

O-001-001

Thank you for your comment.

Senator Judith Paulette Guthertz, DPA  
Assistant Majority Leader



*I Mina Trenta na Liheslaturan Guåhan*  
Thirtieth Guam Legislature

**CHAIRPERSON, COMMITTEE ON THE GUAM MILITARY BUILDUP AND HOMELAND SECURITY**  
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February 22, 2010

Public Affairs Office  
U.S. Army Environmental Command  
5179 Hoadley Rd.  
Attn: IMAE-PA  
Aberdeen Proving Ground, MD 21010

Programmatic Environmental Impact Statement (PEIS) for the stationing and operation of up to 12 Army Joint High Speed Vessels (JHSV).

INTRODUCTION:

As Chair of the Guam Military Buildup Committee of the Guam Legislature I am concerned about how this plan for Army Joint High Speed Vessels (JHSV) is being presented with many details lacking and with only a short comment period provided for response. The lack of environmental impact details is of particular concern. Further, it is not appropriate to call for formal evaluation and response without having had the opportunity to interact personally with official Army representatives eye to eye before submitting comments. This approach is unfair to the people of Guam.

BACKGROUND:

The Army is evaluating the stationing and operations of the JHSV in Guam among other military port locations. These locations, according to the public notice, "were selected because each has existing military port facilities that do not require new infrastructure construction or improvements, has existing maintenance facilities for up to, but not including, depot level facilities for major JHSV repairs and maintenance; and are capable of supporting the strategic needs of the nation's combatant commanders." (U.S. Army Environmental Command Public Release February 5, 2010).

The notice in the Federal Register states: "The following alternatives will be considered: (1) An Army-wide total of five JHSVs with up to three at any one of the locations; (2) An Army-wide total of 12 JHSVs with up to three being stationed at any one of the locations; and (3) No action alternative.

"The PEIS will assess, consider, and compare the direct, indirect, and cumulative environmental effects upon the natural, cultural and man-made environments from the stationing of up to three Army JHSVs per site. The Army will assess the potential impacts to air quality, airspace, cultural resources, noise, and marine life.

"The JHSV stationing detachments consist of a 31-member crew and can accommodate up to 350 additional soldiers. The vessel can reach speeds of 35-45 knots and has an equipment carrying capacity of approximately 700 short tons.

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"It has a shallow draft for enhanced port access. The JHSV includes a weapons mount for crew-served weapons, a flight deck for helicopter operations, and an off-load ramp that allows vehicles to drive off the ship quickly.

"The JHSV will require fueling-at-sea training; aviation training (helicopter); live fire training, and high-speed, open-water-craft training. It is anticipated that the vessel will spend 150 days or more away from the home station. These home-station sites would only be used to support JHSV berthing and training requirements in and around the stationing location for 170 days per year. An annual maintenance cycle of approximately 45 days would occur at the home station or at another location, if appropriate maintenance facilities are not on site." (Federal Register/Vol. 75. No. 24/Friday, February 5, 2010/Notices.)

#### COMMENTS AND QUESTIONS:

1. There must be NO acquisition of additional land in Guam to support these vessels. The support structure must remain within the current footprint of the military in Guam.
2. There must be NO disruption, damage, or destruction of coral or other marine life within Guam.
3. The personnel requirements need to be clarified. Three JHSVs would have 93 crewmembers. However, how many dependents would accompany them? How many staff members would be stationed in Guam with them? Are there any maintenance personnel requirements, or would SRF Guam be able to handle the maintenance requirements? Are there any civil service positions associated with these vessels?
4. There must be a thorough study of any impacts on the surrounding marine waters. Recently, the President of the United States established the Marianas Trench Monument along the eastern side of the Mariana Islands, including Guam. How would these vessels impact the protected waters and marine life of the Monument? High speeds and live-firing and helicopter operations in waters within fifty miles of Guam and within the waters of the Marianas Trench Monument will most likely have a negative impact on these waters and marine life. There must be negligible negative impact, or effective mitigation if there is any negative impact. The operating areas for the vessels will therefore have to be to the west, and further than fifty miles from the coast of Guam. The operation of the JHSVs cannot interfere with off-shore fishing activity.
5. Will it be possible to use these vessels for humanitarian missions? For example, the island of Rota, 54 miles north of Guam, recently experienced a shortage of food for its 3,300 residents due to rough seas preventing the regular small boats from delivering food to the island. The catamaran RHSVs would be able to deliver emergency food since they can handle rougher sea states and carry up to 700 tons of supplies. Could the Governor of the Commonwealth of the Northern Mariana Islands declare an emergency and obtain the services of a RHSV for such a humanitarian mission? See below for a proposed Concept of Humanitarian Operations.
6. Will it be possible to use these vessels for Search and Rescue (SAR) missions? With their speed and sea keeping ability, the RHSV would be an excellent SAR platform.
7. Will it be possible to station these vessels in the Northern Mariana Islands – along with their being stationed in Guam? The vessels could be spread throughout the Mariana



