



Ministry
of Defence

UK MOD Land vehicle support and modernization initiatives

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May 2014, NDIA Conference, Reston, Virginia, USA



Agenda

- Introduction
- Organisation
- Current & Future Vehicle Programmes
- Strategic Support Supplier (SSS) Transformation



Introduction



Specialist & Logistic Vehicles



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Introduction

Service Provision



Introduction

Expeditionary Campaign Infrastructure



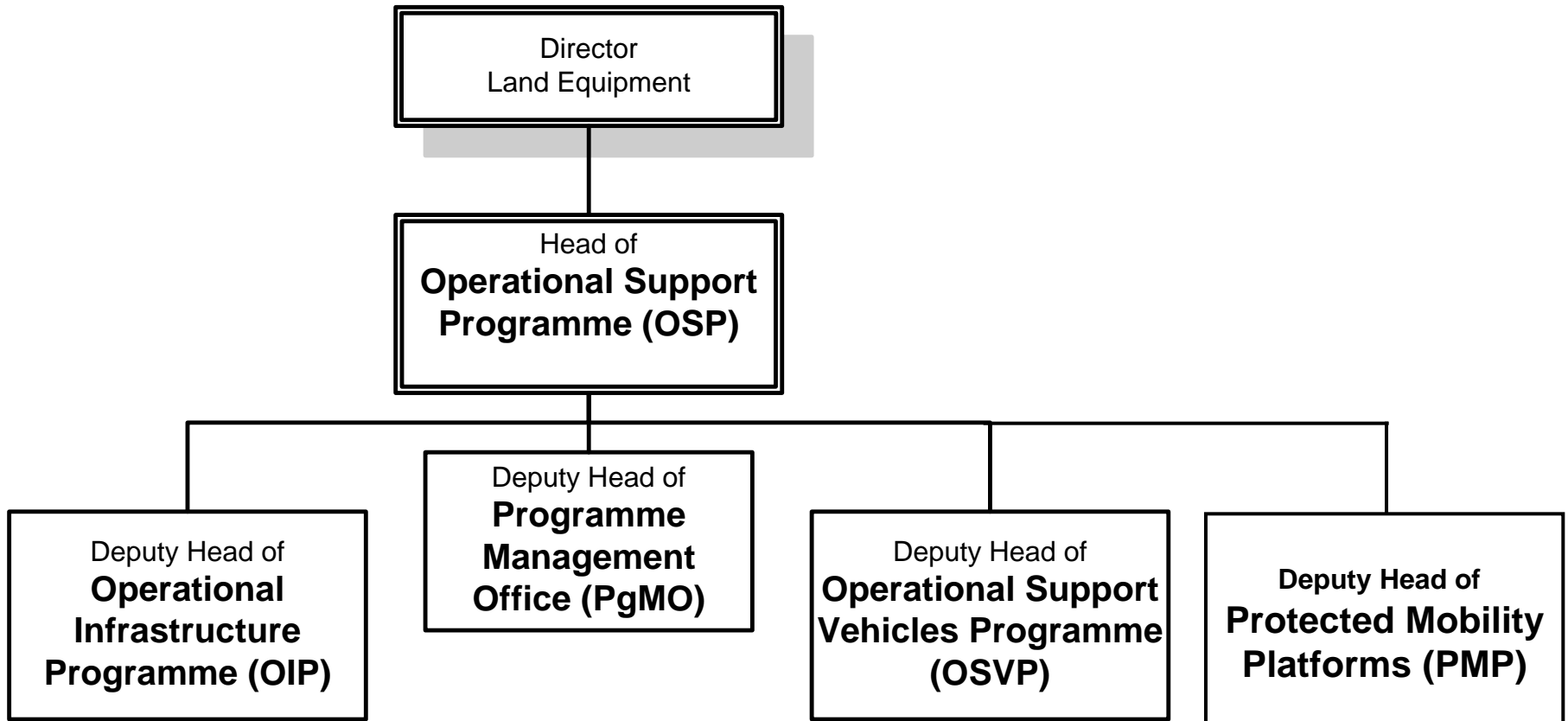
Deployable Infrastructure



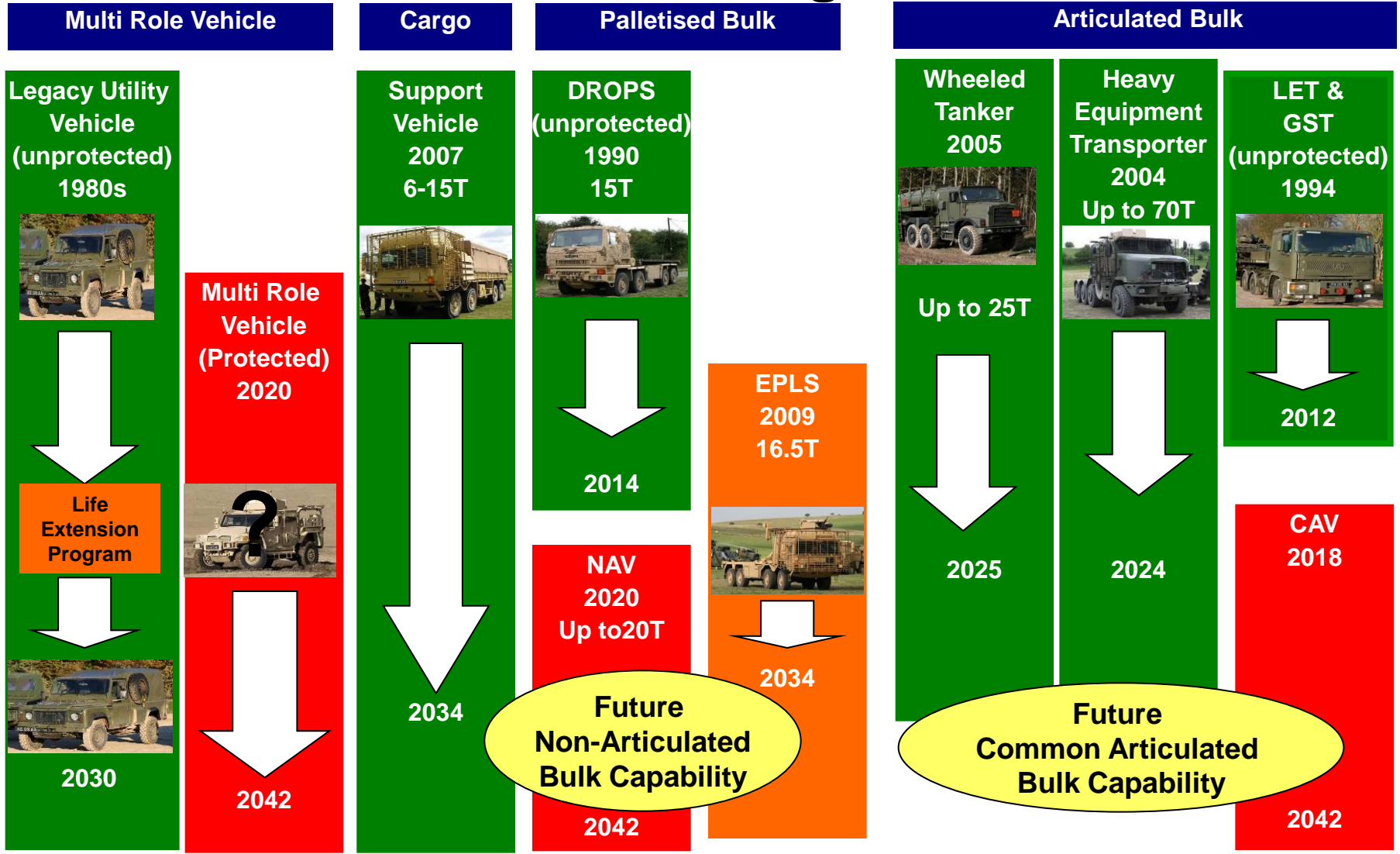
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Organisation



