



THE NATIONAL FLEET PLAN

**DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS**

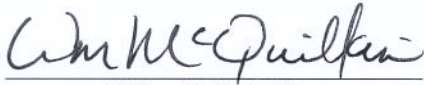
**UNITED STATES COAST GUARD
OFFICE OF THE COMMANDANT**

August 2015

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National Fleet Plan - Update

The National Fleet Plan is continuously reviewed to identify additional opportunities for increased commonality and interoperability. Drawing on the guiding principles of the recently released *A Cooperative Strategy for 21st Century Sea power: Forward, Engaged, Ready*, an update to the National Fleet Plan was completed to include additional focus on Maritime Security Cooperation and Intelligence and Information Integration. Advancing on these two critical areas of cooperation between our Services will further enhance our ability to meet emerging maritime challenges and ensure U.S. national security objectives are achieved.



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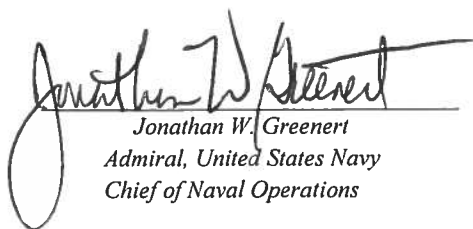
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The June 2013 U.S. Navy-U.S. Coast Guard National Fleet Policy statement, *The National Fleet: A Joint United States Navy and United States Coast Guard*, directed the production of this National Fleet Plan. It is intended to identify opportunities to increase the commonality and interoperability of Navy and Coast Guard forces and better enable the two components to operate together in support of their mutual homeland security and national defense missions. In this document, the Navy and Coast Guard have identified authorities, methods, and measurements to achieve efficiency and effectiveness, and jointly developed plans of action and milestones in the following areas:

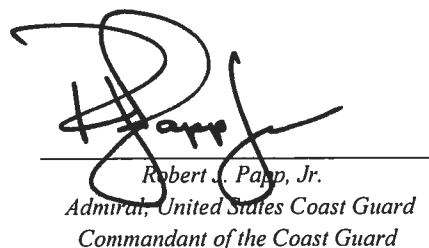
- Current and evolving operations
- Integrated logistics
- Training
- Command, control, communications systems
- Sensors
- Engineering systems
- Weapons systems
- Platforms

In support of the *U.S. National Strategy for Maritime Security* and the Sea Service's *Cooperative Strategy for 21st Century Sea Power*, the Navy and Coast Guard will implement the actions in this Plan. The National Fleet Board, through established Commonality Working Groups, will monitor the progress of the Plan's actions and provide periodic assessment reports. As the maritime environment changes over time, we will serve as good stewards of our constrained resources and adjust this Plan at our annual Navy-Coast Guard Staff Talks.

As we noted in our National Fleet Policy, "The Navy and Coast Guard best serve the Nation when we deliberately prepare our forces for integrated naval and maritime operations." Today, the Navy and Coast Guard plan and operate together as the world's premier maritime services. This Plan will assure flexible, adaptable, and capable forces best suited to the complex maritime environment of the future, vital to the continued security of the United States.



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1. PREAMBLE. The June 2013, Chief of Naval Operations and Commandant of the United States Coast Guard's joint policy statement, *The National Fleet: A Joint United States Navy and United States Coast Guard*, referred to hereafter as the "National Fleet Policy," directs the Navy and Coast Guard to achieve commonality and interoperability for 21st century maritime and naval operations. This commonality and interoperability is intended to ensure effective and efficient operations when Navy and Coast Guard forces mutually support each other. In response to, and as directed by the National Fleet Policy, this National Fleet Plan, hereafter, "The Plan," provides the detailed action and milestones both services will implement to reach those objectives.
2. PURPOSE. Given the complexity and lethality of national security threats in the maritime domain, and in support of the *U.S. National Strategy for Maritime Security*, and the Sea Services' (Navy, Marine Corps, and Coast Guard) joint maritime strategy, *A Cooperative Strategy for 21st Century Sea Power*, it is vital to America's interests that the Navy and Coast Guard collaboratively plan, field, and sustain interoperable and affordable forces to provide complementary support for each other's mission sets. As good stewards of the Nation's resources and faced with an uncertain budget environment, it is imperative that our services cooperate in a deliberate manner. Implementation of the National Fleet Policy will provide the Nation with more interoperable and fiscally efficient Navy and Coast Guard forces.

The National Fleet Plan identifies specific Navy and Coast Guard authorities, methods, and measurements to avoid redundancies and achieve economies of scale. It improves operational effectiveness and provides a mechanism to enhance integration and resource development. The Plan is adaptive to meet emerging national security threats and scalable to address changing service challenges.

3. NATIONAL FLEET PLAN OVERVIEW. The National Fleet Policy and Charter of the National Fleet Board directed the establishment of a Flag-Level Board consisting of Navy and Coast Guard officers from the staffs of the Office of the Chief of Naval Operations (OPNAV) and Coast Guard Headquarters. The Board is co-chaired by the OPNAV Director, Strategy and Policy Division (OPNAV N51) and the Coast Guard's Assistant Commandant for Response Policy (CG-5R), reporting to both the OPNAV Deputy Chief of Naval Operations for Operations, Plans, and Strategy (OPNAV N3/N5) and the Deputy Commandant for Operations (CG-DCO) .

As directed, the National Fleet Plan is tasked to:

- a. Identify potential opportunities to increase commonality and interoperability of the National Fleet. Specifically focus on platforms, equipment, weapons and weapons systems, material, supplies, facilities, maintenance, and supporting services. Additionally, determine and identify the equipment and material to be procured or developed, training and certifications required to prepare for missions and integrated operations, and the operation of our supply/logistics systems.

- b. Examine Navy and Coast Guard logistics processes and integration initiatives, research and development, acquisitions, information and intelligence systems integration, force planning, resourcing, procurement, doctrine development, training, exercises, and operational planning processes to further develop mutually supporting forces.
 - c. Validate Navy and Coast Guard specific and non-redundant warfighting capability requirements to ensure both services are poised to meet current and emerging threats to national security, during times of peace and war, through deliberate design and acquisition processes.
 - d. Translate strategic direction into actionable lines of effort and milestones over the next ten years. Throughout the Plan, the term “Current State” will be used to provide a description of ongoing interoperability efforts and to identify planned initiatives occurring during the next five years. “Future State” will be used to identify planned initiatives over the next ten years.
4. PLAN PROGRESSION AND OVERSIGHT. As directed by its Charter, the National Fleet Board will provide review and oversight of the Plan’s implementation and progress. The Board Co-Chairs will receive periodic updates from the leads of the Commonality Working Groups and report the status of the Plan and its progress to the Chief of Naval Operations and the Commandant of the Coast Guard at the annual Navy-Coast Guard Staff Talks.

5. NATIONAL FLEET PLAN.

5.1 CURRENT AND EVOLVING OPERATIONS.

- a. INTRODUCTION. Current operations and associated service-level planning efforts focus on processes, policy, and mutually beneficial relationships to ensure mission success. Continuous innovation and adaptation by the Navy and Coast Guard inform a forward-looking effort to describe ways to enhance our joint capabilities and address emerging threats. Our globally-distributed, mission-tailored forces contribute to homeland defense in depth and provide the basis for a secure maritime environment. As our interoperable forces continue to coalesce, we bring a robust blend of “hard” and “soft” power and a range of military options in support of national objectives and enduring national interests. The synergy generated from our ability to plan collaboratively and our proven experience operating together yield great benefits for security, stability, and crisis response. The Navy and Coast Guard are uniquely postured to conduct cooperative international engagement in the maritime domain while building broad partnerships across a range of mission areas.

Navy and Coast Guard forces maintain a symbiotic relationship that benefits the nation as a whole. This relationship is most noticeable during ongoing operations, but it starts with conceptualization, continues through the planning cycle, and culminates during mission execution. In the near-term, Navy and Coast Guard will prioritize the actionable initiatives below to improve commonality and interoperability.

b. CURRENT STATE (Next Five Years).

- 1) Improve Arctic capabilities. The opening of the Arctic will present the Navy and Coast Guard team with new challenges to ensure freedom of navigation, support search and rescue efforts, and maintain maritime security. The *National Strategy for the Arctic Region*, along with the *DoD Arctic Strategy*, the *United States Coast Guard Arctic Strategy* and the *U.S. Navy Arctic Roadmap 2014-2030*, describe how we will approach these challenges and opportunities by advancing our security interests, pursuing responsible Arctic stewardship, and strengthening international cooperation. The Navy and Coast Guard will continue to have a role maintaining safety and security in the harsh environment as changing ice conditions enable economic opportunities and with that, some level of increased human activity. Mutually supporting relationships will be essential for carrying out distinct service mission sets that require specialized equipment, training, logistics, and a heightened level of interoperability. Enduring reviews of requirements and capabilities, coupled with a shared understanding of roles, will enable the services to shape programs and operations.
- 2) Continue to employ and refine adaptive force packaging. Adaptive force packaging provides commanders with flexible scalable resources that bring additional capabilities and authorities to meet mission specific objectives. Beyond innovatively integrating ships or aircraft into task forces, adaptive force packaging incorporates transferable crew and equipment modules to meet demands and enhance effectiveness. It directly supports the Sea Services' goal of globally distributed-mission tailored maritime forces.

Navy and Coast Guard forces routinely deploy together to conduct Counter-Illicit Trafficking (CIT) operations, counter-piracy missions, Counter-Weapons of Mass Destruction (WMD) operations, Maritime Interception Operations (MIO), Antiterrorism (AT), and Theater Security Cooperation (TSC) missions around the globe. Visit, Board, Search, and Seizure (VBSS) teams and integrated units must continuously refine tactics, techniques, and procedures in order to meet evolving threats. To effectively provide tailored capabilities and authorities, joint USN/USCG forces must fully comprehend the skills and limitations available, and understand the common terminology and tactics, techniques, and procedures to be used during operations, to include those of partner nations.

- 3) Advance National efforts to enhance Maritime Domain Awareness (MDA). In December 2013, the National Security Staff released the National Maritime Domain Awareness Plan (NMDAP) to provide a National focus on MDA in support of homeland defense. A supporting plan for the U.S. National Strategy for Maritime Security, the NMDAP promotes global maritime security through improved understanding of the full spectrum of activity in the maritime domain. It promotes favorable conditions for information sharing and synthesis, including intelligence information, to better inform decisions affecting the security, safety, economy, and environment of the maritime commons. Navy and Coast Guard will address the

MDA challenges identified in the NMDAP by improving information sharing, emphasizing the use of common data standards and collaborative information environments, and fostering partnerships with international and interagency partners.

- 4) Integrate Homeland Defense / Homeland Security mission sets. Navy and Coast Guard units and operations centers within the United States must continue to support information sharing, collaborative planning, and coordination of operations. Shared situational awareness through common (user-defined) maritime pictures across Combatant Command, Navy and Coast Guard Operations/Fusion Centers is an essential component of operational decision making and integrated maritime operations. We must be able to efficiently sustain operations such as high value unit (HVU) protection and seamlessly transition to on-demand response operations to counter threats to the homeland. Interoperable units, such as Coast Guard Maritime Force Protection Units charged with protecting ballistic missile submarines, provide an excellent example of integration including shared platforms, doctrine, and planning.
- 5) Share Liaison Officers (LNOs). The Navy and Coast Guard share LNOs at all echelon staff levels to facilitate matters of mutual interest. LNOs between the naval services act as valuable communication nodes and serve as conduits for articulating service priorities in addition to duties that directly influence planning and operations.

c. FUTURE STATE (Next Ten Years). Not applicable to this section.

5.2 INTEGRATED LOGISTICS.

a. INTRODUCTION.

