



CRST NEWSLETTER

COMBAT VEHICLES EDITION



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THE FUTURE OF THE ARMY'S TACTICAL WHEELED VEHICLES

On December 17th breaking news flooded into news stations, newspapers and magazines stating, "The War is Over. Last U.S troops leave Iraq!" As the entire world watched the troops drive out, the American people finally released a sigh of relief. However, military officials knew, although the war was over, the battle with our Tactical Wheeled Vehicles was going to continue.

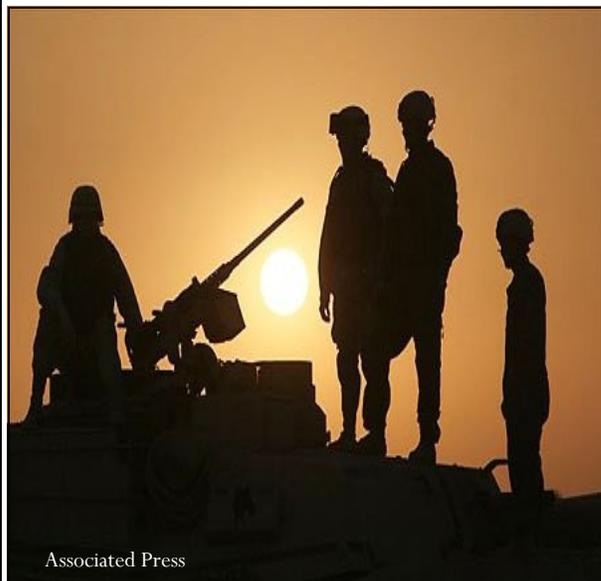
With budget cuts sweeping across the Armed Forces, decisions must be made regarding what we will do with our vehicles, where they will go, and how they would be funded after the grueling 10 year war took its toll on their parts.



Maya Alleruzzo / AP

The 2011 Tactical Wheeled Vehicle (TWV) Strategy determined, "The Army's objective is an affordable strategy to ensure the Soldiers operating within Army Force Generation (ARFORGEN) have the right balance of vehicle quantities, types, and modernization to meet their mission requirements - whether in combat or training, operating as part of the Army's generating force or conducting Homeland Defense/Defense Support to Civil Authorities (HLD/DSCA) missions."

And though all sounds good in theory, how will the plan be put in motion given budget constraints? With past years consisting of persistent conflict in multiple theaters, our fleets have taken hard hits. The Army has no other choice than to balance cost and on-hand inventory to ensure our warfighters are protected. In order to accomplish the appropriate level of protection, the Army's FY12 Budget requested \$2.2 billion dollars for transportation vehicles, including Medium and Heavy TWV and Mine Resistant, Ambush Protected (MRAPs).



Associated Press

The pending solutions emplaced are to continue the development of the Joint Light Tactical Vehicle (JLTV) fleet, increase service life of vehicles, integrate MRAPs, and enforce ARFORGEN management. Will these efforts alone be enough? We shall see.



Image courtesy of BAE Systems

Headline News:

2012 Tactical Wheel Vehicle Strategy

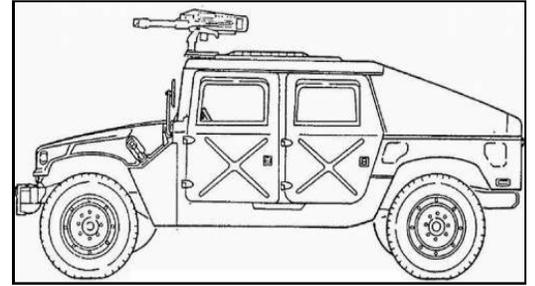
Rise and Fall of the HMMWV

Downsizing Facilities: Is BRAC BACK?

TWV Strategies from the Leadership

THE RISE AND FALL OF THE HMMWV

The High Mobility Multipurpose Wheeled Vehicle, commonly known as the HMMWV or 'Hummer' or, during the 80's, as "jeeps on steroids" by U.S. Soldiers, has a long history in the Armed forces. Serving multiple roles from its initial introduction to its current tasks, the HMMWV is facing a potential "phase out" or drastic decrease in production. Unable to provide full protection and evolving mobility requirements to mission operations standard, the HMMWV is on track to be downsized and in return the Joint Light Tactical Vehicles (JLTV) will be in production by FY15.



The HMMWV's initial design in the Army was to serve as a light tactical vehicle for special purpose carriers, special purpose weapons platforms, control, the ability to drive on the most difficult terrain and the capability to tackle all weather conditions. Given the fact the HMMWV cannot balance performance with an additional armor to protect the Soldiers, the Army and Marine Corps determined the HMMWVs need to take a back seat to the JLTV. DoD Buzz reports in a breaking news article "Army cancels Humvee Recap, places bets on JLTV" that "If the Humvee recap is cancelled it placed all the pressure back on JLTV program leaders. The Defense Department would no longer have a backup plan to replace its fleet of trucks it started building in 1984" (DoD Buzz). Change is happening fast and is not cheap.



The HMMWV recapitalization continues to brew on Capitol Hill and in the Pentagon. Depending on the ongoing budget constraints targeted at vehicles, the HMMWV may just resurrect again. Marine Corps and Army Senior Leadership will strategize to ensure the next move for TWV is the right one. National Defense magazine recently published an article on 26 January confirming, "Ground forces are bearing the brunt of the cuts." Only time will tell the results of the vital decisions.

