



USTRANSCOM

3 December 2009



*Contrail Brief to JIWG & JWCTW
23 – 26 Jun 2008
Mt. Pocono, PA*

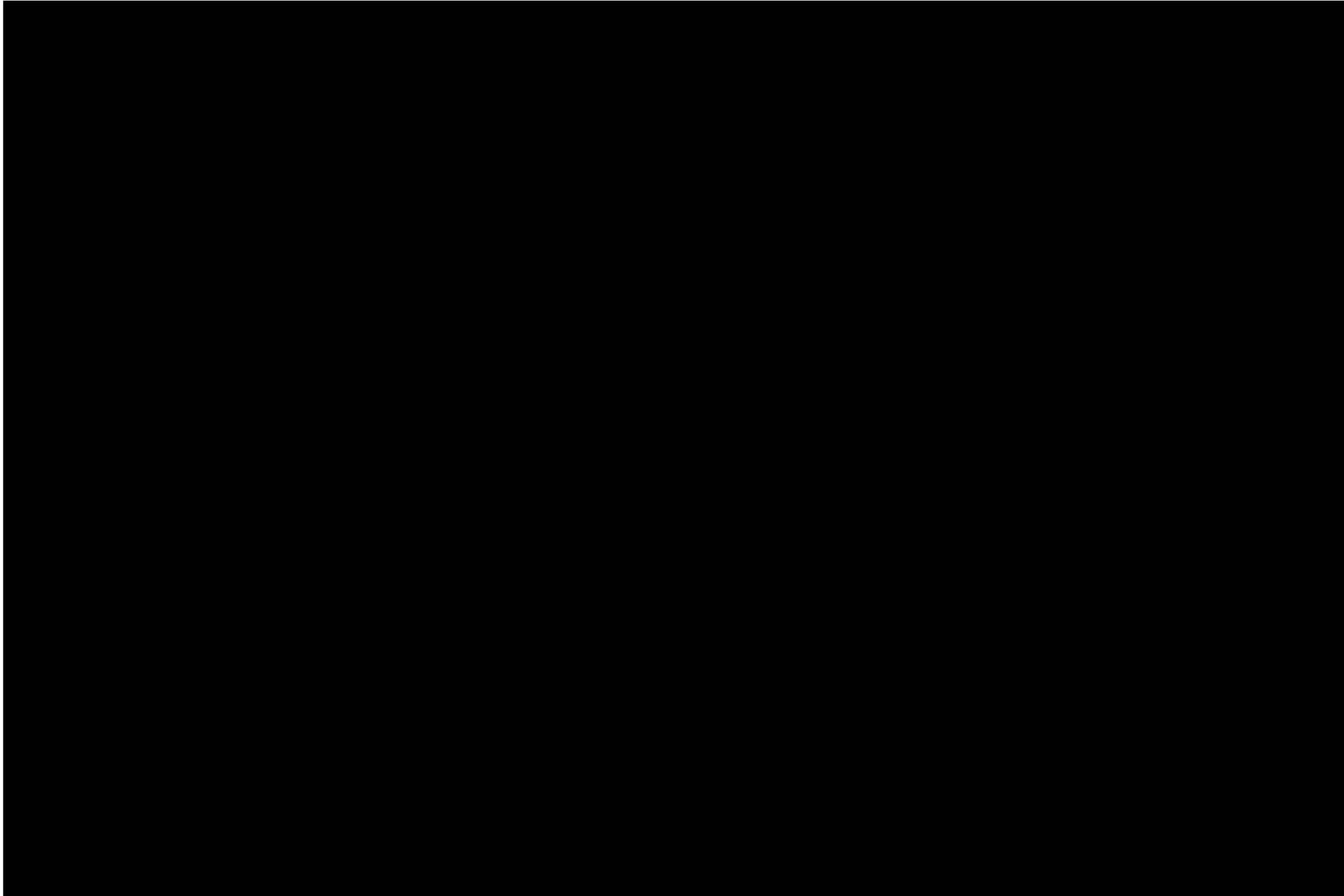




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*CD's with SBS/Contrail Video furnished separately (9 minutes).





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DOD Benefits

- Reduces DOD use of fossil fuels.
- Maximizes direct cost savings
- Provides capability to haul all cargo in a force package.
- Provides capability to transport oversized cargo.
- Maximizes U.S. flag fleet resources.
- Improves retrograde handling particularly damaged vehicle cargo.
- Improves selective cargo offloading.
- Focuses on sustainment and rotational cargo.
- Frees LMSRs for prepositioning and surges.

"Provide tailored and agile capability and sustainment solutions that meet the Warfighter's requirements."

SDDC Vision



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Commercial Stakeholders

- **Maersk Lines Limited**
 - **Participating in Phase IV demonstration to ship oversize cargo on containerships.**
 - **Has purchased 4 Contrails for internal testing.**
 - **Expressed considerable interest in using the Contrail units produced in Phase IV to ship military cargo to Asia.**

- **Horizon Lines**
 - **Expressed interest in Contrail for their Guam service.**





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- **Contrail Demonstration:**
 - **24 Contrails will be used to demonstrate the viability and cost effectiveness of shipping military cargo on a commercial containership.**
 - **Compares time and cost of shipping via commercial containership vs. Roll-on Roll-off (RoRo).**
 - **Demonstration dates:**
 - **Late Aug to Mid September – Outbound voyage out of Charleston, SC or Norfolk, VA.**
 - **Mid October to Late October – Shipment arrives SWA, offloaded, and retrograde loaded for return voyage.**
 - **Late November to Mid December – Shipment arrives in Charleston, SC or Norfolk, VA.**
 - **Transshipment port will be utilized in SWA.**





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- **Significant Obstacles:**
 - **COGSA Liability**
 - Limited to \$500 and will require individual agreement with carrier at higher cost reducing efficiencies of Contrail.
 - **TPS Cargo**
 - Must be shipped port to port. Can not utilize transshipment port and feeder vessels to enable delivery of cargo to less developed or accessible ports.
 - **Process/Policies**
 - Not in place to support shipping force packages via commercial containership.
 - **Interest/Commitment**
 - Commercial Industry is interested in purchasing for commercial/military applications; ITLT Solutions is interested in selling to both commercial and military; Military has expressed interest in purchasing/leasing a small number for prepositioning at strategic seaports. No one entity has totally committed.
 - **Mindset**
 - This technology is 'just another flat-rack' or 'it sounds like the old sea-shed program', but Contrail is a container and should be considered a container in all respects. It's sides and top are open for accessibility, but it is handled at the port exactly as a container.





Technology Transition

- **Commercial Transition:**
 - **The standards community must address this technology and perhaps relax some of their infrastructure standards.**
- **DOD Transition:**
 - **Joint Standardization Board for Intermodal Equipment (JSBIE)/Joint Intermodal Working Group (JIWG) policy and procurement modification must be addressed.**
 - **Next Mobility Capabilities and Requirements Study (MCRS) kicked off Mar 08 and will likely highlight the continued urgent need for greater sealift capacity to transport military equipment and supplies during wartime and other national contingencies.**
 - **Meeting between ITLT Solutions and USTRANSCOM determined possible requirement for DoD to lease some Contrails to have pre-positioned at specific strategic sea ports.**





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Questions?





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