Statement by
The Hon. Rob Simmons
Member of Congress, CT/2
BRAC Commissioners' Site Visit
Naval Submarine Base New London
Groton, CT, Wednesday, June 1, 2005

Chairman Principi, Commissioners and members of the staff of the BRAC Commission, thank you for coming to the Submarine Capitol of the World.

That is what we call it, that is what we believe it is, and that is what we want it to be now and into the future.

It is appropriate we are meeting in the Submarine Museum. There is no question in my mind that the military value of submarines is well displayed in this place, and that history continues to evolve in this unique center of excellence which unrivaled anywhere else in the world.

One year ago Navy Secretary England testified before the House Armed Services Committee on which I serve. I asked him if the BRAC process would evaluate the synergy that exists between our submarine base and all of the other subsurface maritime activities that are resident in this region. His response was:

> "We certainly have to consider everything that is interconnected. In fact, one of the things we are looking for is jointness and interconnectivity, et cetera. So in a larger sense what you described is what we will be looking at as our criteria in the whole BRAC process. I believe that will all be considered, sir.

Mr. Chairman, I do not believe synergy was considered at all because if it was, there would be no logical reason to recommend closing SUBASE New London.

Allow me just a few minutes to point out some of the subsurface maritime assets that interconnect with the SUBASE in this region to make this the Submarine Capitol of the World.

1. **ELECTRIC BOAT**: The Electric Boat (EB) Division of General Dynamics

has been and is now the center for submarine design, development, production and maintenance. It is located just one mile down the Thames River, has been here for generations, and interacts with the SUBASE daily.

Every day some 500 EB workers from Connecticut and Rhode Island come into the SUBASE gates to perform maintenance, repair and other functions on our submarines.

RADM Mark Kenney recently commented on the synergy that exists between EB and the SUBASE when he said:

> "We can get that synergy. We can flow work back and forth, we can train crews while they're in maintenance availabilities here and we can keep the ships in this same geographic region. The synergy of the base, the yard, the submarine school, the squadrons, the waterfront, the weapons, they're all here."

At EB, generations of the world's most skilled shipbuilders have designed, built and maintained every class of submarines here since the start of modern undersea warfare. EB employs over 11,000 workers at two principal locations:

A. The Groton shipyard has two major functions: first, submarine design and engineering; and second, submarine assembly, test and delivery. All EB design and engineering work takes place in Groton, supported by a network of modern digital design and analysis tools.

B. The Quonset Point Facility, forty minutes from Groton on the shore of Narragansett Bay, Rhode Island is where the construction of all Electric Boat submarines begins. Quonset Point produces submarine hull cylinders at its Automated Frame and Cylinder Manufacturing Facility, using a fraction of the manpower once required forming a traditional hull.

The benefits of co-location apply to submarine design and engineering, too. Naval officers regularly interact with the innovators of EB, telling them what works and what doesn't underway. They are a source of ideas and a reality check during the development of tomorrow's submarines.

The Navy's next submarine will almost certainly be designed at Electric Boat in Groton because this is the only place in the country that has those capabilities. EB

will incorporate in its blueprints the knowledge and wisdom of actual submariners – both active and retired.

2. **SUBMARINE INDUSTRIAL BASE:** Hundreds of other southern New England businesses feed into the submarine industry. The Submarine Industrial Base Council estimates 568 Connecticut suppliers for the Virginia-class program alone. Rhode Island has 150.In fact; more than 60 percent of our nation's undersea warfare work is performed in southern New England. My colleague and good friend, Rep. Jim Langevin of Rhode Island, wisely noted last week that "the combination of these factors simply cannot be replicated elsewhere with the same record of achievement."

3. **NAVAL UNDERWATER WARFARE CENTER (NUWC):** This is the Navy's full-spectrum research, development, test and evaluation, engineering ad fleet support center for submarines, autonomous underwater systems, and offensive and defensive weapons systems associated with undersea warfare.

4. **ACADEMIC INSTITUTIONS**: The Marine Sciences Department of the University of Connecticut at Avery Point, the Coast Guard Research and Development Center at Avery Point, the Marine Sciences Department of the University of Rhode Island, the Coast Guard Academy, Eastern Connecticut Sate University and Yale University are just a few of the academic resources located within 50 miles of the SUBASE New London which contribute to the synergy of subsurface excellence which is a national asset. Also within reasonable driving distances are the Marine Sciences Department of the University of Massachusetts, Woods Hole Oceanographic Institute, Harvard University and MIT. All of these have very specialized and high quality undersea research and training programs. In addition, the Coast Guard Academy conducts leadership training in homeland security for Cadets, Officers and Enlisted personnel.

5. **MYSTIC AQUARIUM'S INSTITUTE FOR EXPLORATION**: Under the leadership of the legendary Dr. Robert D. Ballard, discoverer of the Titanic, the Institute for Exploration engages in cutting edge littoral and deep ocean exploration. Dr. Ballard's activities have provided missions for the Navy's NR-1 nuclear research submersible, and have extraordinary implications for American's national intelligence capabilities. We hope that the Commission will accommodate a detailed briefing on these activities in the future.

