



# USTRANSCOM

United States Transportation Command

**SEABASING**

**A TRANSCOM PERSPECTIVE**

**CAPT CRAIG GALLOWAY**

**OCT 2005**





# Outline

## **USTRANSCOM Distribution Process Owner (DPO)**

- **JLOTS Operations and Capabilities Transition to Seabasing**
- **Seabasing Concepts**
- **Way Ahead**



# USTRANSCOM



**AMC**



**MSC**



**SDDC**  
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*“Provide air, land, and sea transportation for the DOD, both in time of peace and time of war.”*





# One Team, One Fight...

**Total Force:  
155,833**



**Active: 51,560  
Civilian: 16,504**



**...MANY PLAYERS**

**Active Military  
& Civilians**

## Reserve Personnel

**Guard/Reserve:  
87,769**



## Commercial (CRAF/VISA)

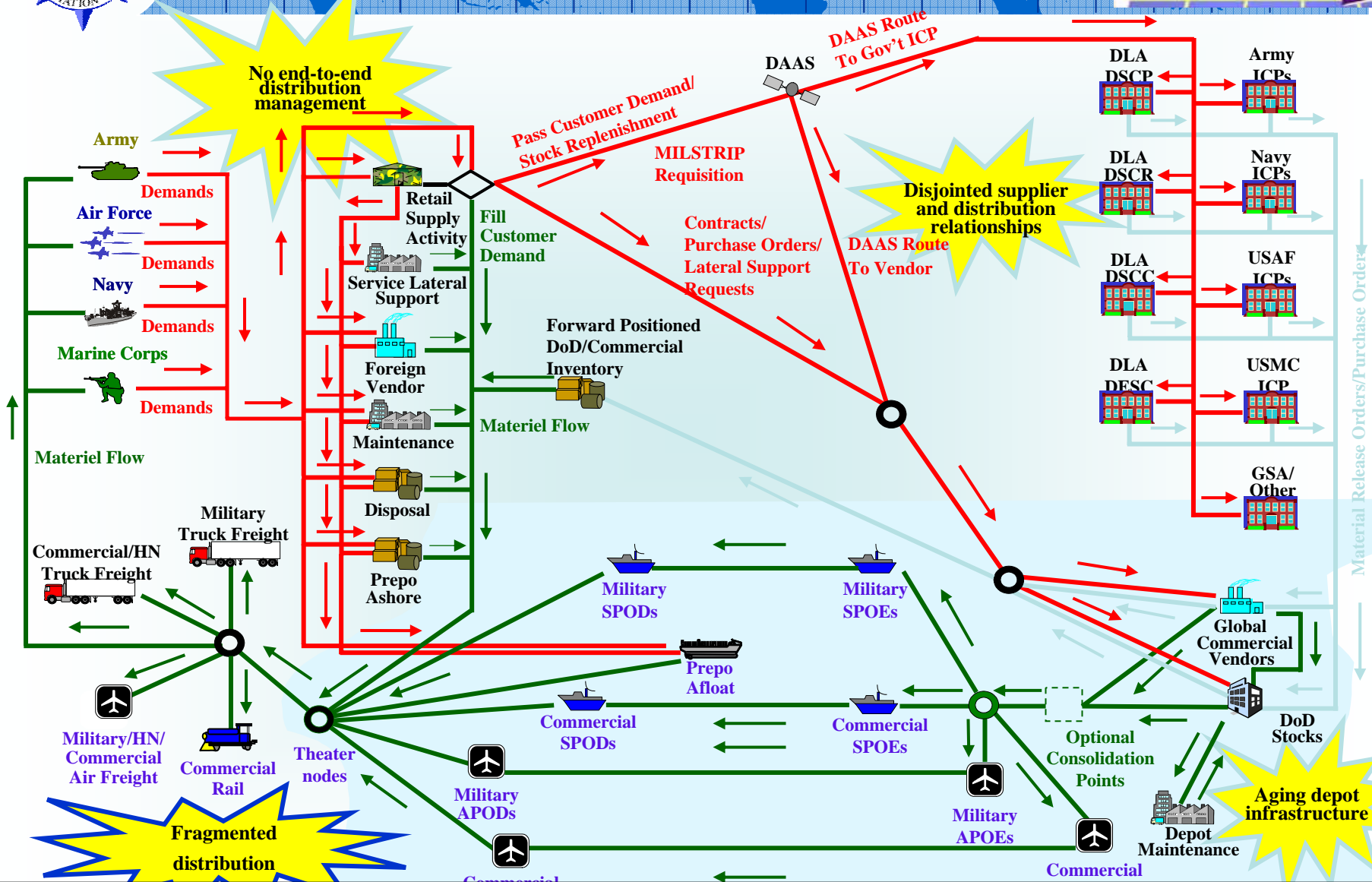


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# Distribution Challenge



Who's setting priorities?

Who's directing execution?

Who's the receiver?

Who's metering the flow?



