



H.R. 2722 – Integrated Deepwater Program Reform Act

Floor Situation

H.R. 2722 is being considered on the floor under suspension of the rules and will require a two-thirds majority vote for passage. This legislation was introduced by Representative Elijah Cummings (D-MD) on June 15, 2007. The bill was ordered to be reported from the Committee on Transportation and Infrastructure, by voice vote, on June 28, 2007.

H.R. 2722 is scheduled to be considered on the floor on July 30, 2007.

Summary

H.R. 2722 would reform the Coast Guard's Deepwater acquisitions program.

The bill prohibits the Secretary of Transportation from using private sector entities as a lead systems integrator for procurements under the Deepwater program beginning 2 years after the enactment of this Act.

This Act requires the Secretary to use open competition for each class of asset acquisitions under the Deepwater program for which an outside contractor is used.

The bill creates the Agency Chief Acquisitions Officer, who will be a civilian that will report directly to the Coast Guard Commandant.

The functions of the Chief Acquisition Officer shall include:

- Monitoring the performance of acquisition activities and acquisition programs of the Coast Guard, evaluating the performance of those programs on the basis of applicable performance measurements, and advising the Commandant regarding the appropriate business strategy to achieve the mission of the Coast Guard;
- Increasing the use of full and open competition in the acquisition of property and services by the Coast Guard by establishing policies, procedures, and practices that ensure that the Coast Guard receives a sufficient number of sealed bids or competitive proposals from responsible sources to fulfill the Government's requirements (including performance and

delivery schedules) at the lowest cost or best value considering the nature of the property or service procured;

- Ensuring the use of detailed performance specifications in instances in which performance-based contracting is used;
- Making acquisition decisions consistent with all applicable laws and establishing clear lines of authority, accountability, and responsibility for acquisition decisionmaking within the Coast Guard;
- Managing the direction of acquisition policy for the Coast Guard, including implementation of the unique acquisition policies, regulations, and standards of the Coast Guard; and,
- Developing and maintaining an acquisition career management program in the Coast Guard to ensure that there is an adequate professional workforce

H.R. 2722 will now require each Coast Guard cutter, except National Security Cutters, acquired and delivered after the enactment of this Act to be classed by the American Bureau of Shipping before acceptance of delivery.

Background

The Integrated Deepwater Program (IDP) is a 25-year, \$24 billion initiative to replace many of the agency's vessels, aircraft, and other assets.

To address the increasing capability and availability gaps associated with its aging assets, the Coast Guard initiated the Integrated Deepwater System (IDS). The IDS Program is the largest and most innovative acquisition in the Coast Guard's history. At full implementation, the Integrated Deepwater System includes three classes of new cutters and their associated small boats, upgraded legacy cutters, a new fixed-wing manned aircraft fleet, a combination of new and upgraded helicopters, and both cutter-based and land-based unmanned air vehicles. All of these highly capable assets will be linked with state-of-the-art Command, Control, Communications and Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems, and will be supported by integrated logistics.

These deepwater assets, which operate from our ports to the high seas as the front line of our layered defense, are aging, technologically obsolete, and prone to frequent system failures. They do not possess the speed, interoperability, sensors, and communication capabilities required to respond effectively to America's diverse and growing maritime needs.

Cost

“CBO estimates that the USCG would spend \$5 million over the next two years for additional contracting personnel and to develop a life-cycle cost estimate for the IDP, as required by the legislation. That increase in spending would probably be more than offset by savings in future years.” [Congressional Budget Office Cost Estimate](#)

Staff Contact

For questions or further information contact Chris Vieson at (202) 226-2302.