Islands (Guam, Rota, Tinian, Saipan, Pagan, etc.) just as the Maritime Pre-Positioning Ships (MPS) are spread currently. Perhaps not stationed with redundant maintenance facilities and shore support, but rotated from their main maintenance station in Guam to show them to all the American citizens residing in these islands, to spread the economic and humanitarian benefit of their presence, and to have them better situated for SAR and humanitarian missions. Please see the attached letter from Governor Benigno R. Fitial of the Commonwealth of the Northern Marianas in which he states his support for this concept.

8. When would these vessels be located in Guam?
9. Where exactly in Guam would the vessels and their associated personnel be located?
10. Will the operational concept include transporting Soldiers and Marines to and from Okinawa to Guam as well as from Tinian and Saipan to and from Guam?
11. Under which command would these vessels be operated? Who would be the operational commander? Who would be the administrative commander?
12. Why wasn't this PEIS included within the DEIS for the Guam Military Buildup?
13. The referenced Federal Register notices states that "The Navy is completing a separate NEPA document to evaluate its requirements for the JHSV. The Army's PEIS does not evaluate the direct and indirect environmental impacts of the Navy's JHSV program. The Army's PEIS will cumulatively consider the impacts of the Navy JHSV stationing." This raises the question: What is the Navy considering regarding Guam and JHSVs?
14. What is the anticipated economic benefit for Guam?
15. What impacts are anticipated on the culture and socio-economic situation in Guam?

#### PROPOSED CONCEPT OF HUMANITARIAN OPERATIONS:

The Navy used to have frequent maritime patrols conducted by P-3 aircraft that covered Micronesia's more than 2,000 islands. This included the political entities of the Commonwealth of the Northern Mariana Islands, the Republic of the Marshalls, the Federated States of Micronesia, and the Republic of Palau. These flights looked for distress signals from the tiny islands and islets and reported on maritime/fishing activity in this vast 3 million square mile region, the size of the continental United States.

For more than fifty years the U.S. Air Force has operated a Christmas drop program from C-130 aircraft, delivering donated Christmas gifts, tools, and equipment via parachute to many of the out-of-the-way islands during the holiday period.

In the mid-1970's the military services established the Civic-Action Teams that still provide a humanitarian and training presence throughout Micronesia.

A new proposed concept of humanitarian operations for the JHSV units would be for them to conduct patrols throughout Micronesia. They would carry one platoon of Marines, a squad of Seabees or Redhorse, two Chaplains (one Roman Catholic and one Protestant), a Medical team (Doctor, nurse, corpsman), and an officer-in-charge. It would also have an embarked helicopter with crew.

These JHSVs would visit the various Micronesian outer islands, conducting civic-action projects (paint schools, clean trails), deliver donated school supplies, repair school



furniture, dig wells, conduct medical screenings, and religious/counseling services such as marriages, baptisms, memorial/funeral, and worship services.

SUMMARY:

The questions and comments above must be answered in any PEIS regarding stationing JHSVs in Guam. The essential points are that the waters surrounding Guam are inviolate, with full preservation and protection of the marine life and the coral. Another essential point is that no additional land can be provided to support these vessels. The final essential point is that there can be no economic burden for the people of Guam.

If these questions can be answered satisfactorily, the essential points observed, and the proposed concept of humanitarian operations adopted, I would have no objections to the proposed stationing of up to three JHSVs in Guam.