WEATHER CONDITIONS: CLOUDY WITH A CHANCE OF DOWNSIZING OUR FACILITIES

Budget cuts are not only taking a toll on Combat Vehicles but are now affecting facilities across the Army. With the not-so-secret message traveling through Districts identifying the decrease in workload, the topic of Base Closure and Realignment (BRAC) process has begun to resurface. The President is requesting congress to use the BRAC process to initiate savings in facilities across the Armed Forces. The Army, Marine Corps and Air Force have already been notified to prepare for a decrease in soldiers, facilities and equipment.



The initiative of base closures will not only decrease the U.S. footprint but will also have the ability to greatly impact civilians in USACE Districts. Commanders are carefully mentioning the "worst case scenarios" and keeping their teams prepared for the impacts of the budget cuts. 30 September 2013 marks the date where the Secretary Issues the Quadrennial Defense Review and it will continue through 2015. Defense Secretary Leon Panetta defended his positioning on facility budget cuts this month by stating, "These reductions in force size also require a corresponding reduction in facilities resources" (Army Times). The Army Corps will need to take precautionary measures in facility planning to ensure facilities are up to standard given the drop in funding and availability of resources.

The fight will continue between budget cuts vs. essentials in the Army. The questions of whether BRAC is a necessary move or just a repetition of historical events will soon be answered as the budget finalizes. Panetta left his listeners with final words describing the DOD's current situation. House Intelligence Committee members Ruppertsberger states, "The new defense budget reflects our economic reality and prioritizes planning for the threats of tomorrow: investing in cyber operations, technology-based weapons and space infrastructure. It's more modern. Our military footprint should also reflect that" (Military News). The CRST, forecasting 25-30 years into the future, plays a critical role in assisting facilities planners during the planning process. As of now the forecast is looking cloudy, the CRST is on a mission to change the weather.

“A TEAM SPORT”

The 2012 NDIA Tactical Wheeled Vehicle (TWV) Conference in Monterey, California had many wondering which direction the Tactical Wheeled Vehicle Community was going to take when delivering the upcoming TWV strategies. With the budget days from being released, leadership carefully tiptoed around “definite” plans for the Armed Forces trucks.

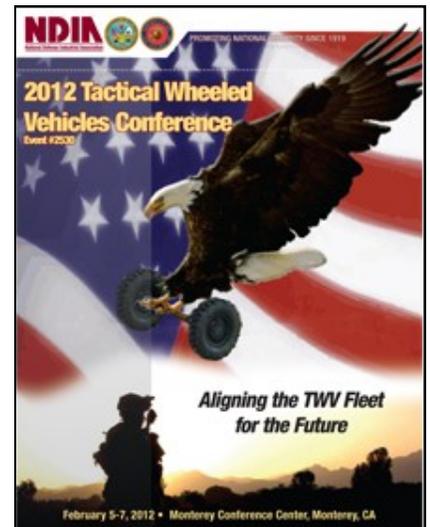
Lieutenant General William Phillips, USA Principle Military Deputy Assistant Secretary of the Army challenged Industry to become key players in the TWV arena. Due to changing criteria, the Defense Industry's involvement will play a critical role in technological advancements for Army trucks. The changing methods for success stems away from “Buy more, buy as many as we can,” to a less drastic, “buy less, more often” as Mr. Don Tison, the Assistant Deputy Chief of Staff for G-8 stated.

A reoccurring theme throughout the conference entailed a comprehensive overview of the Iron Triangle. The triangle operates to balance Payload, Protection, and Performance with current and demanding emphasis on Survivability and Mobility. The JLTV is projected to be the key in balancing and leading the Army into 2025 given that it can establish the concrete ability to encompass each aspect of the triangle.

Colonel Dave Basset, Project Manager for Tactical Vehicles boldly stated, “It’s not about buying hope, it’s about buying a truck” when delivering his speech regarding supporting our soldiers. Truck requirements are being reevaluated with attention on sustainment and survivability of the soldier. He advised the audience to rethink their standing on the current competitive state of our forces. He stated, “To be competitive you have to be able to produce at a low rate and a competitive rate...this means reversibility, the means to “survive the downtown”, so when the Army needs trucks again we’re ready...the JLTV balances the Iron Triangle, giving protection back without compromising mobility.” The truck fleet is in a constant state of transition, re-evaluations will be made due to budget constraints but the warfighters survivability will not be compromised. Therefore, the Army has requested Industry to place first priority to protection enhancements.

The JLTV is leading the force into the future. The ability for the JLTV fleet to encompass cost benefits, advancements in technology and balance between mobility and survivability highlights the TWV fleet as the best method of accomplishing the Army’s missions. In contrast to the popular JLTV fleet, the High Mobility Multipurpose Wheeled Vehicle (HMMWV) fleet has been tugged between a rise and fall pendulum. TWV Leadership has clarified on various sources determining the HMMWV’s demise and have assured that the HMMWV is a critical component to the Department of the Army’s Force Structure through 2025. They’re here to stay.

The focal point of TWV fleet is transitioning from new production to sustaining the fleet through Reset/Recap, safety enhancements and mobility. The Army and United States Marine Corps are collaborating on core missions to accomplish successful strategies for the TWV fleet.



POC.

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