- 1) Effective teamwork by the Navy and Coast Guard in both naval and joint warfighting environments requires integrated logistics processes. Both services, through the Naval Logistics Integration Enterprise and other forums, actively pursue appropriate courses of action to improve naval logistics by integrating service logistics capabilities and capacities. The overarching goals of integrating logistics are to:
 - a) Increase commonality with Navy and Coast Guard logistics doctrine, business processes, technologies, and systems to optimize logistics performance in support of future operations.
 - b) Better connect Navy and Coast Guard logistics organizations and strengthen professional development to enhance support of expeditionary forces.
- 2) Integrating logistics throughout the Navy and Coast Guard can produce significant savings and help improve support to the warfighter. Expected outcomes and benefits include:
 - a) Improved logistics responsiveness and agility to better support the warfighter and increase resiliency.
 - b) Improved and sustained combat support readiness.

- c) Improved efficiency through reduced logistics workload afloat and ashore.
 - d) Reevaluation of naval logistics processes for more efficient use of resources.
 - e) Identify common processes between the services to improve support to the warfighter, eliminate unnecessary duplication, and enhance sustainability.
- 3) Current integrated logistics efforts include supply chain management, common parts identification, inventory management, requisition management, asset visibility, warehousing, fueling, maintenance, facilities integration, and training. The longstanding Naval Logistics Integration (NLI) Enterprise and the Defense Logistics Agency (DLA) Partnership Council address many of these topics. Future integrated logistics initiatives include examining innovation efforts, identifying information technology solutions, and adopting common maintenance mechanisms.
- b. CURRENT STATE (Next Five Years).
- 1) Identify commonality of parts between USCG National Security Cutter (NSC) and USN Littoral Combat Ship (LCS).
 - a) Identification of Common Systems.
 - b) Commonality of Spares.
 - c) Provisioning/Supply Support.
 - d) Training.
 - 2) Incorporate the USCG Offshore Patrol Cutter (OPC) and USN Joint High Speed Vessel (JHSV) into the NLI NSC/LCS commonality effort.
 - 3) Utilize DLA as a responsive and cost effective source of supply for parts for additional Coast Guard unique assets (i.e., 110' Coastal Patrol Cutters), a follow-on to the 87' Coastal Patrol Cutter parts inventory already managed by DLA. Identifying additional Coast Guard parts carried by DLA will potentially identify additional parts commonality with USN items.
 - 4) Explore opportunities to consolidate warehousing locations with USN/USMC/DLA sites.
 - 5) Assess additional opportunities to share fuel stocks, develop common payment methods and research/test bio-fuels with USN/DLA.
 - 6) Identify areas to standardize VBSS equipment.
 - 7) Utilize the Navy supply system to acquire parts for the weapons systems and Arms, Ammunition and Explosives (AA&E) lockers in support of Coast Guard Transit Protection System (TPS) escorts.
 - 8) Examine opportunities for consolidating Coastal Riverine Force (USN)/Port Security

Unit (USCG) equipment.

- 9) Implement completed TPS Integrated Logistics Support Plan (ILSP) consolidating existing Life Cycle Support plans and agreements.
- 10) Coordinate maintenance and readiness sustainment work between the Coast Guard's Surface Forces Logistics Center (SFLC) and the Naval Air Systems Commands (NAVAIR, Naval Sea Systems Command (NAVSEA), Space and Naval Warfare Systems Command (SPAWAR)) with respect to casualty reporting and responses associated with Navy Type-Navy Owned (NTNO) weapons systems.
- 11) Utilize the Navy Working Uniform (NWU) Type II and Type III during USCG support to Naval Special Warfare or other Navy missions.
- 12) Support Arctic operations through common logistics solutions.
 - a) Integrate operational logistics planning in support of USN/USCG operations above the Arctic Circle.
 - b) Conduct a comprehensive logistics capabilities review to determine opportunities for Arctic logistics integration.
 - c) Explore common infrastructure requirements and potential solutions.
- 13) Expand Class II individual combat clothing and equipment commonality.
 - a) Streamline Research, Development, Test and Evaluation (RDT&E), acquisition, and supply chain management for common items.
 - b) Coordinate with USMC for the procurement of selected Class II items (specifically, individual ballistic protection systems, individual load bearing systems, flame resistant gear and cold weather gear) for all naval expeditionary forces.
- 14) Identify common logistics solutions to support USN C-130 and USCG HC-130 operations.
- 15) Utilize Navy recompression chambers and personnel in support of the USCG Cold Water / Ice Diving C-school, as well as other diver training, operations, and exercises.
- 16) Identify common logistics solutions to support USN and USCG Chemical, Biological, Radiological Defense (CBR-D) operations. Currently, equipment is centrally maintained, tracked and housed at the Navy warehouse in Ft. Worth, TX.
- 17) Identify, utilize, and create the ability to cross deck Cryptologic Carry on Program (CCOP) to support operations and exercises.

c. FUTURE STATE (Next Ten Years).

- 1) Synchronize logistics innovation efforts.
 - a) Additive manufacturing.
 - b) Autonomous platform technologies.
 - c) Alternative platforms.
- 2) Research common diesel outboard motor support and sustainment opportunities.
- 3) Identify logistics billet cross-service opportunities.
- 4) Assess remaining Coast Guard inventory items for induction into DLA systems.
- 5) Identify requirements for establishing a logistics support infrastructure in the Arctic.
- 6) Identify potential information technology solutions for sharing common asset visibility between services.
- 7) Identify potential information technology solutions for sharing platform configuration management information between services.
- 8) Identify requirements and potentially award common maintenance support contracts for LCS/NSC/OPC.
- 9) Develop mechanisms and business rules to share common Depot Level Repairable (DLR) inventory between the services.

5.3 TRAINING.

- a. INTRODUCTION. Current training initiatives consist of individual/specialized skills training, fleet training engagements, fleet operations, and exercises. Additional areas of discussion include incorporating chartered USN/USCG Commonality Working Groups training efforts and identifying potential opportunities for increased interoperability in training and engagement. Future training initiatives include refining shared tactics, techniques and procedures, promoting U.S. and international training partnerships, and institutionalizing logistics training.
- b. CURRENT STATE (Next Five Years).
 - 1) Capitalize upon existing individual/specialized skills training opportunities.
 - a) Average annual USCG throughput at Navy schoolhouses ranges from 2000-2500 students (2433 enrolls in Fiscal Year 2014) in over 180 formal Navy courses.

- b) Navy courses are managed and delivered by eight Fleet commands or warfare enterprises, eleven Naval Education and Training Command (NETC) Learning Centers, and four non-NETC training commands.
 - c) Coast Guard schoolhouses reserve and graduate approximately 50-100 seats for Navy students on an annual basis in five formal Coast Guard courses.
 - d) Coast Guard courses are managed by Force Readiness Command and delivered at four Coast Guard Training Centers and via exportable training teams.
 - e) Total combined Navy and Coast Guard Courses include:
 - i. 8 A-schools (officer or enlisted initial skills).
 - ii. 56 C-Schools (enlisted Navy Enlisted Classification (NEC)-awarding schools).
 - iii. 51 D-Schools (officer or enlisted professional development).
 - iv. 76 F & T Schools (officer or enlisted Functional and Team training).
 - v. 23 miscellaneous courses.
 - f) Major examples of interoperable maritime skill-sets taught at these schools include:
 - i. Naval Aviation pilot training. In addition to pilot training, USCG reserves a US Naval Test Pilot School billet every 2 to 3 years to support critical USCG aviation developmental test programs.
 - ii. A Coast Guard Liaison Officer is assigned to the Center for Information Dominance Learning Site (CID LS) in Pensacola, FL. Additionally, there are two Coast Guard instructors teaching Navy courses at CID LS Pensacola. Other Coast Guard intelligence professionals routinely attend specific Navy training in support of Coast Guard Cryptologic operations.
 - iii. Diving: Coast Guard enlisted attend Navy introductory and advanced diver training. A Coast Guard Liaison Officer and team of instructors are assigned to the Naval Diving and Salvage Training Center in Panama City, FL. Coast Guard instructors teach both Coast Guard and Navy divers.
 - iv. Shipboard Damage Control and Firefighting: Coast Guard personnel are trained at the Shipboard Chemical, Biological, Radiological Defense (CBR-D) Course at Ft. Leonard Wood, MO.
 - v. Electronic Warfare.
 - vi. Intelligence.
 - vii. Swimming and Water survival.
 - viii. Tactical operations.
 - ix. Integrated Command System training for contingency responses.
 - x. Environmental protection, HAZMAT, and marine sanitation programs.
 - xi. Radar Navigation.
 - xii. Close In Weapons System (CIWS) and MK 38 Machine Gun Systems.
 - xiii. Cryptology.
- 2) Leverage Fleet training and engagement opportunities:

- a) Navy's Optimized Fleet Response Plan (OFRP) provides opportunities for USN-USCG fleet training interactions from unit through staff level. Events include USCG LNOs in pre-event planning conferences. Opportunities include USCG LNOs as a White Cell in Maritime Domain Awareness/Maritime Interception Operations (MDA/MIO) type scenarios in Fleet Synthetic Training (FST), and USCG cutters participating in Composite Unit Training Exercise (C2X)/Joint Task Force Exercise (JTFEX) MDA/MIO scenarios.
- b) CIT deployments and operations provide an ideal venue for USN-USCG interaction and refinement of interoperability. In preparation for CIT deployments, USCG provides LNOs to assist USN aircrews by offering Airborne Use of Force (AUF) training, and a USCG Law Enforcement Detachment (LEDET) which embarks onboard USN surface ships to provide law enforcement training.
- c) Navy and Coast Guard commanders (at both operational and support units) maintain mutually beneficial relationships that facilitate training, certification, and recertification requirements for both services (e.g., USN aircraft working with Coast Guard deployable specialized forces to conduct refresher training on the rapid, at-sea delivery of forces). Locally-brokered training arrangements between commanders will continue to be encouraged by OPNAV and Coast Guard Headquarters staff.
- d) Working groups, staff talks, and interoperability initiatives with USN/USCG and regional partner nations:
 - i. Three Party Staff Talks (TPST): Conducted annually; developed to increase familiarity and formulate interoperability between three parties (East Coast: CG LANTAREA, U.S. Fleet Forces Command (USFF), and Maritime Forces Atlantic (MARLANT) – Royal Canadian Navy; West Coast: CG PACAREA, C3F, and Maritime Forces Pacific (MARPAF) - Royal Canadian Navy).
 - ii. North American Maritime Security Initiative (NAMSI): NORTHCOM-directed initiative which includes USCG, USN, Royal Canadian Navy and Secretaría de Marina (SEMAR) - Armada de México. Conducted annually with exercises in both the Pacific and Gulf of Mexico.
 - iii. Oceania Maritime Security Initiative (OMSI): C3F and C7F support USCG District 14 in the defense of Western/Central Pacific Island Exclusive Economic Zones against illegal fishing and illicit maritime activity.
 - iv. Africa Maritime Law Enforcement Partnership (AMLEP): A major USN/USCG initiative in support of the Africa Partnership Station (APS), AMLEP is a series of activities designed to build maritime safety and security in Africa through working together with African and other international partners. Operations employ an African host nation's own law

