

Updated June 1, 2021

Navy DDG(X) Next-Generation Destroyer Program: Background and Issues for Congress

Introduction

The Navy's DDG(X) program envisages procuring a class of next-generation guided-missile destroyers (DDGs) to replace the Navy's aging Ticonderoga (CG-47) class Aegis cruisers. The Navy wants to procure the first DDG(X) around FY2028. The Navy's proposed FY2022 budget requests \$121.8 million in research and development funding for the program. The issue for Congress is whether to approve, reject, or modify the Navy's FY2022 funding request and emerging acquisition strategy for the program.

Terminology

Since the 1980s, there has been substantial overlap in the size and capability of Navy cruisers and destroyers. In part for this reason, the Navy now refers to its cruisers and destroyers collectively as large surface combatants (LSCs).

Surface Combatant Industrial Base

All LSCs procured for the Navy since FY1985 have been built at General Dynamics/Bath Iron Works (GD/BIW) of Bath, ME, and Huntington Ingalls Industries/Ingalls Shipbuilding (HII/Ingalls) of Pascagoula, MS. Lockheed Martin and Raytheon are major contractors for Navy surface ship combat system equipment. The surface combatant base also includes hundreds of additional component and material supplier firms.

Existing CG-47 Class Aegis Cruisers

The Navy procured a total of 27 Ticonderoga (CG-47) class cruisers (**Figure 1**) between FY1978 and FY1988. The ships entered service between 1983 and 1994. They are commonly called Aegis cruisers because they are equipped with the Aegis combat system, an integrated collection of sensors and weapons named for the mythical shield that defended Zeus. The first five CG-47s, which were built to an earlier technical standard, were judged by the Navy to be too expensive to modernize and were removed from service in 2004-2005. The Navy's FY2020 30-year shipbuilding plan projected that the remaining 22 CG-47s would reach the ends of their service lives and be retired between FY2021 and FY2038.

DDG(X) Program

Program Designation

In the program designation DDG(X), the X means the precise design for the ship has not yet been determined. The DDG(X) program was previously known as the Future Large Surface Combatant program.

Procurement Date for Lead Ship

As mentioned earlier, the Navy wants to procure the first DDG(X) around FY2028, though the date for procuring the

first ship has changed before and could change again. Procurement of Arleigh Burke (DDG-51) class destroyers—the type of large surface combatant currently being procured by the Navy—would end at about the time that DDG(X) procurement would begin. The Navy's FY2021 budget submission suggested that the final DDG-51 would be procured around FY2027.

Figure 1. CG-47 Class Aegis Cruiser



Source: Cropped version of U.S. Navy photograph showing USS Antietam (CG-54).

Navy's General Concept for the Ship

The Navy approved the top-level requirements (i.e., major required features) for the DDG(X) in December 2020. The Navy envisages the DDG(X) as using

- a new hull design evolved from the DDG-51 and Zumwalt (DDG-1000) class destroyer hull designs;
- a next-generation integrated propulsion system (IPS) that incorporates lessons from the DDG-1000 IPS and the Navy's new Columbia-class ballistic missile submarine; and
- initially, combat system equipment similar to that installed on the Flight III version of the DDG-51 destroyer—the DDG-51 variant that the Navy is currently procuring.

(For more on the DDG-51 and DDG-1000 programs, see CRS Report RL32109, *Navy DDG-51 and DDG-1000 Destroyer Programs: Background and Issues for Congress*, by Ronald O'Rourke.)

Navy officials envision the DDG(X) as being larger than the 9,700-ton Flight III DDG-51 design, but smaller than the 15,700-ton DDG-1000 design. The mid-point between those two figures is 12,700 tons, though the DDG(X)'s displacement could turn out to be higher or lower than that. The Navy states that the DDG(X) would

integrate non-developmental systems into a new hull design that incorporates platform flexibility and the space, weight, power and cooling (SWAP-C) to meet future combatant force capability/system requirements that are not achievable without the new hull design. The DDG(X) platform will have the flexibility to rapidly and affordably upgrade to future warfighting systems when they become available as well as have improved range and fuel efficiency for increased operational flexibility and decreased demand on the logistics force. DDG(X) will provide an Integrated Power System with flexibility to enable fielding of high demand electric weapons, sensor systems and computing resources.

