

**HJR**

**13**

<TARGET><BILL></BILL><SUBJECT></SUBJECT><COMM>STRA28</COM  
M></TARGET>

# SENATE COMMITTEE REPORT

DATE: 4/2/13

FURTHER: Rules

DATE TURNED  
IN TO OFFICE: 4/11/13

Transportation Committee considered CS FOR HOUSE JOINT RESOLUTION NO. 13(TRA)

HJR 13-HOME PORT NEW COAST GUARD CUTTER IN STATE

Urging the United States Congress and the President of the United States to complete the funding and acquisition of three additional National Security Cutters and to home port one of the cutters in Kodiak, Alaska.

and recommends:

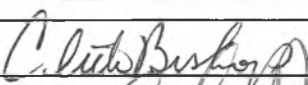


- be replaced with SCS \_\_\_\_\_ ( \_\_\_\_\_ )  Same Title  Technical Title Change  
 New Title/SCR No. \_\_\_\_\_
- adopt previous SCS \_\_\_\_\_ ( \_\_\_\_\_ )  Same Title  Technical Title Change  
 New Title/SCR No. \_\_\_\_\_
- attached amendment(s)
- adopt \_\_\_\_\_ Letter of Intent
- further referral to \_\_\_\_\_ Committee

Dept Abbr.	
ADM	LWF
CED	LAW
COR	LEG
CRT	MVA
EED	DNR
DEC	DPS
DFG	REV
GOV	DOT
DHS	UA

NEW FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #

PREVIOUS FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #
H.TRA			Ø	1

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	DO PASS	DO NOT PASS	NO REC	AMEND
	BISHOP	X			
	DUSSAN				
CHAIR: 	EGAN				

# Representative Alan Austerman

## *Alaska State Legislature*



*Session:*

State Capitol  
Juneau, Alaska 99801  
(907) 465-2487 | (800) 865-2487  
(907) 465-4956 (fax)

*Interim:*

305 Center Ave, Suite 1  
Kodiak, Alaska 99615  
(907) 486-8872  
(907) 486-5264 (fax)

### Sponsor Statement – House Joint Resolution 13

Urging the United States Congress and the President of the United States to complete the funding and acquisition of three additional National Security Cutters and to home port one of the cutters in Kodiak, Alaska.

The National Security Cutter (NSC) is a 'Legend-class' centerpiece of the Coast Guard's fleet. These vessels are paramount to supporting maritime homeland security and defense missions. They have the largest and most technologically advanced features including a large flight deck; state-of-the-art command and control equipment to enhance interoperability; detection and defense capabilities against chemical, biological or radiological attack; and advanced sensors to contribute to intelligence.

"With their unmatched combination of range, speed and ability to operate in extreme weather conditions, the case for the National Security Cutter is simple – we are a safer and more secure nation when they are patrolling the high seas."

Rear Admiral John Korn, U.S. Coast Guard Assistant  
Commandant for Acquisition.

The U.S. Department of Homeland Security has completed the acquisition of five NSC vessels, three of which are in service: the Bertholf, Weasche and Stratton are home ported at Alameda, CA. A fourth NSC vessel is under construction and the contract for the fifth has been awarded. The budget request for a sixth NSC vessel lies in the balance at the federal level.

We must see forward progress on the Coast Guard's production schedule to complete funding, acquisition and delivery of the full fleet of eight NSC ships with at least one dedicated to be home ported in Kodiak.

This Resolution also recognizes that it is essential that the federal government begin planning to establish a Coast Guard base in the Arctic as well as move forward on the NSC Cutters as an interim measure for search and rescue, oil spill response preparedness, and patrolling the region – closer to future shipping, oil and gas drilling, and commercial fishing activities. Currently, Kodiak is the closest Coast Guard base to Arctic waters which is more than 1,000 miles from the Chukchi Sea.

