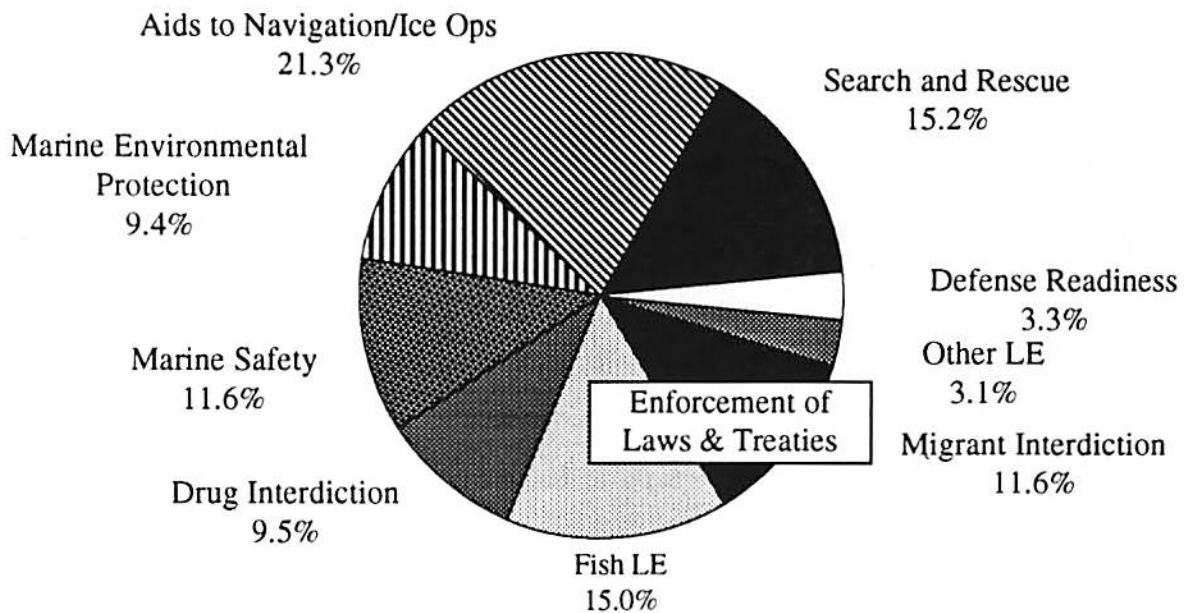
OPERATING EXPENSES BUDGET BY MAJOR PROGRAM

FY 1989



*Includes Migrant Interdiction

FY 1995



Major Programs



Coast Guard Search and Rescue Team rescues victims of the 1993 Midwest Floods.

Search and Rescue

Search and Rescue (SAR) is one of the Coast Guard's oldest missions. Minimizing the loss of life, injury, or property damage by rendering aid to persons in distress and property in the marine environment has always been a Coast Guard priority. Coast Guard SAR response involves multi-mission stations, cutters, aircraft and boats linked by communications networks. The National SAR Plan is divided into three regions: inland, maritime and overseas. The Coast Guard is the maritime SAR coordinator. To meet this responsibility, the Coast Guard maintains SAR facilities on the East, West and Gulf coasts; in Alaska, Hawaii, Guam, and Puerto Rico, as well as on the Great Lakes and inland U.S. waterways. The Coast Guard is the recognized leader in search and rescue by the international SAR community.

Program Objective

- Minimize loss of life, personal injury and property damage on the high seas and in all U.S. waters.

Funding Profile

(Dollars in millions)

	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>+/-</u> <u>94/95</u>
OE	\$321.1	\$365.5	\$362.0	\$366.1	\$384.2	\$393.2	\$400.8	+\$7.6
AC&I	74.2	75.5	64.8	47.1	33.2	27.0	45.0	+18.0
RDT&E	3.9	3.8	5.9	4.2	3.7	2.8	3.1	+0.3
Total	\$399.2	\$444.8	\$432.7	\$417.4	\$421.1	\$423.0	\$448.9	+\$25.9

FY 95 Requirements

Selected line items in the FY 1995 Budget Request that will affect the Search and Rescue program:

OE

- Close multi-mission small boat units
- 47-foot Motor Life Boat (MLB) F/O
- Reduce the cutter fleet
- Differential Global Positioning System (DGPS) F/O
- Shore Facility construction F/O
- Annualizations of 1994 SAR-related line items

AC&I

- 47-foot Motor Life Boat (MLB) Replacement Project
- 82-foot WPB Capability Replacement
- SAR Management Information System
- HH-65 Transmission Gearbox Upgrade
- Miscellaneous Shore Facility Projects
- Norwegian Crew SAR Boat

RDT&E

- Evaluation of SAR Platforms and Sensors
- SAR Operations Planning

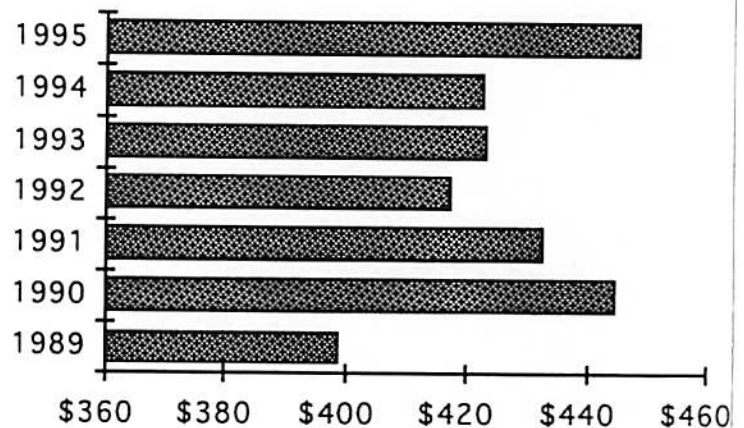
Program Impact

As a result of Coast Guard SAR efforts between 1989 and 1993:

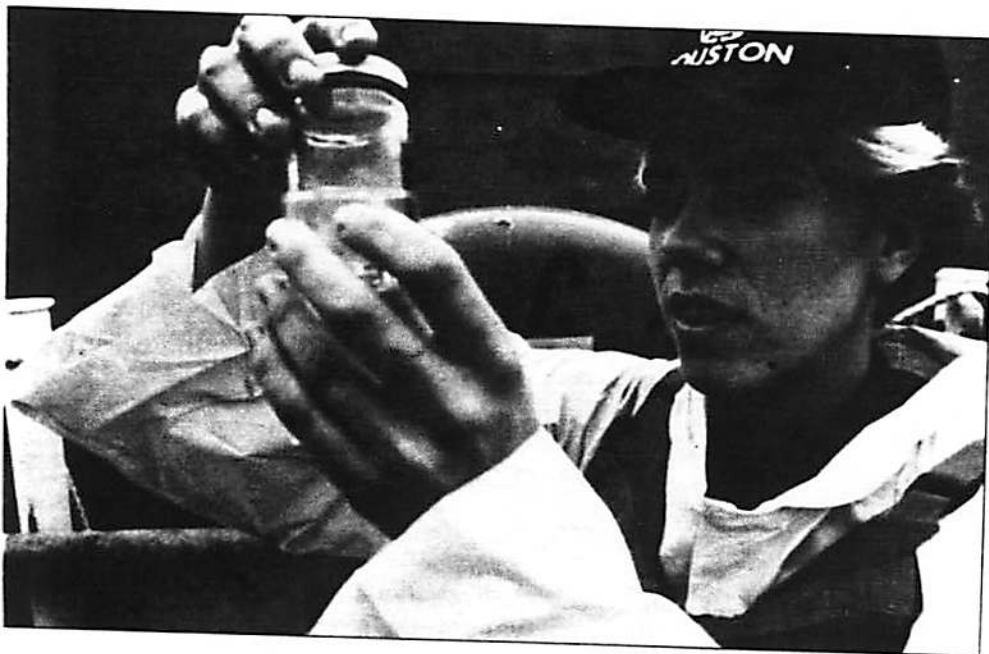
- 23,635 lives were saved—on average, less than every 2 hours, a life was saved.
- 596,572 persons were assisted—on average, nearly every 4 minutes, a person in distress was aided.
- Approximately \$3.5 billion in property was saved.
- More than \$10.8 billion in property was protected.