In October 14, 2004, Michael W. Wynne signed a memorandum regarding the BRAC 2005 Military Value Principles. A close examination of the role of Naval

Submarine Base New London as the hub of a center of excellence for subsurface warfare in New England reflects these military value principles and should make the case for keeping the base open. A detailed analysis of these synergistic components will be forthcoming in subsequent hearings when the Department of Defense releases additional data relative to their base closure decisions.

I am blessed to live in a community which for almost 100 years has visualized, designed, developed, built, deployed, based, repaired and maintained the most complicated machines ever built and operated by mankind – U.S. Navy Submarines. And their work goes on. And their work has in the past given us control of the subsurface battlefield.

The future is less clear. But one thing is certain. If we destroy this center of excellence by dismantling one of its most important components – the Naval Submarine Base New London – we place our sailors, our Nation and our Democracy at risk. This is not a wise choice.

In the words of The Hon. Duncan Hunter, Chairman of the House Armed Services Committee, on May 13, 2005, when he heard that SUBASE New London was listed for closure:

> "I will continue to ...emphasize the importance of the collocation of the base with the nation's premier submarine construction facility. This interchange between operators and builders is critical to the continued supremacy of our undersea fleet."

Chairman Hunter was correct.

Now I am pleased to introduce Annapolis Graduate and Retired Submarine Captain John Markowicz to outline for you just some of the questions we have about the Department of Defense's analysis of the our submarine base.

Presentation to the

Base Closure and Realignment Commission

June 1, 2005

Economic Impacts

Will put a face or mil value.

Loss of the Sub Base to CT:

- 14,040 direct jobs and indirect jobs.
- $1.3 billion to Connecticut's GSP annually.
- $44.7 million in net new revenue to the state annually.

If Electric Boat were to relocate, the numbers increase to:

- 31,500 direct and indirect jobs.
- $3.3 billion in GSP annually.
- $162.3 million in net new state revenue annually.

The costs to reproduce the needed infrastructure (hospitals, schools, housing, utilities, etc.) elsewhere will be borne by federal, state, and local taxpayers.

The needed infrastructure currently exists in Connecticut!

www.ct.gov/savethebase

Cost to Employers

- If 5,600 civilian workers lose their jobs as a result of the base closure:
  - $28 million in additional unemployment payments would be paid by Connecticut employers.
  - For each job lost, Connecticut employers would have to pay about $5,000 into the Unemployment Fund.

Environmental Status

Current Site Features:

- The distance from the sub base to Long Island Sound is straight and short, and provides direct access to major trans-Atlantic and coastal sea lanes.

- Its location up-river provides protection during storms, with hurricanes and tropical storms occurring less frequently than in the southeast.

- The Thames River has a channel depth of 40 feet and is free flowing and non-sedimenting (which eliminates the need for frequent dredging).

Environmental Status

Contamination Status:

- Approximately 29 known areas of environmental concern.
  - 14 sites have been remediated to date.
  - 13 sites need further investigation/remediation.
  - 2 sites need to be remediated.

- Numerous authorized water discharges and underground storage tanks and a licensed RCRA (hazardous waste treatment, storage, disposal) facility.

- Contaminated groundwater is not a drinking water issue (base is on public water supply system).

Environmental Status

Base Closure Issues:

- Additional information and clean-up will be required for transfer and redevelopment, potentially including some radiological remediation.

- Base has superior environmental compliance record and an excellent working relationship with state and federal environmental regulators, including sophisticated experts in nuclear facilities and radioactive waste management.

Transportation Infrastructure

Groton, CT Norfolk, VA Kings Bay, GA

- Highway:
  - Of the three, Groton has the closest access to I-95. The annual cost of traffic congestion/delay in Groton is approximately 25% to 33% that of the other facilities when analyzing their respective regions.

- Rail:
  - Groton is served by Amtrak's Northeast Corridor service as well as Connecticut's Shoreline East Commuter Rail. A freight line also passes through the base.

Transportation Infrastructure

Groton, CT Norfolk, VA Kings Bay, GA

- Airport:
  - Groton's travelers and businesses have a choice of two major medium hub commercial airports – Bradley in Connecticut and T.F. Green in Rhode Island. The Groton-New London airport, although smaller, is also federally certified to serve commercial air carriers and frequently handles military aircraft.

- Waterways:
  - Channel navigation to and from the sub base affords open water access within 20 miles and is the most strategically aligned for Atlantic operations.

Workforce Competitiveness

Jobs

- From 1992 to 2002, the Brunswick, GA metro area gained 6,900 jobs. During that same time period, the Norwich-New London area gained over 25,000.

Educational Attainment

- In 2004 more than 26% of the population (25 years or older) in New London County, CT had at least a bachelor's degree compared with less than 16% in Camden County, GA.
- New London County is the home to six higher education institutions versus one community college in Camden County.

Childcare

- Kings Bay has 5 accredited daycare centers within the base living area; New London has 31.

Homeland Security Concerns

- Because of the sub base and the other critical assets in the area there continues to be a need for security in the area.

- The unannounced routines of the submarines and their patrols of the Atlantic Ocean, Long Island Sound and the Thames River are a very strong deterrent to maritime terrorist attacks.

- The sub base also provides fire and HAZMAT support for the entire southeastern Connecticut region.

- Without the presence of the sub base, critical assets in the area will be left unprotected (U.S. Coast Guard Academy, Millstone Nuclear Power Station, Amerada Hess Fuel, Electric Boat Co. and others).