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**STATEMENT OF
LIEUTENANT GENERAL JOHN CASTELLAW
DEPUTY COMMANDANT OF THE MARINE CORPS
PROGRAMS AND RESOURCES
BEFORE THE
SEAPOWER AND EXPEDITIONARY FORCES
AND AIR AND LAND FORCES
SUBCOMMITTEES
OF THE
HOUSE ARMED SERVICES COMMITTEE
ON
THE MINE RESISTANT AMBUSH PROTECTED PROGRAM**

JULY 19, 2007

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Lieutenant General John G. Castellaw **Deputy Commandant for Programs and Resources**



Lieutenant General Castellaw assumed duties as the Deputy Commandant for Programs and Resources on 29 June 2007.

A native of Crockett County, Tennessee, he was commissioned via the Platoon Leaders Class Program from the University of Tennessee, Martin in 1972. His early tours were in the Marine units deploying to the Mediterranean, Western Pacific, and Middle East where he served as a platoon leader and company executive officer in the 1st Amphibian Tractor Battalion, as an inspector-instructor with the 4th Tank Battalion, as a flight line officer in HMM-362 and as an assistant operations officer in HMM-264 and HMM-365. Promoted to major, he served as the executive officer of Headquarters and Maintenance Squadron 26.

In operational Marine forces, he has commanded HMM-264 during its Mediterranean deployment as the 26th Marine Expeditionary Unit's Aviation Combat Element, the 3d Marine Expeditionary Brigade on Okinawa, and the 2d Marine Aircraft Wing. LtGen Castellaw has also commanded Marine Aviation Weapons and Tactics Squadron One (MAWTS-1).

During the Balkans War, while assigned as a liaison officer to the United Nations Protection Force Bosnia-Herzegovina, he coordinated American air support during the Siege of Sarajevo. Later LtGen Castellaw commanded U.S. Forces assigned to the International Force East Timor (INTERFET) conducting stability and security operations to restore order on that island. In the current war, he has completed assignments as Deputy Commander Marine Forces U.S. CENTRAL COMMAND and as the Chief of Staff U.S. CENTRAL COMMAND.

LtGen Castellaw has served as a staff officer in both MAG-26 and MAG-36 and on two previous occasions in the Department of Aviation, Headquarters Marine Corps. His joint experience includes a staff assignment in the J3 Operations Directorate U.S. EUROPEAN COMMAND. Most recently General Castellaw was the Deputy Commandant for Aviation.

He attended The Basic School, the Amphibious Warfare School, the Armed Forces Staff College and the NATO Defense College. LtGen Castellaw, a CH-46 pilot, is a graduate of the Marine Corps Weapons and Tactics Instructor (WTI) Course. He holds a Masters Degree in Military Studies from the American Military University.

LtGen Castellaw's personal decorations include the Defense Distinguished Service Medal, the Defense Superior Service Medal and Legion of Merit with two gold stars. He was the 1990 recipient of the Cunningham Award as the Marine Aviator of the Year.

Brigadier General Michael M. Brogan Commander, Marine Corps Systems Command

Brigadier General Brogan is a native of Orrville, Ohio. In May 1980, he graduated from the University of Notre Dame with a Bachelor of Science degree in Chemical Engineering and was commissioned a Second Lieutenant. Following graduation from the Basic School, he completed Assault Amphibian Officers' Course as the Honor Graduate and was assigned as an Assault Amphibious Platoon Commander, Company D, 3d Assault Amphibian Battalion (3d AABn), 3d Marines, 1st Marine Brigade, Marine Corps Air Station, Kaneohe Bay, Hawaii. After returning from deployment to the Western Pacific in support of Battalion Landing Team 1/3, he was reassigned in August 1982 as the Maintenance Management Officer and Assistant Logistics Officer, 1st Battalion, 3d Marines and completed a second Western Pacific deployment.



In January 1984, Brigadier General Brogan reported to Marine Barracks, Naval Weapons Station, Yorktown, Virginia where he served consecutively as a Guard Platoon Commander, Operations Officer, Guard Officer, and Executive Officer. He transferred to Quantico, Virginia in July 1987 and attended the Advanced Communications Officer Course. Following graduation as an Honor Graduate in June 1988, General Brogan reported to 3d AABn, 1st Marine Division and became the Assistant Logistics Officer. In March 1989, he assumed command of Company A, 3d AABn. During Desert Shield and Desert Storm, the company supported 1st Battalion, 5th Marines and was a part of Task Force Ripper.

In June 1991, Brigadier General Brogan assumed duties as the Logistics Officer at the Amphibious Vehicle Test Branch (AVTB), Camp Pendleton, California. While at AVTB, he completed work on a Master of Arts Degree in Business and graduated with Distinction from Webster University. He also attended the 20-week Program Management Course at the Defense Systems Management College, Fort Belvoir, Virginia. General Brogan returned to Quantico, Virginia in July 1994 as a student. A Distinguished Graduate of the Marine Corps Command and Staff College, he reported to the Office of the Direct Reporting Program Manager, Advanced Amphibious Assault (DRPM AAA) in June 1995, to serve as the Survivability Project Officer. In June 1998, he became the Program Manager for the Advanced Amphibious Assault Vehicle Survivability Program.