Funding History FY 89 - FY 95

(Dollars in millions)



Major Programs



Port Securityman at MSO Houston inspects the quality of water for potential pollutants.

Marine Environmental Protection

Two major missions of the Coast Guard's Marine Environmental Protection program include **Marine Environmental Response** and **Port Safety**. The Coast Guard has been designated as the lead agency to respond to the threat of pollution in the coastal zone and inland ports on America's inland rivers. Since the 1972 enactment of the Federal Water Pollution Control Act, the United States has developed a national oil and hazardous substance spill response system, based on statute regulation. This system relies on contingency planning and interagency and international relationships.

Program Objectives

- Minimize damage caused by pollutants released in the coastal zone.
- Overcome or reduce threats to the marine environment posed by potential spills of oil or hazardous substances.
- Assist in the national and international pollution response planning efforts.
- Recover Costs - Cost recovery is the final stage of environmental response. In all instances which require the use of federal funds, every attempt is made to recover the costs of the federal response from polluters.

Funding Profile

(Dollars in millions)

	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>+/-</u> <u>94/95</u>
	\$175.1	\$174.8	\$222.5	\$204.5	\$232.5	\$242.8	\$248.5	+\$5.7
	30.1	31.1	22.7	34.8	35.7	24.6	41.9	+17.3
CE	1.5	4.3	4.2	6.6	8.2	5.1	4.6	-0.5

FY 95 Requirements

Selected line items in the FY 1995 Budget Request that will affect the Marine Environmental Protection program.

OE

- Seagoing Buoy Tender (WLB) Lead Ship Crew and Operations Costs
- Close multi-mission small boat units
- Consolidate MSO's Galveston and Houston, Texas
- Hazardous Materials Management, Disposal and Training
- Vessel Traffic System (VTS) F/O

AC&I

- Atlantic Strike Team - Construct maintenance and equipment storage facility
- VTS 2000
- VTS equipment replacement
- VTS upgrade and expansion project
- Seagoing Buoy Tender (WLB) Replacement
- Oil pollution response equipment

RDT&E

- Planning, Management, and Training
- OPA-90 Regional Grant program
- OPA-90 Demonstration Projects

Program Impact

The Marine Environmental Response program accomplished, on an annual average, the following between 1989 and 1993:

Oil:

- Received over 8,860 pollution reports
- Conducted nearly 9,100 investigations
- Supervised over 370 federally-funded cleanups

Chemical:

- Received over 1,470 pollution reports.
- Conducted nearly 590 investigations.
- Supervised nearly 70 federally-funded cleanups

Coast Guard Port Safety efforts between 1989 and 1993 included:

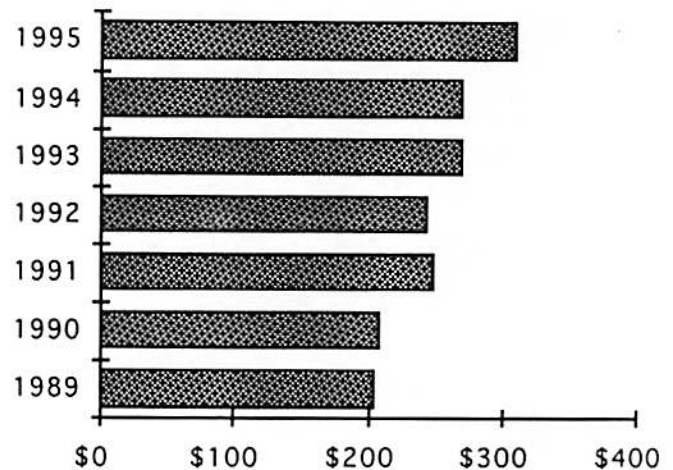
- Monitoring over 5,270 cargo transfer operations.
- Inspecting nearly 3,190 waterfront facilities.
- Conducting over 16,380 harbor patrols.
- Conducting nearly 780 Safety Zone patrols.
- Inspecting nearly 1,250 MARPOL facilities.
- Conducting over 270 contingency drills.

Vessel Traffic Services - The Coast Guard operates Vessel Traffic Service (VTS) systems in eight U.S. ports throughout the country. A total of 843,844 VTS transits were monitored in 1993.

Funding History

FY 89 - FY 95

(Dollars in millions)



Major Programs

Enforcement of Laws and Treaties



(Above) A Coast Guard boarding team member inspects a fisheries catch for compliance with fisheries laws and regulations.

(Upper right) A Coast Guard rescue swimmer stands by while an interpreter from the Miami police department communicates with Haitian migrants.



Program Objectives

- Enforce federal laws on the high seas and in U.S. waters. Interdict drug smugglers and illegal migrants.
- Enforce laws and regulations within the 200 mile wide Exclusive Economic Zone (EEZ).
- Inspect domestic and foreign fishing vessels to ensure compliance with U.S. laws.
- Enforce applicable international agreements and assist foreign nations in building law enforcement capability.
- Assist other federal agencies in enforcing U.S. laws.

The Coast Guard enforces all applicable federal laws over, on, and under the high seas and waters subject to the jurisdiction of the United States. Additionally, the Coast Guard enforces applicable international agreements. Coast Guard law enforcement activities generally fall into the broad categories of drug interdiction, fisheries enforcement, and alien migration interdiction. Basic Coast Guard law enforcement authority is provided in 14 U.S.C. 89. The Coast Guard maintains an operating force of multi-mission cutters, aircraft, and boats to support this and other programs.

Funding Profile

(Dollars in millions)

	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	+/- <u>94/95</u>
OE	\$818.9	\$867.2	\$823.9	\$900.3	\$1,013.9	\$1,022.6	\$1,030.6	+\$8.0
AC&I	235.6	239.8	204.2	173.0	137.5	150.5	113.4	-37.1
RDT&E	4.5	6.0	5.9	7.5	7.4	5.7	6.4	+0.7
Total	\$1,059.0	\$1,113.0	\$1,034.0	\$1,080.8	\$1,158.8	\$1,178.8	\$1,150.4	-\$28.4

FY 95 Requirements

Selected line items in the FY 1995 Budget Request that will affect the Enforcement of Laws and Treaties program.