- enforcement boarding team, along with a U.S. Coast Guard boarding team, operating from a U.S. Coast Guard or U.S. Navy vessel.
- v. Maritime Cryptologic Committee (MCC): The Coast Guard is a member of the Navy-initiated MCC developed to increase coordination and commonality among the cryptologic community.
 - vi. NATO Maritime Operations Working Group (MAROPSWG): Conducted annually to support doctrine development across the NATO maritime alliance. The meeting allows for review and development of major NATO maritime publications including: ATP-71 Allied Maritime Interdiction Operations and ATP-1 Allied Maritime Tactical Instructions and Procedures.
- e) Exercises:
- i. RIMPAC (Rim of the Pacific): Recurring biennial training exercises in the Pacific Fleet promoting regional maritime security with maritime partner nations will continue to include USCG participants.
 - ii. CARAT (Cooperation Afloat Readiness and Training): Annual USN exercise that includes a USCG Cutter and/or LEDET personnel. Individual bilateral exercises with Brunei, Indonesia, Malaysia, Philippines, Singapore, Vietnam, Bangladesh, Cambodia, and Thailand.
 - iii. BALIKATAN: Annual PACOM Joint Field Training Exercise with the Philippine Armed Forces. USCG has provided Subject Matter Expert teams to provide ops and maintenance training to Philippine Navy crews of Gregorio del Pilar class frigates (formally Hamilton Class USCG Cutters).
 - iv. FORTUNE GUARD Proliferation Security Initiative Exercise: New PACOM Joint Proliferation Security Initiative Exercise.
 - v. UNITAS: Combined South American and U.S.-sponsored annual exercise that includes a USCG Cutter and LEDET personnel. It trains participating forces in a variety of maritime scenarios to test command and control of forces at sea, while operating as a multinational force to provide maximum interoperability.
 - vi. VIGILANT SHIELD: NORAD-NORTHCOM scenario based exercise that focuses on Air/Maritime Warning/ Defense. The exercise provides a venue for COOP, Cyberspace Operations, Information Operations (IO), J-DIAMD, and other Commander's Priorities. USN and USCG play an active role in exercise planning and execution.
 - vii. ARDENT SENTRY: NORAD- NORTHCOM exercise designed to train the command headquarters and its components for their mission of providing defense support of civil authorities, on request. USN and USCG play an active role in exercise planning and execution.

- viii. SOLID CURTAIN – CITADEL SHIELD: Test and improve each region’s Anti-Terrorism/Force Protection (AT/FP) readiness and reaction posture through simulating terrorist attacks on installations and commands. USCG supports local responses to waterborne threats to USN assets and installations.
 - ix. FRONTIER SENTINEL: USFF/Coast Guard Atlantic Area/JTF-Atlantic (Canada)-sponsored exercise using live forces and headquarters staffs to evaluate interoperability and collaborative planning at the operational and tactical level of homeland defense and homeland security.
 - x. BOLD ALLIGATOR: Large scale amphibious event to exercise the Navy-Marine Corps’ ability to conduct prompt and sustained amphibious expeditionary operations from the sea. USCG participates in port operations missions to include security, clearance and salvage.
 - xi. RESOLUTE GUARDIAN and NORTHERN VINDICATOR: Recurring/alternating biennial full scale on-water exercises in the two Maritime Force Protection Unit homeports. Opportunity for USCG-USN-Land Based Local Law Enforcement to exercise command, control and communications to continually validate and refine TTP.
- 3) Incorporate training-related initiatives derived from other USN/USCG organizations and working groups into the overall training enterprise:
- a) USN/USCG Small Craft Commonality Integrated Process Team initiatives:
 - i. Visit, Board, Search & Seizure Working Group: joint USCG/USN/USMC effort to identify potential training initiatives.
 - ii. Special Missions Training Center: pipeline training for Level II (combat Coxswain). Integrated with USCG Core Training Strand.
 - iii. Coastal Riverine Force (USN)/Port Security Unit (USCG): identify potential consolidation of training.
 - b) Naval Logistics Integration Working Group initiatives. Identify opportunities to maximize efficiencies by combining training for like systems wherever practical (e.g., Common Logistics Solutions to Support Arctic Operations and LCS/NSC spares commonality).
 - c) SSBN Transit Protection System Escort Steering Group (ESG). TPS ESG is exploring USN/USCG opportunities for expanded use of the Transit Protection Training System (TPTS).
 - d) DOD Inter-Agency Working Group sponsors the Integration and Exercise Workshop (IEW). Highlight Combatant Commander, service, and interagency interaction.

- e) Update of U.S. Fleet Forces- Memorandum of Understanding (MOU) for training of USCG ships and personnel by Navy Afloat Training Groups (ATGs) is in development.
 - f) USCG LNOs are assigned to several USN Component Command and Numbered Fleet staffs to include: U.S. Fleet Forces Command; U.S. Pacific Fleet; U.S. 3rd Fleet; U.S. Naval Forces Southern Command/U.S. 4th Fleet; U.S. Naval Forces Central Command/U.S. 5th Fleet, and U.S. Naval Forces Europe-Africa/U.S. 6th Fleet. The Navy and Coast Guard also have over ninety personnel exchanged between services and assigned to ATGs and training centers. These personnel provide vital subject matter expertise and insight to their service counterparts.
 - g) USCG utilizes the Naval War College as one option to complete Joint Professional Military Education for the development of its officers.
- c. FUTURE STATE (Next Ten Years).
- 1) Identify additional opportunities for commonality and interoperability:
 - a) Continue Navy Fleet Synthetic Training and C2X/JTFEX training interactions to further refine training and capture emerging shared mission areas and tactics, techniques and procedures.
 - b) Refine AUF and LEDET integration training to remain relevant against evolving maritime threats.
 - 2) Examine potential regional opportunities and initiatives:
 - a) Promote partnerships, both within the U.S. Government and with international allies, in support of security and safety in the Arctic.
 - i. Leverage Fleet training operations and exercises in the Arctic involving surface, aviation, and expeditionary units in concert with USCG units and USCG Arctic/near-Arctic operating sites.
 - ii. Pursue additional agreements with Arctic nations to leverage capabilities and expand cooperative opportunities within the region.
 - iii. Maximize opportunities to participate in Arctic regional exercises with USCG and regional/multinational partners.
 - b) Institutionalize NLI in Navy, Marine Corps and Coast Guard logistics training and education venues.
 - i. Develop NLI expeditionary sustainment curriculum to produce Naval Service logisticians fully capable of supporting Naval Expeditionary Forces.
 - ii. Examine Arctic operations lessons learned and incorporate into training and education.

5.4 MARITIME SECURITY COOPERATION

- a. INTRODUCTION. The Navy and Coast Guard are uniquely postured to conduct cooperative international engagement in the maritime domain while building broad partnerships across a range of mission areas. Per the *Maritime Security Cooperation Policy (MSCP): An Integrated Navy-Marine Corps-Coast Guard Approach*, the USN and USCG work to achieve an integrated maritime approach, in conjunction with the USMC, to support TSC plans within Combatant Commanders' theater campaign plans.
- b. CURRENT STATE (Next Five Years).
 - 1) Participate in multiple working groups, staff talks, and interoperability initiatives with regional partner nations. As articulated in Section 5.3 TRAINING, USN and USCG regularly engage partner nations through TPST, NAMSI, OMSI, AMLEP, and MCC.
 - 2) Continue to engage in multinational exercises listed under Section 5.3 TRAINING. These opportunities enable the USN and USCG to develop access, relationships, and interoperability with partner nations.
 - 3) Continue collaboration between the USN, USCG and USMC to plan and execute a recurring Maritime Security Cooperation Working Group (MSCWG), per the MSCP. The MSCWG serves as a forum for headquarters, operational, and enabling organizations of the maritime security cooperation community to identify opportunities for collaborative engagement with partner nations.
 - 4) Continue implementation of the MSCP via the Maritime Security Cooperation Council. This Council facilitates information exchange and coordination of SC-related policies, programs and initiatives. The USN and USCG are members of the Maritime Security Cooperation Council, comprising of the USN Director, International Engagement Division (OPNAV N52), USCG Director, Foreign Policy and International Affairs, U.S. Coast Guard Headquarters (DCO-I), and USMC, Director, Strategy and Plans Division, Plans, Policies and Operations (PL/PP&O).
- c. FUTURE STATE (Next Ten Years).
 - 1) Promote partnerships and pursue agreements with international partners to expand cooperation and support security and safety in the Arctic, as discussed in Section 5.3 TRAINING.
 - 2) Generate shared Maritime Security Cooperation Annexes amongst the Naval Component Commands (NCCs), USCG, and USMC's Marine Forces Commands (MARFORs), in accordance with the MSCP. These annexes will encourage collaborative security cooperation planning and identify opportunities to leverage the

services' respective authorities, resources, and capabilities to build access, relationships, capacity, and interoperability with international partners.

5.5 COMMAND, CONTROL, AND COMMUNICATIONS (C3) SYSTEMS.

- a. INTRODUCTION. The Permanent Joint Working Group (PJWG) has played an active role regarding C3 systems planning and coordination, and will likely continue to do so going forward. For example, in October 2012, the PJWG reviewed and discussed the proposed NTNO components of the C3 suite for the OPC, and forwarded a recommendation to senior Coast Guard and Navy leadership that was subsequently adopted. As the OPC program progresses from Current State to Future State, the PJWG will continue to serve as a viable forum for both NTNO and Navy Type Coast Guard Owned (NTCGO) C3 systems dialogue between the Navy and Coast Guard. The same holds true for other acquisition programs (e.g., Fast Response Cutter (FRC) and NSC), as well as legacy fleet platforms.
- b. CURRENT STATE (Next Five Years).
 - 1) Continue to examine NTNO opportunities. Coast Guard COMDTINST 7100.2G, Support of NTNO Combat Systems, provides guidance on how Navy funding is distributed to support all NTNO systems in Coast Guard custody. Program management and support of legacy systems to meet Naval Operational Capabilities (NOC) requirements resides in the Office of Navy Combat Systems, CG-6432.
 - 2) Incorporate lessons learned through current C3 system commonality. The Coast Guard utilizes the following Navy Program of Record Cryptologic Afloat Communications systems onboard NSCs: Automated Digital Network System (ADNS), Sensitive Compartmented Information (SCI) Networks, and Extremely High Frequency (EHF) Satellite Communications (SATCOM). The Coast Guard utilizes SCI Networks onboard 270-foot Medium Endurance Cutters (WMECs).
 - 3) Explore feasibility of future C3 system commonality. The recommended NTNO systems to meet C3 commonality and interoperability for the OPC are as follows: MIL UHF LOS 225-400 MHZ (Digital Modular Radio (DMR), ARC-210, PRC-117); MIL UHF SATCOM (DMR, ARC-210, PRC-117); Messaging (DMR SATCOM, ARC-210, PRC-117); Tactical Data Link (LINK 11; Joint Range Extension (JRE) Link-16, forwarded LINK 22); VACM (KY-100M, KY-58M, KYV-5M).
 - 4) Utilize Navy Program of Record for USCG employment of Mobile User Objective System (MUOS).
 - 5) Work to establish appropriate NSC NTCGO items as NTNO via a similar process for the OPC. National Security Cutter was designed with interoperability in mind and has Common Data Link Management System (CDLMS), Global Command and Control System (GCCS), Aegis Baseline 9 (Tactical level), and Navigation Sensor System Interface (NAVSSI) as NTCGO equipment.

- 6) Identify technical interfaces for Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) and Combat Weapons Systems to ensure compatibility with the OPC. This effort is being conducted by Coast Guard Acquisitions CG-9322, CG-9335, and CG-761 in conjunction with the Program Executive Office (PEO) Command, Control, Communications, Computers, and Intelligence (C4I) – Program Manager, Warfare (PMW) 760, Integrated Warfare System (IWS) 1.0, NSWC-Dahlgren, as well as NAVAIR.
- 7) Exercise the Mobile User Objective System End to End (E2E) Operational Integration Working Group (OIWG).
- 8) Continue to identify opportunities to expand upon existing C3 system commonality depicted in the following chart.

