



# Army

## Land Environment Working Group

Army's engagement with Industry



### Long Range Fires Deep Dive/Working Group

#### **Long Range Fires Working Group Problem Statement:**

The delivery of additional HIMARS and munitions on an accelerated timeline will test the relationships between Commonwealth entities (traditional CM and Delivery) and Industry (Primes, SMEs and consultants). A Guided Weapons and Explosive Ordnance Enterprise that remains growing but with a lack of clear direction for Industry beyond studies, will require Industry involvement to achieve effective technological transfer.

**Question 1:** What Industry-Commonwealth programmatic governance methods or relationships could be investigated to support acceleration of a high-cost, high-profile capability as it is being realised?

**Question 2:** What can Industry suggest to monitor the progress of the Commonwealth Capability Realisation Plan to provide early indication of issues or opportunities to further accelerate?

**Question 3:** What can Industry suggest to improve the chances of commencing local surface-launched guided weapon manufacturing, whilst keeping within a healthy cost-constraint (i.e. use of simulation systems)?

**Discussion Point:** Defence acknowledges this is a two way discussion. What does Industry need from Defence to enable the context of the above question set?



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### **Battlefield Aviation Working Group Problem Statement**

**Question 1:** With the Defence Strategic Review strongly supporting the development of two robust Aviation industry hubs on the East coast of Australia, how do we establish a teaming structure that brings together Defence, industry, local government, vocational training organisations, academia, and local business to grow, sustain and support the future workforce?

**Question 2:** Given global supply chain and engineering workforce challenges, how can we collectively achieve higher materiel delivery assurance without significant compromise to capability?

**Question 3:** What lessons can we leverage from the war in Ukraine, in the development of Unmanned Aircraft System technology, and how can we apply these lessons to our strategic environment, within our regulatory framework?

**Question 4:** How can we leverage the work that has been done on Un-crewed Traffic Management in wider civilian airspace, to integrate Unmanned Aircraft System and crewed aircraft more effectively in the same airspace?



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### **Networks - Speed to Decision Making Working Group Problem Statement**

This session seeks industry insight to understand how Army can structure a strategic partnership to realise an integrated system capability. The outcome of this session will inform Army's understanding of risk as it pursues a commercial partnership.

**Question 1:** How is an environment of trust, collaboration and positive working culture developed, maintained and strengthened in a multi-party (multiple vendors, Capability Acquisition & Sustainment Group, Army Headquarters) environment?

**Question 2:** How does Defence combine or change the presented models to improve the likelihood of its successful implementation and delivery of LC4 capability under a programmatic approach.

What should be the allocation of roles and responsibilities under this revised model?  
What risks are addressed by changing or combining partner models?

**Question 3:** In any multi-vendor model, how could Defence maintain fairness in a situation where a Strategic Partner may also be a Delivery Partner or may provide products to a Delivery Partner?



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### Land Combat Vehicles Working Group Problem Statement

The Defence Strategic Review released by Government on 24 April 23 recognises significant changes in Australia's strategic circumstances and identifies that the ADF's current force structure is not fit for purpose. Government has directed the ADF to immediately commence transitioning from a balanced force towards a focused force. Specifically, the Government has directed that the Australian Army must be transformed and optimised for littoral manoeuvre operations by sea, land and air from Australia, with enhanced long-range fires. Within the Land Combat Vehicle Program (LCVP), the Government has directed that the Land 400 Phase 3 Infantry Fighting Vehicle project to procure 129 vehicles. Army is receiving 75 M1A2SEPv3 Main Battle Tanks under LAND907-2, 29 Armoured Breaching Vehicles, 17 Joint Assault Bridges and (a total of) 19 M88A2 Armoured Recovery Vehicles under LAND8160-1, and 211 Combat Reconnaissance Vehicles under LAND400-2. Army maintains ASLAV and M113AS4 as legacy systems.