OE

- Aviation restructuring and efficiencies
- Streamline law enforcement activities
- Medium Endurance Cutter Efficiencies
- Close multi-mission small boat units
- Reduce the cutter fleet

AC&I

- 210 foot WMEC MMA
- Seagoing Buoy Tender (WLB) Replacement
- 378-foot Shipboard Command and Control System (SCCS)
- 82-foot WPB Capability Replacement
- 47-foot motor life boat (MLB) Replacement Project
- GPS installation, Phase V
- Stalwart Class Cutter Conversion

RDT&E

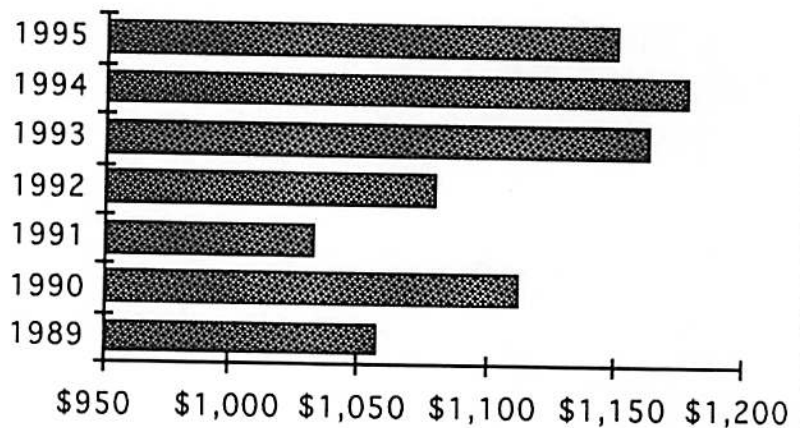
- Technology for surveillance
- Technology for vessel search

Program Impact

Coast Guard's Enforcement of Laws and Treaties program accomplished the following from 1989 to 1993:

- Confiscated over 240 tons of marijuana.
- Confiscated over 128 thousand pounds of cocaine.
- Conducted over 481 drug seizure cases.
- Conducted over 45,830 fisheries law enforcement boardings.
- Intercepted over 62,393 illegal migrants.

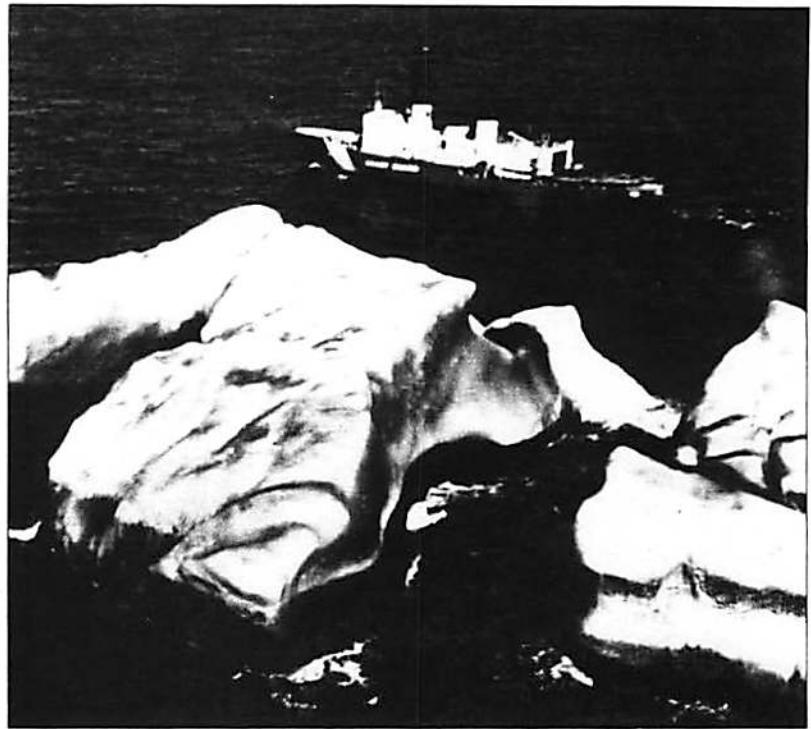
Funding History FY 89 - FY 95 (Dollars in millions)



Major Programs

Ice Operations

The Coast Guard conducts both Polar and Domestic Ice Operations, and is the lead federal agency in managing and operating the nation's icebreaker fleet. In polar regions, Coast Guard icebreakers escort resupply ships, carry fuel and cargo to isolated military and scientific installations, survey uncharted waters, and collect meteorological and oceanographic data in support of other federal agencies. In domestic areas, they keep shipping routes and ports open all year. Coast Guard icebreakers also provide support to other programs such as Search and Rescue, Aids to Navigation, and Enforcement of Laws and Treaties.



USCG POLAR STAR in Antarctica

Program Objectives

- Provide icebreaking capability to support scientific research and other national interests in polar regions.
- Facilitate U.S. maritime transportation through ice-laden domestic waters.
- Conduct International Ice Patrol to observe and chart the positions and movement of icebergs.

Funding Profile

(Dollars in millions)

	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>+/- 94/95</u>
OE	\$66.6	\$64.2	\$88.2	\$86.5	\$85.8	\$86.2	\$88.4	+ \$2.2
AC&I	8.7	8.9	7.6	17.9	21.8	13.6	40.4	+ 26.8
RDT&E	0.6	0.5	0.6	0.5	0.5	0.4	0.5	+ 0.1
Total	\$75.9	\$73.6	\$96.4	\$104.9	\$108.1	\$100.2	\$129.3	+\$29.1

FY 95 Requirements

Selected line items in the FY 1995 Budget Request that will affect the Ice Operations program:

OE

- 140-foot Icebreaking Tugboat (WTGB) Maintenance Augmentation Team
- Reduce cutter fleet
- Seagoing Buoy Tender Lead Ship (WLB) Crew and Operations and Maintenance Costs
- Coastal Buoy Tender Lead Ship (WLM) Crew and Operations and Maintenance Coasts

AC&I

- Polar Class Icebreaker Reliability Improvement Project (RIP)
- Polar Icebreaker F/O
- Support Center Seattle, WA - reconstruct Pier 37

RDT&E

- Mission analysis for programs using major cutters

Program Impact

	<u>1989</u>	<u>1993</u>
Polar		
Icebreaker deployment days	346*	334
Domestic		
Cutter operating hours**	5,264	3,862
Vessels assisted	275	243

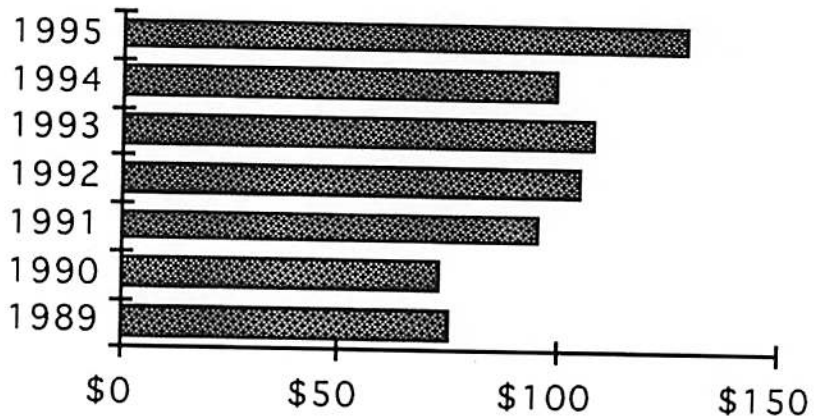
*Note: Coast Guard operated two polar icebreakers in 1989 and two in 1993.

**Note: Domestic cutter hours fluctuate from year to year depending on ice conditions on the Great Lakes and in the Northeast United States.

Funding History

FY 89 - FY95

(Dollars in millions)



Major Programs



Coast Guard personnel services buoy.

Aids to Navigation

The United States Maritime Transportation System is an integral part of the Nation's intermodal transportation network. It serves a multitude of recreational, commercial and military users. More than 17 million recreational boaters and over two billion tons of cargo move into and out of U.S. ports over the Nation's waterways each year. To facilitate the safe, efficient and environmentally sound use of these waterways, the U.S. Coast Guard manages the most sophisticated system of aids to navigation in the world.

The **Aids to Navigation** program helps to ensure the safety, security and efficiency of the maritime transportation infrastructure in the following ways:

Long-range electronic radionavigation aids include: Loran-C stations that provide electronic coastal marine navigation, as well as enroute and non-precision approach aviation navigation information throughout the United States; Domestic Loran-C stations that serve the needs of both civilian and military users throughout the continental U.S. and Alaska, and is the federally provided radionavigation system for the U.S. coastal confluence zone; and OMEGA Stations that provide navigational coverage to military and civilian ships and aircraft nearly worldwide. Radiobeacons are operated in the U.S. to provide mariners with an

all-weather, low user cost navigation system, used primarily for homing, along our coasts and in the Great Lakes. In addition, Short Range Aids to Navigation include: lighthouses; fog signals; buoys; day-markers; and radar beacons.