USCG Surface Assets with USN Commonality

General System Name	Boats	In-Service Cutter Classes	Fast Response Cutter (FRC)	National Security Cutter (NSC)	Offshore Patrol Cutter
Communications					
High Frequency (HF), Very High Frequency (VHF) & Ultra High Frequency (UHF) Communication Systems	X	X	X	X	X
Military Satellite Communications (MILSATCOM)		X	X	X	X
Extremely High Frequency (EHF)				X	
Naval Modular Automated Communications System (NAVMACS)		X		X	X
Integrated Voice Communication System (IVCS)			X	X	
Radars					
Multi-Mode Radars				X	X
Air Search Radar (TRS3D, SPS-40, etc.)		X		X	
Fire Control (SPQ-9B, MK 92)		X		X	(i)
Command Control					
Identification Friend or Foe (IFF)		X	X	X	X
GPS Systems		X		X	X
Wind/Metrological Systems		X		X	X
AEGIS Libraries				X	
C4ISR Data Collection and Analysis		X		X	
Encryption					
Type I Encryption devices (KG-84, KIV-7, TACLANE, etc.)		X	X	X	X
Tactical Systems					
Tactical Data Link Systems		(378 only)		X	X
Electronic Warfare Systems (SLQ-32, SEWIP, WLR-1, etc.)		X		X	X
Decoy Launching System		X		X	X
Ships Signal Exploitation Equipment System				X	X(ii)
Networks					
Sensitive Compartmented Information Networks		X		X	X
Network Routing (Advanced Digital Networking System)				X	
Aviation C4ISR					
Unmanned Aircraft System (UAS)				X	X(ii)
Tactical Air Navigation (TACAN)		X	X	X	X
Training					
System/Component Training (provided by Navy)		X		X	X

- i. OPC will have a fire control radar capability (MMR) to provide tracking information and slew of the GWS camera, but slew and fire of the GWS cannon remains under manual control.
- ii. OPC has the same space, weight and power requirements reserved but a system has not been selected.

- c. FUTURE STATE. Maintain previously established efforts and explore new areas to further assist in financial reductions while remaining mission capable.

5.6 SENSORS.

- a. INTRODUCTION. The current and planned future inventory of Fleet sensor systems accounts for robust commonality between the services. The PJWG plays an active role advocating for sensor commonality and interoperability in support of Naval Warfare mission readiness. From fire control radar and electronic warfare systems to electro-optical sights integrated into gun weapons systems, the Navy and Coast Guard will continue to pursue common sensor systems, and the PJWG will continue to play a governance role.
- b. CURRENT STATE (Next Five Years).
 - 1) Continue to examine NTNO opportunities. Coast Guard COMDTINST 7100.2G, Support of Navy Type-Navy Owned Combat Systems, provides guidance on how Navy funding is distributed in support of all Navy Type-Navy Owned systems in Coast Guard custody. Program management and support of legacy systems to help meet NOC requirements resides in the Office of Navy Combat Systems, CG-6432.
 - 2) Examine lessons learned from NSC sensor commonality to inform OPC sensor commonality initiatives. The NSC was designed to have common sensors with the Navy, specifically: TRS-3D; MK-160; SLQ-32; Ship's Signals Exploitation Equipment (SSEE); CCOP; TACAN; and IFF. The recommended systems to meet Sensor commonality and interoperability for the Offshore Patrol Cutter are as follows: TACAN; Multi-Mode Radar; IFF; SEWIP (SLQ-32/SSX-1 replacement); and MK-160 Gun System.
 - 3) Identify technical interfaces for each C4ISR and Combat Weapon System to ensure compatibility with the OPC. Coast Guard Acquisitions CG-9322, CG-9335, and CG-761 have been working with PEO C4I – PMW 760, NSWC-Dahlgren, and IWS 1.0 in this effort.
 - 4) Examine opportunities to enhance global vessel identification and tracking services. Coast Guard Maritime Intelligence Fusion Centers are integral partners with the Naval Research Laboratory, Office of Naval Intelligence, and Fleet Forces Command in the Joint development of global vessel identification and tracking services now in use throughout the Fleet.
- c. FUTURE STATE (Next Ten Years).

- 1) Discuss future Electronic and Cryptologic Support equipment, including CCOP, SSEE (including follow on systems), and Integrated Broadcast Service/Common Interactive Broadcast services.
- 2) Maintain previously established efforts and explore new areas to further assist in financial reductions while remaining mission capable.
- 3) Discuss opportunities to enhance enterprise-level vessel identification and tracking services through the fusion of data from systems such as the Nationwide Automatic Identification System, the Long Range Identification and Tracking program, and the Air and Maritime Operations Surveillance System.

5.7 WEAPON SYSTEMS.

- a. INTRODUCTION. Weapons systems serve as the tactical means for USN and USCG defense and protection. With strategic investments by both departments, each service leveraged cost savings and increased capability in its joint effort. In the Weapons arena, Coast Guard Commandant Instruction (COMDTINST) 7100.2G, Support of Navy Type-Navy Owned Combat Systems, provides guidance on how Navy funding is distributed to support all NTNO systems in the USCG. Leveraging the NTNO relationship augments the commonality and efficiencies achieved through the utilization of standard systems, training, and certifications. The following table summarizes major areas allowing for interagency agreements, integrated product teams, and coalitions to allow for commonality and efficiencies in fiscally constrained times.
- b. CURRENT STATE (Next Five Years). Continue to identify opportunities to expand upon existing weapon system commonality depicted in the following chart.

USCG Surface Assets with USN Commonality

General System Name	Boats	In-Service Cutter Classes	Fast Response Cutter (FRC)	National Security Cutter (NSC)	Offshore Patrol Cutter
Weapons					
Close In Weapons System (CIWS)		X		X	
Machine Gun System (25mm)		X	X		X
Gun Weapon System (76mm, 57mm)		X		X	X
Machine Gun System (.50 Caliber)		X	X	X	X
M16A2 / M4A2	X	X	X	X	X
AN/SLQ-32, SEWIP, and AN/SSQ-137 (Inc. E) Electronic Attack systems		X(i)		X	X
Decoy Launching System MK-53				X	X
Training					
Battle Force Electronic Warfare Trainer (BEWT)		X		X	
57mm/76mm/25mm Training		X	X	X	X
System/Component Training (provided by Navy)		X	X	X	X
Certifications					
Weapons System Explosives Safety Review Board (WSESRB)				X	X
Software System Safety Technical Review Board (SSSTRP)				X	X

i. Only AN/SLQ-32 is on WMEC 270'

c. FUTURE STATE (Next Ten Years). Maintain previously established efforts and explore new areas to further assist in financial reductions while remaining mission capable. The following list outlines additional areas for exploration of inter-service commonality.

- 1) Stabilized small arms mounts.
- 2) Maintenance and sparing of weapon systems.
- 3) Joint weapons certification.
- 4) Weapon systems training courses for equipment.

5.8 ENGINEERING SYSTEMS.

- a. INTRODUCTION. Improving commonality and interoperability between USN and USCG engineering systems has produced increased operational effectiveness and cost savings for both organizations. Joint efforts have positively influenced platform design, equipment selection, weapon system sustainability and maintenance support services/methodologies. This collaboration has promoted cost efficiencies within the following focus areas:
 - 1) Acquisition process and requirements development.
 - 2) Configuration management.
 - 3) Research and development.
 - 4) Operation and maintenance asset Life Cycle Cost.
- b. CURRENT STATE (Next Five Years).
 - 1) Continue to exercise existing NAVSEA Memorandum of Agreement (MOA). A USCG/NAVSEA MOA establishes a NAVSEA Lead Systems Engineer to coordinate engineering support provided to the USCG. This single point of contact manages engineering services provided by NAVSEA which includes Hull, Mechanical, Electrical, Combat Systems Design, Cost Engineering, Industrial Analysis, C4I and Aviation issues that have shipboard integration implications.
 - a) USCG has funded over 200 Military Interdepartmental Purchase Requests (MIPRs) to NAVSEA since the establishment of this MOA in 2008.
 - b) The MOA provides USCG access to NAVSEA Warfare Centers encompassing engineering and fleet support centers for offensive and defensive systems associated with surface warfare as well as homeland and national defense systems from the sea.
 - 2) Identify ways to further improve engineering commonality within existing policy. OPNAV Instruction 4000.79B (Policy For U.S. Navy Provision and Support of Specified Equipment and Systems to the U.S. Coast Guard) documents the Navy policy to ensure that the Coast Guard is prepared to carry out assigned naval warfare tasks mutually agreed upon by the two services.
 - a) This instruction establishes the plan, program and budget within overall Navy priorities, for specified Navy military equipment, systems and logistics support requirements for Coast Guard units to ensure that the Coast Guard is prepared to execute naval warfare tasks in concert with U.S. Navy units. NAVSEA Program

Executive Office, Integrated Warfare Systems has established a MOA with the USCG for the procurement and life cycle support of NTNO Weapon and Sensor Systems for USCG Surface Platforms.

- b) The USCG provides NTNO Ordnance Program Management by applying and enforcing all USCG policy applicable to the repair and maintenance of all NTNO Systems used by the USCG to ensure continued compliance with the Basic Inter-service Agreement, supporting the combat weapons systems outlined by the NAVSEA PEO IWS/USCG MOA and OPNAVINST 4000.79B.

 - 3) Continue to exercise existing USCG/NAVAIR MOAs. Two high level MOA/Inter-agency MOAs exist between USCG and NAVAIR's Naval Air Warfare Division and Naval Aviation PEOs. These provide for NAVAIR support across the spectrum of manned and unmanned aircraft/system acquisition, modification, test, analysis and airworthiness certification support and cutter-based aviation capabilities certification. Additional MOAs perform the following:
 - a) Establish NAVAIR as the USCG aviation Certified TEMPEST Technical Authority.
 - b) Establish a cooperative agreement between CG-711 and PEO (U&W) PMA-266 for MQ-8 Fire Scout cooperation.
- c. FUTURE STATE (Next Ten Years).
- 1) Improve active agreements between NAVSEA and the Coast Guard to expand and leverage research and development efforts applicable to advancing science and technology.
 - 2) Further utilize web based integrated digital/data environments, such as the Naval Systems Engineering Resource Center, to provide focused standardization of systems engineering and technical authority for policy, processes, tools, standards, and architectures across the Navy and Coast Guard.
 - 3) Increase service collaboration in the selection and evaluation of mature commercial technologies that meet naval & aviation engineering system application and functionality.

5.9 PLATFORMS.

- a. INTRODUCTION. Large platform assets serve as the keystone of all Naval and Maritime activities and allow us to perform our missions. The Platform arena is the most critical to the USN and USCG for mission execution. With strategic investments by both departments, each service leverages cost savings and increased capability in their joint efforts. In the Platform arena, commonality and efficiencies are achieved with the

utilization of standard requirements, systems, management, equipment, logistics, and certifications. Since the initiation of the National Fleet Policy, much progress has been made in this arena.

b. CURRENT STATE (Next Five Years).

- 1) Continue to identify opportunities to expand upon existing surface and aviation platform commonality depicted in the following charts.

USCG Surface Assets with USN Commonality

General System Name	Boats	In-Service Cutter Classes	Fast Response Cutter (FRC)	National Security Cutter (NSC)	Offshore Patrol Cutter
Standards					
Steel Vessel Rules				X	
Naval Vessel Rules			X		X
Institute of Electrical and Electronics Engineers (IEEE) Industry Standards	X	X	X	X	X
American Bureau of Shipping (ABS) Standards		X	X	X	X
Systems					
Navigation Sensor System Interface (NAVSSI)				X	
Machinery Control Systems (MCS)		X		X	
Damage Control Software		X		X	X
Bridge Mounted Multi-Function RADIAC (BMMFR)				X	X
Improved Point Detection System				X	X
Flight Deck Lighting		X		X	X
Wind Indicating System		X		X	X
TACAN		X		X	X
IFF		X	X	X	X
Management					
SUPSHIP Production Manpower				X	
Shipbuilding Rates Adjudication				X	
Defense Contract Audit Agency (DCAA) Audit Services				X	X
Equipment					
Life Rafts		X	X	X	X
Self-Contained Breathing Apparatus (SCBA)		X	X	X	X
Stabilized Glide Slope Indicating Systems		X		X	X
Wave Off Light System		X		X	X

(Cont.)