Brigadier General Brogan reported to 1st Marine Division, Camp Pendleton, California in June 1999 and assumed command of 3d AABn. In July 2001, he transferred to the National Defense University, Fort McNair, Washington, DC as a student in the Industrial College of the Armed Forces (ICAF). General Brogan graduated from ICAF in June 2002 with a Master of Science Degree in National Resource Strategy. He reported to the Marine Corps Systems Command, Quantico, Virginia and was assigned as the Product Group Director, Infantry Weapons Systems. In February 2004, General Brogan reported to the Office of DRPM AAA for duty as the Expeditionary Fighting Vehicle Program Manager. In September 2006, Brigadier General Brogan became the Commander, Marine Corps Systems Command.

Brigadier General Brogan's personal decorations include: the Meritorious Service Medal with Gold Star, the Navy Commendation Medal with Gold Star, the Navy Achievement Medal and the Combat Action Ribbon.

Mr. Chairman, Ranking Member, distinguished Members of the Subcommittees; I am here to report to you on the current status and future requirements for the Mine Resistant Ambush Protected (MRAP) vehicle program. This is our number one ground mobility program.

The next few years will be challenging—not only in Iraq, but in subsequent campaigns of the Long War. This is a multi-faceted, tough fight that will not be won in one battle, in one country, or by one method. To be successful, the Marine Corps must be able to rapidly adapt to broad tactical conditions and wide-ranging threats. The MRAP is an example of our adaptation to a rapid, evolving threat.

Evolution of the MRAP Requirement. MRAP vehicles are designed with a “V” shaped hull and are employed to protect against the three primary kill mechanisms of mines and improvised explosive devices (IEDs)—fragmentation, blast overpressure, and acceleration. These vehicles provide the best available protection against improvised explosive devices and experiences in theater have shown that a Marine is four to five times safer in an MRAP than in an up-armored HMMWV. There are three categories of MRAP vehicles: Category I, a Mine Resistant Utility Vehicle, accommodates up to six personnel and are employed in urban operations. Category II vehicles are similar to Cougar/Joint Explosive Ordnance Disposal Rapid Response Vehicles and accommodate up to ten personnel and are built to be multi-mission capable. Category III vehicles are used for route clearance and explosive ordnance disposal missions.

The MRAP Vehicle program is a joint Service program led by the Marine Corps. Initial MRAP requirements for the Marine Corps, Navy and Army totaled 1,185 vehicles in July 2006; however, as the IED threat continued to evolve the requirement increased to the current 7,774 vehicles, which was identified by the Joint Urgent Operational Need Statement (JUONS) from the Central Command (CENTCOM) and subsequently certified by a Joint Requirements Oversight Council decision. A joint Service solution was the obvious response to meet the expanded and urgent need for MRAP vehicles.

MRAP Acquisition Initiatives. In November 2006 the Marine Corps stood up a Joint Program Management Office (JPMO) to manage the MRAP acquisition. To accelerate the procurement of MRAP vehicles required by the Marine Corps, Army, Navy, Air Force and the Special Operations Command (SOCOM), an initial sole source contract with a U.S vendor was awarded in November 2006, with concurrent full and open competition contracts awarded to eight additional vendors on 26 January 2007. This acquisition strategy was designed to maximize MRAP production by expanding use of the industrial base. Meanwhile, low rate initial production orders were approved in advance of testing results by the Assistant Secretary of the Navy (Research, Development and Acquisition) to further accelerate lower risk vehicle material solutions. With this aggressive program, the JPMO has contracted for delivery of approximately 2300 MRAP vehicles, which will be fielded to theater by February 2008.

The MRAP acquisition strategy supports four key decision points: award of competitive Indefinite Deliveries/Indefinite Quantities (IDIQ) contracts, Low Rate Initial Production (LRIP), Full Rate Production and the program fielding decision review. The program has completed the first two decision points. Nine companies received Firm Fixed Price IDIQ contracts to produce two Category I and two Category II vehicles for testing and evaluation, with options to purchase up to 4,100 vehicles. In February 2007, the JPMO placed LRIP delivery orders with five of the qualifying companies for approximately 400 Category I and II MRAP vehicles. As these companies gear up to full production rate, deliveries will accelerate in the coming months; meanwhile, two additional companies are currently undergoing qualification testing, so the total maximum production rate for MRAPs has not yet been fully established. We continue to explore options to get more vehicles faster. The JPMO expects to complete the full rate production decision and fielding decision review by the end of the current calendar year.

Some production bottlenecks were encountered but have since been resolved. Swedish steel is currently used by two of the MRAP vendors and potential shortages in that commodity have been resolved with the Swedish government. Recently, \$4 million was provided to the Defense Logistics Agency (DLA) to purchase additional tire molds to allow the sole source vendor, Michelin, to expand production to meet current and projected demand. Consideration of qualifying an additional tire source is ongoing. Key suppliers of MRAP components have been

alerted to our production plans so that they may take appropriate steps to adjust their manufacturing capability to meet vendor assembly needs.