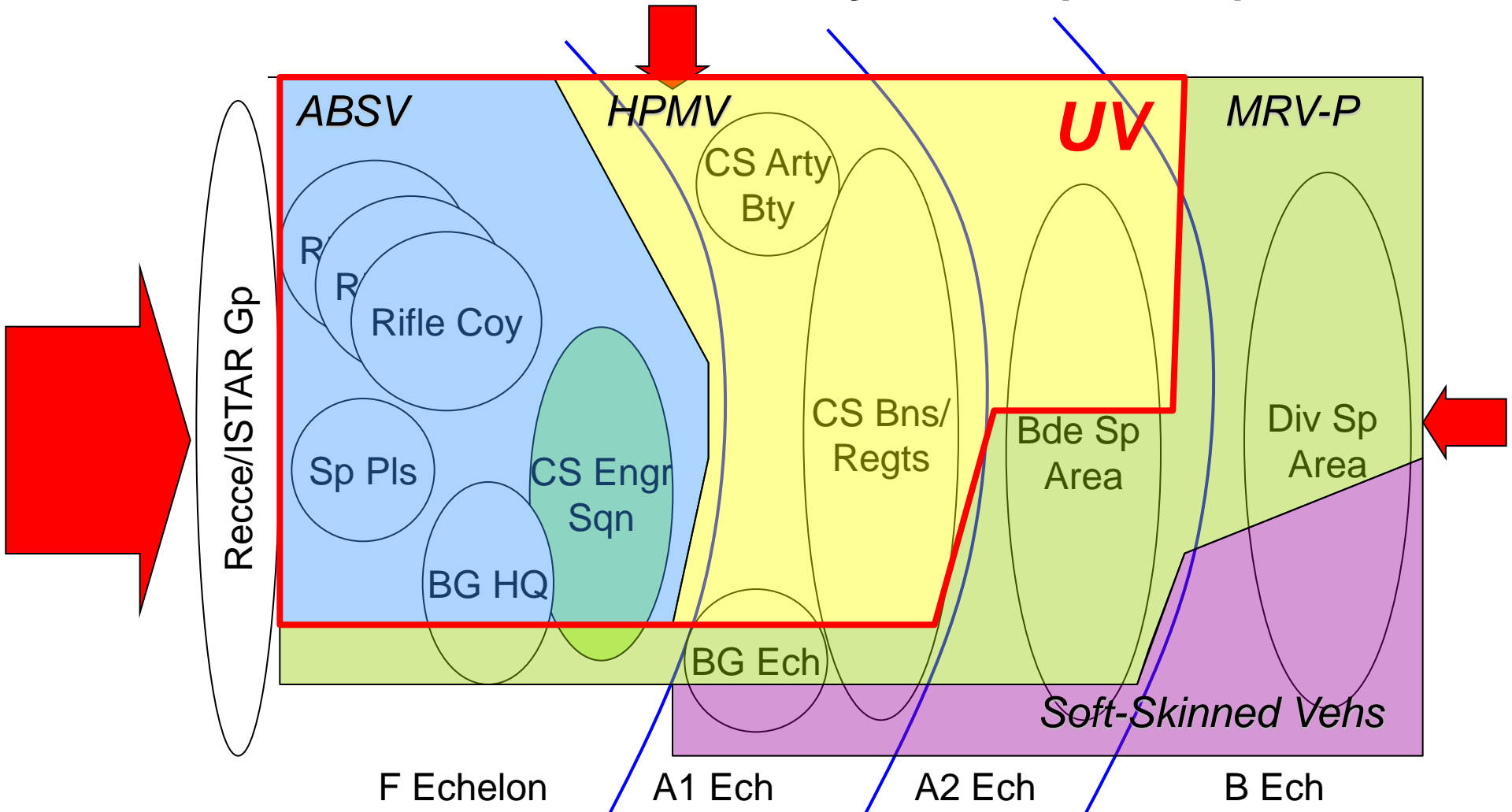
Current & Future Vehicle Programmes



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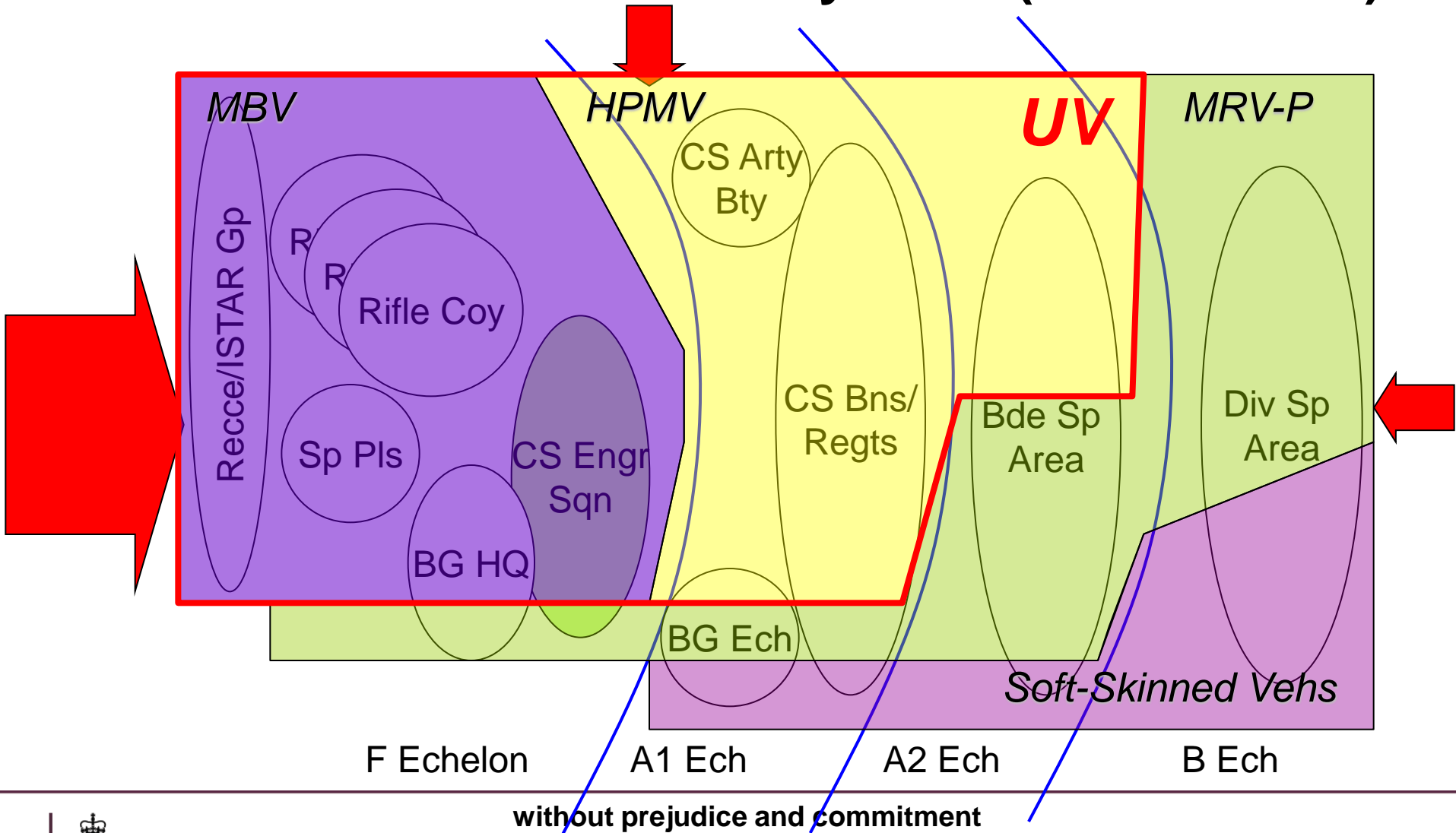
Future Battlefield Vehicle Laydown (AI BG)



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Future Battlefield Vehicle Laydown (Mech Inf BG)



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Key Characteristics (Platform)

- Assessment of vehicles identified in DSTL Market Survey

- Basic Requirements:

- 1 – Number of crew ≥ 4
- 2 – Payload Capacity $> 2500\text{kg}$
- 3 – Unladen Mass $< 14000\text{kg}$
- 4 – Turning Circle $< 18\text{m}$
- 5 – Width $< 2.5\text{m}$
- 6 – Power to Weight Ratio $> 20\text{hp/t}$
- 7 – Ground Pressure $< 450\text{kPa}$
- 8 – Ground Clearance $> 240\text{mm}$
- 9 – Ballistic Protection \geq Level 2 (Objective Level 3)
- 10 – Blast Protection \geq Level 2a/2b (Objective Level 3a/3b)

STANAG 4569 protection	Level 2	Level 3
Kinetic energy	7.62 x 39 API at 30 meters	7.62 x 51 AP at 30 meters
Grenade and Mine Blast Threat	6 kg (explosive mass) Blast AT Mine: 2a – Mine Explosion pressure activated under any wheel or track location. 2b – Mine Explosion under center.	8 kg (explosive mass) Blast AT Mine: 3a – Mine Explosion pressure activated under any wheel or track location. 3b – Mine Explosion under center.

- Medium Protection, Medium Mobility & Medium Capacity



MRV-P Requirement

Building & Driving Operational Success

Single Statement of Need (SSoN):

‘The MRV-P capability is to provide a protected and adaptable general purpose platform, capable of conducting command, control and liaison functions, carrying small groups of personnel or a logistic load, providing a limited towing capability and operating in diverse climatic and topographical conditions worldwide in order to support and contribute to land, air assault and littoral manoeuvre operations’.