General System Name	Boats	In-Service Cutter Classes	Fast Response Cutter (FRC)	National Security Cutter	Offshore Patrol Cutter
Logistics					
Engineering Operational Sequencing System (EOSS) / Combat Systems Operational Sequencing System (CSOSS)			X	X	X
Training					
LM 2500 marine gas turbine engine				X	
System/Component Training (provided by Navy)		X		X	X
Certifications & Analysis					
Topside Analysis		X		X	X
Commander Operational Test & Evaluation Force (COMOPTEVFOR) serves as Operational Test Authority (OTA)			X	X	X
Board of Inspection and Survey (INSURV) Vessel Acceptance				X	X
Combat Ship Systems Qualification Trials (CSSQT)				X	X
Degaussing		X		X	
NAVAIR Aviation Facility Certification for all air-capable Cutters (includes legacy cutters)		X		X	X

USCG Aviation Assets with USN Commonality

General System Name	HC-130J	HC-130H	HC-144	HC-27J	MH-60	MH-65	C-37	UAS
Standards								
NAVAIR Airworthiness stnds for airworthiness recommendation	X	X	X	X	X			X
Systems								
IFF	X	X	X	X	X	X		
TACAN	X	X	X	X	X	X		
MILSATCOM	X	X	X	X	X	X	X	
Mission System Processing (Minotaur variant with OSI)	X		X	X				
USN H-60F airframes for USCG MH-60T Conversions					X			
Management								
Defense Contract Audit Agency (DCAA) Svcs	X							
Equipment								
Sundowned USN SH-60Fs – PMA-299					X			
Fire Scout TCDL, GCS, UCARS – PMA-266								X
Logistics								
HC-130J PBL Support – PMA-207	X							
Training								
Maintenance training support					X	X		
Certifications & Analysis								
NAVAIR Aviation Communications, Navigation Surveillance/Air Traffic Management (CNS/ATM) Certification standards for certification recommendation	X	X	X	X	X	X	X	
NAVAIR IFF/AIMS Certification support		X	X		X			
NAVAIR TEMPEST/COMSEC Certification testing standards	X	X	X	X	X	X	X	
NAVAIR/COMOPTEVFOR test, evaluation, analysis support to all USCG aviation assets	X	X	X	X	X	X	X	X

- 2) Continue to identify opportunities to expand upon existing small craft commonality depicted in the below chart. Small platform asset commonality has greatly assisted both the Navy and Coast Guard. Navy purchased Response Boats – Medium (RB-M) and Response Boats - Small (RB-S) for port security and force protection. Current Coast Guard small boat acquisition contracts allow for options exercising further Navy acquisition of these platforms.

USCG Small Craft with USN Commonality

General System Name	Boats
Acquisitions	
Joint Procurements	X
Joint Requirements/Specification Development	X
Training	
Level II Combat COXN Training	X
Logistics	
Consolidated Training, Equipment and Mission Execution	X

- b. **FUTURE STATE (Next Ten Years).** Expand upon previously established efforts and explore new areas to further assist in financial savings while remaining mission capable. The following list establishes new areas for exploration of interagency commonality, while maintaining the current state.
 - 1) Propulsion systems and components.
 - 2) Unmanned aircraft systems.
 - 3) Aviation sensor integration.
 - 4) Joint weapons certification.
 - 5) Stern launch and recovery training.
 - 6) System and mission readiness training courses.

5.10 INTELLIGENCE AND INFORMATION INTEGRATION

- a. **INTRODUCTION.** The National Fleet Plan directs the Navy and Coast Guard to achieve commonality and interoperability in order to share intelligence and information supporting mutual homeland security and national defense missions. The sharing of intelligence increases operational effectiveness for both military organizations. Joint intelligence operations between the Navy and Coast Guard have proven successful. The Navy and Coast Guard possess unique authorities that make the services invaluable

partners within the Intelligence Community. As a result of the Cryptologic MOA, full time Coast Guard liaison officer position, and the Intelligence and Information Sharing Working Group (ISWG), the OPNAV N2/N6 and Coast Guard relationship is very robust and continues to evolve. The Coast Guard and Navy meet regularly to discuss shared interoperable and compatible systems that enable the services to maintain interoperability and to exchange data, information and intelligence.

b. CURRENT STATE (Next Five Years).

- 1) Exercise the recently-chartered ISWG. On 15 October 2014 at the Navy-Coast Guard Staff Talks, CNO and COMDT directed the standup of an ISWG that reports to the National Fleet Board. The ISWG is an O-6 level Navy/Coast Guard Working Group established as a formal partnership that examines missions, requirements and capabilities equipping the Navy and Coast Guard with the intelligence it needs to support homeland security and national defense missions.
- 2) Leverage existing MOA on Navy and Coast Guard cryptologic programs. This MOA outlines the terms in which the USCG and USN will together provide program management for USCG/USN cryptologic compatible equipment. This MOA was recently updated 8 May 2014 and lists systems of mutual interest including but not limited to Ships Signal Exploitation Equipment (SSEE), CCOP, ADNS, Sensitive Compartmented Information Network (SCI-Networks), Consolidated Afloat Networks and Enterprise Service (CANES) and Navy Extremely High Frequency (EHF) Satellite Communications.
- 3) Exercise CG-2 CGLO at OPNAV N2/N6. In 2012, the Assistant Commandant for Intelligence and Criminal Investigations (CG-2) requested and Deputy Chief of Naval Operations for Information Dominance (OPNAV N2/N6) agreed to establish a Coast Guard Liaison Officer position within the OPNAV N2/N6 staff. There is one Coast Guard Liaison Officer now assigned to OPNAV N2/N6F3 (Integrated Fires).

c. FUTURE STATE (Next Ten Years).

- 1) Continue to ensure alignment of initiatives between OPNAV N2/N6 and Coast Guard Deputy Commandant for Operations (DCO) by identifying opportunities for the services to exchange data, intelligence and information specifically by focusing on the various intelligence collection disciplines, cyberspace operations, maritime domain awareness, intelligence-related doctrine, organization, training, material, leadership and education, personnel, facilities, and policy, and intelligence-related tactics, techniques, and procedures.
- 2) Facilitate inter-service staffing efforts to accomplish action items in service strategies, memoranda of understanding (MOUs) and memoranda of agreement (MOAs), align with and leverage efforts detailed in sections 5.5 C3 SYSTEMS and 5.6 SENSORS of the National Fleet Plan, and create ad hoc working groups focusing on items of mutual interest on an as needed basis.

6. PROGRAMMATIC COLLABORATION. As the federal government's discretionary budget is projected to decrease over the next several years, the Navy and the Coast Guard must seek economies and synergies to further reduce spending. Accordingly, during this period of budgetary uncertainty, it is critical that both services remain good stewards of the Nation's resources by closely cooperating to develop more interoperable and affordable forces.

As resources permit, the Navy and Coast Guard will cooperate to achieve complementary, non-redundant capability and capacity in areas outlined by Sections 5.1 through 5.10. Such interoperability will enable both services to support each other's mission sets such as undersea warfare, expeditionary warfare, strike warfare, strategic sealift, maritime force protection units, regional security cooperation, Humanitarian Assistance/Disaster Relief (HA/DR), Defense Support of Civil Authorities (DSCA), CIT, counter-piracy, MIO, Maritime Security Cooperation, and VBSS missions around the world to promote the safe, secure, efficient and free flow of global commerce, to operate effectively in all potential climatic conditions, and to meet emerging requirements in the Arctic maritime region.

The initiatives listed in the Fleet Plan, when properly implemented, will increase commonality and interoperability between the Navy and Coast Guard. They will positively impact the resource/programming efforts of both services by avoiding redundancies, achieving economies of scale, improving operational effectiveness and providing a mechanism to enhance integration and resource development.

7. INTEGRATED PLAN OF ACTION AND MILESTONES. In addition to the following initiatives, ongoing efforts being addressed by formally chartered working groups are included as Appendices to this Plan.

a. CURRENT AND EVOLVING OPERATIONS.

1) Current State (Next Five Years).

- a) In support of the National Strategy for the Arctic Region, the Navy will continue to support the Coast Guard to complete the Operational Requirements Document for a new Polar Icebreaker by the end of Fiscal Year 2016.

Lead: N96, CG-751

- b) Navy will gradually assume responsibility for domestic Force Protection for non-TPS HVU escorts in Fleet Concentration Areas. Coast Guard will focus on domestic non-TPS HVU escort efforts outside of those areas. Both services will leverage existing assets to maintain a risk-informed, non-TPS HVU protection mission and refine processes to improve information sharing, scheduling, and operational planning in all locations. Best practices from proven units will be incorporated to shape future guidelines based on mission risk and prioritization. Coast Guard will continue to provide TPS escorts in accordance with the 2006 TPS MOA. The TPS escort force package is made feasible through the authorized reimbursable agreement in the Economy Act and through extensive USN/USCG collaboration.

Lead: N31, SSP, CG-MSR, CG-741

- c) Continue to refine requirements and capabilities for adaptive force package options. Standardize terms of reference and operational guidelines.
Lead: USFF N8/9, CG-ODO, CG-MLE
- d) Annually review Terms of Reference (TOR)/MOA/MOU to validate joint processes and personnel exchanges between services. Recommend additional TOR/MOA/MOUs to address initiatives as appropriate.
Lead: Fleet Board
- e) Continue to pursue opportunities to base USCG units on USN installations in order to identify potential economies of scale and maximize use of existing infrastructure. Leverage shared homeporting to capitalize on opportunities for joint training and temporary personnel exchanges.
Lead: N51, CG-7
- f) Advance national efforts to improve MDA through expanded collaboration by advocating participation in the Maritime Safety & Security Information System (MSSIS) or follow-on system; pursuing standards-based data exchanges to share maritime data in keeping with the National MDA Architecture; ensuring data from available sensors are made available to existing enterprise services/solutions; and introducing common lexicon for MDA leveraging existing Vessel of Interest (VOI) lexicon.
Lead: N2N6, CG-2

b. INTEGRATED LOGISTICS.

1) Current State (Next Five Years).

