

Updated March 20, 2024

Navy Light Replenishment Oiler (TAOL) Program: Background and Issues for Congress

Introduction

The Navy's Light Replenishment Oiler (TAOL) program, previously called the Next-Generation Logistics Ship (NGLS) program, envisages procuring a new class of potentially 13 at-sea resupply ships for the Navy. The Navy's proposed FY2024 budget requested \$8.8 million in research and development funding for the program. The Navy's proposed FY2025 budget requests \$7.7 million in research and development funding for the program.

The Navy's FY2024 five-year (FY2024-FY2028) shipbuilding plan programmed the procurement of the first TAOL in FY2026 at a cost of \$150.0 million, the second in FY2027 at a cost of \$156.0 million, and the third in FY2028 at a cost of \$159.0 million. Compared to the Navy's FY2024 five-year shipbuilding plan, the Navy's FY2025 five-year (FY2025-FY2029) shipbuilding plan defers the programmed start of TAOL procurement by one year and roughly triples the estimated procurement cost of each ship—the plan programs the procurement of the first TAOL in FY2027, the second in FY2028, and the third in FY2029, each at a cost of \$453 million.

Terminology

The Navy's *Combat Logistics Force (CLF)* ships, also called *underway replenishment (UNREP)* ships, are logistics ships that resupply the Navy's combatant ships (e.g., aircraft carriers, surface combatants, and amphibious ships) at sea, so that the combatant ships can continue operating at sea without having to return to port.

The Navy's current CLF ships include oilers (TAOs), dry cargo and ammunition ships (TAKEs), and fast combat support ships (TAOE). In these designations, T means the ship is operated by the Military Sealift Command (MSC) with a mostly civilian crew, A means auxiliary ship, O means oiler, K means cargo, and E means ammunition (i.e., explosives). (TAO, TAKE, etc. are also typed as T-AO, T-AKE, etc.) These CLF ships are large auxiliary ships. In the designation TAOL (also typed as T-AOL), the L means light, meaning a smaller version of such a ship. TAOL thus means an oiler that is smaller than a full-sized oiler.

New Fleet Architecture and Operational Concepts

To more effectively counter the improving A2/AD capabilities (i.e., capabilities that aim to create a defended area around a country that in time of conflict would be a "no-go zone" for opposing military forces) of China in particular, the Navy wants to begin shifting to a new, more distributed fleet architecture (i.e., mix of ships) that is intended to support a new Navy and Marine Corps operational concept (i.e., a general approach for using

forces) called Distributed Maritime Operations (DMO), and an associated new Marine Corps operational concept called Expeditionary Advanced Base Operations (EABO). DMO aims at avoiding a situation in which an adversary could defeat U.S. naval forces by concentrating its attacks on a relatively small number of large, high-value U.S. Navy ships. Under EABO, relatively small Marine Corps units armed with anti-ship cruise missiles and other weapons would hop on and off islands in the Western Pacific to conduct "shoot-and-scoot" operations against adversary ships.

For more on DMO, EABO, and the Navy's more distributed fleet architecture, see CRS In Focus IF12599, *Defense Primer: Navy Distributed Maritime Operations (DMO) Concept*, by Ronald O'Rourke, CRS Report RL32665, *Navy Force Structure and Shipbuilding Plans: Background and Issues for Congress*, by Ronald O'Rourke, and CRS Report R46374, *Navy Medium Landing Ship (LSM) (Previously Light Amphibious Warship [LAW]) Program: Background and Issues for Congress*, by Ronald O'Rourke.

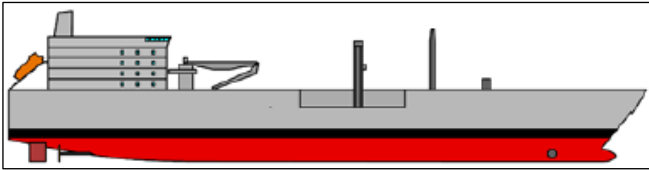
Logistics Ships Currently Being Procured

The Navy is currently procuring new John Lewis (TAO-205) class oilers, which are large CLF ships. TAO-205s have a currently estimated procurement cost of more than \$800 million per ship. For more on the TAO-205 program, see CRS Report R43546, *Navy John Lewis (TAO-205) Class Oiler Shipbuilding Program: Background and Issues for Congress*, by Ronald O'Rourke.

TAOL Program

Basic Concept for Ship

The TAOL program (referred to in some documents as the NGLS or Next-Generation Medium Logistics Ship program) was initiated in the Navy's FY2021 budget submission. The program envisages building a new class of CLF ships (or a family of CLF ship designs) that would be smaller and individually less expensive to procure than the Navy's current CLF ships. **Figure 1** shows a sketch of a Navy notional TAOL design concept.