This program also operates other key navigational aids such as Vessel Traffic Service systems which monitor, and in some instances, control vessel traffic in our busiest ports.

Administrative control is also exercised over the construction, maintenance, and operation of bridges across navigable waters of the United States.

Program Objectives

- Develop, establish, maintain and operate audible, visible and radar aids to navigation to help navigators determine their position or safe course and warn of obstructions in or adjacent to navigable waters.
- Establish, operate and maintain electronic aids throughout the United States and in other areas of the world to provide continuous, accurate, all-weather positioning capability for military and civilian mariners and aviators.

Funding Profile

	1989	1990	1991	1992	1993	1994	1995	+/- 94/95
OE	\$446.8	\$440.1	\$486.6	\$498.0	\$465.6	\$465.6	\$471.6	+\$6.0
AC&I	61.1	62.2	66.5	93.4	76.3	55.8	148.3	+72.7
RDT&E	4.2	3.1	5.2	4.0	4.0	3.5	2.9	-0.6
Total	\$512.1	\$505.4	\$558.3	\$595.4	\$545.9	\$524.9	\$622.8	+\$78.1

FY 95 Requirements

Selected line items in the FY 1995 Budget Request that will affect the Aids to Navigation program:

OE

- Differential Global Positioning System (DGPS) F/O
- Seagoing Buoy Tender Lead Ship Crew operations and maintenance costs
- Coastal Buoy Tender Lead Ship Crew operations and maintenance costs
- Closure of Activities Europe Office and Overseas LORAN Sites

AC&I

- Seagoing buoy tenders (WLB) Replacement
- Coastal buoy tenders (WLM) Replacement
- Waterways ATON Short Range Aids projects
- Buoy Boat Replacement Project
- VTS equipment replacement projects
- VTS 2000
- VTS upgrade and expansion project
- Overseas Loran-C closure - Phase II
- Self Propelled Barge Procurement

RDT&E

- Waterways management analysis
- Vessel Traffic Services (VTS) systems
- Aids to navigation (ATON) signalling research
- Integrated navigation system test and evaluation

Program Impact

Radionavigation Aids - The Coast Guard operates Loran-C stations worldwide, to provide radionavigation signals for roughly 350,000 civil marine, 66,000 aviation and 860 DoD users. The Coast Guard also operates eight OMEGA stations, six of which are operated and funded to various levels by the six host partner nations.

Short Range Aids to Navigation - Between 1989 and 1993 the Coast Guard:

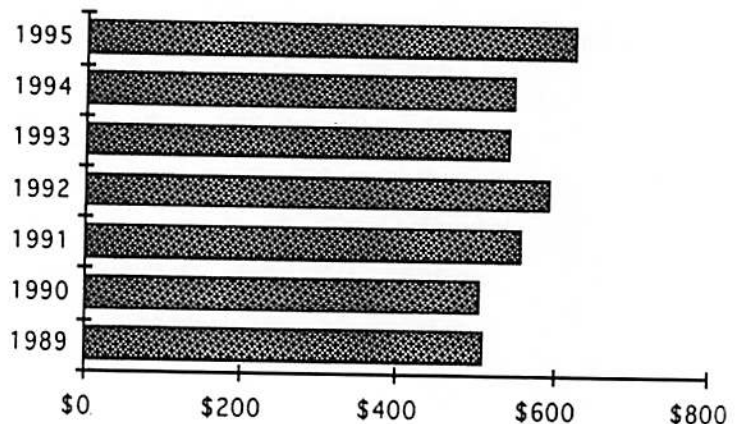
- Serviced a yearly average of 38,162 federal floating and fixed aids.
- Authorized 45,640 - 48,228 private aids each year.

Vessel Traffic Services - The Coast Guard operates Vessel Traffic Service (VTS) systems in eight U.S. ports throughout the country. A total of 843,844 VTS transits were monitored in 1993.

Funding History

FY 89 - FY 95

(Dollars in millions)



Major Programs



Marine Inspector inspects boiler safety valve mounting bolts.

M Marine Safety

The Coast Guard's marine safety program develops and enforces standards and policy for the safe design and construction, maintenance and operation of vessels and offshore facilities engaged in commercial, scientific or exploratory activity in the marine environment. The Coast Guard program consists of the following two major activities:

Commercial Vessel Safety (CVS) - carries out comprehensive marine inspection and licensing programs.

Recreational Boating Safety (RBS) - fulfills the legislative mandates of the Federal Boat Safety Act of 1971.

Program Objectives

- **Commercial Vessel Safety** - Minimize deaths, injuries, property loss and environmental damage by developing and enforcing federal standards for vessels, offshore facilities, merchant marine personnel, and other facilities engaged in commercial or scientific activity in the marine environment.
- **Recreational Boating Safety** - Reduce the number of deaths, personal injuries and property damage involving recreational boats.
- Improve boating safety and encourage the development, use and enjoyment of all U.S. waters.

Funding Profile

(Dollars in millions)

	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>94/95</u> +/-
OE	\$200.1	\$217.3	\$262.3	\$313.7	\$291.2	\$297.8	\$305.2	+\$7.4
AC&I	11.3	11.5	26.9	19.5	24.5	28.3	39.9	+11.6
RDT&E	2.1	1.5	1.9	3.7	3.5	4.6	2.4	-2.2

\$212.7 \$220.2 \$201.1 \$236.0 \$319.2 \$330.7 \$347.5 +\$16.8

FY 95 Requirements

Selected line items in the FY 1995 Budget Request that will affect the Marine Safety program:

OE

- Vessel Traffic Service (VTS) System F/O
- Far East Activities (FEACT) initiative Singapore/Japan
- Close multi-mission small boat units
- 47-foot motor lifeboat (MLB) F/O
- Streamline regulatory staff

AC&I

- VTS 2000
- VTS equipment replacement projects
- VTS upgrade and expansion project
- 47-foot motor life boat (MLB)
- HU-25B AIREYE System Replacement

RDT&E

- Naval , Architecture, Stability, Structures and Marine Engineering
- Human factors analysis
- Improved fire safety for commercial vessels

Program Impact

CVS: Since 1989, on an annual average, the Coast Guard has:

- Conducted over 10,900 Marine Casualty Investigations.
- Processed over 47,700 licensing and seamen's document transactions.
- Inspected over 29,900 U.S. vessels and nearly 2,900 foreign vessels.

RBS: CG Auxiliary - Since 1989, this volunteer civilian organization has, on an annual average:

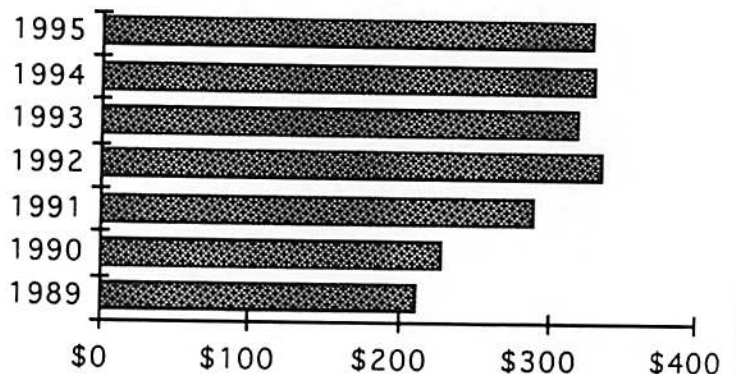
- Enrolled nearly 349,600 persons in boating education courses.
- Conducted over 289,400 Courtesy Marine Examinations.
- Conducted over 35,600 Safety and/or Regatta Patrols.

