



Asset Acquisition

October 26, 2021

Fiscal Year 2020 Report to Congress



Homeland
Security

United States Coast Guard

Foreword

October 26, 2021

I am pleased to present the following report, “Asset Acquisition,” which has been prepared by the U.S. Coast Guard.

This document was compiled pursuant to direction in House Report 116-180 accompanying the Fiscal Year 2020 Department of Homeland Security Appropriations Act (P.L. 116-93) requesting that the Coast Guard provide a report examining the number and type of Coast Guard assets required to meet the Coast Guard’s current and foreseeable needs in accordance with its statutory missions.



Pursuant to congressional requirements, this report is being provided to the following Members of Congress:

The Honorable Lucille Roybal-Allard
Chairwoman, House Appropriations Subcommittee on Homeland Security

The Honorable Chuck Fleischmann
Ranking Member, House Appropriations Subcommittee on Homeland Security

The Honorable Chris Murphy
Chair, Senate Appropriations Subcommittee on Homeland Security

The Honorable Shelley Moore Capito
Ranking Member, Senate Appropriations Subcommittee on Homeland Security.

I am happy to answer any further questions you may have, or your staff may contact my Senate Liaison Office at (202) 224-2913 or House Liaison Office at (202) 225-4775.

Sincerely,

A handwritten signature in blue ink that reads "Karl L. Schultz". The signature is stylized with a large, sweeping loop at the end.

Karl L. Schultz
Admiral, U. S. Coast Guard
Commandant



Asset Acquisition

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I. Legislative Language

This document responds to direction set forth in House Report 116-180 accompanying the Fiscal Year (FY) 2020 Department of Homeland Security (DHS) Appropriations Act (P.L. 116-93).

House Report 116-180 states:

Asset Acquisition Report.—The Commandant is directed to provide to the Committee, not later than one year after the date of enactment of this Act, a report that examines the number and type of Coast Guard assets required to meet the Service’s current and foreseeable needs in accordance with its statutory missions. The report shall include, but not be limited to, an assessment of the required number and types of cutters and aircraft for current and planned asset acquisitions. The report shall also specifically address regional mission requirements in the Western Hemisphere, including the Polar Regions; support provided to Combatant Commanders; and trends in illicit activity and illegal migration.

II. Report

A. Introduction

The U.S. Coast Guard has the enduring responsibility of safeguarding the American people and promoting national interests in a complex and persistently evolving maritime environment. As the only branch of the military within DHS, and operating simultaneously as a law enforcement agency, a humanitarian organization, a member of the intelligence community, and a federal regulator, the Coast Guard defends the Nation's sovereign interests, enforces U.S. and international law, acts as a first responder for both natural and manmade disasters, and facilitates the safe flow of legitimate maritime commerce.

Furthermore, as a member of the Joint Force, the Coast Guard supports Department of Defense (DOD) Combatant Commanders in meeting the objectives of the National Defense and National Security Strategies. Coast Guard support includes conducting defense missions such as counterterrorism operations, air defense, maritime threat response, and theater security cooperation.

In the execution of its duties within DHS, the Coast Guard serves on the front lines for a nation whose economic prosperity and national security are linked inextricably to its maritime interests. In this capacity, the Coast Guard protects and defends more than 95,000 miles of U.S. coastline and inland waterways, saves thousands of lives per year, and safeguards the world's largest Exclusive Economic Zone.

The Homeland Security Act of 2002 delineates the Coast Guard's missions in terms of "homeland security" and "non-homeland security."

Homeland Security Missions	Non-Homeland Security Missions
Ports, waterways and coastal security	Marine safety
Drug interdiction	Search and rescue
Migrant interdiction	Aids to navigation
Defense readiness	Living marine resources (fisheries law enforcement)
Other law enforcement	Marine environmental protection
	Ice operations

The Coast Guard supports national priorities and every mission area within DHS including: responding to disasters and significant weather events; facilitating the flow of maritime commerce; protecting U.S. national and environmental interests in the polar regions; stopping the devastating impact of illegal, unreported, and unregulated (IUU) fishing; countering transnational criminal organizations (TCO); safeguarding the Marine Transportation System (MTS) against cyber threats; and securing the Nation's maritime borders.

