

### Auxiliary Unit Ownership of Trailers and Motor Vehicles

On December 29, 1999, by direction of the Commandant, the prohibition in Chapter 5.G.2.i, of the Auxiliary manual regarding Auxiliary units owning motor vehicles and mobile trailers is removed. The prohibition regarding ownership of aircraft however remains.

Speaking first to **Trailers**, Auxiliary units may now own boat, personal watercraft, and other trailers for use as mobile communications/operations centers, recruiting/boating safety booths, "Coastie" carriers etc., These trailers must exclusively used in support of authorized Auxiliary activities. Auxiliary units can accept trailers offered as donations, or request Coast Guard trailers deemed excess/surplus property, after going through the same administrative procedures in place for the Auxiliary to accept gifts/donations or other excess government property or equipment. All Commandants' directives pertaining to Non-Solicitation prohibitions continue to remain in force.

Auxiliary units must route requests for trailers via their Director of Auxiliary (DIRAUX) for approval. Auxiliary units also must notify and obtain prior approval from DIRAUX if their Unit intends to purchase a trailer for Coast Guard Auxiliary use.

It is absolutely incumbent on Auxiliary Unit Leaders that they obtain either annual orders for use of such trailers and/or make certain that the trailers are being listed as government property once those trailers are obtained. Each District's DIRAUX can choose to either obtain state or GSA tags for these trailers. If state tags are chosen, the trailer must be operated, marked, and/or registered as required by state law, and Auxiliary units will have to assume any state registration costs. A second option for the DIRAUX would be for that Office to contact their respective Coast Guard Integrated Support Command (ISC) or local motor vehicle manager for information on GSA registration, licensing or tag requirements. The latter option being the more preferable of the two from a liability/government ownership analysis standpoint. Regardless of how the Auxiliary trailers may be titled, the Auxiliary units are financially responsible for their upkeep and maintenance for safe operation.

Speaking next to the subject of **Motor Vehicles**, although the prohibition of Auxiliary units owning motor vehicles is "lifted", Auxiliary units, at this time, cannot purchase, accept or request approval of donations of motor vehicles, or seek excess government property, leading to the ownership of motor vehicles until clear guidelines concerning vehicle use, maintenance and ownership are promulgated. The Chief Directors Office is currently working with Coast Guard Headquarters and this Department to develop guidelines for unit motor vehicle ownership and the registration of any such vehicles.

Lastly, **Aircraft**, due to their inherent complexities, continued to be prohibited from ownership by Auxiliary Units.

The above referenced have been formally approved and will be incorporated in the next edition of the Auxiliary Manual. This notification is intended to serve as interim guidance for Units currently wishing to avail themselves of trailer ownership, clarification as to the current status of motor vehicle ownership and a reiteration of the continued preclusion of aircraft ownership by Auxiliary Units.

**U.S. Coast Guard Auxiliary Legal Department**