A few armed vessels, judiciously stationed at the entrances of our ports, might at a small expense be made useful sentinels of the laws.

— Alexander Hamilton, Founder
The Coast Guard is the principal Federal agency responsible for maritime safety, security, and environmental stewardship in U.S. ports and waterways. In this capacity, the Coast Guard protects and defends more than 100,000 miles of U.S. coastline and inland waterways, and safeguards an Exclusive Economic Zone (EEZ) encompassing 4.5 million square miles stretching from North of the Arctic Circle to South of the equator, from Puerto Rico to Guam, encompassing nine time zones – the largest EEZ in the world. As one of the five Armed Services of the United States, the Coast Guard is the only military branch within the Department of Homeland Security. In addition to its role as an Armed Service, the Coast Guard is a first responder and humanitarian service that provides aid to people in distress or impacted by natural and man-made disasters whether at sea or ashore. The Coast Guard is a member of the Intelligence Community, and is a law enforcement and regulatory agency with broad legal authorities associated with maritime transportation, hazardous materials shipping, bridge administration, oil spill response, pilotage, and vessel construction and operation.

The over 56,000 members of the Coast Guard operate a multi-mission, interoperable fleet of 243 Cutters, 201 fixed and rotary-wing aircraft, and over 1,600 boats. Operational control of surface and air assets is vested in two Coast Guard geographical Areas (Pacific and Atlantic), nine Coast Guard Districts, and 35 Sectors located at strategic ports throughout the country. Six Mission Support Logistics and Service Centers provide services for operational assets and shore facilities. Coast Guard program oversight, policy development, and personnel administration are carried out at Coast Guard Headquarters located on the St. Elizabeths campus in Washington, DC.
An Average Day

On an average day, the Coast Guard:

- Conducts 45 search and rescue cases; saves 10 lives; saves over $1.2M in property;
- Seizes 874 pounds of cocaine and 214 pounds of marijuana;
- Conducts 57 waterborne patrols of critical maritime infrastructure; interdicts 17 illegal migrants;
- Escorts 5 high-capacity passenger vessels; conducts 24 security boardings in and around U.S. ports;
- Screens 360 merchant vessels for potential security threats prior to arrival in U.S. ports;
- Conducts 14 fisheries conservation boardings; services 82 buoys and fixed aids to navigation;
- Investigates 35 pollution incidents; completes 26 safety examinations on foreign vessels;
- Conducts 105 marine inspections; investigates 14 marine casualties involving commercial vessels;
- Facilitates movement of $8.7B worth of goods and commodities through the Nation’s Maritime Transportation System.

Semper Paratus – Always Ready
The Coast Guard manages SIX major operational mission programs:

- Maritime Law Enforcement
- Maritime Response
- Maritime Prevention
- Marine Transportation System Management
- Maritime Security Operations
- Defense Operations

1 The Coast Guard’s SIX operational mission programs oversee 11 Missions codified in the Homeland Security Act of 2002. That act delineates the 11 missions as “homeland security” or “non-homeland security” missions.

**Homeland Security Missions:** Ports, Waterways, and Coastal Security; Drug Interdiction; Migrant Interdiction; Defense Readiness; and Other Law Enforcement

**Non-Homeland Security Missions:** Marine Safety; Search and Rescue; Aids to Navigation; Living Marine Resources; Marine Environmental Protection; and Ice Operations
Overview of the U.S. Coast Guard

Total Active Duty
40,992

Total Reserve
7,000
Part-Time Workforce

Total Civilian
8,577

Total Auxiliary
31,000
All-Volunteer Workforce

Total Workforce
87,569
Crewmembers from the Coast Guard Cutter SLEDGE and JAMES RANKIN, both based out of Baltimore, pose for a group picture during their Earth Day project to clean up the shore in Curtis Bay, Maryland. The two ships sent volunteers from each crew to assist in the clean up efforts to improve the environment.  

(Photograph by Petty Officer 3rd Class Robert Brazzell)
The Coast Guard is divided into two geographic commands, the Atlantic Area and Pacific Area. The Areas are further divided into nine district commands. The Atlantic Area includes five district commands covering the Eastern United States, the Atlantic Ocean, the Great Lakes and the Gulf of Mexico. The Pacific Area includes four district commands covering the Western United States and the Pacific Ocean.