B. Regional Mission Requirements

The Coast Guard is a distinct instrument of national power that straddles the divide between defense and law enforcement and creates opportunities to further national objectives and priorities. In conducting its missions, the Coast Guard brings an array of authorities including: Defense (Title 10, United States Code (U.S.C.)); Search and Rescue, Maritime Law Enforcement, Use of Force, Customs Enforcement, Aids to Navigation, and Ice Operations (Title 14 U.S.C.); Fisheries Enforcement (Title 16 U.S.C.); Captain of the Port, MTS, and Pollution Response (Title 33 U.S.C.); Maritime Intelligence, Counterterrorism, Vessel Investigations and Inspections, and Regulatory Authorities (Title 46 U.S.C.); Intelligence (Title 50 U.S.C.); and Counterintelligence and Maritime Operational Threat Response (Executive).

Western Hemisphere

As globalization drives interdependence between nations, regional instability causes major impacts that ripple throughout the global economy. More than 50 percent of U.S. exports are destined for markets in the Americas and maintaining stability in the Western Hemisphere is of paramount importance to U.S. economic and national security. The criminal activities of TCOs weaken national governments, undermine legitimate industries, and incite regional violence, which causes destabilization and sparks mass migration. Focusing on counterdrug efforts in the maritime environment, close to the source of origin, enables larger seizures, reduces the destabilizing impact of illicit trafficking, and promotes regional stability.

The Coast Guard continues to be the Nation's primary maritime force to combat TCOs, to secure maritime borders, and to safeguard commerce throughout the Western Hemisphere. By leveraging its unique authorities and collaborating across the interagency and with international partners, the Coast Guard prevents more cocaine from entering the United States than do all other federal agencies combined. Continued Coast Guard success in this mission area requires both technologically advanced assets capable of identifying, targeting, and stopping traffickers on the high seas, as well as the command, control, communications, computers, cyber, and intelligence (C5I) and surveillance technologies needed to achieve persistent maritime domain awareness. These capabilities represent a total force package that significantly enhances mission outcomes and operational effectiveness.



Coast Guard Cutter (CGC) MUNRO interdicts a self-propelled semi-submersible vessel in the Eastern Pacific.

Polar Regions

For more than 150 years, the Coast Guard has upheld American sovereignty, advanced national security interests, and promoted economic prosperity in the polar regions. As the region continues to open and strategic competition drives more actors to look to the Arctic for economic and geopolitical advantages, the demand for Coast Guard's leadership and presence grows.

Changes in the operational environment due to receding ice and increased human activity have created additional demand signals for Coast Guard resources and leadership in the high latitudes.



Scientists conduct research from CGC HEALY during a deployment to the Arctic.

Receding sea ice has increased access to natural resources previously locked under the ice cap. Similarly, polar sea routes promise to reduce sea-miles and to expand transnational shipping between Asia, Europe, and North America. These opportunities are increasing the desire for Arctic and non-Arctic nations to grow their capacity in the region. As nations increase their activities in the Arctic, the Coast Guard continues to be a leader across the region, expanding collaboration, cooperation, and interoperability.

In addition to icebreakers, the Coast Guard requires the assets, enabling technologies, and shore-based resources necessary to operate effectively throughout the Arctic.

These include fixed-wing, rotary-wing, and unmanned aviation assets necessary to maintain maritime domain awareness; high latitude C5I capabilities; shore-based infrastructure to support operational assets; and properly trained and equipped personnel.

