U.S. Department of Homeland Security
United States Coast Guard

AICC Meeting
USCG HQ Update
27 Nov 07

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Background

- 1999 NSF/USCG developed polar icebreaker MOA
  - "recurring incremental cost" reimbursement methodology
  - required by the 1984 Arctic Research & Policy Act and 1985 Polar Icebreaker Users' Council Memo
- OSTP/OMB shifted Budget to NSF in FY06 to address increasing polar icebreaker costs
  - aging polar icebreakers
  - extreme McMurdo Sound ice conditions due to presence of icebergs
  - reductions of the USCG polar icebreaker budget by $5 million recurring
- NSF and USCG signed a new MOA in August 2005

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Current State MOA

- NSF identifies icebreaker mission needs to USCG by 1 June of each year for following FY
- USCG submits Program Plan to NSF on or before 1 July of each year.
- After negotiations Program Plan is approved by start of FY (Sept 30)

Note: In 2007 NSF hired Jamestown Marine Services (JMS) to provide independent review of polar icebreaker maintenance requirements and operations. Report due shortly.

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Challenges

- USCG is operating ships for which it does not have full management control.
- NSF has fiscal control for a program it lacks statutory authority for and is not mandated to support USCG Title 10 or Title 14 responsibilities.
- Current budget arrangement is a significant administrative burden, particularly for maintenance managers.

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Potential return of BA

- CG and NSF working with OMB to facilitate
- Management responsibility will be clearly aligned with management accountability.
- USCG ability to optimize resources to provide for all national missions including science and USCG Title 10 and Title 14 responsibilities.
- Return of BA would require new MOA - currently working on cost reimbursement options - agreement must ensure no gap between appropriated funds and overall costs.

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Proposal to NSF for FY08

- IF PSEA does not deploy to DF08, use those funds for 90-day deployment in Arctic to highlight national capabilities and conduct Science of Opportunity
- Notional deployment
  - Transit to the OPAREA through the Bering to the Chukchi Sea into the ice – 12 days
  - Transit through the ice for training – 6 days
  - Transit South down the Eastern Beaufort Sea – 7 Days
  - Work within the Northern territorial waters of the US and Canada – 45 days
  - Return patrol to Seattle along the Alaskan Coastline – 20 days
- Seismic or other science related work

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