



***2005 DoD Standardization  
Conference  
Maritime HM&E Standardization***

**8-10 March 2005**

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# Background

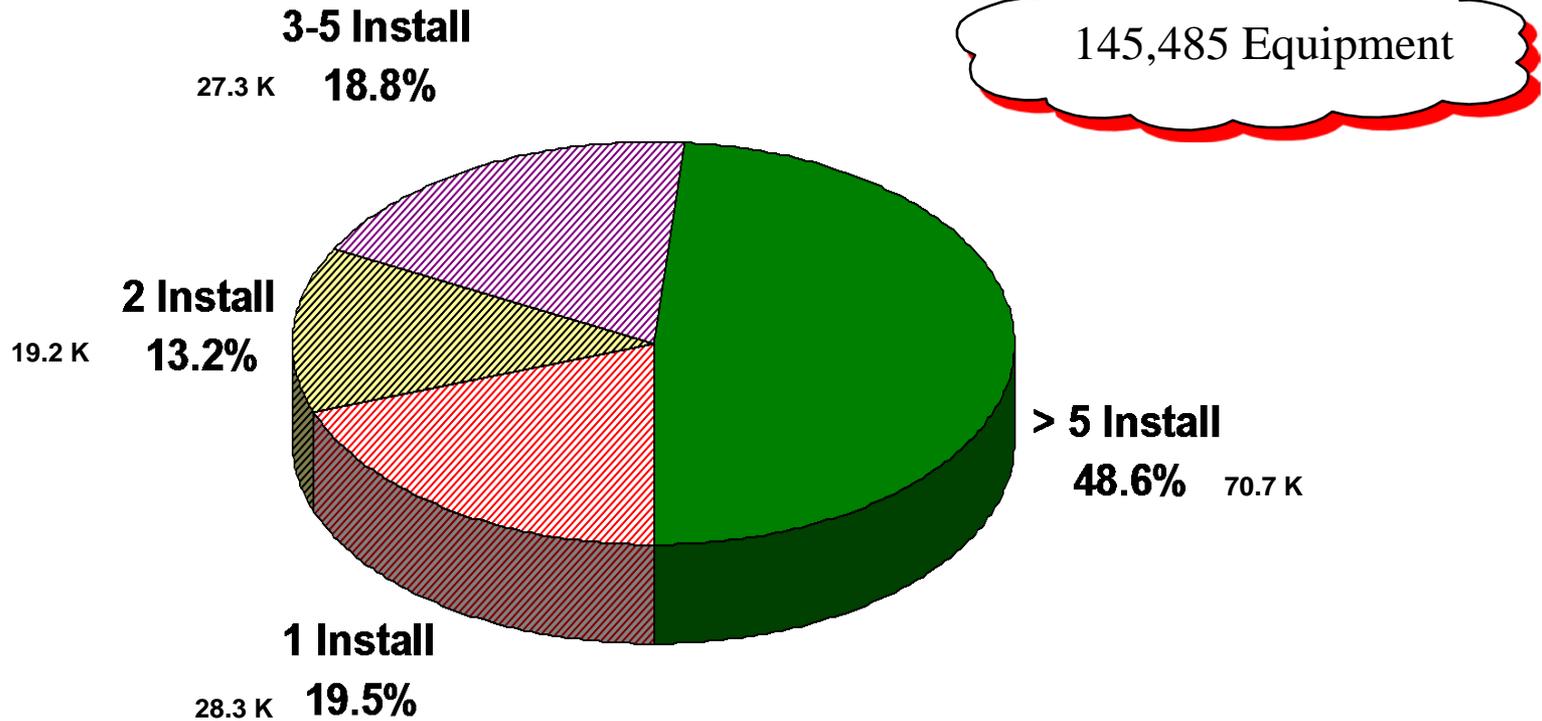
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- Proliferation of non-standard HM&E equipment introduced into supply system which has:
  - *driven higher life cycle logistics support costs*
  - *negatively impacted Fleet readiness*
- Navy Guidance
  - *Improve Readiness and Operational Availability*
  - *Reduce TOC through refinement of existing business processes and practices*
  - *Improve productivity in support of SEA Enterprise by increasing pace of innovation throughout Navy*
  - *Lean/Six Sigma...rapid implementation of innovations to address costly process deficiencies*
- Procurement/use of common HM&E equipment will provide efficiencies in business processes that include:
  - *greater interoperability*
  - *increased readiness*
  - *lowered total ownership costs*