Oceania and Fisheries Enforcement

Oceania is a diverse, expansive, and globally interconnected region comprised of 16 countries and 11 territories spread over 38 million square miles of the Pacific Ocean. Nowhere is the Coast Guard's value to the region more apparent than in the fight to stop IUU fishing. IUU fishing refers to collective illegal fishing practices that include the systematic use of illegal fishing gear, the unreported transshipment of illegal catch, and the deployment of distant water-fishing fleets that prey on weak coastal states by conducting industrial-scale fishing activities that strip fish stocks without regard to state sovereignty. While IUU fishing occurs around the globe, Oceania and the Western Pacific are some of the most vulnerable regions of the world to this illicit activity.¹

While every flag and coastal state has a responsibility to help detect and eradicate IUU fishing, the Coast Guard provides global leadership by creating collaborative, durable international networks, and employing surface and aviation assets capable of detecting IUU fishing fleets.

Marine Transportation System

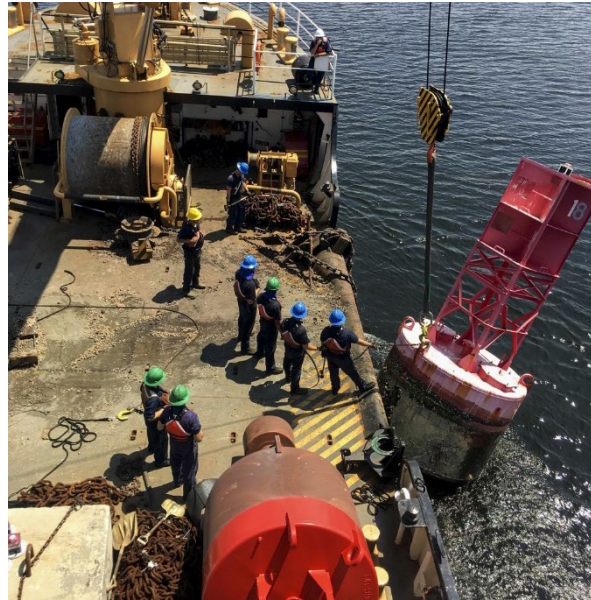
The MTS includes coastal and inland waterways, navigable inland rivers and tributaries, canals and connecting waterways, and landside connections to transportation systems such as rail and highways, and major port infrastructure – all of which work in concert to ensure the free flow of commerce. In total, the MTS sustains more than 30.8 million jobs, enables \$5.4 trillion in economic activity, and is vital to the U.S. economy.

¹ The Global Initiative against Transnational Organized Crime, *IUU Fishing Index*, January 2019.

The Coast Guard's unique military, law enforcement, and regulatory authorities provide security for the MTS. Under Captain of the Port and Federal Maritime Security Coordinator authorities, the Coast Guard is responsible for the safety and security of the MTS's multi-modal transportation hubs. Likewise, the Coast Guard is responsible for developing, maintaining, establishing, and operating maritime aids to navigation to promote safety, to prevent disasters and collisions, to facilitate U.S. commerce, and to serve the needs of the armed forces.

The U.S. Visual Aids to Navigation System is a critical element of the MTS and a key factor in fulfilling the Coast Guard's maritime stewardship responsibilities. The Coast Guard also is tasked with domestic icebreaking on the Great Lakes and the Nation's coastal waterways, ensuring the safe flow of maritime traffic through ice-congested and ice-covered waters. Currently, more than 90 percent of international trade enters or leaves the United States by ship,² and the International Trade Commission predicts that global freight demand will triple by 2050.³ Similarly, growth in the domestic energy market, including petroleum, liquefied natural gas, and other petrochemicals have increased overall U.S. energy exports dramatically.