# TRANSCOM Designations



- SECDEF designated CDR, USTRANSCOM as Distribution Process Owner – 16 Sep 03 memo. DPO is responsible to:
  - ❖ Improve overall efficiency & interoperability of distribution related activities
  - ❖ Serve as single entity to direct & supervise execution of the distribution system
  
- Distribution portfolio manager – designation 28 Jul 04 memo by DUSD (L&MR)
  - ❖ Currently 500 + IT systems supporting Distribution
  - ❖ Effort will be based on USTRANSCOM's previous migration reduction of IT systems from 175 to 30
  
- Acquisition Authority
  - ❖ Director Defense Procurement and Acquisition Policy delegated acquisition authority to USTRANSCOM on 6 Aug 04
  - ❖ Contracting efforts will be in accordance with DOD Directive 5158.4, specifically designed to procure commercial transportation services as necessary to carry out the mission of USTRANSCOM

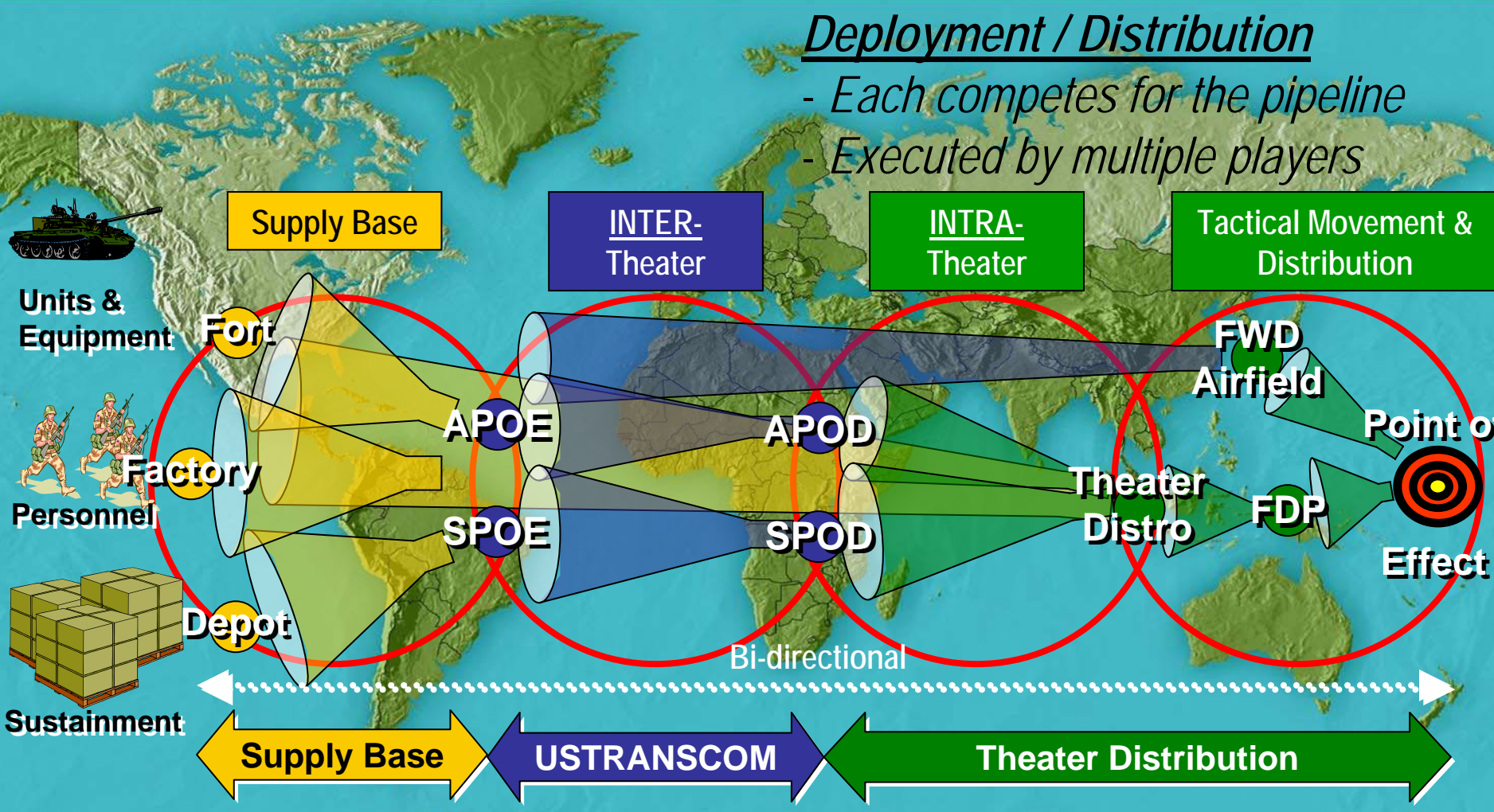


# "Before" Distribution Process Owner Designation



## Deployment / Distribution

- Each competes for the pipeline
- Executed by multiple players



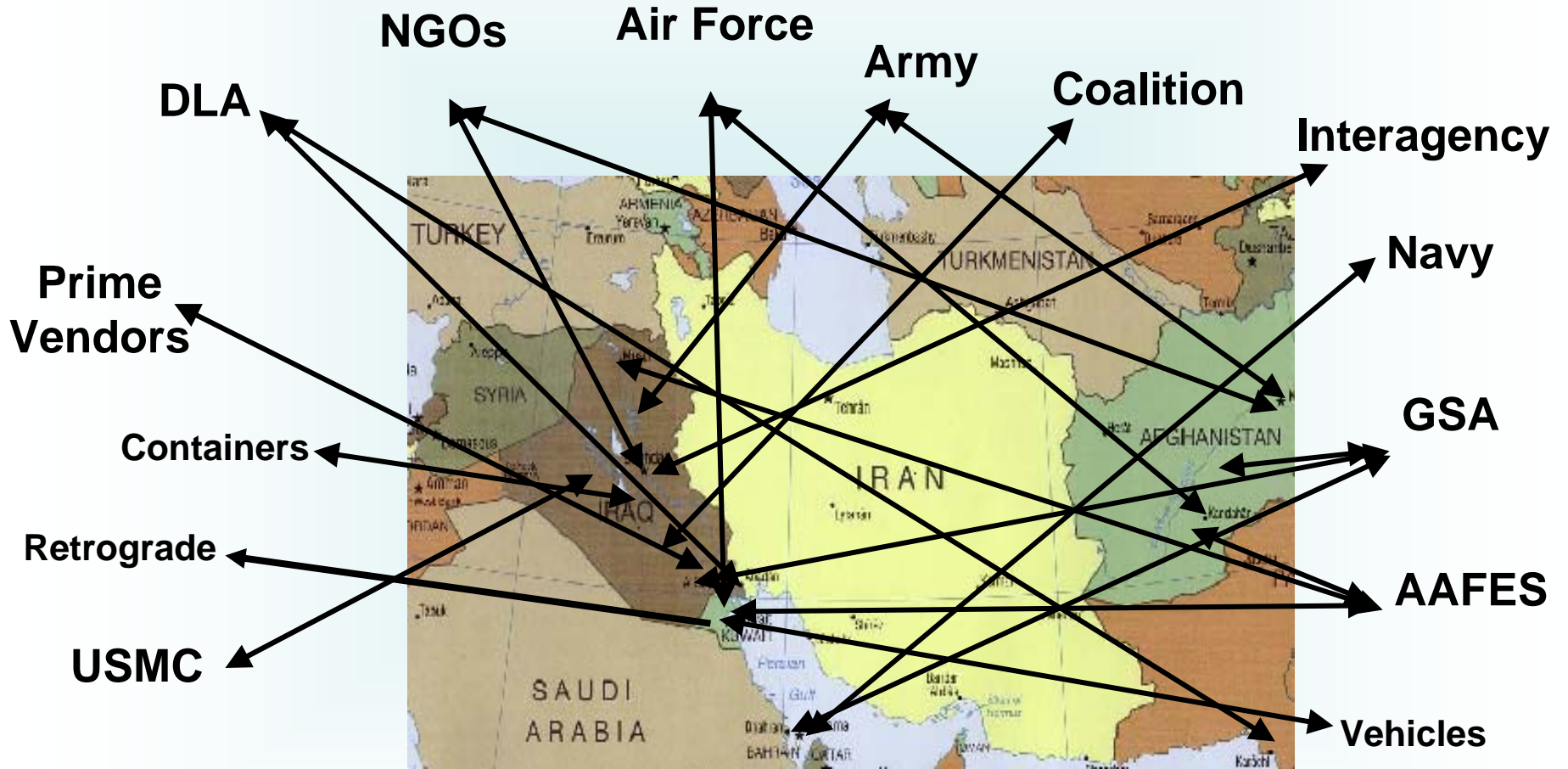
Who's setting priorities?  
Who's the receiver?

Who's directing execution?  
Who's metering the flow?





# The Result Is...



Who's setting priorities?

Who's directing execution?

