

APPENDIX C

DETAILED IMPLEMENTATION STATUS REPORT

AIP Number: **1**
Establish Safety and Physical Security
Working Group

Date of update: March 26, 2010
POC for update: OUSD (Intelligence)

Status – Complete

DoD 5100.76, “Safeguarding Conventional AA&E and the AA&E Physical Security Review Board” signed by USD(I) on October 8, 2005.

Final draft DoD 5100.76 M, “Physical Security of Sensitive Conventional AA&E” expected to be staffed 1st Qtr FY09.

Stakeholders

AIP 1 influenced stakeholders’ greater role in the development and coordination of policy for AA&E Safety and Security.

Timelines

OUSD(I) plans to add AA&E security, FMS, uncategorized AA&E guidance, and enhanced reporting requirements for lost/stolen/missing AA&E. OUSD(I) held a working group meeting January 2010 with the transportation community to discuss current physical security issues of interest. OUSD (I) plans to hold monthly conference calls covering rotating subject areas. ICG members are encouraged to participate when the agenda contains items of interest.

Cost

None.

Changes to AIP

None. AIP 1 is complete. Mechanisms for continuing coordination with stakeholders contained in policy.

Issues

None.

AIP Number: **2**
Threat/Vulnerability/Risk Assessment

Date of update: March 26, 2010
POC for update: OUSD (Intelligence)

Status – Ongoing

The Defense Intelligence Agency (DIA) completed a worldwide threat assessment in 2006 that determined the level of threat to AA&E movements. OUSD (I) expected DIA to perform a new threat assessment in 2009 since assessments are required to be performed/updated every 3 years. Currently, the DIA Threat, Vulnerability, and Risk Analysis is on hold pending completion of DIA's Chemical Program Review. The next assessment will be more focused on the transportation community.

Stakeholders

ADUSD (TP) is working with DIA, ASD(HD), Joint Staff, SDDC, USD(I), USTRANSCOM, USNORTHCOM, and other stakeholders to identify what work has already been accomplished in this area and to determine the current threat level and if any vulnerabilities exist in the AA&E distribution system. If vulnerabilities are identified then security measures and standards will be adjusted accordingly.

Timelines

OUSD (I) has not provided a timeline when the vulnerability assessments will be completed.

Cost

No issues with cost at this time.

Changes to AIP

ADUSD (TP) and USD(I) are leading the actions on this AIP.

Issues

None identified at this time.

AIP Number: **3**
Stakeholder and Policy Map

Date of update: March 26, 2010
POC for update: LMI for ADUSD (TP)

Status – Complete

LMI published the “DoD AA&E Organization and Policy Reference Manual,” dated October 2005. The manual was distributed to AA&E working group members at the December 2005 meeting. LMI prepared and delivered to ADUSD (TP) a white paper with their findings and recommended policy changes.

Stakeholders

No issues impacting stakeholders’ roles and responsibilities.

Timelines

No new timelines.

Cost

No issues with cost at this time.

Changes to AIP

LMI initially planned to create a report that identified conflicts, gaps, and redundancies. However, LMI found limited conflicts in policy and suggested a reference manual would be more useful to the AA&E community. Therefore, they prepared a reference manual first, with a separate white paper with findings and recommended policy changes that followed.

Issues

None.

AIP Number: 4

Interagency Working Group

Date of update: March 26, 2010

POC for update: ADUSD (TP)

Status – Complete

At the June 2006 meeting the working group members concurred with formalizing the AA&E working group and renamed it the AA&E Interagency Coordination Group (ICG). All stakeholders concurred with the ICG charter in October 2006. The December 5, 2006 meeting was the first ICG meeting and the first attended by the newest member -- the Department of Homeland Security. ADUSD (TP) designated the TSA-led Transportation Sector Government Coordinating Council and its modal Government Coordinating Councils as the interagency groups with which the ICG will coordinate transportation security issues that involve federal organizations interested in transportation security.

In October 2006, the ICG Transportation Subgroup (TSG) was chartered to provide a comprehensive mechanism for interagency information exchange and collaborative readiness planning for AA&E and other hazardous material distribution, security management and surveillance between key components.

Stakeholders

No issues impacting stakeholders' roles and responsibilities at this time.

Timelines

The ICG Transportation Subgroup was established and is currently chaired by HQ Air Force. Permanent members include the Army, Navy, Marine Corps, Air Force, Joint Staff, and USTRANSCOM. Ad Hoc members include JMC, DLA, DCMA, and O/EDCA. At the December 2009 ICG meeting, the Subgroup Chairman gave an update of on-going Subgroup activities and the 16 new initiatives developed at a November TSG meeting in Cambridge, MD. These initiatives have been added to the TSG work plan and the TSG members are working to prioritize and find funding to work them.

