

Beat: News

FINCANTIERI AND FINMECCANICA ADD NEW CONTRACT FOR THE ITALIAN NAVY

MULTIPURPOSE AMPHIBIOUS UNIT (LHD)

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USPA NEWS - FINCANTIERI ONE OF THE WORLD LARGEST SHIPBUILDING GROUPS AND FINMECCANICA ITALY' LEADING MANUFACTURER IN THE HIGH TECHNOLOGY SECTOR WERE AWARDED THE CONTRACT FOR ONE MULTIPURPOSE AMPHIBIOUS UNIT (LHD) FOR THE ITALIAN NAVY.

Fincantieri, one of the world's largest shipbuilding groups and reference player in the naval shipbuilding industry, and Finmeccanica, Italy's leading manufacturer in the high technology sector, have been awarded the contract for the construction and equipment of one multipurpose amphibious unit (LHD) for the Italian Navy.

The total value of the contract is over 1.1 billion euros, with Fincantieri's share amounting to approx. 853 million euros and Finmeccanica's to about 273 million euros. The delivery of the unit is scheduled in 2022.

The contract with the consortium (RTI), consisting of Fincantieri, agent, and Finmeccanica, through its subsidiary Selex ES, principal, was signed on behalf of the Ministry of Defence by the Central Unit for Naval Armament (NAVARM) of the General Secretariat. The consortium (RTI) was established in accordance with the tight cooperation agreement in the field of naval vessels construction signed between Fincantieri and Finmeccanica last October. Pursuant to the agreement, Fincantieri acts as a sole interface to the client, while at the same time allowing to enhance Finmeccanica's products range in the naval field and the technical and commercial synergies between the two largest national groups in the in the naval field.

In general, this multi-year programme for the renewal of the Navy's fleet (known as the "Defence Act" ^(?)) employs a total funding of 5.4 billion euros and, in addition to the aforementioned LHD unit, foresees the construction of six patrol vessels, with four more in option, and one logistic support unit.

In particular:

“€ one multipurpose amphibious unit (LHD or Landing Helicopter Dock)

“€ one logistic support unit (LSS or Logistic Support Ship)

“€ six patrol vessels (PPA or Multipurpose Offshore Patrol Ship) and four more in option

The fundamental characteristic common to all three classes of ships is their high level of innovation providing them with a considerable degree of efficiency and flexibility in serving different mission profiles. In particular, these are dual use vessels, meaning that they may be used for both standard military purposes and for civil protection and rescue at sea operations. They also have a low environmental impact thanks to a state-of-the-art auxiliary propulsion system generating a low level of pollution emissions (electric engines) and biological waste control system.

In addition to building the vessels at its shipyards, Fincantieri will provide support over the lifecycle of the vessels in the first ten years, through the supply of logistic services (training courses, spare parts, technical documentation) during the construction of the vessels and of ISS, In-Service Support, (maintenance services), carried out during post-delivery operations, as well as components and naval machinery produced by the Marine Systems and Components Business Unit, such as shaft lines, wheelhouse, maneuvering propellers, fin stabilizers and other handling systems.

Finmeccanica, through Selex ES, will act as prime contractor for the new unit's entire combat system. The system will support landing craft, provide vessel self-defence and coordinate and control operations in concert with other naval and ground forces. Selex ES will

also provide all the sensor systems including the X band, four-fixed-face, multifunctional scanned-array radar system and also the latest generation integrated communications. Finmeccanica-Selex ES will deliver and integrate all systems, including those of OTO Melara, WASS, and Elettronica, and is also responsible for the provision of support throughout the first decade of use including Integrated Logistic Support (ILS) and In-Service Support (ISS).

The unit will be approx. 200 meters long with a maximum speed of 25 knots. It will be equipped with a combined diesel and gas turbine plant (CODOG) and will be able to accommodate on board over 1,000 people, of whom more than 700 military or civilian transported people.

The LHD's main mission is the transport of people, vehicles and loads of different kinds and in their transfer on land in port areas through on board systems and in not equipped areas with various kinds of vessels (such as the small LCM landing craft units with a load capacity up to 60 tons, four of which can be admitted, launched, and recovered through a flooded basin, located on the stern of the vessel).

The LHD's military profile use provides transport and landing, in equipped and non-equipped areas, of troupes, military vehicles, logistic equipment, using the provided features and means of transfer.

The civil profile use provides:

- “¢ healthcare and hospital support

- “¢ transfer and landing of people and wheeled or crawled means of transport in equipped and non-equipped areas

- “¢ supply of drinking water to land through onboard desalination plants or storages

- “¢ supply of electricity to land with 2000 kw of power and its distribution through containerized conversion and distribution units

- “¢ possibility of accommodating specialized staff on board

- “¢ rescue operations base through helicopters and boar staffing vessels

Equipped with wide embarkment areas of about 4500mq within dock-garage and hangar-garage and a continuous open deck, able to receive wheeled vehicles of various kinds, containers and helicopters, the unit can perform several military and civil missions.

The different areas of cargo securing are accessible through stern and side ramps, and cargo handling will be managed by internal ramps and elevators.

On board there will be a fully equipped hospital, complete with operating rooms, radiology and analysis rooms, a dentist's office, and a hospital rooms capable of hosting 28 seriously injured patients (further admissions are possible through duly equipped container modules).

Finmeccanica's Chief Executive Officer and General Manager, Mauro Moretti, said: "The contract award represents a new and significant contribution by Finmeccanica and Fincantieri to the Italian Navy's important fleet renewal programme. All of the systems designed and developed for the new dual-use LHD naval unit are based on the most advanced technology, boosting the efficiency of solutions proposed by Finmeccanica and strengthening its position in the naval sector. The group will continue to invest in this sector, with the goal of increasing the value of its products and solutions able to achieve significant success, also in international markets" [7].

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