**Command & Liaison
(2+2)**

LFR - 1624

**Command & Control
(2+2)+2 Static**

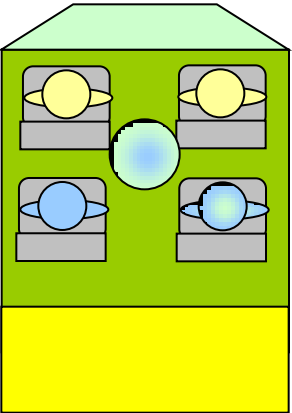
LFR - 1431

**Transport
(2+0)**

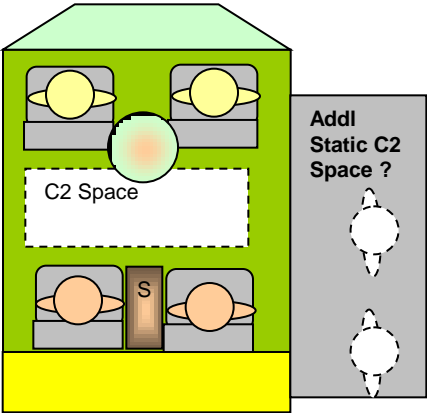
LFR - 1140

**Troop Carrier
(2+6)**

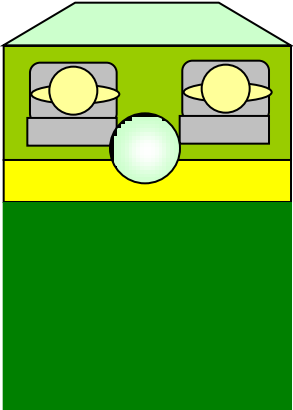
LFR - 621



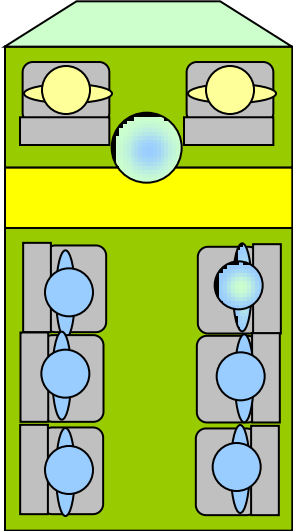
- Optimised for mobile liaison



- Also designed for static C2



- Carriage of unit stores

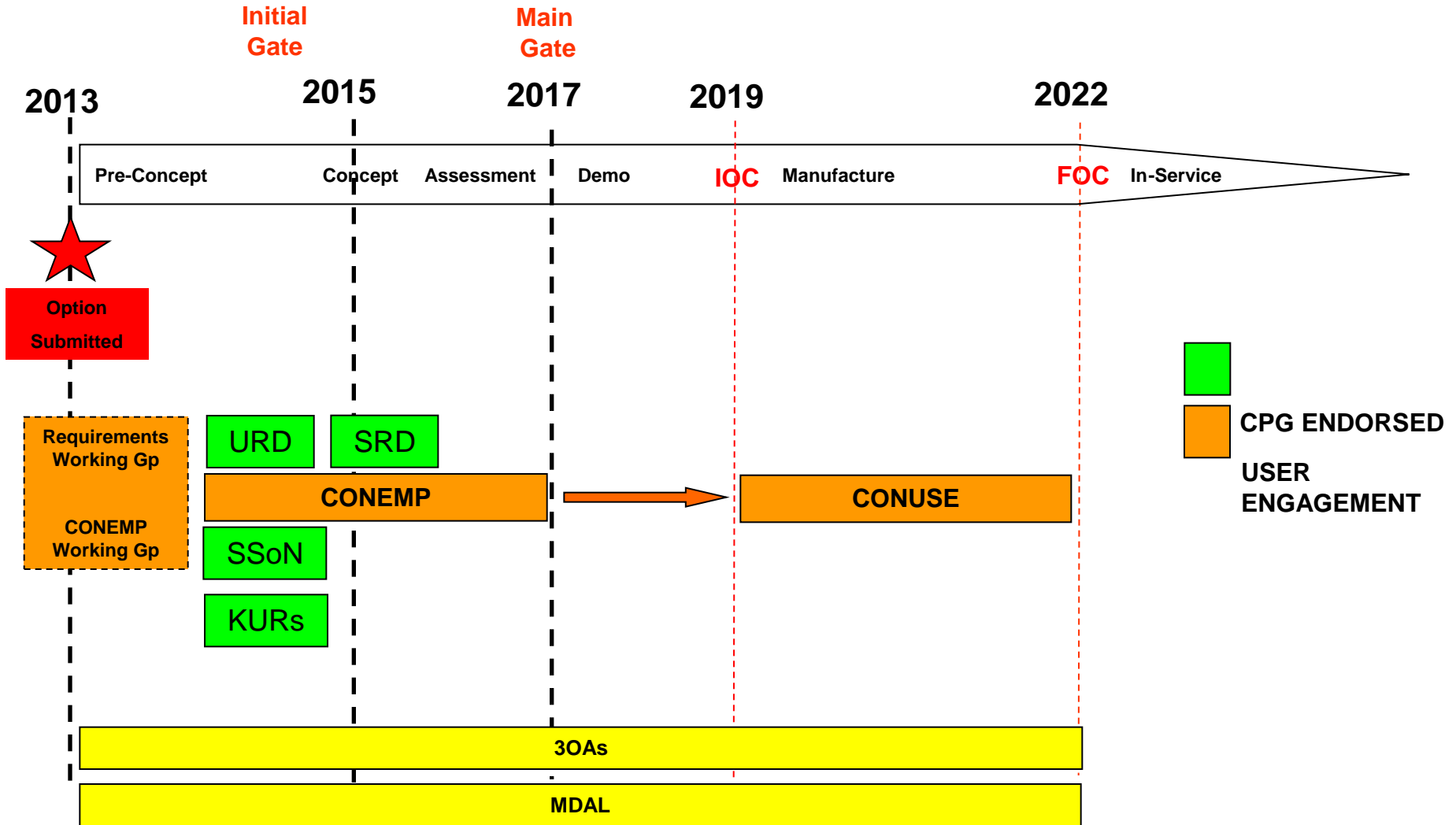


- 6 Pax Troop Carrying Vehicle

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MRV-P Indicative Timeline



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Longer-Term MRV-P Indicative Strategy?

Light (PM) – In Scope

Platform	User	OSD	Current Nos	2015 - 2020	2020-2025	2025-2030	2030-2040
FHD	CS/CBT	2024	c400	In-Service	Potentially replaced by MRV-P but not programmed		
WHD	CSS/CBT	2024	116	In-Service			
HKY	CSS/CS/CBT	2027	320	In-Service			
PAN	CBT/AIR	2037	401	In-Service			
JKL/COY	CBT	2030	512	In-Service			
RWMIK	CBT/AIR	2030	344	In-Service			
MRV-P	ALL	2044	800+	In-Service			

