Outline

USTRANSCOM Distribution Process Owner (DPO)

- JLOTS Operations and Capabilities Transition to Seabasing
- Seabasing Concepts
- Way Ahead
“Provide air, land, and sea transportation for the DOD, both in time of peace and time of war.”
One Team, One Fight... Many Players

Total Force: 155,833

Active: 51,560
Civilian: 16,504

Active Military & Civilians

Reserve Personnel
Guard/Reserve: 87,769

Commercial (CRAF/VISA)
Distribution Challenge

Who's setting priorities? Who's directing execution? Who's the receiver? Who's metering the flow?

No end-to-end distribution management

Disjointed supplier and distribution relationships

Who's setting priorities? Who's directing execution? Who's the receiver? Who's metering the flow?
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 directing execution? Who’s the receiver? 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!

DPO
- Establish Priorities
- Allocate Resources

Synchronizing Performance is Key to Success
DPO National Partners
- USTRANSCOM
- JFCOM
- JMC
- DLA
- Services

Unity of Effort
Joint Effects

The missing Theater link until now...

Early Problem...Early Solution!
Joint Logistics Over-The-Shore (JLOTS)
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

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
Roll On/Roll Off (RO/RO) Operations

Army Logistics Support Vessel (LSV)

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

CLOSE

CONUS

Inter-theater Airlift
Inter-theater Sealift

Commercial Resupply
Air/Sea

Intermediate Log Site

Advance Base

ASSEMBLE

Joint Operations Area

Tactical Air/Sealift

Sea Base

CSG ESG MPS MPF(F)
Station ships
APS (ARF)

Shuttle Ships/Aircraft

SPOD

EMPLOY

APOD

Austere SPODs

SUSTAIN

RECONSTITUTE

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)
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?