*Sensèremente,*

Judith P. Guthertz, DPA  
Senator

- c. Barack Obama, President of the United States
- The Honorable Felix P. Camacho, Governor of Guam
- The Honorable Benigno R. Fitial, Governor of the Commonwealth of the Northern Mariana Islands
- The Honorable Emanuel Mori, President, Federated States of Micronesia
- The Honorable Litokwa Tomeing, President, Republic of the Marshall Islands
- The Honorable Johnson Toribiong, President, Republic of Palau
- The Honorable John Ehsa, Governor, Pohnpei State Government, Federated States of Micronesia
- The Honorable Wesley Simina, Esq., Governor, Chuuk State Government, Federated States of Micronesia
- The Honorable Sebastian Anefel, Governor, Yap State, Federated States of Micronesia
- The Honorable Robert Weilbacher, Governor, Kosrae State, Federated States of Micronesia
- The Honorable Hillary R. Clinton, Secretary of State
- The Honorable Robert Gates, Secretary of Defense
- The Honorable Ken Salazar, Secretary of the Interior
- The Honorable John M. McHugh, Secretary of the Army
- The Honorable Ray Mabus, Secretary of the Navy
- The Honorable Michael B. Donley, Secretary of the Air Force
- The Honorable Madeleine Z. Bordallo, Guam Delegate to Congress
- The Honorable Gregorio Sablan, CNMI Delegate to Congress
- The Honorable Roger Natsuhara, Assistant Secretary of the Navy for Installations and Environment
- The Honorable Anthony Babauta, Assistant Secretary of the Interior for Insular Affairs
- Rear Admiral Douglass Biesel, U.S.N., Commander, Joint Region Marianas
- Brigadier General Philip Ruhlman, U.S.A.F., Deputy Commander, Joint Region Marianas
- Major General David Bice, U.S.M.C. (Ret.), Executive director, Joint Guam Program Office (JGPO)
- All Senators, 30th Guam Legislature



COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

**Benigno R. Fitial**  
Governor

**Eloy S. Inos**  
Lt. Governor

February 8, 2010

The Honorable Judith P. Guthertz  
Senator  
Territory of Guam

Dear Senator Guthertz:

*Hafa adai.* In response to your letter dated February 5<sup>th</sup>, 2010 in regards to the Programmatic Environmental Impact Statement (PEIS) for the stationing and operation of up to 12 Army Joint High Speed Vessels (JHSV), I would like to sincerely thank you for considering the Commonwealth of the Northern Mariana Islands (CNMI) as an ideal location for some or all of these vessels.

The CNMI will continue to work with and support the Territory of Guam in regards to all of the upcoming military realignment in the Pacific region. I will gladly consider having the CNMI as the homeport for stationing and operations of the JHSV's.

Sincerely,

A handwritten signature in black ink, appearing to read "Benigno R. Fitial".

Benigno R. Fitial

Caller Box 10007 Saipan, MP 96950 Telephone: (670) 664-2200/2201 Facsimile: (670) 664-2211

O-002-001

Thank you for your comment.

Senator Judith Paulette Guthertz, DPA  
Assistant Majority Leader



*I Mina Trenta na Liheslaturan Guáhan*  
Thirtieth Guam Legislature

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February 22, 2010

The Honorable Ray Mabus  
Secretary of the Navy  
Office of the Secretary of the Navy  
2000 Navy Pentagon  
Washington, DC 20350-2000

Dear Secretary Mabus:

O-002-001

The Army is conducting a Programmatic Environmental Impact Statement (PEIS) for stationing and operating up to 3 joint high speed vessels (JHSV) in Guam. The document is available for review at <http://aec.army.mil/usaec/nepa/topics00.html>.

The Federal Register / Vol. 7, No. 24 / Friday, February 5, 2010, Notices, states, "The Navy is completing a separate NEPA document to evaluate its requirements for the JHSV. The Army's PEIS does not evaluate the direct and indirect environmental impacts of the Navy's JHSV program. The Army's PEIS will cumulatively consider the impacts of Navy JHSV stationing."

The question arises as to whether the Navy's plans include Guam for the potential stationing of any JHSVs.