Vessel Traffic Services - The Coast Guard operates Vessel Traffic Service (VTS) systems in eight U.S. ports throughout the country. A total of 843,844 VTS transits were monitored in 1993.

Funding History

FY 89 - FY95

(Dollars in millions)



Major Programs



Coast Guardsman armed with a M16 rifle to destroy floating mines in channel.

Defense Readiness

Readiness and Port Security are the two missions of Coast Guard's Defense Readiness Program.

Defense Readiness - The Coast Guard operates as a service in the Navy upon declaration of war or during times of national emergency at the direction of the President. The Coast Guard also provides individual units and/or personnel to support contingencies at the discretion of the Secretary of Transportation. An effective state of military preparedness is maintained during peacetime to meet these commitments through individual and unit training, joint naval training exercises, and single and multiship operations.

Port Security - The Coast Guard is responsible for planning and providing response to contingencies which threaten the security of the ports and waterways of the United States. The Coast Guard Captain of the Port (COTP) has a broad role as the coordinator and overseer of port security activities of all parties involved in the port complex.

Program Objectives

- Provide constant Coast Guard military capability and readiness.
- Safeguard the nation's ports, waterways, waterfront facilities, vessels, personnel and property from accidental or intentional damage, disruption, destruction or injury.

Funding Profile

(Dollars in millions)

	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>94/95</u>	+/-
OE	\$93.8	\$81.2	\$108.4	\$124.4	\$87.8	\$83.6	\$85.4	+\$1.8	
AC&I	14.8	15.1	18.7	15.8	11.0	7.7	10.3	+ 2.6	
RDT&E	2.0	1.2	1.3	2.6	0.5	0.4	0.5	+ 0.1	
Total	\$110.6	\$97.5	\$128.4	\$142.8	\$99.3	\$91.7	\$96.2	+\$4.5	

FY 95 Requirements

Selected line items in the FY 1995 Budget Request that will affect the Defense Readiness program:

OE

- Reduce Maritime Defense Zone (MDZ) Readiness Planning Staff
- Reduce cutter fleet
- Close multi-mission small boat units
- Terminate Special Interest Vessel Program

AC&I

- 210-foot WMEC MMA
- 47-foot motor life boat (MLB) Replacement Project
- Seagoing Buoy Tender (WLB) Replacement
- Traffic alert and collision avoidance system (TCAS) - Phase II
- 378-foot Shipboard Command and Control System (SCCS)

RDT&E

- Mission analysis for programs using major cutters

Program Impact

Coast Guard participation:

Operation Desert Shield/Desert Storm

Personnel:(1)	2,000
Deployment: Vessels	18 22-foot Raider Boats operated by three Port Security Units.
Aircraft(2)	4

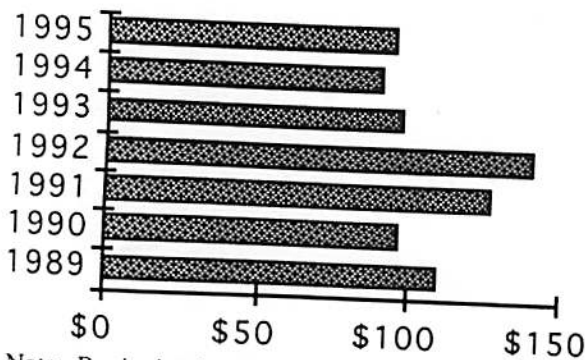
(1) Includes deployed active duty personnel and all reserve personnel called up for Desert Shield/Desert Storm support, primarily during 1991 and 1992. Coast Guard involvement in Red Sea/Persian Gulf Multi-National Maritime Interception Operations (MMIO) is still ongoing. Beginning in August 1993, the Coast Guard established two deployable Coast Guard squadron organizations designated COGARDRON 42 and COGARDRON 44 to coordinate MMIO efforts in the North Red Sea. Each squadron is staffed with six Coast Guard officers who deploy aboard a Navy flagship. With the addition of the deployed squadrons, there are now 24 Coast Guard personnel supporting Commander in Chief U.S. Navy Central Command (CINCUSNAVCENT) Bahrain.

(2) 2 HU-25s with air detachment and 2 C-130 logistics flights.

Funding History

FY 89 - FY 95

(Dollars in millions)



Note: Beginning in 1991, the Defense Readiness program includes Port Security, formerly included in the Marine Environmental Protection program

U.N. Yugoslavia Sanctions

Personnel ⁽³⁾	<u>1992</u>	<u>1994</u>
	19	10

(3) There are presently 10 Coast Guard personnel on duty overseas supporting U.N. Yugoslavia Sanctions. Nineteen (the 1992 level) represents the maximum number of personnel supporting Yugoslavia sanctions at one time.

Appropriations

Operating Expenses

This appropriation provides money to operate and maintain multipurpose vessels, aircraft and shore units along the coasts and inland waterways of the United States and in selected areas overseas. The Operating Expenses appropriation also provides for military and civilian salaries.

Historical Funding Profile

(Dollars in millions)							+/-
1989	1990	1991	1992	1993	1994	1995	94/95
\$2,122.4	\$2,210.3	\$2,353.9	\$2,493.5	\$2,561.1	\$2,591.8	\$2,630.5	+\$38.7

Note: Footnote (1) from the Funding History table on Page 2 applies to dollar amounts shown above. FY 1994 does not reflect \$5.0 M rescission proposal.

FY 1995 Request

I. Program Reductions	-770 FTE; -\$42.6
A. Termination of One-time Costs	-\$2.1
B. Cutter Base Reductions	-\$1.4
1. 210-Foot Cutter Major Maintenance Availability (MMA) Operations and Maintenance Base Reduction (-\$1.4)	
C. Annualization of FY 1994 Management Savings	-\$13.7
D. Streamline Regulatory Functions	-\$2.3
1. Terminate Selected Inspection Functions (-\$1.2)	
2. Streamline Regulatory Staff (-\$0.8)	
3. Terminate Special Interest Vessel Program (-\$0.1)	
4. Streamline Vessel Documentation Function (-\$0.2)	
E. Reduction of Direct Services	-\$9.0
1. Terminate High Frequency-Morse Code (HF-CW) Communication Service (-\$0.05)	
2. Closure of Activities Europe (ACTEUR) Office and Overseas Loran Sites (-\$9.0)	
F. Administrative Reductions	-\$8.8
1. Streamline Administrative and General Support (-\$8.0)	
2. Reduce Costs for the Substance Abuse Testing Program (-\$0.8)	
G. Reduction of Operations	-\$3.9
1. Reduce Cutter Fleet (-\$1.4)	
2. Aviation Restructuring and Efficiencies (\$0.2)	
3. Consolidate Marine Safety Offices Galveston and Houston, Texas (-\$0.5)	
4. Close Multi-Mission Small Boat Units (-\$0.7)	
5. Streamline Law Enforcement Activities (-\$0.7)	
6. Reduce Maritime Defense Zone (MDZ) Readiness Planning Staff (-\$0.4)	
H. Reduction of Engineering Support	-\$1.4
1. Streamline Engineering Staff (-\$1.4)	