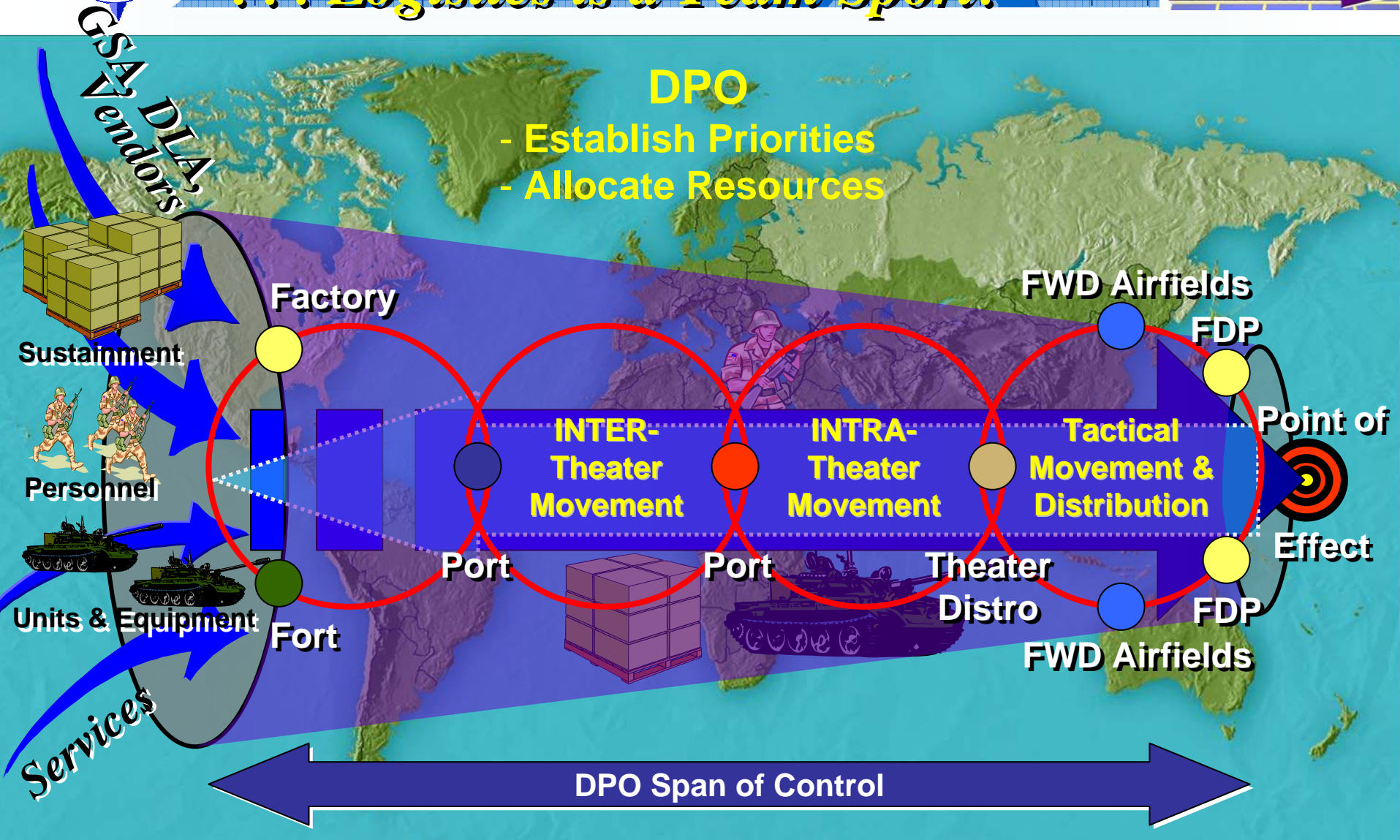
Who's the receiver?

Who's metering the flow?



# Distribution Process Owner

*... Logistics is a Team Sport!*



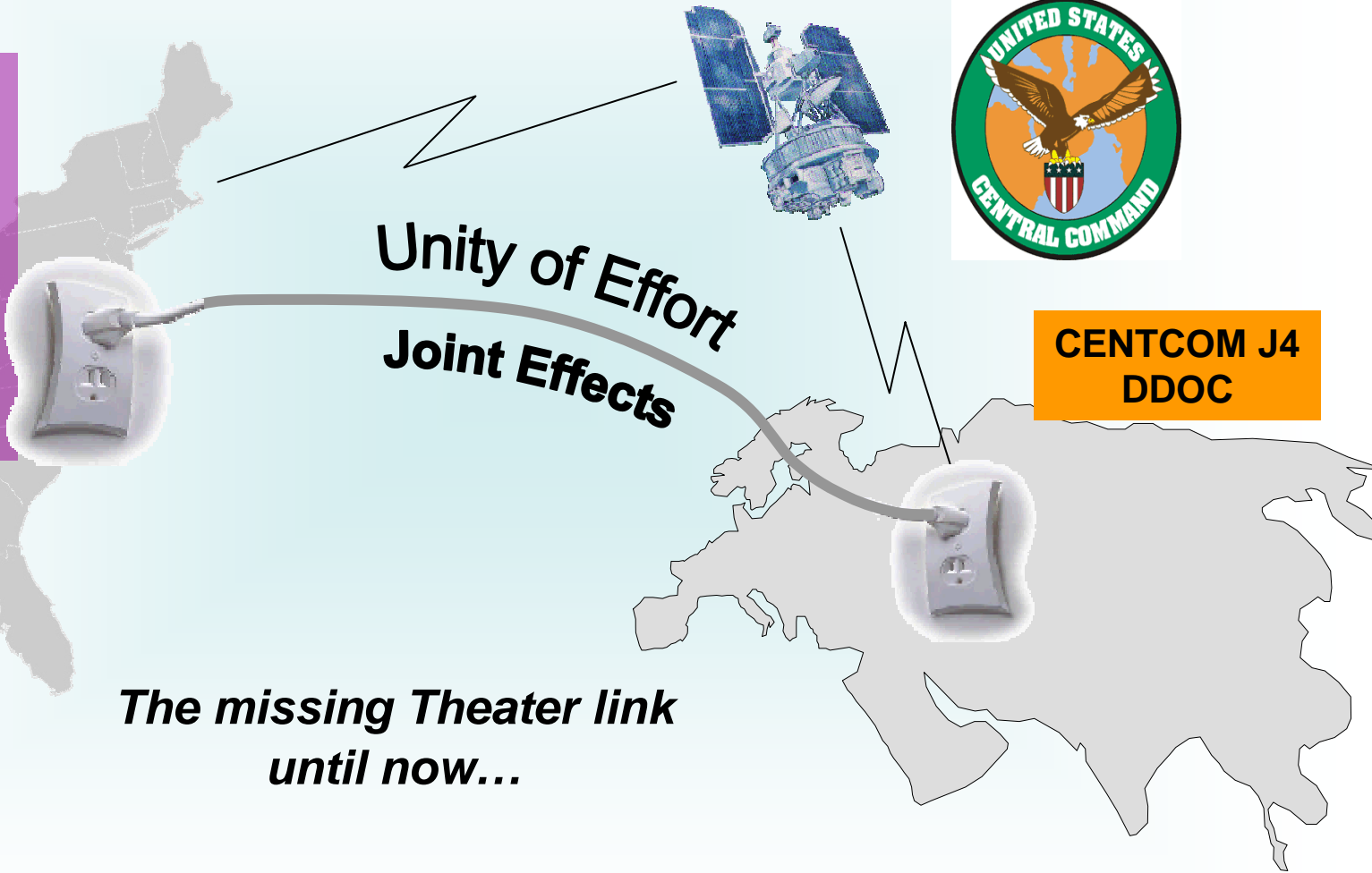
*Synchronizing Performance is Key to Success*