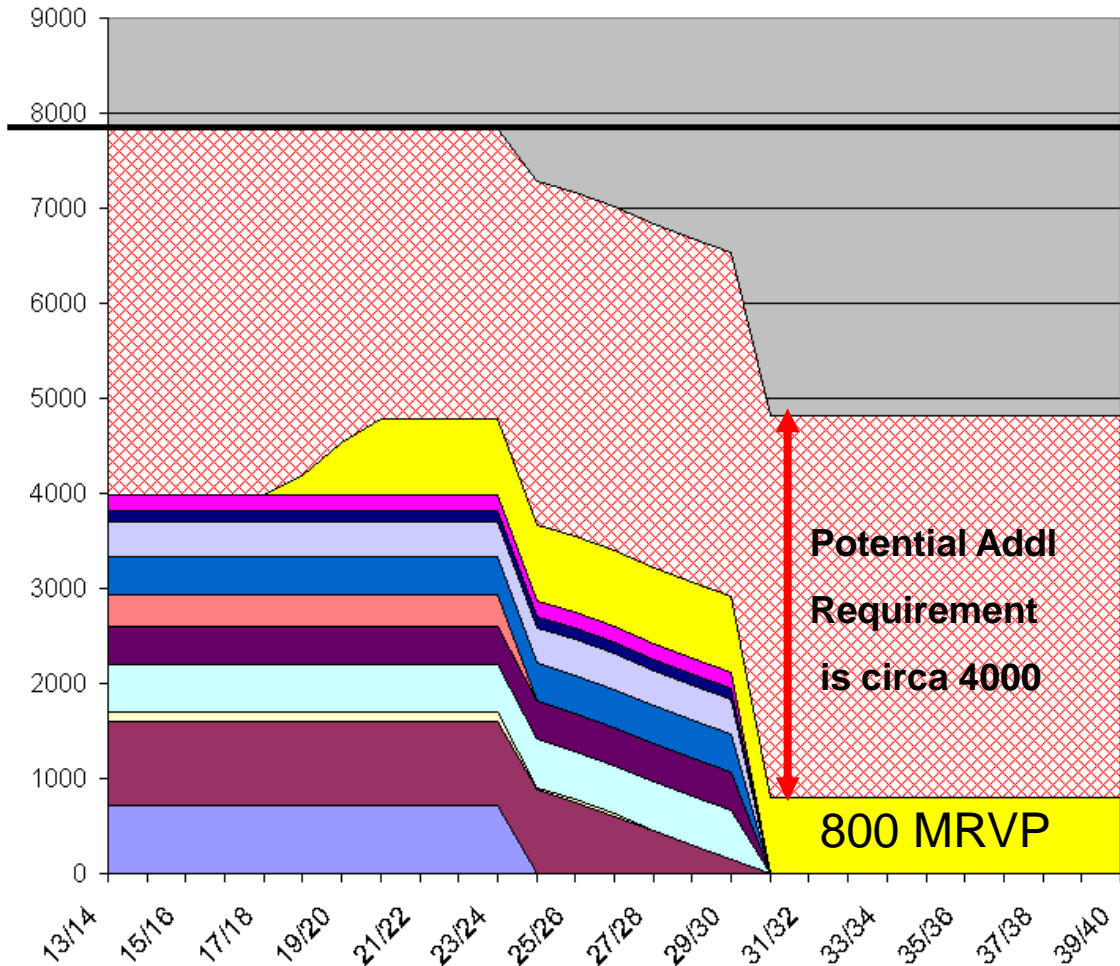
Light (Non-PM) – Out of Scope

LR (GS/FFR)	ALL	2030	5648	In-Service	LR Replacement?
PNZ	ALL	2030	628	In-Service	

