

# Antarctic Logistics Blue Ribbon Panel Site Visit to USAP Port Hueneme Facility Monday, 26 March 2012

Visit team:

Norm Augustine, Chair, BRP  
Kelly Falkner, Acting Director, OPP  
James Swift, OPP

Local contacts and hosts:

Jeff Hereford, Jackie Samuels,  
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All cargo that goes to Antarctica for the USAP's three stations and field camps is shipped via commercial air, commercial surface, resupply ship, and/or C-17, and eventually is returned as retrograde or waste.



Two primary classes of materials the facility deals with:  
materials ordered by the USAP ( $\approx 95\%$ )  
grantee shipments ( $\approx 5\%$ ).

Senior staff seemed very aware of the different needs of the three USAP bases, including how to load ship for best unload.

17 permanent staff, plus temporary labor for peak operations. Can also trade people between shops.

Navy packing shop does all Hazmat packaging.

Subcontractors handle waste disposal.

Auction of no longer needed items.

All buildings used are provided from Navy for "free". USAP pays for utilities and minor repairs.

$\approx 550$  containers/yr are sent to McMurdo, 120-150 of which are empties.

Can be challenging to support refrigerated/freezer containers on ship.

More weight going McMurdo to Port Hueneme.

More volume going Port Hueneme to McMurdo.

A few hazardous items (ammunition, explosives, some radioactives) are not allowed on base and are handled by a freight forwarder. Demolition explosives are purchased out of NZ or AUS.

Nearly the only stock storage for the USAP at Port Hueneme is for the SPAWAR group, which keeps its spares there.

Biggest challenge this year was the mobile causeway. Putting the Green Wave onto the charter was another big challenge.

Arctic developments will include modern ice-capable ships for logistics. Some new logistics developments can be phased in (anticipating the coming ships) and will work well (and save costs) with today's ships as well as future ships.

Arctic and McMurdo "cargo unloading markets" are similar in that there is a lack of port infrastructure. Hence monitor commercial developments in Arctic.

Modern methods (e.g., Ro-Ro) eliminate dependence upon cranes, and save time & money. (With >400 persons involved, plus expensive ships, saving days here and there can really add up.)

If there was money/flexibility to improve lead times on some items, this might reduce air shipments.

Need to improve communications with/between some of the players.

Tracking system could be better integrated.

If/when redoing the McMurdo warehouse, during design think carefully about how McMurdo supports the South Pole and what this means to design and operations.

Need to engage end users in reducing excess items.

Scientists could better understand the system.