# Execution Pillar Initiative



- DPO National Partners**
- USTRANSCOM
  - JFCOM
  - JMC
  - DLA
  - Services



*The missing Theater link until now...*

**Early Problem...Early Solution!**

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**Joint Logistics Over-The-Shore (JLOTS)**



# JLOTS Mission

## *A Critical Link in the DTS*

*Joint Logistics Over-the-Shore (JLOTS) is a unified commander's joint employment of Army and Navy LOTS assets to deploy and sustain a force. JLOTS operations allow U.S. strategic sealift ships to discharge through inadequate or damaged ports, or over a bare beach. JLOTS watercraft can also be used to operationally reposition units and materials within a theater.*

*“JLOTS Vision 2010”*

***Thought...Is JLOTS a partial bridge to Seabasing?***

- ***Force Projection/Intra-Theater Lift***
- ***Sustainment of Deployed Forces***



# Why do we need JLOTS?

## ➤ Reality:

- ❑ More deep draft ships in strategic sealift fleet
- ❑ Worldwide deep draft ports remain limited in many areas
- ❑ Port denial is expected!

## ➤ JLOTS Offsets:

- ❑ Port Denial/Damage
- ❑ Port Draft Limitations
- ❑ Port Congestion
- ❑ Lack of Ports

*Elevated Causeway System in Kuwait 2003 during OIF*



**80-90% of wartime cargo moves by ship  
Theater port infrastructure is critical to off-loading  
ships**





# JLOTS Capabilities/Operations

## Offload cargo in-stream

- RO/RO (wheeled/tracked vehicles)
- LO/LO (sustainment/ammo)
- Pipeline (POL/water)