# FISCAL NOTE

STATE OF ALASKA  
2013 LEGISLATIVE SESSION

Bill Version CSHJR 13(TRA)  
Fiscal Note Number 1  
(H) Publish Date 3/27/2013

Identifier (file name) HJR-13-TRA-3-22-13 Dept. Affected \_\_\_\_\_  
Title Home Port new Coast Guard Cutter in State Appropriation \_\_\_\_\_  
Allocation \_\_\_\_\_  
Sponsor Austerman  
Requester House Transportation OMB Component Number \_\_\_\_\_

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

	FY14 Appropriation Requested	Included in Governor's FY14 Request	Out-Year Cost Estimates					
			FY14	FY15	FY16	FY17	FY18	FY19
<b>OPERATING EXPENDITURES</b>								
Personal Services								
Travel								
Services								
Commodities								
Capital Outlay								
Grants, Benefits								
Miscellaneous								
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

FUND SOURCE		(Thousands of Dollars)						
1002	Federal Receipts							
1003	GF Match							
1004	GF							
1005	GF/Prgm (DGF)							
1037	GF/MH (UGF)							
1178	temp code (UGF)							
<b>TOTAL</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

POSITIONS								
Full-time								
Part-time								
Temporary								

CHANGE IN REVENUES								

Estimated SUPPLEMENTAL (FY13) operating costs \_\_\_\_\_ (separate supplemental appropriation required)  
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY14) costs \_\_\_\_\_ (separate capital appropriation required)  
(discuss reasons and fund source(s) in analysis section)

**ASSOCIATED REGULATIONS**

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? \_\_\_\_\_  
If yes, by what date are the regulations to be adopted, amended, or repealed? \_\_\_\_\_ Discuss details in analysis section.

**Why this fiscal note differs from previous version (if initial version, please note as such)**

Prepared by Becky Rooney Phone 907-465-4858  
Division HTRA Committee Aid Date/Time 3/25/13 5:45 PM  
Approved by Peggy Wilson Date 3/25/2013  
Chair HTRA Committee

FISCAL NOTE ANALYSIS #1

STATE OF ALASKA  
2013 LEGISLATIVE SESSION

BILL NO. CSHJR 13(TRA)

**Analysis**

A large, empty rectangular box with a thin black border, occupying the central portion of the page. It is intended for the analysis content.



# Acquisition Directorate

# NATIONAL SECURITY CUTTER

Mission execution begins here.

## PROJECT DESCRIPTION:

The Legend-class National Security Cutter (NSC) is the centerpiece of the Coast Guard's fleet, capable of executing the most challenging operations, including supporting maritime homeland security and defense missions. The largest and most technologically advanced of the Coast Guard's newest classes of cutters, the NSCs will replace the aging 378-foot High Endurance Cutters, which have been in service since the 1960s.

Three NSCs are in service. The Coast Guard Cutters Bertholf, Weasche and Stratton are homeported at Coast Guard Island, Alameda, Calif.

For updates on the NSC, visit the project's website at <http://www.uscg.mil/acquisition/nsc/default.asp>.



Coast Guard Cutter Woesche (WMSL 751)

### FEATURES:

- Automated weapons systems capable of stopping rogue vessels far from shore
- Large flight deck
- State-of-the-art command and control equipment to enhance interoperability
- Detection and defense capabilities against chemical, biological or radiological attack
- Advanced sensors to contribute intelligence to a common operating picture and provide enhanced maritime domain awareness

### CHARACTERISTICS:

- Number Planned:** eight
- Length:** 418 feet
- Beam:** 54 feet
- Draft:** 22 feet 6 inches
- Displacement:** 4,500 long tons
- Maximum Speed:** 28 knots
- Range:** 12,000 nautical miles
- Endurance:** 60- to 90-day patrol cycles
- Crew:** 122

*“With their unmatched combination of range, speed and ability to operate in extreme weather conditions, the case for the National Security Cutter is simple—we are a safer and more secure nation when they are patrolling the high seas.”*

*—Rear Adm. John Korn, U.S. Coast Guard Assistant Commandant for Acquisition*



# STATUS:

## C4ISR SYSTEMS

### Coast Guard Command and Control (CGC2)

- AN/SPS-73 surface search radar
- TRS-3D/16-ES air search radar
- Identification friend or foe transponder
- Electro-optical/infrared sensor system
- Automatic Identification System
- AN/SLQ-32 electronic warfare suite

