

Table 2. Summary of Questionnaire Responses Regarding Potential DOD Use of Commercial High-Speed Cellular Containerships During Initial or Surge Phase to Transport CS and CSS Unit Equipment (UE)

Summary of key assumptions provided to DOD Services and CINCs

- 1) Time frame 2005
- 2) Eight high-speed commercial cellular containerships would be made available having the following general characteristics: speed 33 to 42 knots; range 4,000 to 8,000 n miles; 1500 to 2600 TEU; cargo payload 11,000 to 26,000 ST
- 3) Depending on sealift requirements USTRANSCOM would make these ships available to load on the US East, Gulf, and/or West Coast as follows: 2 ships NLT day 6, next 3 ships NLT day 12, and last 3 ships NLT day 18

DOD Service/ CINC	Identified by Services and CINCs Speed Range		Responses Provided by DOD Services and CINCs Regarding (1) Potential Use for Priority Transport of CS and CSS (UE) (“Yes” or “No”); (2) Equipment Types Identified; and (3) Transport Priorities	Cargo Related Features Identified by DOD Services and CINCs	Other Features Identified by Services and CINCs
US Army	sustained vessel speed equal to or above 40 kts at a (see range)	range of at least 4,000 nm is desirable.	<p>(1) <u>In response to questions regarding the potential use of commercial HSS cellular containerships to provide priority transport of CS UE the Army representative answered "Perhaps" and for CSS UE the Army representative answered "Yes"</u> (see other information provided concerning desired ship characteristics and ability to operate in the objective area)</p> <p>(2) <u>Examples of UE types for CS and CSS Units</u> <u>CS</u>: target acquisition, communications, horizontal engineering, air ambulance. <u>CSS</u>: port opening packages, fuel distribution, ground mobility (cargo, passenger), area support, elements above the division (EAD) Battle Force</p> <p>(3) <u>UE Priorities</u>: Decisions regarding the CS unit type depend on the situation and each unit’s ability to use containers for deployment. Force projection in 2010 will consist of functional capabilities tailored for mission accomplishment. The unit mix will be variable.</p> <p><u>Other Comments</u>: (1) Use of cellular containerships is dependent on the infrastructure associated with the objective area. (2) The CSS equipment mix is dependent on the response scenario, the nature of the threat, and other operational considerations. The HSS would provide the capability to deploy a more balanced force(that is, additional CSS capability deployed into an operations area sooner rather than later). Again, this is situation dependent.</p>	The assumption does not state if these ships are self-sustaining. If not, reception port infrastructure is important for offloading and throughput of cargo.	none specified
US Marine Corps	none specified	none specified	<p>(1) <u>The USMC representative responded "Yes" to questions regarding the potential use of commercial HSS cellular containerships to provide priority transport of both CS and CSS UE</u> (see comments on port throughput and requirement for a mature offload facility or T-ACS).</p> <p>(2) <u>Examples of UE types for CS and CSS Units</u> <u>CS</u>: Artillery, AAVs, Combat Engineers <u>CSS</u>: Marine Wing Spt Sqdns (MWSS), Maintenance Bns, Supply Bn, Medical/Dental Bns</p> <p>(3) <u>UE Priorities</u>: Artillery, MWSS, Maintenance Bn, Combat Engineers, Supply Bn, medical/Dental Bn</p> <p><u>Other Comments</u>: (1) Limiting factors are throughput for containerized cargo at the POD. This requires a mature offload facility (with adequate MHE/CHE) or use of T-ACS.</p>	none specified	none specified

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US Navy	none specified	none specified	(1) <u>The Navy representative responded "Yes" to questions regarding the potential use of commercial HSS cellular containerships to provide priority transport of both CS and CSS UE.</u> (2) <u>Examples of UE types for CS and CSS Units</u> CS: IAW TPFDD in use. CSS: IAW TPFDD. (3) <u>UE Priorities:</u> IAW TPFDD	none specified	none specified
Air Mobility Command	none specified	none specified	(1) <u>The AMC representative responded "Yes" to questions regarding the potential use of commercial HSS cellular containerships to provide priority transport of both CS and CSS UE.</u> (2) <u>Examples of UE types for CS and CSS Units</u> CS: No preference CSS: No preference (3) <u>UE Priority:</u> No preference	none specified	none specified
USACOM	none specified	none specified	(1) The USACOM response was in letter in lieu of questionnaire format. USACOM representative advised <u>if commercial HSS is available it will likely be used during contingencies by DOD in order to get high value equipment and supplies to the area of operations.</u> (2) <u>Example of UE types for CS and CSS Units:</u> None provided; USACOM representative advised as "Force Provider" USACOM will be responding to other CINCs for forces. (3) <u>UE Priorities:</u> Forces flow into the area of operations will be in accordance with the TPFDD (no priorities of equipment were provided). <u>Other Comments:</u> (1) In general, faster sealift is better, and more rapid force closure will increase the probability of a successful operation. (2) A key consideration that must be addressed when considering alternatives to the existing transportation systems is cost and benefits. If there is no significant benefit to the warfighter derived from utilizing a more costly form of transportation, then that system should not be utilized. (3) Other factors requiring consideration include: the availability of Host Nation Support and the availability of the infrastructure at the PODs and POEs to support the expected level of activity	none specified	none specified
USCENTCOM	none specified	none specified	(1) <u>The USCENTCOM representative advised that priority for deployment of all UE will almost always be by RO/RO (i.e., not containerization)</u> (2) <u>Example of UE types for CS and CSS Units:</u> CS and CSS: If we considered containerization in a high-speed mode it would be for modular type sets such as hospitals, base camps, etc. (3) <u>UE Priorities:</u> Not applicable. <u>Other Comments:</u> (1) Containers require lift assets, staging space and transport equipment that may or may not be available, or available in adequate numbers, in host nation port facilities. (2) Containerization of unit equipment is useful as a means of taking adequate advantage of vessels not otherwise effectively configured to carry unit equipment, but is not a reason to build container vessels.	none specified	none specified