To further emphasize the importance of MRAP vehicles in providing essential personnel force protection in Iraq and Afghanistan, Secretary of Defense Gates has recently taken several additional steps to ensure program success by declaring the MRAP program to be considered the “highest priority department of defense acquisition program”, directing the stand up of a Department wide task force to integrate planning, analysis and actions to accelerate acquisition of MRAP vehicles. Secretary Gate further bestowed a DX industrial priority rating for the program, which allows it to receive any material or parts required for fabrication on a “head of the line” basis before any other vendor orders. These steps will greatly facilitate our efforts to accelerate the production and delivery of essential vehicles into theater on an expedited basis.

MRAP Funding Requirements. The JPMO currently estimates the total cost of the 7,774 vehicle program to be \$12.1 billion, of which \$3.9 billion has been funded to date primarily via Supplemental appropriations, resulting in an unfunded requirement of \$8.2 billion to complete the program. Table 1 below identifies MRAP funding received to date by Service/Special Operations Command (SOCOM) with the remaining (unfunded) requirement.

\$M		USMC	Army	Navy	USAF	SOCOM	Total
Estimated Cost for 7,774 Vehicles (as of 12 Jul 07)		\$5,365	\$4,369	\$802	\$926	\$614	\$12,077
Funded to Services	FY06/Previous Funding	\$43		\$130			\$173
	FY07 Bridge Supplemental	\$984	\$70	\$60			\$1,114
	FY07 Supplemental	\$835	\$1,217	\$127	\$139	\$259	\$2,577
	Total	\$1,862	\$1,287	\$317	\$139	\$259	\$3,864
Funds Retained/Spent by Services		\$566	\$473	\$106	\$33	\$148	\$1,326
Funds Received by JPO		\$1,296	\$814	\$211	\$106	\$111	\$2,538
Funds Spent by JPO		\$994	\$654	\$190	\$69	\$95	\$2,002
Remaining Cash		\$302	\$160	\$21	\$37	\$16	\$536

The 7,774 vehicle requirement was validated in January 2007, after the fiscal year 2007 Supplemental and fiscal year 2008 Global War on Terror (GWOT) funding request were finalized and the latter was in the process of being submitted to the Congress. Through the generosity of this committee and the Congress, sufficient funds were made available in the fiscal year 2007 Supplemental to address current year program requirements. However, we are exploring opportunities to accelerate production. We are prepared to work closely with the Office of the Secretary of Defense and with the Congress to ensure that adequate funding is made available to continue MRAP production at the maximum achievable rate. Timely passage of the fiscal year 2008 Authorization and Appropriation bills is essential to continuing our efforts to meet critical warfighter needs; however, should passage be delayed, we would encourage consideration of Continuing Resolution language that would permit the JPMO to continue with acquisition of MRAP vehicles at the maximum rate.

MRAP Sustainability and Upgrades. The concept for long term sustainability of MRAP vehicles is an area under development. Initial support will be provided through contractor logistics support for up to two years. Contractor logistics support includes one Field Service representative for every ten vehicles and maintenance parts blocks. The initial support costs are included in the vehicle procurement costs and will be budgeted at least through the planned fiscal year 2008 buy. While sustainment funding will be required beyond fiscal year 2008; the Marine Corps views the MRAP vehicles as mission and theater specific and are not intended to become a program of record or retained in the permanent inventory. Our sustainment strategy will reflect that view.

It is also essential that we further improve MRAP's capability to provide the highest levels of force protection and improved mission capability. The JPMO is developing a spiral upgrade program specifically designed to develop improvements to counter the explosively formed penetrator threat, provide additional underbody protection, improved shock absorbing seats and a higher power alternator to run electronic counter-IED equipment operated from the MRAP. We will continue to upgrade these vehicles to outpace the threat and provide the maximum amount of protective capability technology can offer.

MRAPs and Other Tactical Vehicles. As previously stated, the MRAP is designed to meet a specific threat in a specific theater of operations. It is not a replacement for the HMMWV or the future Joint Lightweight Tactical Vehicle (JLTV) mission. The size and weight of the MRAP precludes its use for many of the expeditionary missions of the Marine Corps where transportability must be considered. The Marine Corps remains fully committed to the Joint Lightweight Tactical Vehicle, which will eventually replace the HMMWV in our inventory. Marines in Iraq will transition to the MRAP vehicles as they become available.

Conclusion

The Marine Corps has taken an aggressive, leading role in pursuing the MRAP capability. We appreciate the support of many in Congress and our own Secretary of Defense have stated repeatedly that force protection for our brave men and women in uniform is a moral imperative. On behalf of all Marines, we deeply appreciate the continuing support of the Congress in providing all the tools necessary to accomplish the mission against our nation's enemies.