Cost

Obtaining funding to work the 16 new TSG initiatives is an issue.

Changes to AIP

Additional ICG Subgroups to be formed as needed to work specific functional areas.

Issues None.

AIP Number: **5**
Review of Emergency Response
Procedures

Date of update: March 26, 2010
POC for update: HQ Department of the Army (G-4) and
 ADUSD (TP)

Status – Complete

LMI published the report “DoD Emergency Response to CONUS Transportation Mishaps Involving Military Munitions” in April 2006.

HQ Army asked LMI to assist in defining and developing emergency response metrics that can be used to measure DoD emergency response performance. At the June 2007 ICG meeting, Ms. Closs of LMI presented examples of emergency response metrics to the group.

LMI completed the report “*Improving Department of Defense Rail Security*” in October 2006, that assessed CONUS Rail Security for AA&E and Other Sensitive Material (OSM) shipments including Toxic Inhalation Hazards. DoD provided the Government Accountability Office (GAO) a copy of the report as the GAO has begun an audit to look at what the Department of Homeland Security and the Transportation Security Administration are doing to ensure the security of hazardous rail shipments. ADUSD (TP) requested USTRANSCOM take the LMI report recommendations for action. USTRANSCOM is currently implementing some of the report recommendations.

Stakeholders

No issues impacting stakeholders’ roles and responsibilities.

Timelines

None. AIP 5 is complete.

Cost

None

Changes to AIP

None, AIP 5 is complete.

Issues - None

AIP Number: **6**
Commercial Ownership and
Foreign Military Sales

Date of update: March 26, 2010
POC for update: Defense Security Cooperation Agency (DSCA)

Status – Open

Lead agents identified: Defense Contract Management Agency (DCMA) and the Defense Security Service (DSS) have Contractor Oversight, and Defense Security Cooperation Agency (DSCA) has FMS Oversight.

DSCA is currently updating the Security Assistance Management Manual (SAMM), which will now require transportation plans for all AA&E FMS shipments. DSCA is also pursuing an initiative which would require foreign countries that move FMS shipments back to the United States for repair/maintenance to obtain new DoD and DOT authorizations/special permits.

DSS is currently updating and including more focus areas in the checklists that are used by field inspectors to assess whether contractors are complying with DoD's required transportation security requirements.

Stakeholders

No issues impacting stakeholders' roles and responsibilities at this time.

Timelines

DSCA has developed an implementation plan for each of the recommendations that were made in the FMS report but no timelines were provided as to when the implementation would be completed.

Cost

No issues with cost at this time.

Changes to AIP

No changes at this time.

Issues

No issues.

AIP Number(s): 7 & 12
7 (Theater AA&E Policies and Procedures)
and 12 (Worldwide Tracking of AA&E)

Date of update: March 26, 2010

POC for update: Joint Staff (J4) and LMI for ADUSD (TP)

Status – Complete

LMI developed and delivered the draft Worldwide Tracking report addressing their findings and recommendations to JS-J4, (March 2006).

JS-J4 forwarded the report to OSD, each organization interviewed and Services for review and comment

- Coordination complete and comments incorporated in May 2006.

Report published in May 2006 and distributed to the COCOMs informally in the 4th Quarter FY06. In June 2007, JS-J4 requested COCOM formal response by August 2007. COCOMs responded indicating they believed no further actions on the report recommendations were necessary.

Stakeholders

No issues impacting stakeholders' roles and responsibilities at this time.

Timelines

AIP complete.

Cost

None.

Changes to AIP

None.

Issues

None.

AIP Number: 8

Joint Distribution & Class V Architectures

Date of update: March 26, 2010

POC for update: USTRANSCOM (J6)

Status – Complete

Class V distribution systems designated a BEA priority for review by USTRANSCOM.

USTRANSCOM developed Class V operational architecture.

USTRANSCOM completed capabilities-assessment of Class V processes and systems. Class V activities decomposed to level 4 (SCOR).

USTRANSCOM is integrating Class V architecture with the distribution system architecture. USTRANSCOM will incorporate the Operational Activity to System Function Traceability Matrix (SV-5) with the DPO's overarching process improvement efforts.

Stakeholders

No issues impacting stakeholders' roles and responsibilities.

Timelines

AIP complete.

Cost

None.

Changes to AIP

None.

Issues

None.

