

**Table 4. Summary of Questionnaire Responses Regarding Potential DOD Use of Commercial High-Speed Freight Ferries to Support Intra-Theater Sealift of Unit Equipment, General Cargo, and Ammunition**

**Summary of key assumptions provided to DOD Services and CINCs**

1) Time frame 2004

2) Four self-deploying U.S. flag high-speed commercial freight ferries would be made available with the following general characteristics:

- Freight Ferry: full load speed between 35 and 55 knots; range with full load between 250 and 2,500 n miles; range without cargo 3,500 to 4,500 n miles; capable of transporting 40 to 80 large trucks/trailers or 100 to 200 TEU; sufficient deck strength to load heavy wheeled vehicles (but not heavy tracked vehicles) maximum clear deck height approximately 13 ft; full load draft less than 20 ft.
- Passenger/Freight Ferry: same as Freight Ferry above but also capable of transporting between 250 and 400 passengers.

3) Depending on CINC requirements USTRANSCOM would make these ships available to commence high-speed transits departing from US East, Gulf and/or West Coast as follows: first 2 NLT day 5 & last 2 NLT day 10. Other high-speed freight ferries located near the theater of operations would be made available to commence cargo operations NLT day 20.

DOD Service/ CINC	Identified by Services and CINCs Speed Range		Responses Provided by DOD Services and CINCs Regarding Potential Use for Priority Transport of Unit Equipment (UE), General Cargo, and Ammunition (“Yes” or “No”) and Example Equipment/Cargo	Cargo Related Features Identified by Services and CINCs	Other Features Identified by Services and CINCs
US Army	speed should be in excess of 40 kts	and unrefueled range in the vicinity of 1250 nm to permit round trip ops to Intermediate Support Bases	<p>(1) See Army responses below regarding potential use of commercial high-speed freight ferries:</p> <p><u>Combat UE</u>: <b>Yes</b>. Examples include: direct and indirect firing systems; air defense systems; strike task forces and armed reconnaissance units (this equipment would not consist of heavy tracked vehicles).</p> <p><u>CS UE</u>: <b>Yes</b>. Equipment mix is determined by the mission, operational concept, and force structure examples include helicopters, direct and indirect firing systems, air defense systems, C4I sensors and communication systems, mobility engineers.</p> <p><u>CSS UE</u>: <b>Yes</b>. Expect that logistics support functions such as fueling, arming, moving, maintaining, and modal transport will be required. Examples included fuel tankers, ammunition support, materials handling equipment, medical equipment.</p> <p><u>General Cargo</u>: <b>Yes</b>. Any water supply route that could alleviate highway or airlift requirements would reduce the tactical footprint in the theater - so long as the end-to-end transit time is comparable.</p> <p><u>Ammunition</u>: <b>Yes</b>. Infrastructure and the weapon systems in the operations area will determine the extent to which HSS can be used to accomplish the transportation.</p> <p><u>Other Comments</u>: None</p>	payload should be above 1,500 tons; vessel must be capable of operations in austere ports or across the shore.	vessel should be capable of rapid underway refueling

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US Marine Corps	none specified	none specified	<p>(1) See USMC responses below regarding potential use of commercial high-speed freight ferries:  <u>Combat UE: Yes.</u> All combat units requiring transportation beyond motor transport (linehaul) capability that have access to littoral avenues.  <u>CS UE: Yes.</u> All CS units requiring transportation beyond motor transport (linehaul) capability that have access to littoral avenues.  <u>CSS UE: Yes.</u> All CSS units requiring transportation beyond motor transport (linehaul) capability that have access to littoral avenues.  <u>General Cargo:</u> This is situational dependant. However, this could reduce the requirement for overland movement of all classes of supply. Again this is heavily dependent on the availability of adequate littoral avenues.  <u>Ammunition: Yes.</u> This could potentially reduce the requirement for overland movement. Again this is heavily dependent on the availability of adequate littoral avenues.  <u>Other Comments:</u>                      (1) Concur in use provided there are sufficient littoral waterways to support these activities.</p>	none specified	none specified
US Navy	none specified	none specified	<p>(1) See Navy responses below regarding potential use of commercial high-speed freight ferries:  <u>Combat UE:</u> Defer to USMC  <u>CS UE:</u> Defer to USMC  <u>CSS UE:</u> Defer to USMC  <u>General Cargo:</u> Defer to USMC  <u>Ammunition:</u> Defer to USMC  <u>Other Comments:</u> See USMC response.</p>	none specified	none specified
Air Mobility Command	none specified	none specified	<p>(1) See AMC responses below regarding potential use of commercial high-speed freight ferries  <u>Combat UE: Yes;</u> All currently designated for sealift.  <u>CS UE: Yes.</u> All.  <u>CSS UE: Yes.</u> All.  <u>General Cargo: Yes</u>  <u>Ammunition: Yes</u>  <u>Other Comments:</u>                      (1) The biggest benefits will come from transport from Japan to Korea.</p>	none specified	none specified
USACOM	none specified	none specified	The USACOM letter did not address potential use of commercial high-speed freight ferries.	none specified	none specified