### Communications

- HF
- VHF
- UHF
- EHF

## HULL, MECHANICAL AND ELECTRICAL SYSTEMS

### Propulsion System

- Two MTU 20V 1163 marine diesel engines
- One General Electric LM2500 main gas turbine

### Electrical System

- Three Caterpillar 3512B ship's service diesel generators

### Shipboard Collective Protection System

### Weapons Systems

- One Mk 160 gun fire-control system
- One Mk 110 57 mm naval gun system
- One Phalanx 20 mm Close-In Weapon System
- Two Mk 53 Nulka decoy launching systems
- Two Mk 36 Super Rapid Blooming Off-board Chaff launch systems
- Four .50-caliber machine guns
- Two M240B 7.62mm machine guns



**Coast Guard Cutter  
Bertholf (WMSL 750)**

## EXTENDED OPERATIONS

### Aviation

- Two MH-65D helicopters
- or
- One MH-65D and two Unmanned Aircraft Systems (future capability)

### Cutter Boats

- Two Over-the-Horizon IVs
- One Long Range Interceptor II



**Coast Guard Cutter  
Stratton (WMSL 752)**



**T**he harsh environment, limited infrastructure and logistics pose unique challenges when conducting operations in the Arctic.

To overcome these challenges, Coast Guard personnel are working closely with our federal, state, local and tribal partners and industry representatives to identify issues and to determine the best possible solutions to ensure we are protecting our nation's Arctic interests.

## COAST GUARD'S 11 STATUTORY MISSIONS:

1. Ports, Waterways, and Coastal Security
2. Drug Interdiction
3. Aids to Navigation
4. Search and Rescue
5. Living Marine Resources Law Enforcement
6. Marine Safety
7. Defense Readiness
8. Migrant Interdiction
9. Marine Environmental Protection
10. Ice Operations
11. Other Law Enforcement



## MISSION COMPLEXITIES:

Conducting operations in Alaska is like planning and overseeing operations from Georgia and staging equipment in Texas to conduct operations in North Dakota. Moving people and equipment from Kodiak to Barrow is approximately equal to moving from north Texas to the North Dakota, Minnesota, Canada border.

## COAST GUARD EXTERNAL AFFAIRS INFORMATION:

Juneau: 907-463-2065  
Anchorage: 907-271-2660  
Kodiak: 907-487-5700

# ARCTIC SHIELD 2012

As the nation's lead federal agency for ensuring maritime safety, security and stewardship in the Arctic, the Coast Guard will perform its statutory missions to ensure the Arctic remains a safe, secure and environmentally sustainable region. Coast Guard Arctic Shield 2012 will focus on operations, outreach and an assessment of our capabilities.





## OPERATIONS

Coast Guard Arctic Shield operations will be conducted from June through October with multiple cutters, aircraft and personnel deployed throughout the Arctic region.

- Cutters will include a National Security Cutter, Medium Endurance Cutters and Seagoing Buoy Tenders.
- Coast Guard helicopters and airplanes will be strategically positioned to conduct search and rescue, law enforcement, and Arctic Domain Awareness flights.
- Communications specialists will deploy to ensure fluid communications and connectivity in support of all Coast Guard operations.

## OUTREACH

The Coast Guard will continue its long history of learning from and sharing with our Alaskan Native partners.

Coast Guard outreach teams worked closely with tribal leaders to ensure our scheduled activities would not conflict with tribal rights, interests or subsistence hunting and fishing.

In February, Coast Guard and other federal, state and local personnel began conducting over 50 humanitarian outreach events in 27 different communities. It is the nation's largest humanitarian outreach effort that is not in response to a disaster (natural or man-made) in recent history. Included in this outreach mission are medical, dental and veterinary assistance in the three hub communities of Nome, Kotzebue and Barrow.

Outreach efforts also include water safety, ice safety, boating safety and commercial fishing vessel safety training at local schools and search and rescue organizations in remote fishing villages.

***WE VALUE OUR  
RELATIONSHIP WITH OUR  
FEDERAL, STATE, LOCAL  
AND TRIBAL PARTNERS.  
WE HAVE MANY UNIQUE  
CHALLENGES TO OVERCOME  
IN THE ARCTIC AND WE  
NEED THE KNOWLEDGE  
AND EXPERIENCE OF OUR  
PARTNERS TO HELP US  
ACHIEVE OUR GOALS.***

Rear Adm. Thomas Ostebo,  
District 17 commander.