Other facets of the MTS are evolving also; including the growing threat of cyber-attacks to critical MTS infrastructure, offshore wind projects, coastal and deep water drilling operations, and resurgent national and emerging commercial space programs. Offshore wind energy generation is an expanding, renewable energy source, and under the National Environmental Policy Act, the Coast Guard serves as a cooperating partner agency in the Bureau of Ocean Energy Management's efforts to facilitate the siting, leasing, and construction of wind energy projects along the Atlantic Outer Continental Shelf. Additionally, coastal and deepwater drilling operations are projected to grow in the next decade, and the Coast Guard actively protects numerous maritime launch vehicle sites including the Kennedy Space Center, Florida; Wallops Flight Facility, Virginia; and Pacific Spaceport Complex, Alaska, and must coordinate safety zones, channel closures, and airspace restrictions during launch operations.



Coast Guard crewmembers conduct buoy tending operations along a waterway.

² U.S. Department of Transportation, Maritime Administration Division *Improving the U.S. Marine Transportation System*, retrieved November 29, 2020 from <https://www.maritime.dot.gov/outreach/maritime-transportation-system-mts/maritime-transportation-system-mts>

³ U.S. International Trade Commission (2019) *Recent Trends in U.S. Services Trade: 2019 Annual Report*, <https://www.usitc.gov/publications/332/pub4975.pdf>

Contingency Response

On top of day-to-day operations across the Coast Guard's 11 missions, the Coast Guard is called upon increasingly to respond to significant incidents, accidents, and contingency events that have a major impact on the Nation. Environmental and geopolitical changes have increased the frequency and magnitude of those contingency operations.



Coast Guard responders evacuate victims of flooding.

Between 2015 and 2020, the Coast Guard surged personnel and assets to 12 major hurricanes and numerous other tropical cyclones, assisted in the response to wildfires in Oregon and California, deployed personnel in response to record flooding in the heartland, and provided medical and logistical support to the national emergency at the Southwest Border.

In addition to coastal devastation from hurricanes, Coast Guard assets increasingly respond to inland flooding. Every year, flood waters along the western rivers threaten local communities and place citizens and property at risk. Changing climate patterns have brought increased precipitation and flood potential, which is only exacerbated by deteriorating infrastructure including dikes, levees, and dams. As a federal response agency, the Coast Guard is often called to assist the Federal Emergency Management Agency, by deploying shallow water rescue assets and Western River Flood Punt teams to affected areas.

C. Cutter and Aircraft Acquisitions

The Coast Guard must be always ready to protect life, property, and the marine environment, while maintaining rules-based order in the maritime domain, both at home and abroad. However, the Coast Guard faces readiness gaps, and continues to rely on aircraft, cutters, boats, technologies, and shore facilities that are well past their designed service lives and increasingly expensive to maintain and operate.

Current acquisition programs of record, including aircraft undergoing missionization upgrades or service life extension projects (SLEP), are shown in Table 1. Estimated initial and full operational capability dates (IOC/FOC) also are provided. These acquisition activities are expected to meet mission requirements.

Table 1. Cutter and Aircraft Fleet Acquisition Programs of Record⁴

Type	Class	Quantity ⁵	Estimated IOC (year)	Estimated FOC (year)	Service Life (years)
418-ft. Coast Guard Maritime Security Cutter – Large (WMSL) National Security Cutter (NSC)	Legend	11	2008	2026	30
360-ft. Coast Guard Maritime Security Cutter – Medium (WMSM) Offshore Patrol Cutter (OPC)	Heritage	25	2025	2037	30
154-ft. Coast Guard Patrol Craft (WPC) Fast Response Cutter (FRC)	Sentinel	64 ⁶	2012	2022	20
To Be Determined (TBD) Waterways Commerce Cutter (WCC)	TBD	30	TBD	TBD	TBD
460-ft. TBD Polar Security Cutter (PSC)	TBD	3	2025	2029	30
Medium-Range Recovery	MH-60T	48	1989	1996	50 ⁷
Short-Range Recovery	MH-65E	98	1981	1984	53 ⁸
Long-Range Surveillance	HC-130J	22	2003	2030	40
Medium-Range Surveillance	HC-144B	18	2003	2030	40
	HC-27J	14	2006	2015	23

Legacy Assets

The Coast Guard’s oldest operational cutter, a construction tender was commissioned in 1944, just over a month before the Battle of the Bulge. Half of the Coast Guard’s Medium Endurance Cutters (WMEC) – on the front lines of law enforcement on the high seas, responding to disasters, and combatting the enduring threat of TCOs – are older than the 50-year-old USS Blue Ridge, the Navy's oldest operational ship.