I would appreciate hearing from you on this matter.

Senseramente,

Judith P. Guthertz, DPA  
Senator

c: Barack Obama, President of the United States  
The Honorable Felix P. Camacho, Governor of Guam  
The Honorable Benigno R. Fitial, Governor of the Commonwealth of the Northern Mariana Islands  
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The Honorable Gregorio Sablan, CNMI Delegate to Congress



Letter from Sen. Judith Guthertz  
Secretary of the Navy Ray Mabus re: JHSV  
February 22, 2010  
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The Honorable Roger Natsuhara, Assistant Secretary of the Navy for Installations and Environment  
The Honorable Anthony Babauta, Assistant Secretary of the Interior for Insular Affairs  
Rear Admiral Douglass Biesel, U.S.N., Commander, Joint Region Marianas  
Brigadier General Philip Ruhlman, U.S.A.F., Deputy Commander, Joint Region Marianas  
Major General David Bice, U.S.M.C. (Ret.), Executive director, Joint Guam Program Office (JGPO)  
All Senators, 30th Guam Legislature

Senator Judith Paulette Guthertz, DPA  
Assistant Majority Leader



I Mina Trenta na Liheslaturan Guahan  
Thirtieth Guam Legislature

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February 24, 2010

The Honorable Ray Mabus  
Secretary of the Navy  
Office of the Secretary of the Navy  
2000 Navy Pentagon  
Washington, DC 20350-2000

Dear Secretary Mabus:

O-003-001

*Hafa adai.* This letter concerns the desire by your department to develop an additional nuclear powered aircraft carrier berth in Guam to facilitate additional port visits. This issue is part of the military buildup in Guam and a subject of the Draft Environmental Impact Statement (DEIS) that is currently (and hopefully) being modified to take into consideration the "comments" that were recently submitted.

On February 8, 2010, I submitted an official comment on the DEIS proposing that a carrier berth be established at the fuel pier, which is labeled as Delta/Echo. The USS Kitty Hawk has already used this location. Since the deadline for comments (February 17) has passed, I am sending this comment to you directly.

The Delta/Echo location has been supported by our Congressional Delegate, Madeleine Z. Bordallo (D-GU); and my colleagues. Using this location would avoid the destruction of 39 acres of mostly living coral. During his recent visit, Senator James Webb (D-VA) also supported the avoidance of coral destruction.

I wanted to advise you that the Queen Mary 2 passenger liner made a port call in Guam on February 22, 2010. She berthed along the commercial wharf, directly across the water from Delta/Echo. She is 1,132 feet long and 135 ft wide. A Nimitz-class carrier has a beam of 252 ft and is 1,092 ft long, about the same length as the Q2.

I went down to Delta/Echo pier to look the situation over while the passenger ship was here. **It is quite obvious that this is the perfect location for an additional carrier berth.**

If extra width is desired for the water gap between the commercial side and the Navy side of the waterway, then the Navy merely has to dig into the Navy side. First, a duplicate oil transfer line would be built from Kilo Wharf. Then, the fuel line at Delta/Echo would be moved to the other side of the peninsula. Dirt could be removed to widen the wharf distance from the commercial side, and a solid wharf built to replace the flimsy wooden structures that are currently there. The new wharf could be moved closer to where the road is currently located, which is a fair distance from the present pier. The addition of a fuel line going from the fuel farm to Kilo Wharf would provide two complete fuel systems for security in case of a natural disaster or terrorist damage to the Delta/Echo system.

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Thank you for your comment. Your suggested alternative, which involves the use of Delta/Echo pier, was discussed in the Draft Environmental Impact Statement (DEIS) as an alternative that was considered and dismissed. As noted in Volume 4, Chapter 2, Section 2.3, use of this pier was rejected as an alternative because of operational and navigational concerns. The security buffer zone associated with the use of Delta/Echo pier would effectively close harbor access to commercial piers for up to 63 days per year, causing severe economic impact on Guam. Further, use of this pier as a transient CVN wharf would preclude its use as a fueling pier for the Department of Defense (DoD), adversely impacting the DoD mission on Guam.