## Delivery

- Pier side
- Over-the-shore



*Augment an established port*



*Supplement a degraded port*



*Create a port*



***Army Logistics  
Support Vessel (LSV)***

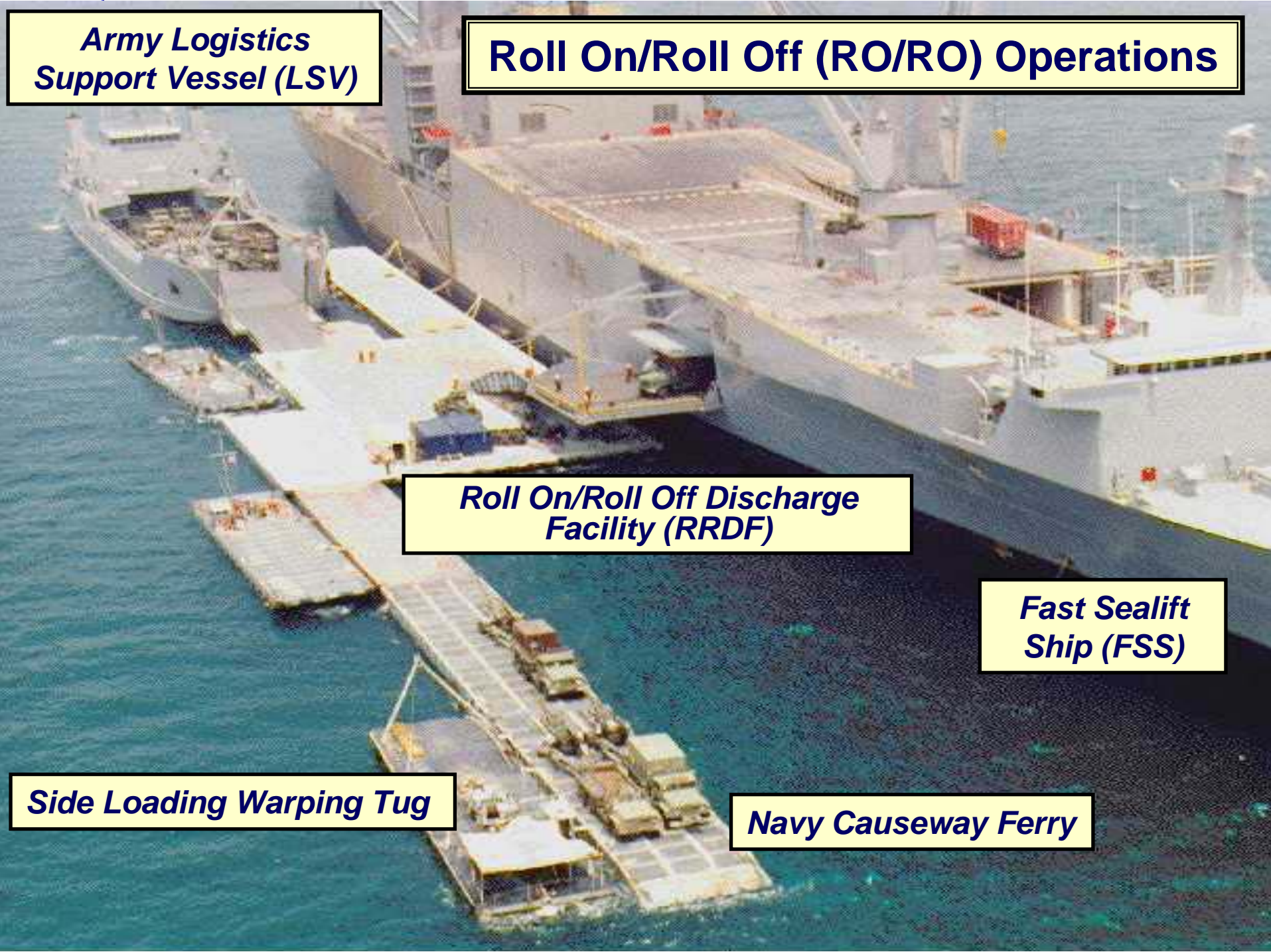
# **Roll On/Roll Off (RO/RO) Operations**