AIP Number: 9

Continue to identify and pursue new technologies and initiatives to enhance safety and security of AA&E

Date of update: March 26, 2010

POC for update: Defense Transportation Tracking System (DTTS)

Status – Ongoing

An update was provided on the SDDC/DTTS trailer tracking and the Next Generation Wireless Communications (NGWC) technology rail tracking test. The update included what Trailer Tracking Service (TTS) entails, the objective for monitoring the trailers, the key participants, current progress of the test, and the next steps. The update indicated that DoD is taking a step closer to actually tracking the commodity and that many commercial carriers have had TT (for asset management) capability for years. Trailer tracking was implemented February 15, 2010.

The update also summarized the NGWC rail tracking test. The test tracked AA&E containers moving via rail from Tooele to MOTSU and was extended at the request of JMC and USTRANSCOM to track containers from MOTSU to Kuwait Naval Base.

Army is leading a Blanket Purchase Agreement (BPA) pilot effort to test the use of BPA carriers to move small quantities of small arms. TSG members are developing the pilot details to include metrics, monitoring processes, etc.

Stakeholders

Services, SDDC, USTRANSCOM, CENTCOM, DTTS

Timelines

Trailer tracking service began February 15, 2010. BPA pilot start date TBD.

Cost

No issues with cost at this time.

Changes to AIP

None.

Issues

None.

AIP Number: **10**
AA&E Research, Development, Test and
Evaluation

Date of update: March 26, 2010
POC for update: ADUSD (TP)

Status – Complete

DUSD (L&MR) sent a memo May 18, 2005, requesting Joint Ordnance Commanders Group (JOCG) propose a candidate lead agent. Army proposed the Armament Research Development & Engineering Center (ARDEC) as lead agent. The JOCG nominated ARDEC as the lead agent. January 13, 2006, USD AT&L signed a memo designated ARDEC as the lead agent. The Secretary of the Army signed a memorandum on May 18, 2006 officially designating ARDEC.

ARDEC has established and chartered a working group comprised of members from Army (lead agent), Navy, USMC, Air Force, USTRANSCOM, OSD-DDR&E, and OSD-AT&L. The working group contracted with SAIC to develop an on-line collaborative portal so that the various RDT&E organizations can coordinate their various AA&E-related research efforts with each other. The portal was completed in September 2008. The next steps include populating the database and marketing the portal's capabilities. The working group is trying to accelerate data collection, pursue member's subordinate activities/offices and incorporate relevant DOE, industry, international and academic data sources

Stakeholders

No issues impacting stakeholders' roles and responsibilities at this time.

Timelines

None.

Cost

None.

Changes to AIP

None.

Issues None, AIP is complete.

AIP Number(s): 11 & 13

**11 (Knowledge Management Portal) and
13 (AA&E Training Curriculum and
Certification)**

Date of update: March 26, 2010

POC for update: Defense Ammunition Center (DAC)

Status – Open

A DAC rep stated that at the June 2009 ICG, personnel briefed DAC's plans for a revised HAZMAT certification course which includes a mixture of instructor-led classroom and web-based instruction. Since then, DAC changed the approach; the course will remain instructor-led in a classroom setting; DAC will continue to offer web-based instruction for recertification training.

The DAC rep indicated they have launched a new on-line Community of Practice (CoP) portal for ISO container issues. The CoP is in addition to the Ammunition and HAZMAT CoPs already in place.

Stakeholders

DAC, Services, USTRANSCOM, SDDC

Timelines

DAC will continue to investigate using the DAC Learning Management System (LMS) to manage the certification and re-training.

Cost

Additional funding support will be requested as required.

Changes to AIP

No changes at this time.

Issues

None.

AIP Number: 14

Class V Distribution Performance Metrics

Date of update: March 26, 2010

POC for update: Defense Transportation Tracking System (DTTS)

Status – Ongoing

A DTTS rep reported at the December 2009 ICG that 77K DoD shipments per year translate to 36,000 messages per month that DTTS operators are monitoring. The rep related that the DTTS mission includes much more than Military Service requirements; other DTTS customers include USTRANSCOM, National Aeronautics and Space Administration (NASA), and others.

The DTTS rep explained how DTTS not-in-system (NIS) incidents are created. (NIS is when DTTS receives a truck departure message from the carrier at shipment origin but have not yet received the shipment/load information from the Military Service shipper system.) DTTS sets an NIS level of 10 as the level above which they notify the Military Services for corrective action. The Military Services receive data monthly and if they perceive a systemic problem they take corrective action. Some NIS incidents are caused by automated shipper system latency; the DTTS PMO is working with shipper system program management offices to improve the process.

Stakeholders

Services, DDESB, SDDC, DTTS, USTRANSCOM

Timelines

No issues with timelines at this time.

Cost

No issues with cost at this time.

Changes to AIP

None.

Issues

None.