Your proposed suggestions to modify this alternative by digging into the peninsula to move Delta/Echo pier further from the commercial piers would involve extensive and costly dredge and fill activity that would adversely affect adjacent coral reefs at Jade Shoals and the sensitive habitat of nearby Sasa Bay. Likewise, the suggested addition of a second fuel line from Delta/Echo pier to Kilo Wharf to resolve fueling concerns would involve construction of fuel lines through existing base infrastructure at Naval Base Guam or environmentally damaging construction of underwater fuel lines through Apra Harbor. Further, the extensive use of Kilo Wharf to meet ammunition logistics needs precludes use of the wharf to meet fueling needs. Finally, depth requirements associated with a turning basin for a nuclear powered aircraft carrier vary from that of a conventional powered aircraft carrier dictating the need for turning basin dredging to support a transient CVN wharf at Delta/Echo pier. Such dredging would be equally extensive as that currently contemplated for the Former Ship Repair Facility (SRF) and Polaris Point alternatives.





Letter from Sen. Judith Guthertz  
Secretary of the Navy Ray Mabus re: Carrier Berthing  
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Digging away half of the peninsula to widen the waterway would not destroy any ocean life. A turning basin already exists as evidenced by the Q2 being berthed starboard side to the commercial wharf, facing outbound, and the previous use of the fuel pier by Kitty Hawk.

This alternative, except for the comment concerning the duplicate fuel line, has already been officially submitted for the DEIS review, and I believe it would save millions of dollars for the Navy and avoid the political opposition linked to coral destruction.

No additional land would be needed by the military for this alternative. The Navy already owns the tip of the peninsula where the Delta/Echo fuel pier is located. Security for any visiting carrier at that location would be a simple matter since it is at the end of a narrow peninsula. Access to the entire wharf area would be absolutely under military control.

Please convey this letter to the Naval Facility Engineering leadership. I wish they had gone down to that location while the Q2 was visiting. One "eyes-on" look is worth a thousand letters or photos. The "feel" of this fuel pier location is perfect for a carrier!

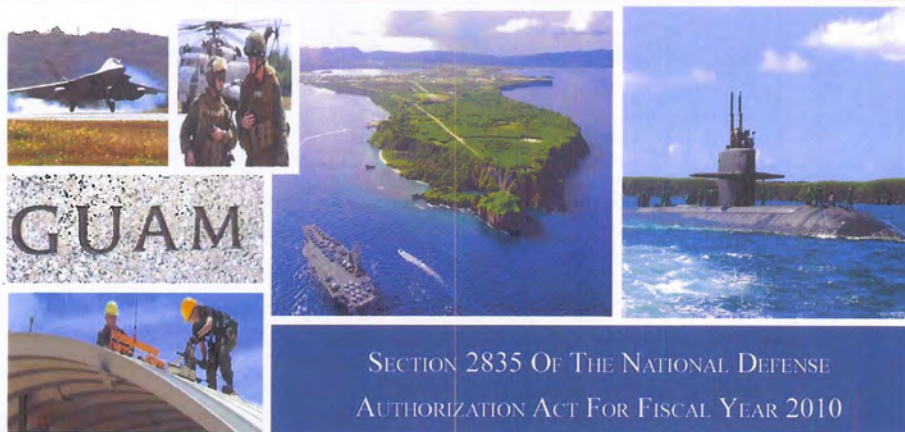
*Senseramente,*

Judith P. Guthertz, DPA  
Senator

- c: The Honorable Felix P. Camacho, Governor of Guam
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- Major General David Bice, U.S.M.C. (Ret.), Executive Director, Joint Guam Program Office (JGPO)
- All Senators, 30th Guam Legislature



INTERAGENCY COORDINATION  
GROUP OF INSPECTORS GENERAL  
FOR GUAM REALIGNMENT  
ANNUAL REPORT



SECTION 2835 OF THE NATIONAL DEFENSE  
AUTHORIZATION ACT FOR FISCAL YEAR 2010

[FEBRUARY 1, 2010]  
(Public Law 111-84)



USS Kitty Hawk (CV 63) approaching carrier berthing at Apra Harbor

U.S.S. Kitty Hawk approaches Guam Commercial Port (at left in photo), and Navy fuel pier (at top in photo).

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