(Source: *Department of Defense Fiscal Year (FY) 2022 Budget Estimates, Navy, Justification Book, Volume 2 of 5, Research, Development, Test & Evaluation, Navy*, May 2021, p. 479.)

Potential Procurement Quantities

The Navy has not specified the total number of DDG(X)s that it wants to procure. Procuring 11 would provide one DDG(X) for each of the Navy's 11 large aircraft carriers. Procuring 22 would provide one-for-one replacements for the 22 CG-47s. Keeping the DDG(X) design in production so as to additionally replace at least some of the Navy's older DDG-51s as those ships start to retire in the 2030s could result in a larger total procurement quantity. These numbers, as well as the Navy's FY2020 30-year shipbuilding plan, suggest a potential DDG(X) annual procurement rate of one to two ships per year.

Potential Unit Procurement Cost

An April 2021 Congressional Budget Office (CBO) report on a 30-year Navy shipbuilding document submitted by the Trump Administration on December 9, 2020, states that in constant FY2021 dollars, the DDG(X)'s average unit procurement cost is estimated at \$2.4 billion by the Navy and \$2.9 billion by CBO, compared with \$1.9 billion for the Flight III DDG-51. The first DDG(X) would be considerably more expensive than follow-on DDG(X)s because its procurement cost would incorporate the detailed design and nonrecurring engineering (DD/NRE) costs for the class.

Program Funding

The Navy's proposed FY2022 budget requests \$121.8 million in research and development funding for the program, including \$79.7 million in Project 0411 (DDG[X] Concept Development) within Program Element (PE) 0603564N (Ship Preliminary Design & Feasibility Studies), which is line 47 in the Navy's FY2022 research and development account, and \$42.1 million for "DDG(X) Power & Propulsion Risk Mitigation & Demonstration," which forms part of Project 2471 (Integrated Power Systems [IPS]) within PE 0603573N (Advanced Surface Machinery Systems), which is line 49 in the Navy's FY2022 research and development account.

Issues for Congress

Issues for Congress regarding the DDG(X) program include the following:

- whether the Navy has accurately identified the required operational capabilities for the DDG(X) and accurately estimated the ship's procurement cost;
- the potential total procurement quantity and annual procurement rate for the DDG(X) program;
- the number of builders to be used in building DDG(X)s;
- the adequacy of the Navy's plan for maturing new technologies that are to be incorporated into the DDG(X);
- the Navy's plans for maintaining, modernizing, and operating the 22 CG-47s over the remainder of their service lives; and
- the Navy's plans for transitioning from procurement of DDG-51s to procurement of DDG(X)s, and the potential impact of this transition on U.S. shipbuilders and supplier firms.

Congressional Action for FY2022

The Navy's proposed FY2022 budget was submitted to Congress on May 28, 2021.

Ronald O'Rourke, Specialist in Naval Affairs

IF11679

Disclaimer

This document was prepared by the Congressional Research Service (CRS). CRS serves as nonpartisan shared staff to congressional committees and Members of Congress. It operates solely at the behest of and under the direction of Congress. Information in a CRS Report should not be relied upon for purposes other than public understanding of information that has been provided by CRS to Members of Congress in connection with CRS's institutional role. CRS Reports, as a work of the United States Government, are not subject to copyright protection in the United States. Any CRS Report may be reproduced and distributed in its entirety without permission from CRS. However, as a CRS Report may include copyrighted images or material from a third party, you may need to obtain the permission of the copyright holder if you wish to copy or otherwise use copyrighted material.