***Roll On/Roll Off Discharge  
Facility (RRDF)***

***Fast Sealift  
Ship (FSS)***

***Side Loading Warping Tug***

***Navy Causeway Ferry***



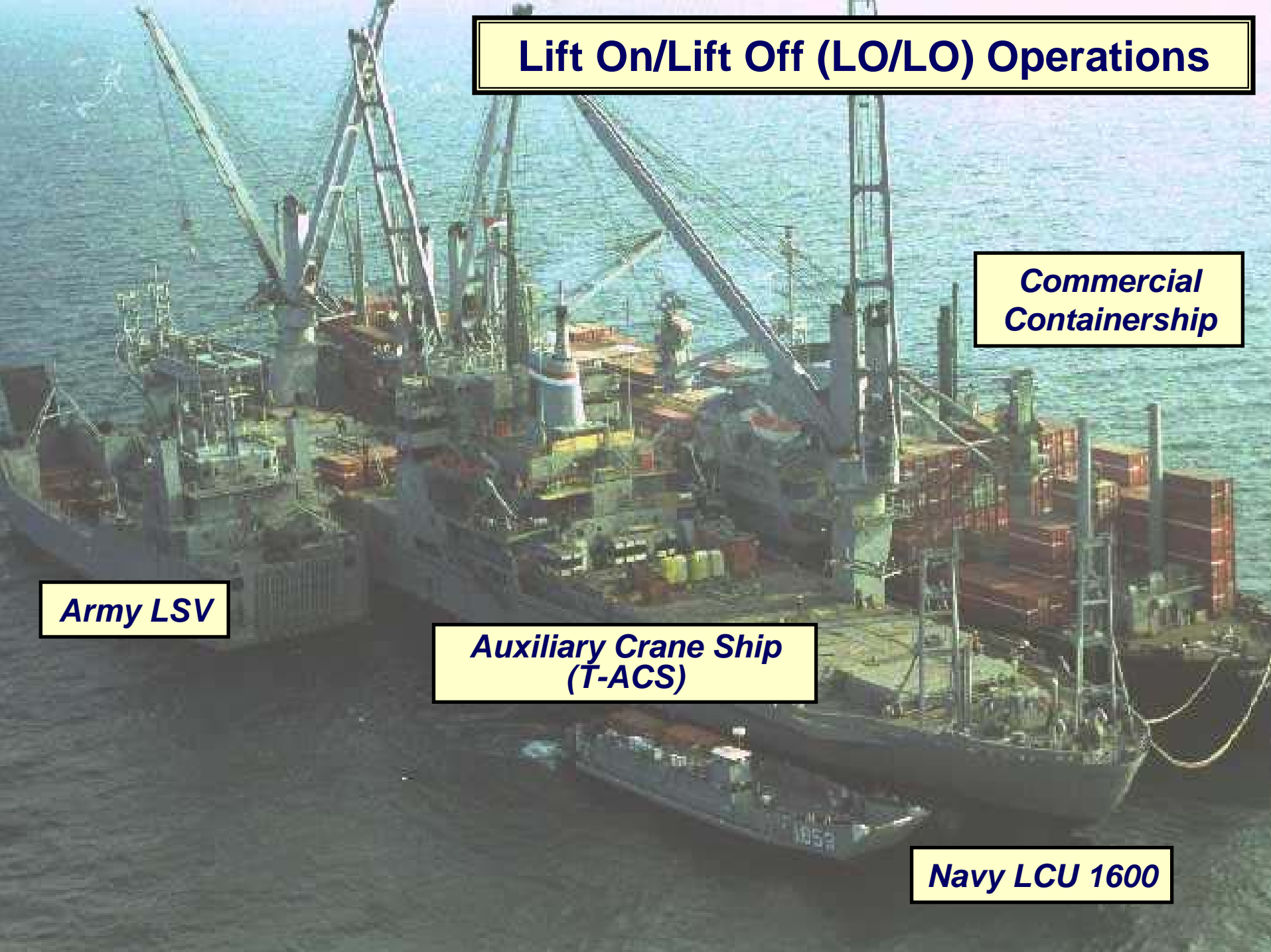
# Lift On/Lift Off (LO/LO) Operations

**Commercial  
Containership**

**Army LSV**

**Auxiliary Crane Ship  
(T-ACS)**

**Navy LCU 1600**

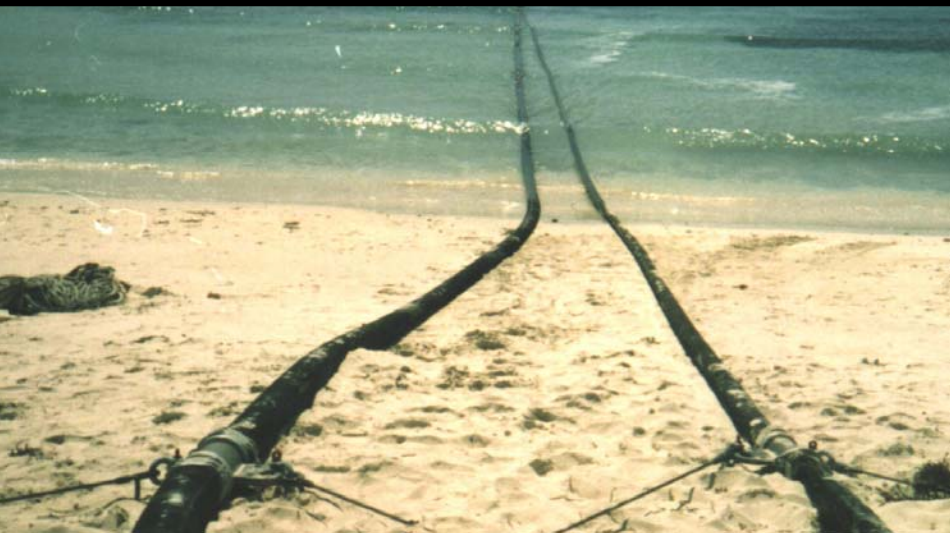






**Offshore Petroleum Discharge System  
(OPDS)**

**Inshore Petroleum Distribution System  
(IPDS)**







**Intra-Theater Movement  
USMC High Speed Vessel**





# JLOTS Way Ahead

- Integration of commercial equipment into JLOTS exercises & operations
  - ❑ Significant capability available to Combatant Commanders *anywhere in the world*
  
- Research and develop Sea State 2+ capability (Seabasing Objective is for Sea State 3+ capability)
  
- Use of High Speed Vessel (HSV) technology
  - ❑ Interoperability with Army/Navy watercraft, lighterage and causeway piers
  - ❑ Test use at fixed piers & over-the-beach operations
  