**Question 1:** Defence Strategic Review (p.19) identified that "The ADF's operational success will depend on the ability of the Integrated Force to apply the following critical capabilities"

- a fully enabled, integrated amphibious-capable combined-arms land system
- a theatre command and control framework that enables an enhanced Integrated Force
- a joint, expeditionary theatre logistics system with strategic depth and mobility;
- a developed network of northern bases to provide a platform for logistics support, denial and deterrence.

**How can Australian Industry support Army to achieve these Government directed critical capabilities?**

**Question 2:** Defence Strategic Review (p.19) identified that the Defence Science and Technology Group and the new Advanced Strategic Capabilities Accelerator must enable our research and industry sectors to focus their work on the development of advanced and asymmetric capabilities in key technological areas. How can Army more rapidly introduce into service advanced and asymmetric capabilities, innovative ideas and/or disruptive technologies?

**Question 3:** How can industry support Army in ensuring a resilient supply chain (domestic & regional)?



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### Land Network Integration Centre Working Group Problem Statement

**Digital Integration.** The Defence Strategic Review highlights both acceleration and integration as two key priorities. These can both be complementary and divergent. Army's approach to Land and Joint Digital Integration is based on adoption of an open standards architecture and a Land Combat System Digital Design that defines technical dependencies at the protocol to system of Systems level. This seeks to prioritise systems integration while avoiding vendor lock.

**Question 1.1:** How does industry view OEM/product level Design Acceptance within a Land Combat System of Systems Design, where Army is the System of Systems Design Authority?

**Question 1.2:** How can industry effectively contribute to a combined integrated and accelerated open systems outcome, without vendor lock?

**Question 1.3:** How does industry collaborate to provide a combined benefit to Army and Joint capabilities to realise integrated and accelerated outcomes?

**Standards development.** The development and implementation of Army's DEFAUST Standards has involved industry at specific points in time, however this engagement has largely been episodic and transactional. Army, through AUSTENDER ATM ID: AHQ-LNIC-LC SSA-02/23, seeks to embed industry SME into the Standards definition, engineering and development cycle to leverage Defence and Industry knowledge to deliver a truly open standards architecture.

**Question 2.1:** What are the benefits of Defence and industry standards collaboration?

**Question 2.2:** What are the detractors to a non-fee paying approach to standards collaboration?

**Question 2.3:** What alternate collaborative Standards Development models would achieve a mutual benefit?



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### Land Force Support System (LFSS) Working Group

#### **Session Description Statement**

Army has developed the LFSS to better describe how the Land Capabilities of the Integrated Force – in conflict – need to be sustained in a standardised, repeatable and trusted way. As technology and material complexity increases, how we integrate the right support from industry, the Joint Force and Army to sustain our Force Elements effectively first, as efficiently as possible is the primary outcome.

#### **Questions – LFSS General**

- What challenges does the LFSS bring in integrating support effects as described by the LFSS?
- What insights can industry provide to meet our scalability and strategic depth as required with the Defence Strategic Review need for a Joint Expeditionary Theatre logistics system with strategic depth and mobility?

#### **Questions – Energy Solutions of the Future**

- How do we harness industry to generate an expeditionary zero net emission to power an Integrated Force? I.e. from battery operated wearables, to vehicles and general power for Command Posts).
- What solutions can industry provide to scale energy production as far forward as possible to reduce the burden of resupply from the National Support Base?
- What policy or legislative barriers limit the development and scaling of these solution commercially and in the military context?

#### **Questions – Automation in the Distribution Sub-system**

- How do we harness automation to increase the velocity of distribution for combat configured at the earliest point in the Land Force Support System?
- What solutions are available to automate and maximise holding capacity within existing storage facilities?
- What risks has industry experienced in the adoption of automation within a distribution system?

#### **Questions - Deployable Health**

- What Advance Manufacturing technologies could be applied into the Land Force Support System? I.e. bio-fabrication to produce body parts and or medical devices?
- What capacity does Australian Industry have to scale medical advance manufacturing and other innovations to enhance our health effects across the Land Force Support?

For any questions relating to the workshops and problem statements please contact [army.industry@defence.gov.au](mailto:army.industry@defence.gov.au)

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