PROGRAM PROGRESS

As of November 2018

The Coast Guard has partnered with the Navy to conduct an independent alternatives analysis for the WCC Program. This analysis will include an evaluation of materiel and non-materiel options to help the program determine viable methods of addressing the Coast Guard's mission need within cost and schedule constraints. The analysis will include the possibility of renewing and standardizing its inland maritime mission capability with modern, state-of-the-market tenders specially equipped with technologies proven in the intended operational environment.

DESIRED FIELDING SCHEDULE

FY24 Initial Operational Capability – achieved after the first tender has successfully completed operational test and evaluation, all crew are trained, and the tender has been delivered to its homeport, ready for missions.

FY30 Full Operational Capability – achieved when the capability has been fully fielded.

PROGRAM NEEDS

While the WCC Program is still analyzing its options, any solution must:

- Fill the capability requirements for three district ATON mission sets.
- This may include solutions that can perform the missions more efficiently and effectively using different methods than the current fleet.
- Maximize commonality and standardization.
- Minimize drydocking, preventive maintenance, and reliance on external maintenance providers.

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 2018

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 maritime commerce needs of the United States. Thirty-five 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 are on average more than 53 years old, and they face obsolescence and other sustainment issues. The Coast Guard has established the Waterways Commerce Cutter (WCC) Program to replace the capability provided by the inland tender fleet.

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

WCC

Inland Construction Operations (WLIC)

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.

River Buoy Operations (WLR)

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 Buoy Operations (WLI)

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 fleet is responsible for maintaining more than 28,200 marine ATON across approximately 12,000 miles of inland waterways. The tenders 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.

MISSION TYPE	HULL CLASSIFICATION	YEARS BUILT
Construction Operations	WLIC (13 total)	1944 (1, 100-foot) 1962 (8, 75-foot) 1976 (4, 160-foot)
River Buoy Operations	WLR (18 total)	1960 (6, 65-foot) 1964 (10, 75-foot) 1990 (2, 75-foot)
Inland Buoy Operations	WLI (4 total)	1945 (1, 100-foot) 1954 (2, 65-foot) 1963 (1, 100-foot)