## CAPABILITY ASSESSMENT

Arctic Shield 2012 will give us an opportunity to exercise our capabilities to ensure we have the right resources to conduct our maritime operations.

Our goal is to develop an active, layered, adaptive, fiscally responsible and scalable approach to meet our maritime safety, security and stewardship requirements in the Arctic.

**SORS JOINT EXERCISE:** For the first time in the Arctic we will conduct a joint training exercise with US NORTHCOM, and Navy Supervisor of Salvage and Diving and other agency partners to deploy Spilled Oil Recovery System equipment from a Coast Guard buoy tender.

The exercise will help us gain vital experience and understanding of oil spill response capabilities in the remote Arctic region and will strengthen our federal, state, local and tribal partnerships.

**PORT ACCESS ROUTE STUDY (PARS):** The Coast Guard is conducting a Port Access Route Study to look at the need for ship routing measures in the Bering Strait. The study will include public comment periods and a U.S. interagency group that will establish recommendations that will be discussed with the Russian Federation before being proposed to the International Maritime Organization.

# COAST GUARD Compass

Official Blog of the U.S. Coast Guard

*Written by Cmdr. Rick Wester.*

Commandant of the Coast Guard Adm. Bob Papp was joined by Commandant of the Marine Corps [Gen. James Amos](#) and Chief of Naval Operations [Adm. Jonathan Greenert](#) to discuss maritime strategic issues during the [WEST 2013 Luncheon Town Hall Address](#) in San Diego, Calif. A main point of discussion during the event was the Commander-in-Chief's [strategic guidance](#) that the U.S. military "...will of necessity rebalance toward the Asia-Pacific region."

The Coast Guard assists the [Department of Defense's](#) national defense efforts with its specialized niche capabilities in the region and elsewhere. For example, the U.S. Coast Guard's Patrol Forces Southwest Asia unit in Manama, Bahrain, assists [U.S. Central Command](#) with its six patrol boats and 280 Coast Guardsmen.



Coast Guard and Navy boats patrol the entrance to the Kuwait Naval Base. U.S. Coast Guard photo by Chief Warrant Officer Scott Epperson.

But the Coast Guard's main contribution to the U.S. military rebalancing strategy is principally through maritime governance.

"Maritime governance is what the Coast Guard does every day both along our shores, on the high seas and abroad," said Adm. Papp. "Ninety-five percent of all trade is by sea and most of that is through the Pacific Ocean. As part of our strategy to identify threats well before they arrive in the U.S. we have Coast Guardsmen in places like Singapore to ensure the safety and security of inbound in cargoes."

With maritime governance playing a heightened role in the Asia-Pacific region, the [North Pacific Coast Guard Forum](#) helps foster multilateral cooperation and information sharing to counter

illegal maritime activity. Members include the coast guards and “coast guard-like” agencies of the U.S., Canada, China, Japan, South Korea and Russia.

Instead of the traditional Mahanian “control of the sea” naval approach, countries in the Asia-Pacific region are increasingly using the maritime governance approach which leverages legal authorities and international agreements to resolve disputes and ensure maritime security and prosperity. For example, coast guard vessels instead of naval ships from the involved countries are on the front lines of the ongoing territorial dispute in the South China Sea.

While the Coast Guard’s maritime governance approach is different than the Navy’s and the Marine Corps’ approach, they all share the maritime emphasis. “I don’t think anybody can do it as effectively as Naval forces can,” said Gen. Amos. “We can operate from the sea base using Naval forces and build relationships and trust.”

Included in the Asia-Pacific rebalancing is the increased focus on the Arctic, which was another main topic of the panel. With more open water in the summer resulting in increased maritime activity, the Coast Guard is stepping up its economic, environmental, homeland and energy security efforts in the region. The U.S. is one of eight Arctic nations due to its Arctic waters to the north and west of Alaska and is an active member of the Arctic Council which facilitates Arctic maritime governance. The Arctic Council includes Canada, Russia, Norway, Sweden, Iceland, Denmark and Finland.