II. Built-In Changes	133 FTE; \$69.7
A. Personnel Entitlements	\$17.2
1. FY 1995 Pay Raise (1.6%) (\$16.3)	
2. Federal Employee Compensation Fund Increase (\$0.9)	
B. Cost of Living Allowances	\$26.9
1. Non-Pay Cost of Living Adjustment (1.7%) (\$19.9)	
2. Extraordinary Health Care Cost Increase (\$7.0)	
C. Annualizations	\$12.0
1. Annualization of FY 1994 Part Year Funding (\$7.9)	
2. Annualization of FY 1994 Pay Raise (\$2.4)	
3. Annualization of FY 1994 Civilian Locality Pay (\$1.7)	
D. Restoration of Base Reductions	\$2.6
1. Restore FY 1994 210-Foot Cutter Major Maintenance Availability (MMA) Base Reductions (\$1.4)	
2. Restore HC-130 Operations and Maintenance Funds One-time Base Reduction taken in FY 1994 (\$1.2)	
E. Aircraft Technical Documentation and Training Support HC-130 and HH-60J	\$1.2
F. Workforce Downsizing Management Initiatives	\$9.8
III. Operate New Facilities	62 FTE; \$9.4
A. Shore Facility Construction Follow-On	\$2.0
B. Vessel Follow On	\$2.2
1. Seagoing Buoy Tender (WLB) Lead Ship Crew O&M Costs (\$1.5)	
2. Coastal Buoy Tender (WLM) Lead Ship Crew O&M Funds (\$0.6)	
3. 47-Foot Motor Life Boat (MLB) Follow-On (\$0.1)	
C. Navigation Systems Follow-On	\$4.0
1. Vessel Traffic Service (VTS) System Follow-On (\$2.5)	
2. Differential Global Positioning System (DGPS) Follow-On (\$1.5)	
D. Consolidated Information Resources Management (IRM) Follow-On	\$1.2
IV. Improve Mission Effectiveness	-33 FTE; \$2.2
A. Hazardous Materials Management, Disposal and Training	\$2.4
B. Far East Activities (FEACT) Initiative Singapore/Japan	\$0.02
C. Medium Endurance Cutter Efficiencies	-\$1.0
D. Temporary Lease Facilities for Base St. Louis, Missouri and Group Upper Mississippi River, Keokuk, Iowa	\$0.4
E. 140-foot Icebreaker Tugboat (WTGB) Maintenance Augmentation Team	\$0.4

Acquisition, Construction & Improvements

This appropriation funds major acquisitions, construction and improvements of vessels, aircraft, shore facilities and aids to navigation.

Historical Funding Profile							
(Dollars in millions)							
<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>+/-</u> <u>94/95</u>
\$435.8	\$444.2	\$411.3	\$401.5	\$340.0	\$307.5	\$439.2	+\$131.7

Notes: Footnote (2) from the Funding History table on Page 2 applies to dollar amounts shown above.
 FY 1994 does not reflect 2.0 M rescission proposal

FY 1995 Request

Vessels	\$214.2
Survey and Design - Cutters and Boats	\$0.7
Seagoing Buoy Tender (WLB) Replacement	\$34.5
Coastal Buoy Tender (WLM) Replacement	\$56.0
Buoy Boat (BUSL) Replacement Project	\$18.5
47-foot Motor Lifeboat (MLB) Replacement Project	\$31.0
Polar Icebreaker Replacement Follow-On	\$10.4
378-Foot Shipboard Command and Control System (SCCS)	\$6.0
82-Foot WPB Capability Replacement	\$10.0
Norwegian Crew Search and Rescue Boat	\$2.0
Self-Propelled Barge Procurement	\$2.5
210-foot Medium Endurance Cutter (WMEC) Major Maintenance Availability (MMA)	\$25.0
Polar Class Icebreaker Reliability Improvement Project (RIP)	\$11.6
Stalwart Class Renovation	\$6.0
Aircraft	\$14.9
Traffic Alert and Collision Avoidance System (TCAS) - Phase II	\$7.0
Global Positioning System Installation - Phase V	\$2.3
HU-25B AIREYE System - Phase II	\$1.6
HH-65 Helicopter - Transmission Gearbox Replacement - Phase II	\$2.0
HU-25C Modification	\$2.0
Other Equipment	\$61.5
Systems to Automate and Integrate Logistics (SAIL)	\$8.8
Resource Information System (KRIS) for Health Services Program	\$3.0
Vessel Traffic Services (VTS) 2000	\$32.0
Vessel Traffic Services (VTS) Equipment Replacement	\$3.0

Other Equipment (Cont.)

Oil Pollution Response Equipment	\$2.5
Search and Rescue Management Information System	\$0.9
Global Maritime Distress and Safety System - Phase III	\$1.8
Conversion of Software Applications - Phase I	\$3.0
Communication Station Honolulu Transmitters	\$1.9
Finance Center Information System Replacement	\$1.0
Replace Aircraft Repair and Supply Computer - Phase IV	\$2.0
Vessel Traffic Services Upgrades	\$1.6

Shore Facilities and Aids to Navigation \$103.6

Survey and Design - Shore Projects	\$10.0
Minor AC&I Shore Construction Projects	\$6.0
Air Station Miami, FL Upgrade - Phase II	\$8.4
Support Center New York, NY - Construct ET/ANT Shops	\$3.2
Support Center Seattle, WA - Reconstruct Pier 37	\$10.3
Public Family Quarters	\$18.2
Station Provincetown, MA - Wave Barrier	\$1.3
Base San Juan, PR - Reconstruction - Phase I	\$10.8
Base St. Louis, MO - Reconstruct	\$9.0
Base Honolulu, HI - Electrical System Improvement	\$2.0
Atlantic Strike Team, NJ - Construct Maintenance and Equipment Storage Facility	\$5.0
Waterways Short Range Aids Projects	\$5.5
Overseas Loran-C Closure	\$13.9

Personnel and Related Costs \$45.0

Environmental Compliance & Restoration

The Coast Guard Authorization Act of 1989 (P.L. 101-225) established the Coast Guard Environmental Compliance and Restoration Account to consolidate funding for Coast Guard efforts in this area into one appropriation. Program goals include:

- (1) Identifying, investigating, and cleaning up contamination from hazardous substances and pollutants;
- (2) Correcting other environmental damage that poses an imminent and substantial danger to the public health or welfare of the environment;
- (3) Demolishing and removing unsafe buildings and structures, including buildings and structures at former Coast Guard facilities; and
- (4) Preventing contamination from hazardous substances and pollutants at current Coast Guard facilities.

The Coast Guard Environmental Compliance and Restoration Account provides resources to the Coast Guard to carry out its environmental compliance and restoration responsibilities resulting from the operation of former and current Coast Guard facilities. Prior to FY 1991, activities of this nature were funded within the Acquisition, Construction and Improvements and Operating Expenses appropriations.

Historical Funding Profile

(Dollars in millions)

<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>94/95</u>
---	---	\$21.5	\$21.5	\$22.0	\$22.6	\$25.0	+/\$2.4

FY 1995 Request

New and revised federal, state and local environmental laws and regulations have created the demand for additional compliance related actions throughout the Coast Guard. Some of the regulatory impacts involve major upgrades to petroleum and regulated substance storage tanks, improvements to potable water and waste water systems, improvements in air quality, restoration of contaminated ground water and soils, and remediation efforts at hazardous substance disposal sites.

In 1995, the requested funding level of \$25.0 million is needed to support the Environmental Compliance and Restoration program in the following categories:

Cleanup and Remediation Projects and Activities	\$10.6
Environmental Compliance Programs and Activities	\$9.4
Personnel	\$5.0

Appropriations

Reserve Training

The Coast Guard Reserve Forces provide qualified individuals and trained units for active duty in the event of conflict, national emergency, or natural and man-made disasters. The reservists maintain their readiness through realistic coordinated mobilization exercises, formal military training and duty alongside regular Coast Guard members during routine and emergency operations. The 1995 Selected Reserve program level will support a fully funded strength of 7,000.