The Coast Guard’s permanent international units are depicted above. Patrol Forces Southwest Asia (PATFORSWA) is the Coast Guard’s largest unit outside of the United States. PATFORSWA is currently supporting the U.S. Navy’s Fifth Fleet in Operation Enduring Freedom. The Coast Guard has two commands (Activities Europe and Activities Far East) that support the Coast Guard’s Maritime Safety and Security mission conducting marine inspection, marine investigation, and international port security operations to ensure the integrity of the Maritime Transportation System. The Coast Guard also has personnel assigned to eight DoD Combatant Commands and often has a presence on all seven continents and the world’s oceans, projecting national sovereignty with our icebreakers, national security cutters, high-endurance cutters, aviation assets, and deployable specialized forces.
## U.S. Coast Guard Cutters – 243 Total

<table>
<thead>
<tr>
<th>TYPE</th>
<th>QUANTITY</th>
<th>TYPE</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Icebreakers – Polar/Great Lakes</td>
<td>3/1</td>
<td>Buoy Tenders – Seagoing/Coastal</td>
<td>16/14</td>
</tr>
<tr>
<td>National Security Cutters</td>
<td>5</td>
<td>Buoy Tenders – Inland, River</td>
<td>22</td>
</tr>
<tr>
<td>High Endurance Cutters</td>
<td>5</td>
<td>Construction Tenders</td>
<td>13</td>
</tr>
<tr>
<td>Fast Response Cutters</td>
<td>17</td>
<td>Icebreaking Tugs</td>
<td>9</td>
</tr>
<tr>
<td>Medium Endurance Cutters</td>
<td>28</td>
<td>Harbor Tugs</td>
<td>11</td>
</tr>
<tr>
<td>Patrol Boats</td>
<td>98</td>
<td>Training Cutter</td>
<td>1</td>
</tr>
</tbody>
</table>

1: Any U.S. Coast Guard vessel 65-feet or larger in length
2: 1 of 3 inactive

## U.S. Coast Guard Aircraft – 201 Total

<table>
<thead>
<tr>
<th>TYPE</th>
<th>QUANTITY</th>
<th>TYPE</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>MH–65D (Helicopter)</td>
<td>102</td>
<td>HC-144 (Airplane)</td>
<td>18</td>
</tr>
<tr>
<td>MH–60T (Helicopter)</td>
<td>44</td>
<td>HC-27J (Airplane)</td>
<td>8</td>
</tr>
<tr>
<td>HC-130H (Airplane)</td>
<td>18</td>
<td>C-37A (Airplane)</td>
<td>2</td>
</tr>
<tr>
<td>HC-130J (Airplane)</td>
<td>9</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## U.S. Coast Guard Boats – 1,650 Total

<table>
<thead>
<tr>
<th>TYPE</th>
<th>QUANTITY</th>
<th>TYPE</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Response Boat Small</td>
<td>372</td>
<td>Aids to Navigation Boats</td>
<td>152</td>
</tr>
<tr>
<td>Response Boat Medium</td>
<td>174</td>
<td>Cutter Boats</td>
<td>421</td>
</tr>
<tr>
<td>Motor Life Boats</td>
<td>117</td>
<td>All other boat types</td>
<td>414</td>
</tr>
</tbody>
</table>

3: Any U.S. Coast Guard vessel less than 65-feet in length
Strategic Priorities

• **Build the 21st Century Coast Guard** – Future mission success relies on continued recapitalization of Coast Guard boats, cutters, aircraft, systems, and infrastructure. Critical recapitalization programs include beginning production of Offshore Patrol Cutters, completing the Fast Response Cutter program, and initiating acquisition of new heavy icebreakers.