# State of Maritime

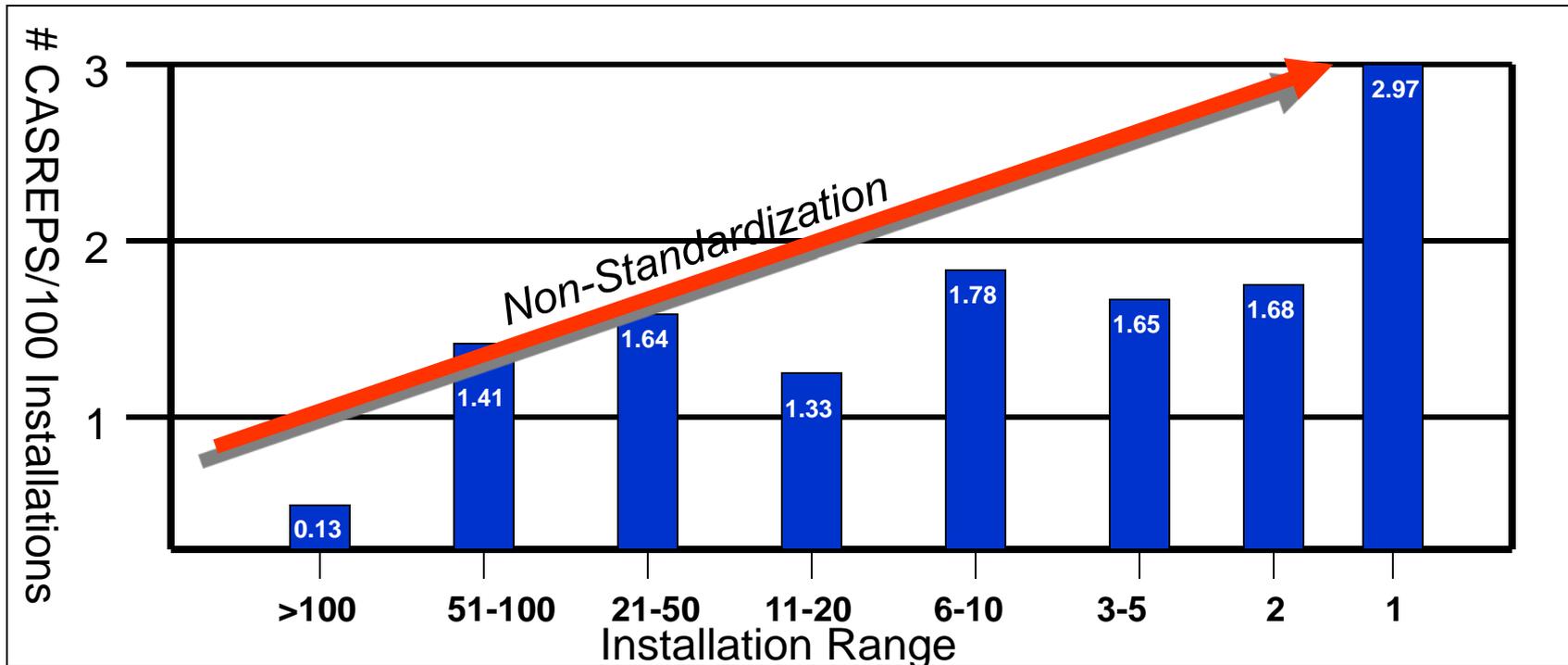
## HM&E Standardization Fleet Wide



## Fleet Wide HM&E Equipment Population

# Impact of Low Density HM&E

- **Proliferation of non-Standard HM&E introductions**
  - **Drives higher life cycle logistics support costs**
  - **Negatively impacts readiness**