Historical Funding Profile

(Dollars in millions)

<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>94/95</u>
\$67.0	\$71.6	\$74.3	\$75.0	\$73.0	\$64.0	\$65.0	+/- +\$1.0

Notes: Includes from DoD \$50.0 in 1992 and 1993.

FY 1995 Request

Program Reduction	-\$4.1
Termination of One-time Costs	-\$0.2
Reduce Selected Reserve Strength	-\$3.9
Built-in Changes	\$5.2
Annualize FY94 Pay Raise	\$0.7
FY 1995 Pay Raise	\$0.6
Non-Pay Cost of Living Adjustment	\$0.2
Reserve Transition Benefits	\$3.7

Appropriations

Research, Development, Test & Evaluation

This program improves the execution of existing USCG missions and anticipates future requirements by developing hardware, procedures and systems to improve the productivity of operating forces. It also expands our technical knowledge to support operating and regulatory programs. Independent research, development and assessments are conducted to determine the applicability of technological innovations and integrate them into our service.

Historical Funding Profile

(dollars in millions)							+/-
<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>94/95</u>
\$18.8	\$20.5	\$25.0	\$29.2	\$27.8	\$22.5	\$20.3	-\$2.2

Note: Includes \$5.6 in 1993, \$4.5 in 1994, and \$3.2 in 1995 from the Oil Spill Liability Trust Fund.

FY 1995 Request

(dollars in thousands)

Program-specific projects/project areas	\$5.5
Search and Rescue	\$0.9
Aids to Navigation	\$1.3
Marine Safety	\$1.4
Marine Environmental Protection	\$1.3
Enforcement of Laws and Treaties	\$0.6

Projects/project areas that benefit more than one program	\$14.8
Servicewide Safety & Environmental Compliance	\$1.4
Pre-Acquisition Support	\$0.6
Increased Human Resource Management Effectiveness	\$0.4
Information Systems Technology	\$2.0
Advanced Communication Technology & Development	\$0.3
Select Project Research and Development	\$0.2
Program Support and Operations	\$1.5
Personnel and Related Costs	\$8.4

Alteration of Bridges

This appropriation provides the Federal government's share of the costs for altering or removing bridges determined to be obstructions to navigation. Generally, bridges to be altered were built with what are now insufficient vertical and/or horizontal clearances for free navigation on navigable waters of the United States. Under the Truman-Hobbs Act of 1940, as amended, --33 U.S.C. 511 et seq. -- the Coast Guard shares, with the bridge owner, the cost of altering railroad and publicly-owned highway bridges which obstruct the free movement of marine traffic.

Historical Funding Profile

(Dollars in millions)

<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>94/95</u>
\$13.5	\$2.3	\$3.7	\$11.1	\$12.6	\$12.9	---	+/- -\$12.9

FY 1995 Request

Beginning in 1995, the Coast Guard will no longer seek direct funding for alteration of highway bridges determined to be unreasonably obstructive under the Truman-Hobbs Act of 1940 as amended, (33 U.S.C. 511 et seq.). The Federal share of such projects is being proposed to be financed from bridge program funds of the Federal Highway Administration, under the continuing program direction of the Coast Guard. Coast Guard will continue to seek direct funding for the Federal share of the necessary alteration of railroad bridges. In fiscal year 1995, no direct funding is required for these bridges.

Appropriations

Boat Safety Account

The Deficit Reduction Act of 1984 established the Boating Safety Account within the Aquatic Resources Trust Fund. This fund provides financial assistance to States to coordinate national recreational boating safety programs as provided for in the Federal Boat Safety Act of 1971, as amended.

Historical Funding Profile

(Dollars in millions)

<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	+/-
\$29.0	\$29.9	\$35.0	\$35.0	\$37.3	\$39.8	\$7.5	94/95 -\$32.3

Note: Excludes BA from Boating Safety made available to Operating Expenses: \$30.0 in 1989; \$29.9 in 1990; \$35.0 in 1991 and 1992; \$32.2 in 1993 and 1994.

FY 1995 Request

Due to budgetary constraints and the increased role of the States in boating safety activities, no discretionary appropriation is requested in FY 1995 from the funds deposited in the Boat Safety account of the Aquatic Resources Trust Fund. Federal funding for assistance to States, administrative costs of the program, and the nonprofit grant program will be provided from the authorized transfer of \$7.5 million to the Secretary of Transportation from the mandatory appropriation of the Sport Fish Restoration Account under the authority of Title V of the "Oceans Act of 1992" (P.L. 102-587). The Coast Guard will continue courtesy boat inspections and safe boating classes to support boating safety as part of normal operations. The Coast Guard will also maintain a national network of boat and air stations, which stand ready to assist boaters in distress.

Retired Pay

This appropriation provides funding to pay retired military personnel of the Coast Guard, CG Reserve and the former Lighthouse Service. It also makes payments to their survivors pursuant to the Retired Serviceman's Family Protection Plan and the Survivor Benefits Plan. Since 1983, the medical care of retirees and dependents -- formerly financed by the Department of Health and Human Services under the Dependent's Medical Care Act -- has been funded under this account.

Historical Funding Profile

(Dollars in millions)

<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	+/-
\$410.8	\$420.8	\$451.8	\$487.7	\$519.7	\$548.8	\$562.6	94/95 +\$13.8

FY 1995 Request

FY 1994 Technical Reestimate	-\$16.2
Annualization of 1994 Adjustments	\$13.8
Anticipated Program Changes for 1995	\$16.2
Planned new retirements	\$9.1
Anticipated savings due to expected attritions from retired rolls	-\$4.7
Cost-of-living adjustment	\$7.8
Increases in the medical benefits program	\$4.0

Appropriations

Oil Spill Liability Trust Fund

Established by section 9509 of the Internal Revenue Code (26 U.S.C. 9509) and implemented by the Oil Pollution Act of 1990 (OPA-90), the Oil Spill Liability Trust Fund provides a source of funds for removal costs and damages, including assessment of damaged natural resources, paying claims, and for Federal expenses necessary to administer the Fund.

Historical Funding Profile

(Dollars in millions)

<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>+/-</u>
---	\$55.0	\$50.0	\$16.4	\$55.6	\$60.0	\$60.0	94/95 ---

FY 1995 Request

In accordance with the provisions of the Omnibus Budget Reconciliation Act of 1989 (P.L. 101-239), the fund may finance annually up to \$50 million of emergency resources and all valid claims from injured parties resulting from oil spills. The \$60 million consists of \$50 million for emergency response costs and \$10 million for payment of damage claims.

Miscellaneous Funds

Supply Fund -- This fund finances the central procurement of uniform clothing, commissary provisions, general stores, technical materials, and fuel for vessels over 180 feet long. The objective of the fund is to make needed items readily available while controlling costs and improving inventory management.

Yard Fund -- The Yard Fund supports the industrial operations of the Coast Guard Yard. The Yard manufactures items not normally or economically obtainable from private contractors. It also provides maintenance and repair to property used by the Coast Guard and other agencies, including the repair, alteration and construction of selected vessels, boats, aids to navigation and other special items.

Gift Fund -- This fund fosters Coast Guard morale and training programs as specified by donors of gifts and bequests to the General Gift Fund. The fund acts as a vehicle through which gifts and bequests received from donors are maintained and used.

Miscellaneous Trust Revolving Funds -- These funds carry out a responsible cycle of business practices to ensure the efficient use of resources entrusted to the Coast Guard for the welfare of Coast Guard Academy Cadets and the operation of a commissary in Alaska.

FY 1995 Request

These funds are revolving or revolving trusts, and therefore are normally self-sustaining and do not require new budget authority. Only periodic adjustments in obligation and outlay levels are needed to accommodate fluctuations in levels of workload or anticipated receipts.