• **Maritime Border Security and Transnational Criminal Organizations (TCO)** – Combating transnational criminal organizations at sea, where they are most vulnerable, severs the financial lines of criminal networks that destabilize governments, threaten rule of law, and spread violence throughout Central America. This effort includes intelligence-queued joint DHS, Department of Defense, and allied partner operations using forward deployed cutters with armed use-of-force capable rotary-wing aircraft, fixed-wing maritime patrol aircraft, and deployable specialized forces to disrupt and interdict illicit drug and human smuggling operations in the transit and approach zones of the Eastern Pacific and Caribbean Basin.

• **Maritime Cyber Security** – Cybersecurity is one of the most serious economic and national security challenges we face as a Nation. Government systems encounter a mounting array of emerging cyber threats that could severely compromise the Coast Guard’s ability to perform its essential missions. These growing threats also pose significant risks to our Nation’s Maritime Transportation System and critical infrastructure. With over 90% of the Nation’s goods moving via increasingly networked maritime conveyance, preserving cyber security is essential to overall safety, security, and effectiveness.
• **Increasing Activity in the Polar Regions** – As ice melts, and sea lanes and access to precious natural resources expand, the Nation must maintain adequate access and presence to address increased safety, security, and environmental risks associated with increased exploration, vessel traffic, and human activity. Improved governance through cooperation with other Arctic Nations and becoming party to the Law of the Sea Convention are critical to resolving competing claims by other nations and protecting U.S. sovereign rights in the Polar Regions, particularly the Arctic.

• **Increasing Maritime Commerce** – Address risks associated with increased domestic natural gas transport, deeper U.S. ports, and larger vessels due to the expansion of the Panama and Suez canals through compliance enforcement, regulatory frameworks, and prevention and response operations. The prosperity of our Nation is inextricably linked to a safe and efficient Maritime Transportation System.

• **Fiscal Management** – Stable, consistent funding streams and sound fiscal stewardship are essential to responsibly and economically execute the Coast Guard’s increasingly complex acquisition programs, and maintaining a well-trained and properly equipped military workforce.

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*An electrician’s mate stationed with Aids to Navigation Team (ANT) Woods Hole, climbs a structure to replace an outdated 155 millimeter lantern with a self-contained LED Carmanah light. ANT Woods Hole is responsible for maintaining 250 buoys, 20 lighthouses, and 54 structures along the coast of southeastern Massachusetts.*

*(Photo by Petty Officer 3rd Class Andrew Barresi)*
Overview of the U.S. Coast Guard

In addition to annual appropriations, the Coast Guard is required by law to submit an annual authorization request to Congress (House Transportation and Infrastructure Committee and Senate Committee on Commerce, Science and Transportation) through the Secretary of Homeland Security within 30 days of the President’s budget submission.

As a military service and a branch of the armed forces of the United States, the Coast Guard is directly impacted by the National Defense Authorization Act (NDAA), primarily in the areas of pay and benefits. The 2017 NDAA includes proposals that would revise the Uniform Code of Military Justice and affect how the Coast Guard carries out its military justice programs.

Legislative Priorities

- **Recapitalization Funding** - Fund asset recapitalization programs with emphasis on the Offshore Patrol Cutter.
- **Polar Icebreakers** - Garner support for a heavy polar ice breaker fleet.
- **Operating Expenses and New Asset Funding** - Preserve the operating expenses base and new asset operating funds.
- **Military Blended Retirement** - Address funding shortfalls projected with the new military Blended Retirement system.
- **Ratify Law of the Sea Convention** - The Convention sets forth the comprehensive, globally-accepted legal framework addressing activities on, over, and under the world’s oceans. Ratifying the Convention will strengthen Coast Guard military and law enforcement efforts.
- **Ratify Maritime Labour Convention 2006** – The Convention establishes minimum requirements for seafarer working and living conditions. By ratifying, it would allow the Coast Guard to issue certificates to U.S. flag vessels certifying compliance and reducing risk of costly delays when U.S. flag vessels call on foreign ports party to the Convention.