- a) Continue established NLI Governance.
Lead: N41, CG-4
- b) Continue LCS/NSC parts commonality identification.
Lead: N41, CG-4 Support: Naval Supply Systems Command (NAVSUP)
- c) Identify commonality opportunities between OPC, LCS and NSC.
Lead: N41, CG-4
- d) Coordinate Corrosion Control best practices and resources across services.
Lead: N41, CG-4 Support: NAVSEA, NAVAIR
- e) Investigate common logistics for dive support.
Lead: N41, CG-4 Support: NAVSEA
- f) Conduct additional analysis of best practices and procedures for cases where the Navy stops supporting a legacy system and transfers full responsibility to the Coast Guard. (i.e. MK 92 Radar)
Lead: N96, CG-4 Support: NAVSEA
- g) Establish continual demand/Stock on Hand data sharing capabilities for LCS/NSC.
Lead: N41, CG-4 Support: NAVSUP
- h) Leverage contracting efficiencies. Develop common support contracts for LCS/NSC.
Lead: N41, CG-4 Support: NAVSUP

- i) Identify additional facility and infrastructure efficiency opportunities. (Ex. Transit Protection support facilities, training sites, local maintenance support)
Lead: N46, CG-4
 - j) Increase cooperation and reduce costs of environmental assessments and impact statements.
Lead: N45, CG-4
- 2) Future State (Next Ten Years).
- a) Continue established NLI Governance.
Lead: N41, CG-4
 - b) Establish common maintenance contracts for LCS/NSC/OPC.
Lead: N41, CG-4 Support: N41
 - c) Identify future technologies. (e.g., additive manufacturing)
Lead: N41, CG-4 Support: NAVSUP
 - d) Continue current NLI Integrated Product Teams (IPT) and create new teams to achieve future identified efforts as required.
Lead: N41, CG-4
 - e) Explore joint Research and Development efforts for future capabilities and cost efficiencies.
Lead: N41, CG-4 Support: ONR
 - f) Investigate cross-service targeted allowancing of LCS/NSC/OPC repair parts.
Lead: N41, CG-4 Support: NAVSUP
 - g) Develop potential methods and business rules to reduce part redundancy through sharing a single inventory of common items.
Lead: N41, CG-4 Support: NAVSUP
 - h) Investigate methods to integrate or enable sharing of data between Navy and CG logistics business/IT Systems.
Lead: N41, CG-4
 - i) Increase cooperation and reduce costs of environmental assessments and impact statements.
Lead: N45, CG-4
 - j) Increase synchronization of innovation initiatives.
Lead: N41, CG-4
- c. TRAINING.
- 1) Current State (Next Five Years).
- a) Continue USN/USCG training interaction efforts to include planning conferences, exercises, and participation in synthetic and at-sea training events.
 - i. Increase USCG participation in joint integrated training and Fleet Response Training Plan events to better prepare for forward deployed Phase 0 and combat operations.
Lead: USFF/CPF, FORCECOM

- ii. Under a resource-constrained environment, increase cooperation in blending operations to meet USN training and certification while simultaneously meeting USCG MLE requirements, across the spectrum of USN capabilities and assets. Lead: USFF/CPF, FORCECOM
 - b) Leverage IEW series of workshops to continue to socialize and identify emerging USN-USCG opportunities for beneficial training interactions.
Lead: USFF/CPF, FORCECOM
- 2) Future State (Next Ten Years).
- a) Identify and develop feedback mechanisms to determine effectiveness of training between USCG and USN. Examine opportunities for potential efficiencies by consolidating USCG and USN training.
 - i. Individual/Specialized Skills Training.
Lead: NETC, FORCECOM
 - ii. Fleet/Operational Training and Engagement.
Lead: USFF/CPF, FORCECOM
 - b) Draft and approve new training related MOU(s) and periodically revisit existing MOUs to ensure currency and relevancy (annually at a minimum).
 - i. Individual/Specialized Skill Training MOUs/MOAs (e.g., Inter-Service Training Review Organization).
Lead: NETC/BUPERS-00C2, FORCECOM
 - ii. Fleet/Operational Training and Engagement MOUs/MOAs (e.g., USFF-COMLANTAREA).
Lead: USFF/CPF, FORCECOM
 - c) USN training stakeholders monitor developments from emerging DOD Arctic strategy, policy and operations plans to ensure USCG is included in relevant Arctic-related training events. Leverage and coordinate USFF/C3F training events, presence operations, capabilities, and support to USCG management of the Arctic and International Straits.
Lead: USFF/CPF, FORCECOM
- d. MARITIME SECURITY COOPERATION.
- 1) Current/Future State (Present to Next Ten Years)
 - a) Per the MSCP, the USN and USCG will work to achieve an integrated maritime approach, in conjunction with the USMC, to support the theater security cooperation plans within Combatant Commanders' theater campaign plans.
 - i. Implement the MSCP via the Maritime Security Cooperation Council.
Lead: OPNAV N52; USCG DCO-I
 - ii. Collaborate with USMC's MARFORs to generate shared Maritime Security Cooperation Annexes.

Lead: NCCs; USCG DCO-I Support: OPNAV N52

- iii. Participate in working groups, staff talks, and interoperability initiatives with regional partner nations.

Lead: OPNAV N52; USCG DCO-I Support: Navy International Programs Office (NIPO); Navy Senior National Representative (SNR); Office of Naval Research (ONR); OPNAV N2/N6; USFF/CPF; NCCs; FORCECOM

- iv. Develop access, relationships, and capacity with regional partner nations through training and multinational exercises. Determining optimal boat training solutions to meet increased Combatant Commander requests will be a priority.

Lead: USFF/CPF; NCCs; FORCECOM Support: OPNAV N52; Navy International Programs Office (NIPO); Navy Senior National Representative (SNR); Office of Naval Research (ONR); OPNAV N2/N6; USCG DCO-I

- v. Promote partnerships and pursue agreements with international partners to expand cooperation and support security and safety in the Arctic.

Lead: OPNAV N52; USCG DCO-I Support: Navy International Programs Office (NIPO); Navy Senior National Representative (SNR); Office of Naval Research (ONR); OPNAV N2/N6; USFF/CPF; NCCs; FORCECOM

e. C3 SYSTEMS.

1) Current State (Next Five Years).

- a) PEO C4I is developing Road Maps for USCG C4I NTNO systems to match the Navy's modernization plan.

Lead: N2/N6F, N96, CG-761

- b) Develop cross military funding strategy to ensure critical NTCGO systems can receive changes from Navy when required.

Lead: N2/N6F, N96, CG-761

- c) Start dialogue with OPNAV regarding unifying NSC's NTCGO C3 Systems equipment into NTNO program.

Lead: N2/N6F, N96, CG-761

2) Current/Future State (Present to Next Ten Years).

- a) Navy and Coast Guard will continue to follow policy set forth in the following instructions when evaluating systems for Navy and Coast Guard use:

- i. Policy for U.S. Navy Provisions and Support of Specified Equipment and Systems to the U.S. Coast Guard, OPNAVINST 4000.79B.

Lead: N2/N6F, N96, CG-761

- ii. U.S. Navy – U.S. Coast Guard Communications Policy, OPNAVINST 2000.20D/COMDTINST 2009.

Lead: N2/N6F, N96, CG-761

- iii. OPNAVINST F2300.44H Command, Control, Communications and Computer Requirements for Navy Ships, Military Sealift Command Ships, Coast Guard Cutters, Transportable Facilities, Designated Craft, Portable

Radio Users, Major Shore Communication Stations, and Maritime Operations Centers.
Lead: N2/N6F, N96, CG-761

f. SENSORS.

1) Current State (Next Five Years).

- a) PEO C4I is developing Road Maps for USCG C4I NTNO systems to match the Navy's modernization plan.
Lead: N2/N6F, N96, CG-761
- b) Develop cross military funding strategy to ensure critical NTCGO systems can receive changes from Navy when required.
Lead: N2/N6F, N96, CG-761
- c) Start dialogue between OPNAV and CGHQ regarding unifying NSC's NTCGO Sensor equipment into NTNO program.
Lead: N2/N6F, N96, CG-761 Support: NAVSEA, CG-751

2) Current/Future State (Present to Next Ten Years).

- a) Navy and Coast Guard will continue to follow policy set forth in the following instructions when evaluating systems for Navy and Coast Guard use:
 - i. Policy for U.S. Navy Provisions and Support of Specified Equipment and Systems to the U.S. Coast Guard, OPNAVINST 4000.79B.
Lead: N2/N6F, N96, CG-761
 - ii. U.S. Navy – U.S. Coast Guard Communications Policy, OPNAVINST 2000.20D/ COMDTINST 2009.
Lead: N2/N6F, N96, CG-761
 - iii. OPNAVINST F2300.44H Command, Control, Communications and Computer Requirements for Navy Ships, Military Sealift Command Ships, Coast Guard Cutters, Transportable Facilities, Designated Craft, Portable Radio Users, Major Shore Communication Stations, and Maritime Operations Centers.
Lead: N2/N6F, N96, CG-761

g. WEAPONS SYSTEMS.

1) Current/Future State (Present to Next Ten Years).

- a) Maximize commonality initiatives to enhance capabilities, reduce cost, and foster naval warfare readiness. Continue established efforts while seeking additional opportunities to allow both services to be efficient in the Naval/Maritime Domain.
 - i. Continue to work with Program Acquisition Resource Managers (PARMs).
Lead: N96, CG-751 Support: N98, NAVSEA, CG-721, CG-761
 - ii. Identify future technology refreshes.
Lead: N96, CG-751 Support: N98, NAVSEA, CG-721, CG-761

- iii. Align with interagency requirements for future systems.
Lead: N96, CG-751 Support: N2/N6F, N98, NAVSEA, CG-721, CG-761
- iv. Continue IPT and Joint Working Group participation.
Lead: N96, CG-751
- v. Create new IPTs to achieve future efforts.
- vi. Lead: N96, CG-751
- vii. Continue Inter Agency Agreements between Warfare Centers and Program Offices.
Lead: N96, CG-751
- viii. Explore joint Research & Development efforts to identify future capabilities and cost efficiencies.
Lead: N96, CG-751 Support: N98, NAVSEA, CG-721, CG-761

h. ENGINEERING SYSTEMS.

1) Current State (Next Five Years).

- a) Collaborate on studies involving fuel cells/alternate power.
Lead: N96, CG-45 Support: NAVSEA
- b) Establish a consistent, repeatable design processes for developing concept designs for the USCG.
Lead: N96, CG-45 Support: NAVSEA
- c) Establish a USCG Concept Design Technical Warrant Holder Program to ensure consistent development of quality Concept Designs.
Lead: N96, CG-45 Support: NAVSEA
- d) Standardize shipyard production and reporting practices between USCG and USN projects in the same depot repair facility.
Lead: N96, CG-45

i. PLATFORMS.

1) Current/Future State (Present to Next Ten Years).

- a) Maximize commonality initiatives to enhance capabilities, reduce cost, and foster naval warfare readiness. Continue established efforts while seeking additional opportunities to allow both services to be efficient in the Naval/Maritime Domain.
 - i. Continue to work with Program Offices, Warfare Centers, and Support Facilities.
Lead: N96, CG-751, CG-761, CG-721 Support: N95, NAVSEA, NAVAIR, CNIC
 - ii. Identify future technologies.
Lead: N96, CG-751, CG-761, CG-721 Support: N95, SPAWAR, NSWCS, NAVSEA, NAVAIR
 - iii. Align with interagency requirements and standards for future systems and shipbuilding.

- Lead: N96, CG-751 Support: NAVSEA, NAVAIR
- iv. Continue IPT and Joint Working Group participation.
Lead: N96, CG-751 Support: N95, N98, N2/N6F, NAVSEA, NAVAIR, CG-721, CG-761
- v. Create new IPTs as needed to achieve future efforts.
Lead: N96, CG-751
- vi. Continue Inter Agency Agreements between Warfare Centers and Program Offices.
Lead: N96, CG-751 Support: N95, NAVSEA, NAVAIR
- vii. Explore joint Research & Development efforts as required to identify future capabilities and cost efficiencies.
Lead: N96, CG-751 Support: N95, ONR, NSWCs, CG Research and Development Center (RDC)

j. INTELLIGENCE AND INFORMATION SHARING.

1) Current/Future State (Present to Next Ten Years).

- a) Navy and Coast Guard will continue to follow policy set forth in the following documents when evaluating systems for Navy and Coast Guard use: Cryptologic Memorandum of Agreement between the COMDT and OPNAV N2/N6 dated May 2014, Cryptologic Memorandum of Agreement between Fleet Cyber Command/C10F and Coast Guard Cyber Command (CGCG) dated May 2014, Memorandum of Agreement between Coast Guard Intelligence Coordination Center (ICC) and National Maritime Intelligence Center (NMIC) dated February 1996, and the Coast Guard and Navy Intelligence and Information Sharing Charter dated April 2015.
- b) Review collection, analysis, and dissemination procedures to determine gaps/overlaps between the Coast Guard Maritime Intelligence Fusion Centers (MIFCs) and Navy Maritime Operations Centers (MOCs).