- Transition JLOTS systems into Sea Basing initiatives

***Thought...Is JLOTS a partial bridge to Seabasing?***



# Sea Basing Concepts

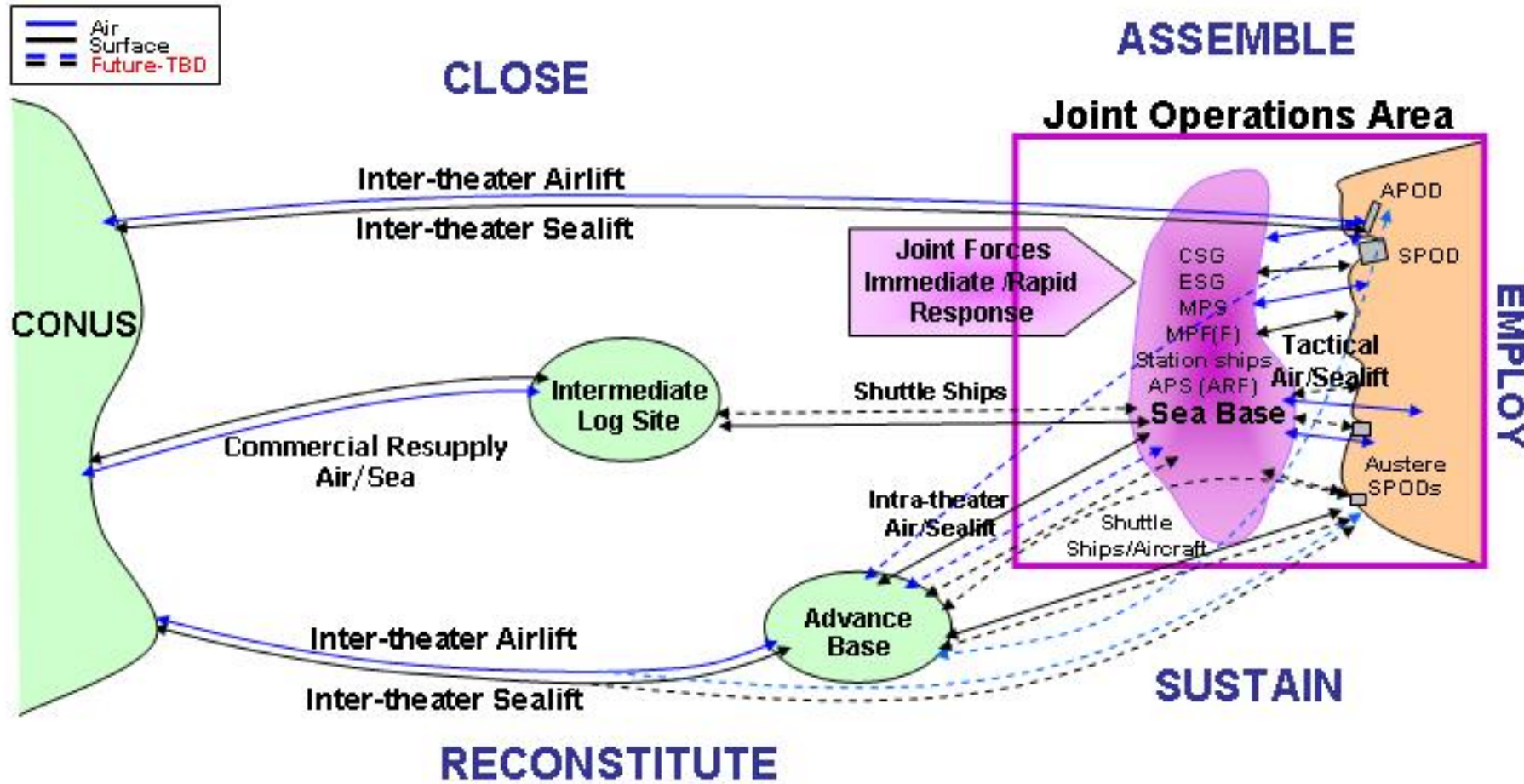


- **Rapid Force Closure**
- **Phased At-Sea Arrival & Assembly**
- **Selective Offload**
- **Integrated Naval Power Projection**
- **Reconstitution at Sea**



# Seabasing Concept

## Seabasing Overarching View



*Note: Map is not to scale. Notional distances from Advance Bases to JOA are 2000-2500nm based on future basing estimates.*



# Seabasing Strategic Access Considerations

- Requires greater joint strategic mobility rate/capacity
- Success dependent on a streamlined joint deployment process
  - Reducing joint deployment and joint operational footprint
  - Minimizing number of operational stops and transloads
  - Minimizing disassembly/assembly
  - Reducing “iron mountain” ashore
- Capabilities that reduce joint deployment-RSOI timeline
- Objective: direct delivery (load once/unload to combat)





# Seabasing Considerations for USTRANSCOM

- **Much of the seabasing concept depends upon USTC enablers**
  - **Lift, In-Transit Visibility, Total Asset Visibility, streamlined logistics**
- **How do seabasing concepts impact the strategic mobility triad?**
- **How should new intra-theater lift assets be assigned/managed?**
  - **Dedicated or common use? Integral to sea base?**
- **Seabasing depends upon robust theater airlift and sealift capability that can interface with the sea base and assist in projecting/sustaining forces from the sea base**
- **Should seabasing be considered during next/future MCS?**
- **Today, there is little or no analytical modeling capability to evaluate seabasing alternatives and their impact on TPFDD, logistics, and end-to-end distribution process**
- **What role should USTRANSCOM have during Seabasing Functional Solutions Analysis (FSA)? Lead or supporting? In which areas?**
  - **Seabasing gaps related to closing the force; i.e., common-user strategic and operational airlift, sealift, and pre-positioning options**
  - **Focused logistics and Joint distribution process management**



# Areas Requiring Synchronization

- Heavy-lift Aircraft (transport from sea base inland)
- Advanced cargo handling capabilities/cargo transfer at Sea
- Ships designed to incorporate new requirements of a sea base system-of-systems
- Transportation networks/hubs & Logistic nodes
- Interfaces: various ship and aircraft types
- Intermodal Containerization
- High Speed Vessels & High Speed Ships
- High Speed Lighterage
- Inter-theater & Intra-Theater Links

*... USTC, a leading partner in Seabasing Transformation.*



# Bottom Line – Support the Warfighter



*Get the warfighter  
to the fight*



*Sustain the warfighter  
during the fight*



*Bring the Warfighter  
home*



*We move America's military might.... and we are stepping out smartly!*



# Questions?