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USEUCOM	none specified	ships need a range of 4,300 to 5,500 nm depending on the scenario and based on East Coast SPOE	<p>(1) <u>The USEUCOM representative responded "Yes" to questions regarding potential use of commercial HSS cellular containerships to provide priority transport of both CS, and CSS UE</u> (however, see comments regarding use of RO/ROs for UE as it would permit more rapid port clearance and minimize congestion at SPOD).</p> <p>(2) <u>Examples of UE types for CS, CSS Units:</u> <u>CS:</u> Most of the following units: ENGR COMBAT BN HEAVY, LT WT DIVING TM, HHD ENGINEER BRIGADE, ENGR GN NVH DIV, ENGR CBT SPT EQUIP CO, ENGR CO ASLT FLTBRG RIB, ENGR CBT CSE ENG BDE, MP COMBAT SUPPORT, HHC ENGR BDE THEATER ARMY, ENGR CO MDM GIRDER BRIDG, ENGR CO DUMP TRUCK, ENGR CO CONST SUPPORT, ENGR CO PANEL BRIDEG, ENGR PORT CONST.</p> <p><u>CSS:</u> MOST OF THE FOLLOWING UNITS; AMC LSE-E (JTOC EUROPE), T MDM TRK CO PLS, CORPS AREA SIG BN MSE, TERM SERV UNIT (PORT OPENING), MED CO AIR AMB, MEDICAL AMBULANCE CO, MOBILE ARMY SURGICAL HOPS, T MDM CO 5000 GAL TAN, MIB CEWI ABN CORPS GRCS 1, MMC THEATER SIGNAL COM, AREA SIG CO MSE LID, SIG TELECOM BN AREA, HEAVY CRANE PLATOON, COMBAT HET CO, MAINT CO NON DIVISIONAL D, OM SUPPLY CO, T MDM TRK CO 40 FT CNR CG, DIV AVN SPT BN HVY DIV, PETROLEUM SUPPLY CO, T TML SVC CO CNTRN BB</p> <p>(3) <u>UE Priorities:</u> CS and CSS arrival is interleaved with early emphasis on transportation and cargo handling CSS units.</p> <p><u>Other Comments:</u> (1) Certainly much of the equipment can be containerized. (2) Although despite the DOD’s commitment/desire to containerization of as much cargo as possible, being able to utilize RO/RO instead of containers for vehicles will permit much more rapid clearing of the SPOD and minimize congestion of the port area.</p>	none specified	none specified
USPACOM	to have a major impact on MTW planning HSS need to be capable of maintaining sustained speeds in excess of 40 knots (see range)	and be capable of transiting the Pacific Ocean without refueling	<p>(1) <u>The USPACOM response was in letter in lieu of the questionnaire format. The letter did not address potential use of commercial HSS to transport CS or CSS UE.</u> (see desired ship characteristics, and need to meet the definition of "military useful" sealift).</p> <p>(2) <u>Examples of UE types for CS and CSS Units:</u> No examples were provided.</p> <p>(3) <u>UE Priorities:</u> No priorities were provided.</p> <p><u>Other Comments:</u> (1) USPACOM advised that answers to the questions posed by the survey were all scenario dependent and due to this limitation, they were unable to provide the level of detail that the questions sought. (2) It appears from questions you are trying to determine if there is a “niche market” in military surge sealift analogous to the one you envision in the commercial market. With the information available, we could not identify such a “market.” (3) must meet the JCS definition of “military useful” sealift</p>	none specified	none specified

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USSOCOM	useful if at least 35 knots at full load (see range)	and available range without refueling is at least 7,000 nm	<p>(1) <u>The USSOCOM representative responded "Yes" to questions regarding the potential use of commercial HSS cellular containerships to provide priority transport of both CS and CSS UE</u> (see desired ship characteristics)</p> <p>(2) <u>Examples of UE types for CS and CSS Units:</u> <u>CS:</u> EAC transportation companies (medium truck and petroleum), corps support battalions, heavy truck companies. Note: any asset that would increase the theater's throughput capacity. <u>CSS:</u> medium truck companies, container handling and port operations units, corps support groups, mortuary affairs companies</p> <p>(3) <u>UE Priorities:</u> Units and systems that increase JRSO&I capability and throughput capacity</p> <p><u>Other Comments:</u> (1) Concur with Army position. (2) These vessels would lessen the burden placed on airlift assets, which are moving logistics units, supplies and equipment.</p>	none specified	none specified
USTRANSCOM	none specified	useful if has at range of at least 5,000 nm	<p>(1) <u>The USTRANSCOM representative responded "Yes" to questions regarding potential use of commercial HSS cellular containerships to provide priority transport of both CS and CSS UE</u> (see desired ship characteristics)</p> <p>(2) <u>Examples of UE types for CS and CSS Units:</u> <u>CS:</u> All types. Impossible to prioritize because it is situational dependent. <u>CSS:</u> All types. Impossible to prioritize because it is situational dependent.</p> <p>(3) <u>UE Priorities:</u> All types. Impossible to prioritize because it is situational dependent.</p>	useful if has the following: full load deadweight at least 6,000 tons; capable of carrying (without significant modification) unit equipment, ammunition, or other sustainment.; and if used for passengers should have a capacity of at least 350 persons.	none specified