2) Future State (Next Ten Years):

- a) Create a Common Intelligence Picture.
Lead: LANTAREA/PACAREA, CG-26, USFF, PACOM
- b) Collaborate on USCG/USN manpower and training initiatives on a regular basis to discuss Intelligence Specialist (IS) force strength, current readiness, training and other items of mutual interest.
Lead: CG-21, NAVIDFOR
- c) Collaborate and maintain interoperability with solutions such as S2A, DCGS-N, SSEE, CCOP, ADNS, SCI-Networks, CANES, and Satellite Communications.
Lead: CG-25, OPNAV N2N6F1/F3, and NIDF for CCOP
- d) Facilitate Coast Guard/Navy insider threat initiatives and leverage TENCAP capabilities.
Lead: CG-2, OPNAV N2N6E/F1/F3

8. NAVY-COAST GUARD MEMORANDA OF UNDERSTANDING/AGREEMENT.

Memoranda of Understanding

Description	Type	Parties	Date
Commonality Between LCS and NSC/WMEC/ Patrol Boat (WPB)	MOU	PEO Surface Strike, PEO Integrated Deepwater System	12 Apr 02
Establish NAVAIR as the USCG aviation Certified TEMPEST Technical Authority	MOU	NAWCAD, CG-41 (ALC)	30 Apr 03
Establishes Intent by the USCG to use the Board of Inspection and Survey to Assist with the Conduct of Trials on Surface Assets, and the Intent of the Board to Provide Support	MOU	USN (INSURV), G-DPM-4	26 Sep 03
Force Advanced Warfare Concept Technology Program	MOU	USN, CG-711	21 May 09
US Navy Helicopter Support to Airborne Use of Force in Counter Drug Operations	MOU	USN, USCG	10 Aug 11
Responsibility for Operating and Manning the Five US Navy Icebreakers	MOA	USN, USCG	22 Jul 65
Cooperation in Oil Spill Clean-up Operations and Salvage Operations	MOA	N4, USCG	15 Sep 80
Naval Ordnance Center Inventory Management and Systems Division	MOA	Naval Ordnance Center, USCG (CG-751)	13 Jan 97
Describes the Execution of Security Assistance Program	MOA	Navy IPO, CG-DCO-I	26 Mar 04
Describes USCG Procurement of Navy Type, Navy Owned Weapons and Sensors	MOA	NAVIWS, CG-D	04 Apr 04
Describes USCG Use of NAVSEA Supervisor of Shipbuilding, Conversion and Repair, Gulf Coast	MOA	NAVSEA, CG-DPM	19 Apr 04
Fleet Ballistic Submarine In-Transit Escort	MOA	VCNO, VCG	16 Aug 06

(Cont.)

Description	Type	Parties	Date
Life Cycle Support of Navy Type, Navy Owned Weapons and Sensor Systems	MOA	PEO Integrated Warfare Systems, PEO Integrated Deepwater Systems	07 Feb 07
Establishes a NAVSEA Lead Systems Engineer to Coordinate Engineering Support Provided to USCG	MOA	NAVSEA (SEA 05), CG-4, CG-9	25 Feb 08
Cooperative Agreement for MQ-8 Fire Scout Cooperation	MOA	NAVAIR PMA-266, CG-711	06 Oct 08
Describes USCG Obtaining Technical and Other Support Services from SPAWARSCEN Atlantic	MOA	SPAWARCEN Atlantic, USCG	19 May 09

Memoranda of Agreement

Description	Type	Parties	Date
Cooperative Agreement for MQ-8 Fire Scout Cooperation	MOA	NAVAIR PMA-266, CG-711	06 Oct 08
Describes USCG Obtaining Technical and Other Support Services from SPAWARSCEN Atlantic	MOA	SPAWARCEN Atlantic, USCG	19 May 09
Facilitates Collaborative Research and Development of Interest Between the USCG and NAVSEA	MOA	NAVSEA (SEA05WTD), CG-711	21 May 09
Establishes the Working Relationship Between the USCG (CG-922) and FISC Puget Sound to Provide Transportation Support via the DTS for USCG FMS Projects	MOA	FISC Puget Sound, CG-922	06 Jul 09
Naval Sea Systems Command Warfare Centers	MOA	USN, USCG	08 Jul 09
NAWCAD Support Across the Spectrum of Manned and Unmanned Aircraft/System Acquisition, Airworthiness Certification Support, and Cutter-Based Aviation Capabilities	MOA	NAWCAD, CG-91	18 Sep 09
Naval Aviation PEO NAVAIR Support Across the Spectrum of Manned and Unmanned Aircraft/System Acquisition	MOA	PEO(A), PEO(T), PEO(U&W), AIR-1.0. CG-91	22 Dec 09
Defines the Basis by Which the USCG RDC May Obtain Technical and Other Support Services from the NRL for Research and Development	MOA	NRL, USCG RDC	18 Mar 10
Conduct of Independent Operational Test and Evaluation for Designated CG Acquisitions	MOA	COMOPTEVFOR, CG-7, CG-9	26 Jul 10

(Cont.)

Description	Type	Parties	Date
Exchange of Dive Personnel Billets and Mutual Dive Program Support	MOA	USN, CG-721	21 Apr 14
Support of Ships Signals Exploitation Equipment, Carry On Program, Networks and Communications Systems	MOA	N2/N6, VCG	14 Feb 11
Coast Guard Liaison to OPNAV N3/N5	MOA	N3/N5, DCO	15 Mar 11
Sector Command Center – Joint Program	MOA	USN, USCG (CG-741)	09 Sep 11
USCG Requests for Long Term Stationing of Assets at USN Installations	MOA	N3/N5, DCO	21 Mar 12
USN/USCG Joint Craft/Boat Capabilities and Acquisitions	MOA	N85, CG-7, CG-9	02 Apr 12
Coast Guard Liaison to OPNAV N2/N6	MOA	OPNAV N2N6F/CG-2	13 May 13
Cryptologic Support Activities	MOA	CG-2/Fleet Cyber Command (FCC)/U.S. Tenth Fleet (C10F)	22 May 14

9. LEGAL AUTHORITIES.

U.S. Code Section	Short Title	Summary
10 USC § 101	Definitions	Defines “armed forces” to include the Coast Guard.
10 USC § 124	Detection & monitoring of aerial & maritime transit of illegal drugs	DoD is the lead agency for detection and monitoring of aerial & maritime transit of illegal drugs in support of law enforcement including USCG
10 USC § 379	Assignment of Coast Guard personnel to naval vessels for law enforcement purposes	Law enforcement detachments will be assigned to every appropriate surface vessel at sea in a drug interdiction area.
10 USC § 5013a	Secretary of the Navy: Powers with respect to the Coast Guard	Provides SECNAV with same powers as Secretary of Homeland Security when USCG is operating as a service in the Navy.
10 USC § 5061	Department of the Navy: Composition	Coast Guard is a DoN component when operating as a service in the Navy
14 USC § 1	Establishment of Coast Guard	Establishes the Coast Guard as a branch of the armed services “at all times.”
14 USC § 2	Coast Guard Primary Duties	Coast Guard will, <i>inter alia</i> , maintain a state of readiness to function as a service in the Navy in time of war, including fulfillment of Maritime Defense Zone command responsibilities.
14 USC § 3	Coast Guard Relationship to Navy Department	If directed by Congress or the President, Coast Guard will operate as a service in the Navy; Transfer and use of appropriations, determinations of officer precedence, and awards to personnel authorized.
10 USC § 4	Secretary defined	“Secretary” means the Secretary of the respective department in which the Coast Guard is operating.
14 USC § 91	Safety of Naval Vessels	Authorizes control of any vessel in U.S. navigable waters in order to ensure the safety and security of any U.S. naval vessel.

(Cont.)

U.S. Code Section	Short Title	Summary
14 USC § 145	Relations with Navy Department	SECNAV authorized to build Coast Guard vessels at Navy yards, receive Coast Guard members in any Navy school, provide Coast Guard personnel and their dependents Navy quarters, and detail Chaplains to the Coast Guard; exchanges of information, personnel, vessels, facilities and equipment authorized.
14 USC § 566	Department of Defense Consultation	Commandant shall make arrangements as appropriate for support in contracting and management of acquisitions; shall enter into MOA or MOU with ASN RD&A for exchange of technical assistance, use of technical expertise, and exchange of personnel.
33 USC § 381	Use of public vessels to suppress piracy	President is authorized to use public vessels to suppress piracy.
33 USC § 382	Seizure of piratical vessels	President may instruct commanders of public vessels to subdue, seize, take and send into port any armed vessel which attempted or committed piracy on any U.S. vessel, and to retake U.S. vessels or citizens captured on the high seas.
50 USC § 191	Regulation of anchorage & movement of vessels during national emergency	When national emergency declared, Secretary of the Department in which the Coast Guard is operating may make rules regarding anchorage and movement of vessels, and to guard against sabotage of vessels, ports and facilities.
50 USC § 191a	Transfer of powers to the SECNAV	When Coast Guard is operating as a service in the Navy, 50 USC § 191 powers are transferred to SECNAV.
50 USC § 3004	Definitions of military departments	“Department of the Navy” includes the Coast Guard when it is operating as part of the Navy.

Appendix A

Commonality Working Group: Mission/Plan of Action and Milestones

Permanent Joint Working Group

Mission

The U.S. Navy / U.S. Coast Guard Permanent Joint Working Group on Cutter Combat Systems Equipment was established in December 1988, and was formally chartered in March 1989 by the Navy/Coast Guard (NAVGARD) Board. The PJWG reviews and coordinates Navy Type / Navy Owned issues associated with CG combat weapons and C4 systems on all major cutter platforms, and provides recommendations to decision makers.

Plan of Action and Milestones

The PJWG has played an active role regarding NTNO C4 and Combat Weapons Systems planning and coordination, and will continue to do so going forward. Of particular note, the PJWG will focus on supporting the fielding of new cutters – the National Security Cutter, Offshore Patrol Cutter, and FRC – and their associated NTNO systems. The PJWG will endeavor to maintain and/or improve the NTNO systems installed on the Coast Guard's legacy fleet.

- Complete 270' WMEC combat system tech refresh study. Analyze COAs and provide recommendation on path forward to USN/USCG leadership, with a goal of shaping Program Objective Memorandum (POM) 18.
- Shepherd multi-mode radar selection process for OPC. Regular liaison with NAVSEA, OPNAV N96, Littoral Combat Ship/Fast Frigate and CG-9 will ensure the multi-mode radar meets mission objectives and provides commonality between USCG and USN fleets.
- Continue engagement with Polar Icebreaker Operation Requirements Document Integrated Product Team, validating NOC requirements to support national level missions in the Arctic and Antarctic AORs.