Figure 1. Navy Notional TAOL Design Concept

Source: U.S. Navy information paper, June 14, 2022, received by CRS from Navy Office of Legislative Affairs, June 16, 2022. The Navy states that the rendering “was developed by the Navy as an illustration of the indicative design that supports the refuel, rearm and resupply missions currently contemplated by the NGLS program. This illustration does not represent the final NGLS design.”

The Navy states that the TAOL

is planned to be a new class of ships to augment the traditional Combat Logistics Force (CLF) to enable refueling, rearming, and resupply of Naval assets—afloat and ashore—near contested environments via ship-to-ship operations and ship-to port operations in support of Distributed Maritime Operations (DMO), Littoral Operations in a Contested Environment (LOCE), and Expeditionary Advanced Base Operations (EABO). Augmenting the traditional CLF, NGLS will provide a flexible, responsive platform to move fuel, personnel, equipment, and supplies between ships, advanced bases, ports, and dispersed nodes of the seabase; sustaining afloat (Surface Action Group) and ashore (Expeditionary Advanced Base) requirements.

(Source: *Department of Defense, Fiscal Year (FY) 2024 Budget Estimates, Navy, Research, Development, Test & Evaluation, Navy [account], Justification Book Volume 2 of 5, March 2023, page 421.*)

A February 1, 2022, report from *Inside Defense* stated that a Navy spokesman said that the TAOL will potentially be a family of vessels rather than a single class of ships. The Navy’s Fleet Readiness and Logistics office (known as the N4 division within the Office of the Chief of Naval Operations, or OPNAV) approved the top-level requirements (i.e., major required features) for the TAOL in March 2020. The top-level requirements envision TAOLs being built in two variants: a Platform Supply Vessel (PSV) variant and a Fast Supply Vessel (FSV) variant. The two variants would perform the same missions, but the FSV variant would be smaller and faster than the PSV variant. The Navy states that commercial PSVs and FSVs are potential design solutions for the TAOL program, but that the Navy is not limiting the potential solution to those types of vessels.

Procurement Quantity

The Navy’s FY2025 30-year (FY2025-FY2054) shipbuilding plan indicates that the Navy currently envisages procuring a total of 13 TAOLs, but also indicates that the total desired number of TAOLs is subject to further analysis and could change.

Procurement Schedule and Procurement Cost

The Navy’s FY2024 five-year (FY2024-FY2028) shipbuilding plan programmed the procurement of the first TAOL in FY2026 at a cost of \$150.0 million, the second in FY2027 at a cost of \$156.0 million, and the third in FY2028 at a cost of \$159.0 million. Compared to the Navy’s FY2024 five-year shipbuilding plan, the Navy’s FY2025 five-year (FY2025-FY2029) shipbuilding plan defers the programmed start of TAOL procurement by one year and roughly triples the estimated procurement cost of each ship—the plan programs the procurement of the first TAOL in FY2027, the second in FY2028, and the third in FY2029, each at a cost of \$453 million.

Contracts for Industry Studies

A January 6, 2022, press report stated that the Navy on December 17, 2021, awarded contracts to Austal USA of Mobile, AL; Bollinger Shipyards of Lockport, LA; and TAI Engineers, with main offices in New Orleans, LA, for industry studies for the TAOL program. The contracts reportedly have a base value of \$2 million each, with Austal USA’s contract having a potential value of up to \$3.65 million, Bollinger’s up to \$4.1 million, and TAI Engineers’ up to \$3.46 million. The Navy will use studies, which are to last 24 months, to inform its understanding of cost-capability trade-offs for the TAOL.

Funding Request and Congressional Action

FY2024

The Navy’s proposed FY2024 budget requests \$8.8 million in research and development funding for the TAOL program in Project 4045 (Next Generation Medium Logistics Ship) within Program Element (PE) 0603563N, Ship Concept Advanced Design, which is line 45 in the Navy’s FY2024 research and development account. The conference report (H.Rept. 118-301 of December 6, 2023) on the FY2024 National Defense Authorization Act (NDAA) (H.R. 2670) recommends approving the Navy’s FY2024 funding request for the TAOL program in Project 4045 of PE 0603563N. The House and Senate Appropriations Committees, in their reports on the FY2024 DOD Appropriations Act (H.R. 4365/S. 2587), both recommended approving the Navy’s FY2024 funding request for the TAOL program in Project 4045 of PE 0603563N.

FY2025

The Navy’s proposed FY2025 budget requests \$7.7 million in research and development funding for the TAOL program in Project 4045 (Next Generation Medium Logistics Ship) within Program Element (PE) 0603563N, Ship Concept Advanced Design, which is line 45 in the Navy’s FY2025 research and development account.

Ronald O'Rourke, Specialist in Naval Affairs

IFI1674

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.