The cost to maintain these aging ships and aircraft is increasing as they require more frequent repairs and hard-to-find spare parts. Growing maintenance backlogs across all assets have resulted in hundreds of lost patrol days for cutters and thousands of lost flight hours for aircraft,

⁴ Additionally, the Coast Guard is conducting pre-acquisition activities in support of the Great Lakes Icebreaker Program.

⁵ Quantity in service or planned for service; in cases where additional assets have been appropriated above the program of record, the total number of assets appropriated is listed.

⁶ Included are the six 154-ft WPCs that will be assigned to Patrol Forces Southwest Asia in Manama, Bahrain.

⁷ MH-60s currently are undergoing SLEP to achieve an additional 10,000 hours of total flight time.

⁸ MH-65s currently are undergoing SLEP to achieve an additional 10,000 hours of total flight time.

meaning that ships, boats, and aircraft were unable to deploy for planned operations, DHS missions, or disaster response due to needed parts or repairs. Over the last 3 years, the Coast Guard's offshore fleet lost nearly 750 patrol days because of unplanned maintenance and repairs, the equivalent of losing four major cutters. In the same timeframe, the Coast Guard lost more than 14,000 flight hours because of unplanned maintenance and lack of parts, the equivalent of 22 operational helicopters.

While the Coast Guard's legacy surface and aviation assets have served the Nation for decades, new assets with greater capabilities are crucial for future mission success. From improved sea-keeping and increased speed, to more robust C5I systems and organic unmanned aircraft systems (UAS) for persistent surveillance, the future fleet will ensure that the Coast Guard is equipped to conduct its full spectrum of missions effectively and efficiently for decades to come.



CGC CONFIDENCE – a 54-year old WMEC enters a dry dock for repairs.

Polar Security Cutter

The Coast Guard's polar icebreaker capacity and presence is inadequate to meet mission demands. Currently, the Coast Guard operates a single heavy polar icebreaker – CGC POLAR STAR – built in 1976, as the sole U.S. vessel capable of breaking Antarctic ice. The Coast Guard also operates the medium polar icebreaker CGC HEALY, which operates in the Arctic and is the only Coast Guard vessel designed to support scientific research missions. The Coast Guard possesses a third icebreaker, CGC POLAR SEA; however, CGC POLAR SEA is inactive and is being kept in caretaker status to provide parts for CGC POLAR STAR.

Recognizing the need to maintain a highly capable fleet of icebreakers, the Coast Guard commissioned the High Latitude Mission Analysis Report (HLMAR) in 2010, which was updated in 2017. The HLMAR concluded that a minimum fleet of three heavy and three medium icebreakers is required to meet Coast Guard mission requirements. In response to these studies, the Coast Guard is recapitalizing its polar icebreaker fleet. The Coast Guard's program of record for three PSCs will ensure continued access to the polar regions and will support the country's economic, commercial, maritime, and national security needs.

Offshore Patrol Cutter

The Coast Guard's program of record for 25 OPCs will provide the majority offshore presence for the Coast Guard's cutter fleet, bridging the capabilities of the 418-foot National Security Cutter and the 154-foot Fast Response Cutter. OPCs will conduct missions including law enforcement, drug and migrant interdiction, search and rescue, and other homeland security and defense operations. Each OPC will be capable of deploying independently or as part of a task group, and of serving as a mobile command and control platform for surge operations such as hurricane response, mass migration incidents, and other contingency events.



Underway OPC: Artist's rendition, Eastern Shipbuilding Group

OPCs will replace the legacy WMECs, including the 270-foot Famous Class and 210-foot Reliance Class Cutters, some of which are more than 50 years old. Compared to the WMEC, the OPC has significantly improved seakeeping, endurance, range, weapons systems, and DoD interoperability.