While the Coast Guard is responsible for carrying out its various missions in the Arctic just as it is for U.S. waters elsewhere, it lacks support infrastructure in the region. “So this past summer we did just as Gen. Amos suggested, we sent a National Security Cutter Bertholf there to cover all those duties,” said Adm. Papp. “Bertholf acted as a mobile air and boat station and quite frankly has a better command and control capability than any of our shore-based stations.”



An MH-65 Dolphin helicopter flies by the Coast Guard Cutter Bertholf in the Arctic Ocean. The air crew from Air Station Los Angeles was attached to the ship as part of Operation Arctic Shield. U.S. Coast Guard photo by Petty Officer 1st Class Timothy Tamargo.

Many years ago the Coast Guard rebalanced its high endurance cutter fleet to the Pacific due to the longer transit distances and harsher weather. But the 12 high endurance cutters are slated to be replaced by only eight national security cutters. “Regardless of how advanced those eight ships are, they can’t be in all the same places that 12 could be, so I’m very hopeful we can continue the construction of all eight and then get into acquisition of our offshore patrol cutters because we need those as well. The Pacific is a big part of what we do.”

Fewer of its largest ships combined with an expanding mission space in the Arctic is making it more challenging for the Coast Guard to conduct its other important missions in the Pacific. These include fisheries enforcement, drug interdiction, search and rescue and participation in joint combined naval exercises where the Coast Guard could be further developing partnerships with other Asia-Pacific countries.

The panel of all three sea service chiefs together answering questions was a rare opportunity for the audience. It also underscored the point made by all three leaders that the coordination between the three sea services couldn’t be stronger.

“I hadn’t really made the connection how my ship’s drug interdiction and fisheries enforcement operations in the Pacific are a key part of our national military strategy to rebalance to the Pacific,” said Ensign Andrew Gavelek, a Coast Guard officer aboard the 45-year-old High Endurance Cutter Boutwell.

# CGC Bertholf crosses Arctic Circle

Posted by PA3 Grant DeVuyst, Monday, September 10, 2012



The Coast Guard Cutter Bertholf sails in the Arctic Ocean just north of Barrow, Alaska, Aug. 30, 2012. The Bertholf is patrolling in the Arctic as part of Operation Arctic Shield and testing its capabilities in the region. To increase its Arctic domain awareness, the crew of the cutter is talking with local mariners and ships transiting the area as well as conducting helicopter flights to monitor ship traffic and the changing sea and ice conditions. Photo courtesy of Chris Bray, Teleport yacht

JUNEAU, Alaska – The Coast Guard Cutter Bertholf crossed into the Arctic Ocean in support of Arctic Shield approximately three weeks ago, Aug. 23, making it the first time a national security cutter has patrolled this remote region. “We are excited to introduce the NSC’s exceptional endurance, operational, and command and control capabilities to the Arctic,” said Capt. Thomas Crabbs, the commanding officer of the Bertholf. “We are witnessing first-hand the increased research, private enterprise and recreational maritime pressure on the opening Arctic.”

As the nation’s lead federal agency for ensuring maritime safety, security and stewardship in the Arctic, the Coast Guard is responsible for conducting its statutory missions in the Arctic to ensure it remains a safe, secure and environmentally sustainable region. To meet this requirement the Coast Guard 17th District, began operation Arctic Shield and focused on outreach, operations and capability assessments.

In August the crew hosted the Secretary of Homeland Security, Janet Napolitano, the Commandant of the Coast Guard, Adm. Robert Papp, and Alaska State Senator, Lisa Murkowski.

“Showcasing our NSC in its working environment to appointed and elected officials was critical to helping them understand why the Coast Guard needs these highly efficient and well equipped assets in our fleet to protect and support our nation’s interests,” said Ostebo.

Cutters like Bertholf routinely conduct operations from South America to the Bering Sea where their unmatched combination of range, speed, and ability to operate in extreme weather provides

the mission flexibility necessary to conduct counter-narcotics, homeland security, and alien migrant interdiction operations, domestic fisheries protection, search and rescue, and other Coast Guard missions at great distances from shore keeping threats far from the U.S. mainland. Now the Bertholf is expanding that presence and responsibility to the Arctic Ocean.