



NAVY LEAGUE

of the United States

Citizens in Support of the Sea Services

Legislative Agenda – 112th Congress, 1st Session

- The sea services of the United States represent a global force for good, and are the greatest force for peace in the world due to both their ability to protect the sea lanes for world trade.
 - Budget tensions and ongoing, real world contingency operations have severely strained our maritime forces.
 - The shipbuilding industrial base capacity has atrophied to levels that cannot adequately support national security.
 - The importance of proactively taking care of our service members and their families cannot be overstated in this period of extraordinarily high operational tempo.
 - Given these concerns, the Navy League recommends resetting our maritime services to a state where they can effectively execute their deterrence mission and maintain maritime superiority through robust top line funding for our sea services in FY 2012 and beyond.
 - Some of these urgent combat capability needs are described below.
-

The U.S. Navy

The Navy League of the United States fully supports rebuilding the fleet to a minimum level of 325 ships and believes that an annual SCN budget of \$25 billion of more is required to attain this ship count. It is vital that the minimum 313-ship plan proposed by the Chief of Naval Operations and the Chairman of the Joint Chiefs of receive stable funding for it to be realized. For acquisition efficiency, Multi-Year Procurement (MYP) merits consideration in a variety of programs – savings through MYP can be vital to offsetting unscheduled procurement account cuts.

- **Shipbuilding:** Procurement is needed for a force comprised of 11 aircraft carriers, at least 88 large surface combatants, 38 amphibious ships, 50 attack submarines, and 55 Littoral Combat Ships. Recapitalization of the Aegis fleet remains a vital stopgap in the overall bridge to modernization. Investing now in the design and test of the next ballistic missile submarine class is needed.
- **Aircraft:** To offset the threat of a severe shortfall at the end of the current FYDP, full funding for aircraft to sustain at least 10 carrier air wings through F/A-18E/F Super Hornet and E-2C/D Hawkeye procurement is essential. F-35C Lightning development remains vital.
- **Sealift:** The combat logistics force, including tankers and ammunition and cargo carriers (T-AKE), as well as large, medium lift, roll-on/off ships (LMSR) to bolster the Maritime Pre-positioning Force are the lifeblood of operations. A steady investment stream in the civilian mariners and platforms enables the NCA to respond rapidly to any emergency with overwhelming force.
- **Current Readiness:** The support of robust funding for steaming and flying hours, precision guided munitions, spare parts, infrastructure, weapon systems, and information systems is essential.

The U.S. Marine Corps

The need to reconstitute and reset the Marine Corps persists as it maintains a tremendous deployment tempo. Almost \$5 billion of needed reset costs remain unfunded.

- **Right-sizing the force:** The current deploy-dwell ratio of 1:1 needs to 1:2 to relieve the strain upon Marines and their families to provide a healthier duty-personal life balance as well as allow the training time necessary to revitalize the Corps' unique amphibious capability.
- **Aircraft modernization:** The Marine Corps needs robust procurement of the UH-1Y, AH-1Z, CH-53K, MV-22, KC-130J, and F-35B Lightning II (STOVL) to fulfill its mission requirements with the F-35B being the top priority.
- **Ground equipment modernization:** The Amphibious Combat Vehicle is needed to replace the aging Amphibious Assault Vehicle (AAV) force as an essential platform for the Corps' forcible entry capability.
- **Multi-systems/technologies:** Modernization and upgrade of command-and-control, vehicle armor, anti-sniper/anti-IED technologies, and multi-spectrum Marine Air-Ground Task Force fire support.

The U.S. Coast Guard

As an integral part of maritime security and the world's premier maritime lifesaving service, the Coast Guard is challenged on many fronts. A key need for FY2012 is to reverse the administration's proposed cuts in the Coast Guard's operational budget, which would result in the loss of five cutters, five security teams, and more than 1,100 personnel, among other key losses. Accelerating the Coast Guard's Modernization Program (Deepwater) is also critical beginning in FY 2012.

- **Deepwater:** Support is needed for increased funding for Deepwater recapitalization of its cutters and aircraft in the amount of not less than \$2.5 billion per year for FY 2012. This will enable the Coast Guard to complete the Deepwater program by 2022, the target date originally set in 2002. These increased funds are essential to ensure the Coast Guard can meet vastly expanded mission requirements in the post-9/11 environment.
- **Coast Guard operational budget:** The Coast Guard's current resource levels for ships, aircraft, staffing, security teams, and other key programs need to be maintained at least at FY2010 levels for FY2012.
- **Maritime Domain Awareness (MDA):** Support is needed for procurement of systems by the Coast Guard, as well as DOD, other DHS entities, and the intelligence community in support of an inter-agency program office for MDA.
- **Polar Icebreaking:** Polar icebreaking is required in the new national policy determination on the future of America's icebreaker fleet. Global climate change is opening up polar sea lines of communication, increasing commerce and highlighting competing territorial claims. Capability and funding decisions are needed so that old icebreakers can be maintained until new icebreakers are built and put into service by 2015. Our American energy independence requires this funding.

The U.S. Flag Merchant Marine

A strong U.S.-flag Merchant Marine and Maritime Industry are essential to support the U.S. national defense and economic security interests. In peace, we rely upon the merchant marine for economic viability, as over 95 percent of trade is transported by ship – less than three percent of which is aboard U.S.-flagged ships. In war, we turn to the merchant marine force and maritime industry to transport military reinforcements and materiel. The Navy League is concerned about the diminishing size and strength of the U.S.-flag Merchant Marine and maritime industry.

- **Maritime Security Program (MSP) and Ready Reserve Force (RRF):** Funding is needed for the enhanced 60-ship, 10-year MSP and the recapitalization of the Ready Reserve Force. These assets are worth \$11 billion annually to the Department of Defense.
- **Title XI Shipbuilding Loan Guarantee Program:** Funding is needed to assist U.S. shipbuilders and carriers. The 20-year timetable underlying Title XI will leverage and multiply each appropriated dollar several times over.
- **Maritime Transportation System (MTS):** Funding for MTS initiatives is needed to maintain waterways, ports, inter-modal connections, and the Marine Highway System (short-sea shipping) – all crucial to economic security.
- **U.S. Merchant Marine Academy:** Full funding for USMMA and programs at the state maritime colleges and maritime industry training facilities is needed to ensure sufficient numbers of licensed mariners.

Please refer to the 2011-2012 Maritime Policy for further information on these programs.

2300 Wilson Boulevard, Arlington, Virginia 22201 * 703-528-1775 * www.navyleague.org

Navy * Marine Corps * Coast Guard * U.S.-Flag Merchant Marine