Regulations

The Coast Guard has a significant rulemaking docket that includes both Headquarters rules that are national in scope and long term, as well as field regulations that are local in scope and temporary in duration. The Headquarters rulemaking docket accounts for approximately 40% of all of DHS regulations. Notable recent regulations include rules on inspection of towing vessels, safety regulations for commercial fishing vessels, and removal of conditions of entry on vessels arriving from the Republic of Cuba.
### U.S. Coast Guard Total Budget Authority

<table>
<thead>
<tr>
<th></th>
<th>FY 2016 Enacted</th>
<th>FY 2017 President’s Budget</th>
<th>+/-</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$10,984,634,000</td>
<td>$10,321,548,000</td>
<td>– $663,086,000</td>
</tr>
</tbody>
</table>

### U.S. Coast Guard – FY 2017 President’s Budget

- Medicare Eligible Retiree Health Care Fund: $160,899 (2%)
- Retired Pay: $1,666,940 (16%)
- Maritime Oil Spill Program: $107,868 (1%)
- Boat Safety: $116,088 (1%)
- Operations Expenses: $6,986,815 (68%)
- Environmental Compliance & Restoration: $13,315, <1%
- General Gift Funds: $2,214, <1%
- Research, Development, Test and Evaluation: $18,319, <1%
- Reserve Training: $112,302, 1%
- Acquisition, Construction, and Improvements: $1,136,788, 11%
- Medicare Eligible Retiree Health Care Fund: $160,899 (2%)
- Operations Expenses: $6,986,815 (68%)
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### U.S. Coast Guard – 5-Year Total Funding Trend

<table>
<thead>
<tr>
<th>Year</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2013</td>
<td>$10,127,960,000</td>
</tr>
<tr>
<td>FY2014</td>
<td>$10,248,212,000</td>
</tr>
<tr>
<td>FY2015</td>
<td>$10,144,470,000</td>
</tr>
<tr>
<td>FY2016</td>
<td>$10,984,634,000</td>
</tr>
<tr>
<td>FY2017 PB</td>
<td>$10,321,548,000</td>
</tr>
</tbody>
</table>

- Acquisition, Construction & Improvements (Discretionary)
- Operations Expenses (Discretionary)
- Other Discretionary
- Mandatory
Admiral Paul Zukunft assumed the duties of the 25th Commandant of the U.S. Coast Guard on May 30, 2014. He leads the largest component of the Department of Homeland Security, composed of over 87,000 personnel including active duty, reserve, civilian and volunteer Auxiliarists.

Prior to this, Admiral Zukunft served as Commander, Coast Guard Pacific Area, where he was operational commander for all U.S. Coast Guard missions in an area encompassing more than 74 million square miles and provided mission support to the Department of Defense and Combatant Commanders. Other Flag assignments include Commander of the Eleventh Coast Guard District and Director, Joint Interagency Task Force West, where he served as executive agent to United States Pacific Command for combating Transnational Criminal Organizations in the Asia-Pacific Region.

In 2010, Admiral Zukunft served as the Federal On-Scene Coordinator for the Deepwater Horizon Spill of National Significance where he directed more than 47,000 responders, 6,500 vessels and 120 aircraft during the largest oil spill in U.S. history. His senior staff assignments included Chief of Operations, Coast Guard Pacific Area and Chief of Operations Oversight, Coast Guard Atlantic Area where he directly supervised all major cutter operations in the Atlantic and Pacific theaters. He also served as Chief of Staff at the Fourteenth Coast Guard District in Honolulu, Hawaii.

Admiral Zukunft has commanded six units and served extensively in the cutter fleet where he commanded the cutters CAPE UPRIGHT, HARRIET LANE, and RUSH.

A native of North Branford, Connecticut, Admiral Zukunft graduated from the U.S. Coast Guard Academy in 1977 with a Bachelor of Science degree in Government; from Webster University in 1988 with a Master of Arts degree in Management; and from the U.S. Naval War College in 1997 with a Master of Arts degree in National Security and Strategic Studies. He is a graduate of the Asia Pacific Center for Strategic Studies Executive Seminar and Harvard’s Kennedy School of Government National Preparedness Leadership Initiative course.