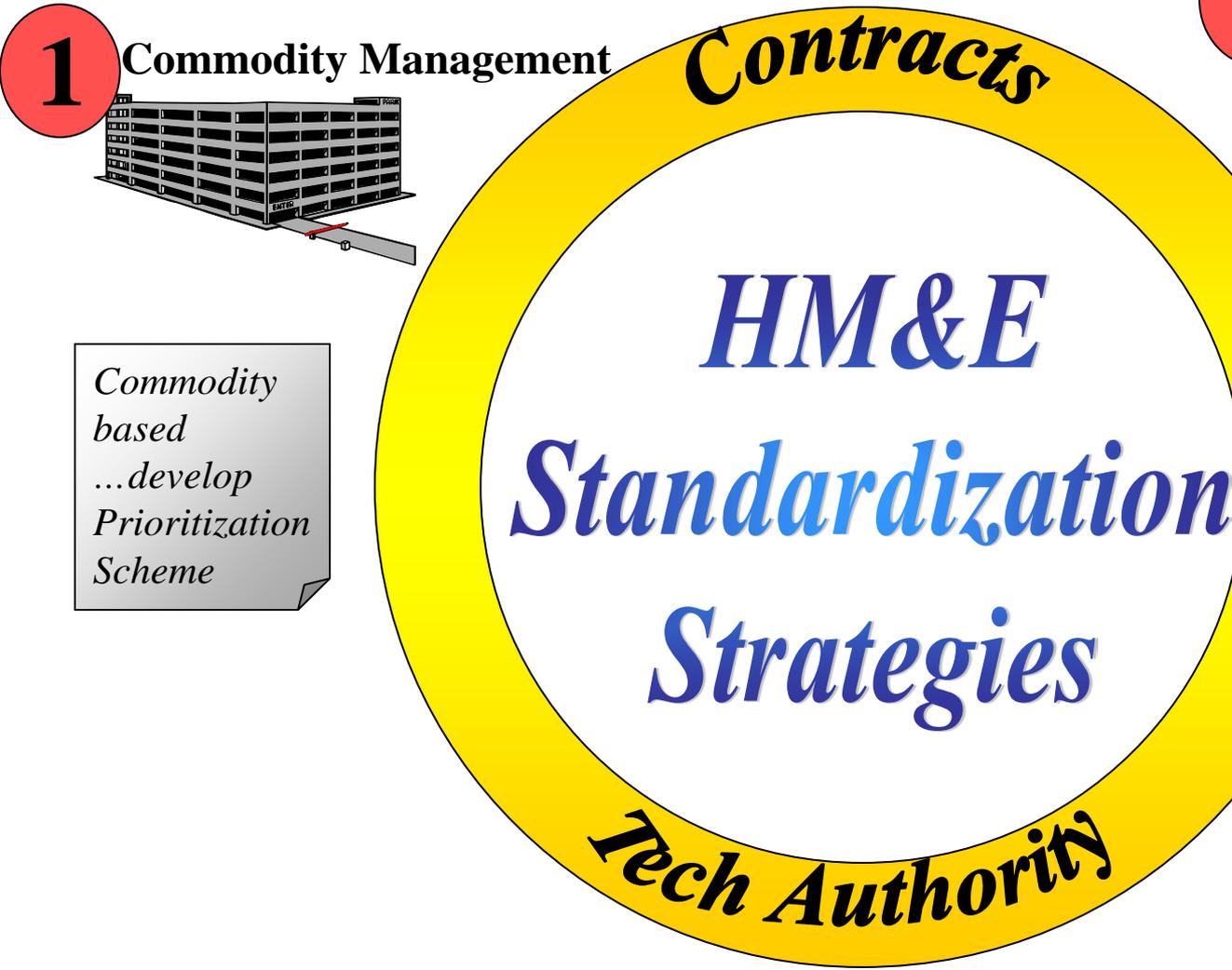
**Costs** ↑



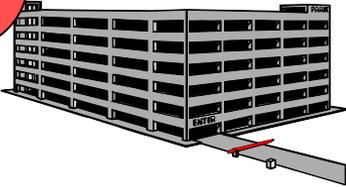
**Readiness** ↓



## HM&E Standardization Strategy



### 1 Commodity Management



*Commodity based  
...develop  
Prioritization  
Scheme*

### 2

### New Construction



*Include mechanisms in acquisition and repair contracts*

### 3

### Maintenance/Repair



*Minimize locally Procured Non-standard Equipment during Availabilities and Repair Cycles*

# *HM&E Standardization... the Way Ahead*

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*Establish Necessary  
Commodity Vehicles*

*Increased Readiness*

*Reduced Life Cycle Costs*

*Without impacting ship construction/repair  
costs*

*Reinforce Use of  
Standard HM&E  
at the Waterfront*

*Incentives/clauses  
to Encourage  
Standardization*