An average Coast Guard Day

- Saved 15 lives and assisted 330 people
- Saved \$1.5 million in property
- Conducted 144 Search and Rescue cases
- Responded to 34 oil or hazardous chemical spills
- Boarded 90 large vessels for port safety checks
- Investigated 17 marine accidents
- Inspected 64 commercial vessels
- Seized 318 lbs. of marijuana and 253 lbs. of cocaine
- Serviced 150 aids-to-navigation
- Interdicted/assisted 112 illegal migrants

Source: Commandant's Bulletin, Issue 1-94

Glossary

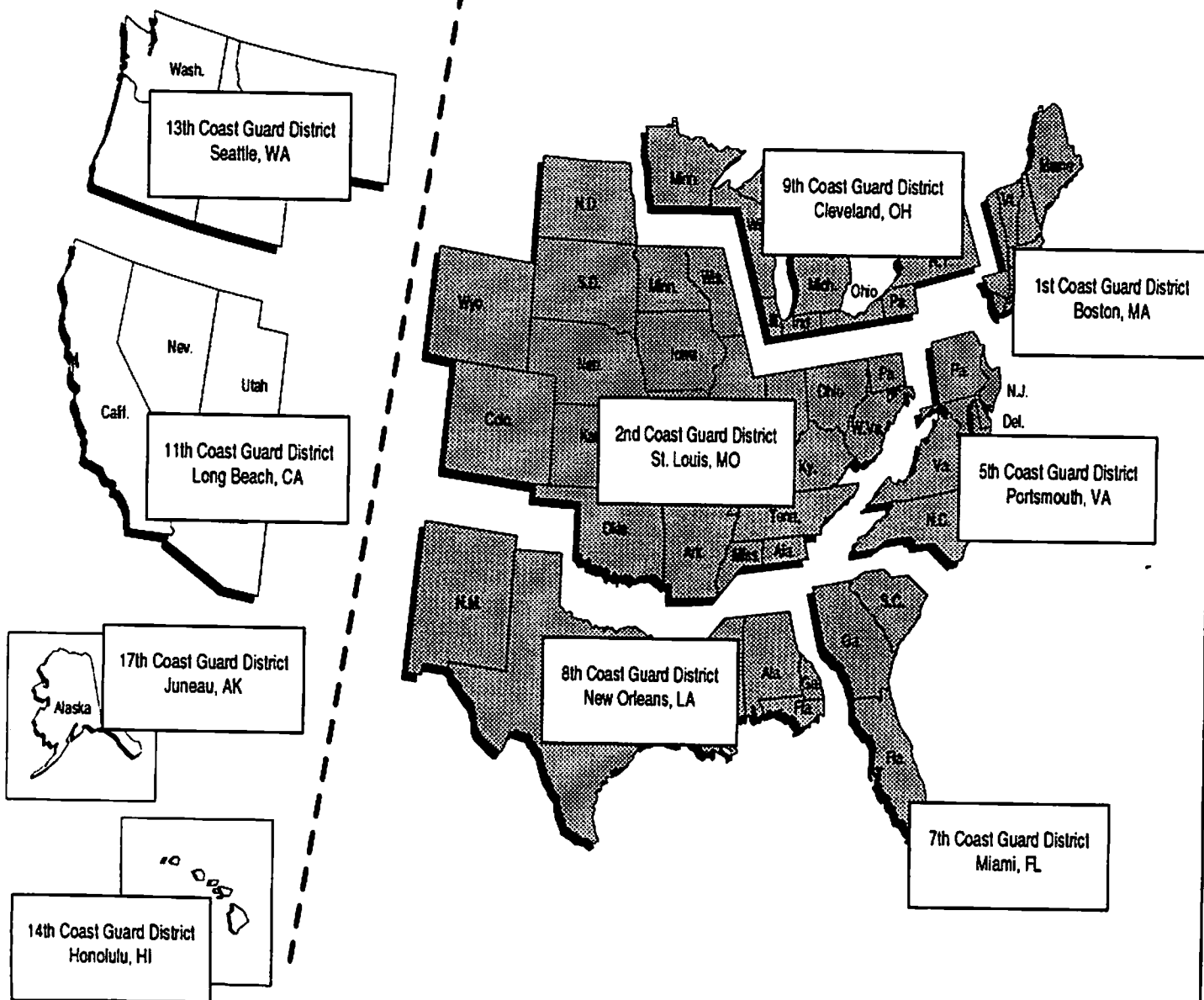
AC&I	Acquisition, Construction & Improvements	MMA	Mid-life Maintenance Availability
AR&SC	Aircraft Repair and Supply Center	MMR	Medium Range Recover (helicopter)
ATON	Aids to Navigation	MRS	Medium Range Search (aircraft)
BA	Budget Authority	MS	Marine Safety
BS	Boat Safety	MSN	Marine Safety Network
C3	Command, Control and Communications	MSO	Marine Safety Office
CASP	Computer Assisted Search Planning	NORPAC	Northern Pacific
CG	Coast Guard	OE	Operating Expenses
CVR	Cockpit Voice Recorder	OPA-90	Oil Pollution Act of 1990
CVS	Commercial Vessel Safety	OPBAT	Operation Bahamas, Turks and Caicos
DGPS	Differential Global Positioning System	OPS	Operations
DIO	Domestic Ice Operations	OSLTF	Oil Spill Liability Trust Fund
DOD	Department of Defense	PIO	Polar Ice Operations
DOT	Department of Transportation	PMIS/JUMPS	Personnel Management
DR	Defense Readiness	.....	Information System/Joint Uniform
ECDIS	Electronic Chart Display Information System	.....	Military Pay System
ELT	Enforcement of Laws and Treaties	PSS	Port Safety and Security
FDR	Flight Data Recorder	RA	Radionavigation Aids
FLAR	Forward-Looking Airborne Radar	RBS	Recreational Boating Safety
FTE	Full-time Equivalent employment	RDT&E	Research, Development, Test
F/O	Follow-on	.....	and Evaluation
FY	Fiscal Year	R&D	Research and Development
GPS	Global Positioning System	SAR	Search and Rescue
HazChem	Hazardous Chemical(s)	SARSAT	Search and Rescue Satellite-Aided
HC-130	Long range search/surveillance fixed-wing	.....	Tracking
.....	aircraft	SEUS	Southeast United States
HH-60	Medium range recovery helicopter	SRA	Short Range Aids to Navigation
HH-65A	Short range recovery helicopter	TCAS	Traffic Alert & Electronic Collision
HH-3F	Medium range helicopter	.....	Avoidance System
HU-25	Medium range search/surveillance fixed-wing	USCGC	U.S. Coast Guard Cutter
.....	aircraft	VIDS	Vessel Identification & Documentation
IRM	Information Resources Management	VTS	Vessel Traffic Service
LEDETS	Law Enforcement Detachment Teams	WAGB	Polar Class Icebreaker
MARPOL	International Convention for Prevention of	WHEC	High Endurance Cutter
.....	Pollution from Ships	WLB	Buoy Tender, Oceangoing
MDZ or MARDEZ	Maritime Defense Zone	WLM	Buoy Tender, Coastal
MEP/MER	Marine Environmental Protection/Response	WMEC	Medium Endurance Cutter
MilCon	DOD Military Construction Account	WPM	Patrol Boat
MLB	Motor Life Boat		



U.S. Coast Guard Districts

Pacific Area COMPACAREA

Atlantic Area COMLANTAREA



Notes

U.S. Department
of Transportation

**United States
Coast Guard**

2100 Second St., S W
Washington D C 20593

Official Business
Penalty for Private Use \$300