His personal awards include both the Department of Homeland Security and Coast Guard Distinguished Service Medals, Defense Superior Service Medal, three Legions of Merit and five Meritorious Service Medals with “O” device among others.
## Interagency – Non DHS

<table>
<thead>
<tr>
<th>PARTNER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Department of Defense</strong></td>
<td>Broad spectrum of interactions: defense readiness and interoperability, cyber security, research and development, counternarcotics, disaster preparedness and emergency response, training, logistics, and acquisitions.</td>
</tr>
<tr>
<td><strong>The Interdiction Committee (TIC)</strong></td>
<td>TIC is a statutorily-mandated interagency body of over 25 federal departments, agencies, offices, and components. TIC discusses and resolves issues related to the coordination, oversight, and integration of international, border, and domestic drug interdiction and counter-network efforts. These efforts support the Office of National Drug Control Policy (ONDCP) in executing the President’s National Drug Control Strategy (NDCS). By developing interagency recommendations that incorporate various facets of national power, TIC supports the NDCS and provides advice, situational awareness, and expertise to ONDCP on trafficking activities that threaten U.S. interests.</td>
</tr>
<tr>
<td><strong>Department of State</strong></td>
<td>The Coast Guard executes missions abroad to train international partners and foreign navies to stem the flow of weapons of mass destruction; counter international crime, illegal drugs, and instability; enhance international maritime security capacity building; provide weapon guidance systems training; and support Foreign Military Sales.</td>
</tr>
<tr>
<td><strong>The Intelligence Community</strong></td>
<td>The Coast Guard interacts across the spectrum of military and civilian agencies that comprise the Intelligence Community. Through this interaction the Coast Guard contributes to achieving national security objectives in the course of conducting its statutory missions.</td>
</tr>
<tr>
<td><strong>Department of Commerce (NOAA, National Marine Fisheries Service)</strong></td>
<td>Partner to enforce Magnuson-Stevens, Endangered Species (ESA), Marine Mammal Protection (MMPA) and National Marine Sanctuaries (NMSA) Acts.</td>
</tr>
</tbody>
</table>

## Organized Labor

<table>
<thead>
<tr>
<th>PARTNER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>American Federation of Government Employees (AFGE)</strong></td>
<td>The Coast Guard relies heavily on our organic union labor pool. These dedicated professionals are a critical part of the Coast Guard team providing mechanical, overhaul, and logistics services.</td>
</tr>
</tbody>
</table>
Key Partnerships

International Engagements

<table>
<thead>
<tr>
<th>PARTNER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>International Maritime Organization (IMO)</td>
<td>The IMO is the global standard-setting authority for the safety, security, and environmental performance of international shipping. As the IMO is a specialized agency of the United Nations, Department of State has designated the Coast Guard as the lead agency responsible for representing the U.S. interests and coordinating with appropriate U.S. agencies, stakeholders, and nongovernmental organizations for all work conducted at the various levels of the IMO. This includes an Assembly, a Council, five main committees, and seven sub-committees.</td>
</tr>
<tr>
<td>Bilateral Agreements</td>
<td>60+ bilateral agreements expand the Coast Guard’s ability to use its authorities and support partner nations in combating networks of transnational criminal organizations, proliferation security initiatives, and fisheries enforcement.</td>
</tr>
<tr>
<td>Arctic Coast Guard Forum</td>
<td>Multi-lateral Forum comprised of Coast Guard-like agencies from Russia, Sweden, Norway, Denmark, Finland, Iceland, and Canada to advance safe and secure activity in the Arctic.</td>
</tr>
</tbody>
</table>

Industry

<table>
<thead>
<tr>
<th>PARTNER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Partners</td>
<td>The Coast Guard works with port partners in the Area Committees to meet requirements of the Oil Pollution Act of 1990, the Area Maritime Security Committee to meet requirements of the Maritime Transportation Security Act of 2004, and Harbor Safety Committees which exist in most ports and include robust industry partnerships.</td>
</tr>
</tbody>
</table>
A Chief Warrant Officer hugs her son, after returning to Kodiak, Alaska, from a patrol aboard Coast Guard Cutter ALEX HALEY. The cutter patrolled more than 12,000 miles throughout the Bering Sea and Aleutian Islands during its 68-day deployment.

(Photo by Petty Officer 3rd Class Diana Honings)
Honor.
Respect.
Devotion to Duty.
— Coast Guard Core Values

Semper Paratus
Always Ready