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USCENTCOM	average transit speed at full load at least 35 kts	available range without refueling at least 1,000 nm	<p>(1) See USCENTCOM responses below regarding potential use of high-speed freight ferries:  <u>Combat UE:</u> <b>Yes</b> (see conditions re speed, range, draft, deck strength, and passenger capacity).  <u>CS UE:</u> <b>Yes</b>; see other comments.  <u>CSS UE:</u> <b>Yes</b>; see other comments.  <u>General Cargo:</u> <b>Yes</b>, In particular those commodities which are outsize on highway and rail transport.  <u>Ammunition:</u> <b>Yes</b>. However, only in containers or on pallet systems with the associated ground transport system.  <u>Other Comments:</u>                      (1) Understand the assumptions noted above (deck strength related) however, effective Army and USMC operations almost always require the movement of track vehicles.                      (2) A vessel that can carry only trucks would have a limited role in any theater and would not be considered a priority.                      (3) The term "heavy trucks" needs to be defined. Some of the modern artillery, air defense and transport systems using trucks have heavier footprint pressures than most track vehicles.                      (4) Coastal and riverine transport is viewed as a critical augmentation to in-theater air and ground surface transport capabilities. However, their importance is directly connected to their ability to transport heavy equipment to include tanks, infantry fighting vehicles, heavy truck assemblies such as MLRS and Patriot.                      (5) Also important is ability to transport medium truck assets such as PLS, fuel tankers and flatbeds (with loads).                      (6) One of the major reasons to use coastal or river transport is to avoid the height/width restrictions.                      (7) Draft is one of our major challenges when considering port and riverine operations. A truly useful "next generation" vessel would combine high-speed and shallow draft. Ferries in particular would need to be capable of river and harbor operations.</p>	deck capable of carrying track vehicles; height restrictions on decks would have to accommodate containers on various trucks and trailers as well as other kinds of support equipment such as container handlers and forklifts. vessel should be capable of transporting 200 troops to transit with their equipment;	draft 24 ft or less
USEUCOM	none specified	none specified	<p>(1) See USEUCOM responses below regarding potential use of high-speed freight ferries:  <u>Combat UE:</u> <b>Yes</b>. Joint Task Forces consisting of multi-service cargo  <u>CS UE:</u> <b>Yes</b>. Examples include: 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.  <u>CSS UE:</u> <b>Yes</b>. Examples include: 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  <u>General Cargo:</u> <b>No</b>. Believe these ships would only be made available for a crisis response similar to the Civil Reserve Air Fleet (CRAF).  <u>Ammunition:</u> <b>No</b>. Believe these ships would only be made available for a crisis response similar to the Civil Reserve Air Fleet (CRAF).  <u>Other Comments:</u>                      (1) EUCOM foresees potential for use of high-speed freight ferries</p>	none specified	none specified
USPACOM	none specified	none specified	The USPACOM letter did not address potential use of commercial high-speed freight ferries.	none specified	none specified

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USSOCOM	none specified	none specified	<p>(1) See USSOCOM responses below regarding potential use of commercial high-speed freight ferries:  <u>Combat UE</u>: Without the capacity to move heavy tracked vehicles usage is limited.  <u>CS UE</u>: <b>Yes</b>. Specific equipment would include materials handling equipment (RTFL, RTCH) and liquid storage assets needed for distribution (water and fuel).  <u>CSS UE</u>: <b>Yes</b>. Specific equipment would include materials handling equipment (RTFL, RTCH) and liquid storage assets needed for distribution (water and fuel).  <u>General Cargo</u>: <b>Yes</b>, specially containerized cargo but MHE would need to be available, this cannot be assumed.  <u>Ammunition</u>: <b>Yes</b>, especially preferred ammunitions that need to move to ATPs.  <u>Other Comments</u>:                      (1) Doctrine for employment should be integrated into the LOTs concepts for employment.</p>	none specified	none specified
USTRANSCOM	none specified	none specified	<p>(1) See USTRANSCOM responses below regarding potential use of commercial high-speed freight ferries:  <u>Combat UE</u>: <b>No</b>. Too small and too few in number to have any significant advantage over theater airlift.  <u>CS UE</u>: <b>No</b>. Too small and too few in number to have any significant advantage over theater airlift.  <u>CSS UE</u>: <b>No</b>. Too small and too few in number to have any significant advantage over theater airlift.  <u>General Cargo</u>: <b>No</b>. Too small and too few in number to have any significant advantage over theater airlift.  <u>Ammunition</u>: <b>No</b>. Too small and too few in number to have any significant advantage over theater airlift.</p>	none specified	none specified