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MRV-P in the PM Fleet



Requirement all types is 7838

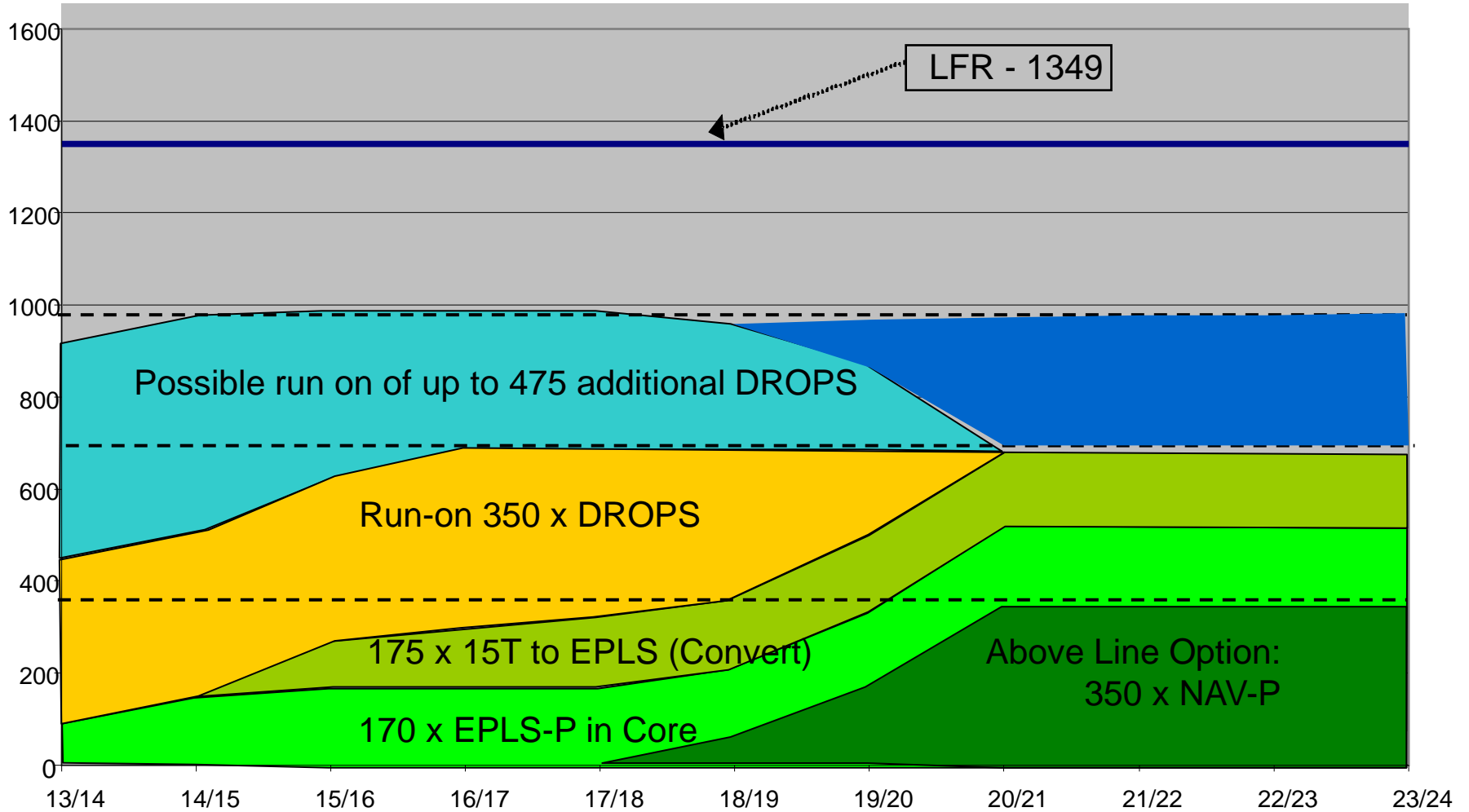
Potential Addl Requirement is circa 4000