Fast Response Cutter

The Coast Guard currently is recapitalizing its fleet of legacy 110-foot Island Class patrol boats with 64 FRCs. Like their predecessors, FRCs support search and rescue, domestic law enforcement, fisheries enforcement, and coastal security in waters subject to U.S. jurisdiction. FRCs provide enhanced capabilities over the 110-foot patrol boats including improved C5I



CGC MYRTLE HAZARD arrives in its homeport of Guam for the first time – September 2020.

capability and interoperability; stern launch and recovery of an over-the-horizon cutter boat; a remote operated, gyro-stabilized MK38 Mod 2, 25-millimeter main gun; improved sea-keeping; and enhanced crew habitability.

With increased speed, endurance, and communications capabilities, FRCs have proven pivotal in counterdrug operations throughout the Florida Straits and Caribbean. Realizing the operational capability of the FRC, the Coast Guard received approval in 2020 to increase the program

of record from 58 to 64, which includes six additional FRCs to replace the legacy patrol boats operating in the U.S. Central Command Area of Operations.

Waterways Commerce Cutter

This fleet of cutters is responsible for maintaining approximately 25,000 miles of rivers and navigable channels that support a major portion of the MTS, which enables \$5.4 trillion in trade

and serves as the lifeblood of the U.S. economy. The Coast Guard's current inland tender fleet, consisting of 35 aging cutters, is responsible for maintaining more than 28,200 marine aids to navigation, and for facilitating the movement of more than 630 million tons of cargo annually. This inland fleet not only supports the Coast Guard's statutory mission to develop, establish, maintain, and operate maritime aids to navigation and promote maritime safety, but also provides critical federal presence in inland waterways for maritime safety and security, search and rescue, marine environmental protection, and law enforcement.

The current inland tenders have been in operation for an average of more than 55 years and are approaching obsolescence. The fleet comprises three classes of tenders with 11 variants, some with mixed barge configurations, which complicates logistics and supply chain requirements. Additionally, legacy tenders cannot support mixed-gender crews due to berthing and facility limitations, which significantly reduce underway opportunities for women. To address these concerns, the Coast Guard is taking steps to ensure continuity of its mission with a major shipbuilding recapitalization effort, which will result in a modern fleet of 30 cutters comprised of three variations on a standardized hull form.

Embarked Rotary-Wing Aviation Assets – MH-60T

Embarked aviation assets enhance a cutter's ability to collect information, to identify targets of interest, and to conduct law enforcement and search and rescue operations. For example, Airborne Use of Force (AUF) capability dramatically increases cutter counterdrug effectiveness. In FY 2019, Coast Guard AUF aircraft conducted 67 interdictions, enabling the seizure of more than 137,000 pounds of cocaine. However, deployed MH-65 helicopters are subject to maintenance shortfalls and parts obsolescence. Investing in the resources to support MH-60 shipboard deployments would increase cutter capability significantly and would reduce unplanned mission cancellation due to parts obsolescence.

The Coast Guard requires vertical lift capabilities to meet current and expected future mission demands. However, the rapidly declining availability of the Coast Guard's 37-year-old MH-65 helicopters, which the Coast Guard operates three times longer than the industry standard, requires the Coast Guard to mitigate risks to rotary-wing readiness. In 2018, the original manufacturer stopped producing the AS365 (civilian variant of the MH-65), leaving the Coast Guard as the world's largest operator of the aircraft. This end of production created widespread shortages of critical aircraft parts that, combined with increasing costs among foreign vendors, have resulted in a steep decline in MH-65 operational availability.



A gunner from the Helicopter Interdiction Tactical Squadron, Jacksonville, covers down on a suspected drug smuggling vessel. Helicopters with AUF capability are significant force multipliers when embarked on Coast Guard vessels.

