

# WATERWAYS COMMERCE CUTTER



Acquisition  
Directorate



The Coast Guard's inland tender fleet currently consists of three ship types, one per aids to navigation mission set. These types are: clockwise from left, inland construction tender, river buoy tender, and inland buoy tender. The Waterways Commerce Cutter Program is recapitalizing the capability provided by the inland tender fleet.

## PROGRAM DESCRIPTION



The Coast Guard's inland tender fleet protects vital infrastructure and enables the free flow of commerce along the nation's marine highways, protecting American jobs and contributing to America's economic and energy security. The fleet consists of 35 tenders that allow the Coast Guard to establish, maintain and repair aids to navigation (ATON) in dynamic waters largely inaccessible by larger and geographically displaced ATON units. The inland tenders also provide some of the same capabilities as the Coast Guard's oceangoing cutter fleet, enabling them to quickly and effectively respond to emergencies such as environmental incidents and severe weather events.

However, the current fleet of inland tenders have an average age of more than 55 years and are in a state of obsolescence. The Coast Guard established the Waterways Commerce Cutter (WCC) Program to replace the capability these tenders provide. The Program partnered with the Naval Sea Systems Command to conduct an independent alternatives analysis to evaluate materiel and non-materiel solutions to meet mission needs within cost and schedule constraints. Additionally, the Program released seven requests for information

to conduct market research and conducted engineering trade studies and design analysis, including development of indicative designs.

The Program determined three WCC variants will best meet mission needs based on the analysis. All three variants will be monohull vessels, meaning self-propelled ships instead of tug and barge configurations. The river buoy tender and inland construction tender variants will be acquired on one contract; these variants are expected to be identical except for hull length, working deck layouts, and deck equipment, including the crane. The program released the draft specifications for these variants in October 2019.

The inland buoy tender will be procured separately from the other two variants. The program released inland buoy tender top-level requirements November 2019 and is examining whether commercial vessels will meet these requirements.

The WCC Program is working under an accelerated program schedule to reach initial operational capability scheduled by 2025 and full operational capability scheduled by 2030.

Mission execution begins *here*.



For updates on the **WCC Program**, visit the program's website at [www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Acquisitions-CG-9/Programs/Surface-Programs/WCC/](http://www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Acquisitions-CG-9/Programs/Surface-Programs/WCC/)

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