800 MRVP

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NAV-P Silt Chart

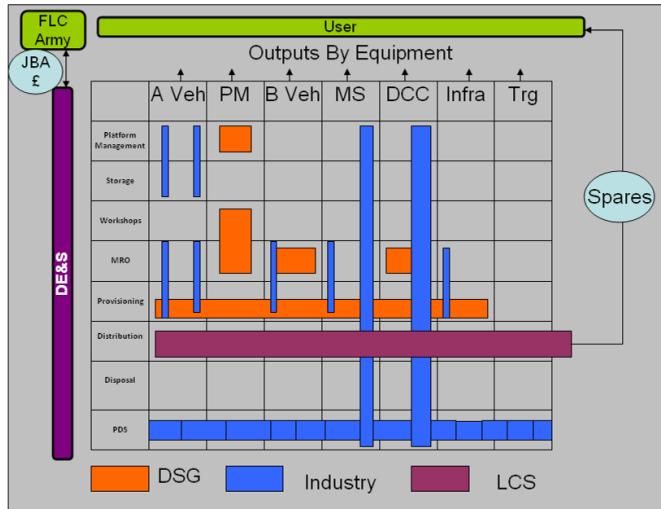


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Land Equipment Support Strategy

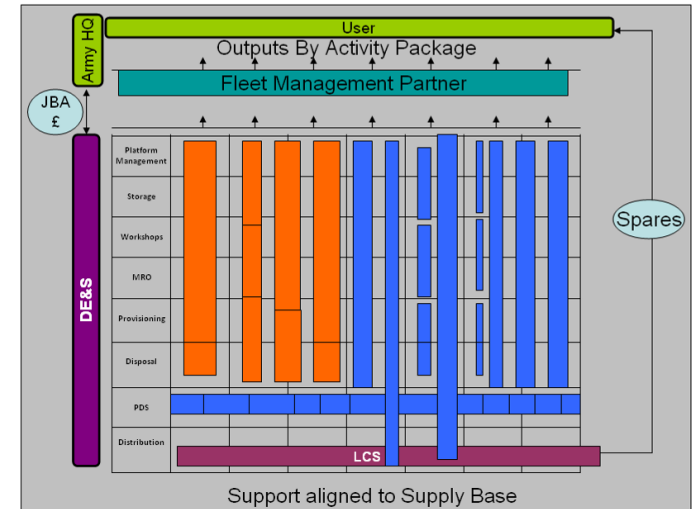
The way we were



Disparate support arrangements optimised by Equipment.

Differing interfaces with FLCs across equipments.

New Model



Consolidated support optimised across platforms and activities.

Incentivised role for Industry

Coherent outputs to FLCs, with Army HQ and the Fleet Management Partner interfacing with Strategic Support Suppliers

Current Position

The strategy has been developed and endorsed by D LE. The 1* led Programmes are now implementing their plans to deliver this strategy

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