Appendix B

Commonality Working Group: Mission/Plan of Action and Milestones

Small Boat Commonality Integrated Process Team

Mission

Share and compare boat requirements, capabilities, mission sets, and support systems of each service and identify specific areas of potential commonality, cost savings, and best practices. (USN/USCG Small Boat Commonality Integrated Process Team Charter signed March 2011 and USN/USCG Joint Craft/Boat Capabilities and Acquisitions/Procurements MOA signed February 2012)

Plan of Action and Milestones

- Platform/capability commonality/efficiencies.
 - Fiscal Year 2015, Quarter 2, Navy Coastal Riverine Force (CRF) Capabilities Based Assessment (CBA) process included USCG focus. Capability assessment for all CRF missions juxtaposed USCG capability. Working group deemed USCG and Navy CRF capability is not duplicative based on current and projected operating environment and assigned authorities. CBA completed January 2015; CBA approved March 2015.
 - Fiscal Year 2015, Quarter 2, CRF Small Combatant Craft Business Case Analysis (BCA) included current USCG <40ft. craft within alternatives considered. BCA completed February 2015; BCA approved March 2015.
 - Note: Combination of CBA and BCA findings focused Navy on replacing/recapitalizing <40ft. green water vs. brown water craft. Small Combatant Craft AoA is the next step; initiated in May 2015.
 - Fiscal Year 2015, Quarter 3, provide the Board response to Joint High Speed Vessel request for information.
 - Fiscal Year 2016, Quarter 1, CRF Small Combatant Craft Analysis of Alternatives (AoA) will include Capabilities Based Assessment and Business Case Analysis findings, and will again consider current USCG <40ft. craft before making final recommendation. Example: AoA will again consider RB-S replacement as an alternative. AoA estimated completion date October 2015.
- Tactics and Training commonality/efficiencies.
 - Fiscal Year 2015, Quarter 3, create list of opportunities.
- Acquisition and Life Cycle Management efficiencies.
 - Fiscal Year 2015, Quarter 3, create list of opportunities.

Appendix C

Commonality Working Group: Mission/Plan of Action and Milestones

Naval Logistics Integration

Mission

The Naval Services will: (1) integrate policy, doctrine, business processes, technologies, and systems to optimize logistics performance in support of future operations. (2) Structure organizations and professional development to enhance support of naval expeditionary forces afloat and ashore. (3) Exploit opportunities to reduce operating costs.

- NLI outcomes and benefits include:
 - Improved logistics responsiveness and agility to better support the warfighter and increase resiliency.
 - Improved and sustained combat support readiness.
 - Improved efficiency through reduced logistics workload both afloat and ashore.
 - Reevaluation of naval logistics processes for more efficient use of resources.
 - Identify common processes between the services to improve support to the warfighter, eliminate unnecessary duplication, and enhance sustainability.

Plan of Action and Milestones

- Fiscal Year 2015, Quarter 4/Fiscal Year 2016, Quarter 1: NLI Service Logistics Chiefs Board (3 Star USN, USMC, and USCG Service Logistics Chiefs)
- Fiscal Year 2015, Quarter 4: Submit Fiscal Year 2016-2017 NLI Biannual Guidance
- Fiscal Year 2015, Quarter 4: Submit updated NLI Strategic Plan
- TBD: Individual NLI IPTs meet as required

Appendix D

Commonality Working Group: Mission/Plan of Action and Milestones

SSBN Transit Protection System

Mission

- Provide a joint USN/USCG TPS decision forum.
 - Initially established to ensure effective implementation of TPS Program elements.
 - With acquisition nearing completion, mission has shifted to providing forum to discuss operation and sustainment issues.
 - Ensures smooth transition of all TPS program elements from acquisition to Final Operational Capability. (FOC)
 - Identifies and resolves issues associated with the TPS Program and operational plans as well as acquisition of TPS program elements.

Plan of Action and Milestones

- Military Construction (MILCON) P-993 is projected for a TPS Forward Operating Location at Port Angeles, Washington. The project is included in the Fiscal Year 2015 Budget. The project has experienced design and environmental delays. Estimated completion date (ECD) is January 2018.
- MILCON P-907 is the Bangor Pier and Landside project to provide piers and facilities for the TPS vessels at NBK Bangor. This project is not in the POM however, will be proposed for POM-18.
- MILCON P-617 for Kings Bay Waterfront pulled up to Fiscal Year 2019 (From Fiscal Year 2021) based on USCG TPS facility prioritization and P-626 for upland facilities and fueling farm upgrade proposed for Fiscal Year 2020.
- Determine way forward for non-traditional TPS SSBN escorts CONOPS.
- Further develop TPTS, simulator, integration. For example, Blocking Vessel Master (licensed mariner), SSBN navigation team and MFPU C2 Team training environment. Current POAM extends to Fiscal Year 2022.

Appendix E

Commonality Working Group: Mission/Plan of Action and Milestones

Strategic Laydown Working Group

Mission

Coordinate strategic plans to station USCG units at USN facilities for greater than six months. Enact MOA to use established processes and policies to explore potential options for locating ships, aircraft and shore units on Navy facilities to improve efficiencies and identify cost savings.

Plan of Action and Milestones

- Fiscal Year 2015: Process Organizational Change Request (OCR) for Coast Guard System Acquisition Integration Laboratory (CGSAIL) relocation to Navy Combat Systems Engineering Development Site (CSEDS).
- Fiscal Year 2015: Submit revised Strategic Laydown (SLD) request and OCR to homeport 3 X FRCs at Naval Base Guam to include Lessons Learned from maturing CG-7/OPNAV N51 MOA.
- Fiscal Year 2015: Process Organization Change Request to homeport 3 X Medium Endurance Cutters at Naval Station Pensacola.
- Continue to develop solutions to permanently station aviation assets at Naval Base Ventura County.
- Support feasibility studies to identify potential homeport locations for West Coast Offshore Patrol Cutters.

Appendix F

Commonality Working Group: Mission/Plan of Action and Milestones

Arctic Working Group

Mission

The Navy/Coast Guard Arctic Working Group was formed in April 2014 to establish a formal partnership to examine synergistic missions, requirements, and capabilities for operating in the Arctic. The Working Group seeks to collaboratively implement action items within national and service strategies, and generate initiatives for further inter-service cooperation in the region.

The Working Group facilitates dialogue between Navy and Coast Guard stakeholders on topics in the Arctic to include: strategy/policy; external engagement; intelligence; maritime domain awareness; requirements; capabilities; logistics/infrastructure; and training/exercises.

Plan of Action and Milestones

- Cross-walk lines of effort in the Navy Arctic Roadmap and Coast Guard Arctic Strategy Implementation Plan to identify areas for increased collaboration.
- Support the Arctic Council through senior leader engagement, international outreach, and data sharing (2015-2017).
- Leverage as a means, participation in security forums, such as:
 - National Security Council
 - Northern Chiefs of Defense
 - Coast Guard Arctic Forum
- Support the initiatives outlined in Executive Order 13689 on Enhancing Coordination of National Efforts in the Arctic (i.e. Arctic Security Forces Roundtable) and provide input to the Arctic Executive Steering Committee on both Navy and Coast Guard equities.
- Advocate for an international agreement on hydrography and nautical charting in the Arctic. Elements to include opportunities for: leveraging vessels of opportunity for environmental sensing; data collection and sharing; satellite and aerial derived information (e.g. bathymetry); standards for interpreting data; improved Arctic marine spatial data infrastructure; and regional analysis and chart production.
- Increase Arctic experience through coordinated participation in Arctic exercises and training events.
 - Arctic Zephyr (19-21 October 2015)
 - ICEX 2016 (March 2016)
- Collaborate on interagency development of national icebreaker needs.
- Support initiatives to examine Arctic infrastructure requirements and identify common solutions to support sustainable Arctic operations.

Appendix G

Commonality Working Group: Mission/Plan of Action and Milestones

Maritime Security Cooperation Council

Mission

Per the MSCP, coordinate maritime security cooperation efforts; integrate and align policy and programs related to maritime security cooperation; support and inform the National Fleet Board and Naval Board security cooperation initiatives.

- Updated council charter to reflect updated mission and goals.
- Completed USN/USCG tasks outlined in MSCP implementation guidance:
 - Develop collaborative maritime annexes.
 - Execute the first MSCWG.
- Working group executed the first MSCWG from 7-10 April 2015 in Quantico, VA.
 - Theme for first working group meeting was “Maximizing Efficiency in Maritime Security Cooperation.”
 - Organizations represented at the working group include, but are not limited to:
 - USCG DCO-I
 - USN OPNAV N3/N5
 - USMC PLU
 - NCCs and MARFORs
 - U.S. Fleet Forces and Marine Forces Command

Plan of Action and Milestones

- Calendar Year 2015: Disseminate MSCWG After-Action Report and complete associated taskers.
- Fiscal Year 2015, Quarter 3: Refine Maritime Security Cooperation Annex guidance.
- Fiscal Year 2015/2016: Continue implementation of MSCP.

Glossary

AA&E	Arms, Ammunition and Explosives
ADNS	Automated Digital Network System
AMLEP	African Maritime Law Enforcement Partnership
APS	Africa Partnership Station
ATG	Afloat Training Group
AUF	Airborne Use of Force
C2X	Composite Unit Training Exercise
C3	Command, Control, and Communications
C4I	Command, Control, Communications, Computers, and Intelligence
C4ISR	Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance
CARAT	Cooperation Afloat Readiness and Training
CCOP	Cryptologic Carry-On Program
CDLMS	Common Data Link Management System
CIT	Counter Illicit Trafficking
COA	Course of Action
CIWS	Close In Weapons System
DLA	Defense Logistics Agency
DLR	Depot Level Repairable
DMR	Digital Modular Radio
DSCA	Defense Security Cooperation Agency
ESG	Escort Steering Group
E2E	End to End
FOC	Final Operational Capability
FRC	Fast Response Cutter
FST	Fleet Synthetic Training
GCCS	Global Command and Control System
HA/DR	Humanitarian Assistance/Disaster Relief
HVU	High Value Unit
IEW	Integration and Exercise Workshop
ILSP	Integrated Logistics Support Plan
IPT	Integrated Product Team
IWS	Integrated Warfare System
JHSV	Joint High Speed Vessel
JTFEX	Joint Task Force Exercise
LCS	Littoral Combat Ship
LEDET	Coast Guard Law Enforcement Detachment
LNO	Liaison Officer
MARFOR	Marine Forces Command

MCC	Maritime Cryptologic Committee
MDA	Maritime Domain Awareness
MILCON	Military Construction
MIO	Maritime Interception Operations
MIPR	Military Interdepartmental Purchase Request
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MSCP	Maritime Security Cooperation Policy
MSCWG	Maritime Security Cooperation Working Group
MUOS	Mobile User Objective System
NAVAIR	Naval Air Systems Command
NAVSEA	Naval Sea Systems Command
NAVSUP	Naval Supply Systems Command
NAVSSI	Navigation Sensor System Interface
NCC	Naval Component Command
NEC	Navy Enlisted Classification
NETC	Naval Education and Training Command
NLI	Naval Logistics Integration
NMDAP	National Maritime Domain Awareness Plan
NOC	Naval Operational Capabilities
NSC	National Security Cutter
NTCGO	Navy Type-Coast Guard Owned
NTNO	Navy Type-Navy Owned
NWU	Navy Working Uniform
OCR	Organizational Change Request
OFRP	Optimized Fleet Response Plan
OIWG	Operational Integration Working Group
OMSI	Oceania Maritime Security Initiative
OPC	Offshore Patrol Cutter
PEO	Program Executive Office
PJWG	Permanent Joint Working Group
PMW	Program Manager Warfare
POM	Program Objective Memorandum
RB-M	Response Boat Medium
RB-S	Response Boat Small
RDT&E	Research, Development, Test and Evaluation
SATCOM	Satellite Communications
SFLC	Surface Forces Logistics Center
SLD	Strategic Laydown
SPAWAR	Space and Naval Warfare Systems Command
TPS	Transit Protection System
TPST	Three Party Staff Talks
TPTS	Transit Protection Training System

TSC	Theater Security Cooperation
USFF	U.S. Fleet Forces Command
VBSS	Visit, Board, Search and Seizure
WMEC	Medium Endurance Cutter (Reliance and Famous Class)
WPB	Patrol Boat (Island Class)