

PROGRAM PROGRESS AS OF DECEMBER 2019:

The Coast Guard is anticipated to acquire three variants of monohull vessels, meaning self-propelled cutters instead of tug and barge combinations. The number of WCC variants was influenced by preliminary results from the program's independent alternatives analysis (AA), conducted in collaboration with the Naval Sea Systems Command. The AA began by examining whether a monohull, tug/barge or mix of these vessel types could best meet mission needs. Operationally critical characteristics for all three variants include draft, length, speed, and maneuverability. The Coast Guard will determine the total number of WCCs needed to replace the current capability after the conclusion of the full AA.

The WCC Program released draft specifications for the river buoy tender and inland construction tender variants in October 2019. These variants are expected to be acquired together because the configurations of these variants are expected to be identical except for their hull lengths, working deck layouts, and deck equipment (e.g., crane).

The third ship variant covers the inland buoy tending mission set and will be acquired separately. The WCC Program released the inland buoy tender top-level requirements in November 2019 and is conducting analysis to determine if commercial vessels will meet these requirements.

ANTICIPATED SCHEDULE:

- 2021 River buoy tender/inland construction tender request for proposal (RFP) release**
- 2021 Inland buoy tender RFP release**
- 2021 River buoy tender/inland construction tender contract award**
- 2022 Inland buoy tender contract award**
- 2025 Initial operational capability (IOC) – achieved following post-delivery availability, test and evaluation, and certification that the first hull of each WCC variant satisfies all key performance parameters, or threshold requirements without which the ATON mission cannot be performed.**
- 2030 Full operational capability (FOC) – achieved following delivery and shakedown of the last cutter.**

For more information, including the WorkBoat presentation slides, scan the QR code below or visit the program website at: <https://www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Acquisitions-CG-9/Programs/Surface-Programs/WCC/>

Email: wcc@uscg.mil



WATERWAYS COMMERCE CUTTER



2019

The U.S. Coast Guard has a statutory mission to develop, establish, maintain, and operate maritime aids to navigation (ATON) to promote safety, assist navigation, prevent disasters



and collisions, and serve the needs of the armed forces and commerce of the United States. Thirty-five inland tenders currently perform this work in the nation's



inland waterways and western rivers, and also provide a federal presence to conduct ports, waterways and coastal security; search and rescue; marine safety; and marine environmental protection missions. However, these tenders have an average age of over 55 years and face obsolescence and other sustainment issues. The Coast Guard Waterways Commerce Cutter (WCC) Program exists to replace the capability provided by the inland tender fleet.



WCC

The current inland tender fleet can be divided into three main tender types, each of which performs specific parts of the ATON mission:

WCC

River Buoy Operations (WLR) - 18 in Fleet



WLRs service short-range ATON on the Western Rivers. They set, relocate, and recover buoys to mark the navigable channel in the rivers as the water level changes. They also establish and maintain fixed aids, lights, and daybeacons within their area of responsibility.

Inland Construction Operations (WLIC) - 13 in Fleet

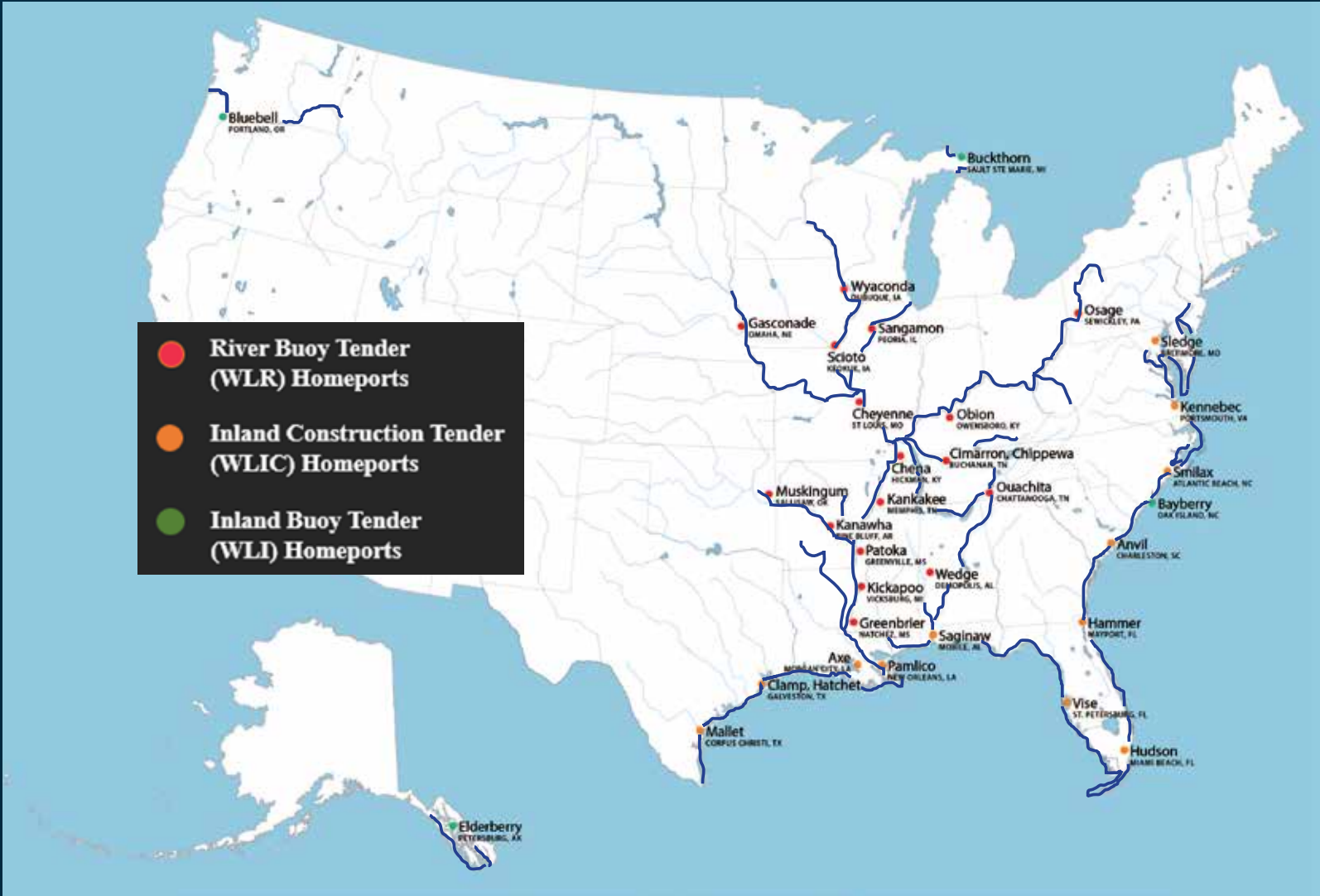


WLICs construct, repair, and maintain fixed aids to navigation within inland waterways. The WLIC is the only Coast Guard platform with the capability to drive and remove piles, erect towers, and effect major structural repairs.

Inland Buoy Operations (WLI) - 4 in Fleet



WLIs service short-range ATON along the coastal and inland waterways. These vessels maintain buoys that are beyond the capabilities of the nearest aids to navigation team and that are located in areas either too shallow or otherwise too restricted for larger buoy tenders to reach.



The inland tender fleet is responsible for maintaining more than 28,200 marine aids to navigation across approximately 12,000 miles of inland waterways. The ships operate across a wide range of temperature and weather conditions; in strong river and tidal currents; and in areas affected by ice, debris and shoaling.