The ongoing SLEPs for both the MH-65 and MH-60 are critical to sustained operations, but these programs alone no longer will ensure MH-65 readiness into the mid-2030s. Further, the Navy's Future Vertical Lift (FVL) recapitalization effort, which most closely aligns with notional expectations for a Coast Guard future rotary-wing fleet, likely will not be available for Coast Guard recapitalization efforts until the 2040s. Accelerating the transition of the Coast Guard's rotary-wing fleet to all MH-60s would mitigate the sustainment risk associated with the current fleet until DOD FVL efforts can be evaluated for a possible new investment.

An all-MH-60 fleet improves mission effectiveness because of greater range, endurance, and power-to-weight ratios, and streamlines the Coast Guard's rotary wing training and logistics. Additionally, a shift to an all-MH-60 fleet maintains strategic alignment with DOD, which currently operates approximately 4,000 H-60s supported by a robust, domestic supply system. Future demands such as polar operations and shipboard deployments on NSCs and OPCs will be met with MH-60s outfitted with blade-fold/tail-fold components pioneered by the Navy, all capable of sustained underway operations and increased range for AUF.

Long-Range Surveillance Aircraft, HC-130J

Primarily used for search and rescue, maritime domain awareness, marine safety, and the transportation of cargo and personnel, the HC-130 long-range surveillance aircrafts play a pivotal role in executing missions across the Coast Guard's vast areas of responsibility. With more advanced engines and propellers, providing a 20-percent increase in speed and altitude and a 40-percent increase in range over the HC-130H, the program of record for 22 fully missionized HC-130Js will help to extend the fleet's mission capabilities.

Unmanned Aircraft Systems

UAS such as the ScanEagle – currently deployed from NSCs – offer increased sensor capability to the cutter. With up to 24 hours of endurance and a service ceiling of 15,000 feet, the ScanEagle significantly enhances the cutter's common operating picture. Additional investment in UAS similarly would enhance PSC, OPC, and FRC capabilities.

III. Conclusion

The Coast Guard's versatility, broad authorities, and world-renowned expertise across the maritime domain provide the Nation with an organization that can meet the priorities of the American people in an increasingly complex environment.

In addition to restoring readiness, the Coast Guard must continue, and where possible accelerate, efforts to recapitalize its legacy assets. To that end, the Coast Guard is amidst its largest recapitalization effort since World War II, replacing legacy vessels, many of which are 55-75 years old. Maintaining momentum and progress on these recapitalization programs is essential to preserving the Coast Guard's operational capacity and capability. The planned fleet of modern cutters and aircraft will facilitate the Coast Guard's ability to secure domestic economic interests and will: enhance the Nation's prosperity, counter illicit activity, ability to project U.S. sovereignty, support the rules-based international order, and secure American leadership across the international maritime community.

Appendix: List of Abbreviations

Acronym	Definition
AUF	Airborne Use of Force
C5I	Command, Control, Communications, Computers, Cyber, and Intelligence
CGC	Coast Guard Cutter
DHS	Department of Homeland Security
DOD	Department of Defense
FOC	Full Operational Capability
FRC	Fast Response Cutter
FVL	Future Vertical Lift
FY	Fiscal Year
HLMAR	High Latitude Mission Analysis Report
IOC	Initial Operational Capability
IUU	Illegal, Unreported, and Unregulated
MTS	Marine Transportation System
NSC	National Security Cutter
OPC	Offshore Patrol Cutter
PSC	Polar Security Cutter
SLEP	Service Life Extension Project
TBD	To Be Determined
TCO	Transnational Criminal Organizations
UAS	Unmanned Aircraft Systems
U.S.C.	United States Code
USS	United States Ship
WCC	Waterways Commerce Cutter
WMEC	Coast Guard Medium Endurance Cutter
WMSL	Coast Guard Maritime Security Cutter – Large
WMSM	Coast Guard Maritime Security Cutter – Medium
WPC	Coast Guard Patrol Craft