

DoD AA&E TRANSPORTATION SUB-GROUP MEETING

Executive Summary & Meeting Minutes

20-22 OCTOBER 2009

MEETING PURPOSE

The DoD Arms, Ammunition, and Explosives (AA&E) Transportation Sub-group, which is currently chaired by the United States Marine Corps (USMC), met on 20-22 October at the Hyatt Regency in Cambridge, MD to discuss a wide range of issues concerning the safety and security of AA&E while in the distribution process and conduct a strategic planning session to look at the future of the Transportation Sub-Group (TSG).

SUMMARY OF PRESENTATIONS AND DISCUSSIONS

Qualcomm, SkyBitz, Comtech Mobile Datacom, and Lockheed Martin presented their satellite tracking capabilities. SDDC provided an update on several SDDC initiatives including the creation of a web-based docketing system that will be used to coordinate changes and modifications to SDDC policies and publications and that SDDC is in the process of updating the Unified Rules Publication to eliminate any inconsistencies with the DTR. SG Chairman provided an overview of the Interagency Coordination Group and the TSG. SDDC provided an overview of SDDC's SafetyNet system. LMI provided the Subgroup with an overview of an initiative which aims to automate the Report of Shipment (REPSHIP), REPSHIP Confirmation, and Receipt process for AA&E and Nuclear Weapon Related Material (NWRM) shipments. OUSDI provided an overview of some initiatives and issues that OUSD (I) is working including DoD 5100.76-M, a 2010 extensive analysis of major security topics, a semi-annual AA&E conferences with the entire AA&E community and a 180 day pilot to ship SRC IV small arms via Blanket Purchase Agreement (BPA) carriers. SDDC provided a briefing on the use and interoperability of the Computer Access Card (CAC) and Transportation Worker Identification Card (TWIC) for installation access. SDDC reported that the TWIC is the long-term solution; however, it has not yet been approved as a valid credential for gaining access to DoD installations. AFLC provided an overview of DoD's HAZMAT certification courses as well as some of the Air Force's HAZMAT training initiatives and practices. NOSSA provided an overview of a possible alternative to the use of Security Escort Vehicles (SEV) service and he explained how the alternative procedure, which he titled Active In-transit Monitoring (AIM), would work. HQDA provided a list of metrics that the Services would like USTRANSCOM, SDDC, and DTTS to capture for measuring carrier performance. SDDC reported that SDDC will begin using the Department

of Transportation (DoT) Inspection Selection System with Driver conviction data (ISS-D) to measure the safety performance of carriers that offer Transportation Protective Service (TPS), provided an update on secure holding and reported that SDDC plans on making a small revision to the definition for Protective Security Service (PSS) in the DTR and Unified Rules Publication. DTTS PMO provided an overview of DTTS and future initiative including geo-fencing, trailer tracking service, and the Next Generation Wireless Capability (NGWC) test. Finally, the TSG reviewed and provided status on the eleven open action items.

Strategic Planning Session and After Actions

LMI facilitated a strategic planning session where the TSG updated the TSG charter and work plan. The TSG also identified future needs and requirements and they are listed in Appendix A. A summary of after actions is in Appendix B.

APPENDIX A

Future Key Organizational Briefs

- Invite the HMPWG and ADUSD (SCI) to a TSG meeting
- Maintain awareness of DSG issues
- Invite DDESB to brief their policy issues
- Invite USTRANSCOM J5 & J6 to brief distribution and portfolio management
- Invite DOT and DOE to a TSG meeting

Innovative Distribution Alternatives

- Evaluate alternatives to SEV service
- Carrier scheduling initiatives
- Application of AA&E to DTTCI-like expansion
- Research, develop and execute a small arms BPA pilot

New Technologies

- Work with DOT and HMPWG on electronic HAZMAT documentation

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- Monitor new tracking technologies, e.g., cellular technologies, NGWC, and additional sensors
 - Assess critical event reporting system capabilities
 - Assess CAC and middleware to ensure positive custody with linkages to JPAS to verify driver's security clearances
 - Evaluate application of protective measures
 - Evaluate methods to secure tarps

Enhancements to Distribution Processes and Systems

- Explore potential use of FAR-based contracts vice tenders
- Expand TSG focus to include OCONUS/retrograde/ end-to-end

New Distribution Metrics

- OCONUS metrics

Improvements in Policies, Procedures, and Operations

- Reconcile 4140 with 5100.76M
- Coordinate with DDESB to update organic sealift safety policy

Potential New Initiatives

- Define DTTS emergency incidents and publish in Unified Rules Publication
- SDDC to research and update Unified Rules Publication
- Evaluate alternatives to SEV service for SRC 1
- DTTS will assess feasibility with IRRIS PMO

Meeting Minutes

INTRODUCTION

The DoD Arms, Ammunition, and Explosives (AA&E) Transportation Sub-group, which is currently chaired by the United States Marine Corps (USMC), met on 20-22 October at the Hyatt Regency in Cambridge, MD to discuss a wide range of issues concerning the safety and security of AA&E while in the distribution process¹. A USMC rep chaired the meeting. The USMC rep kicked off the meeting by welcoming and thanking all of the participants for their attendance. He expressed special thanks to the reps from the Office of the Assistant Deputy Undersecretary of Defense - Transportation Policy (OADUSD-TP), and the Office of the Undersecretary of Defense – Intelligence (OUSD-I), for their support and attendance.

PRESENTATIONS AND DISCUSSIONS

The following is a summary of the presentations and agenda topics in the order in which they were presented. A summary of the actions from the meeting can be found at the end of this summary.

DAY 1

Qualcomm Presentation

A Qualcomm rep provided an overview of Qualcomm and its product line. The rep pointed out several of Qualcomm’s accomplishments and system features supporting the Defense Transportation Tracking System (DTTS). They included:

- ◆ First DTTS-certified Satellite Motor Surveillance (SNS) vendor
- ◆ Supported significant increase in DOD and non-DOD (e.g. FEMA) shipments
- ◆ All DTTS carriers remain Qualcomm-equipped
- ◆ Major system enhancements after 9/11

¹ The AA&E Transportation Subgroup is part of the AA&E Interagency Coordination Group (ICG) which is chaired by the Office of the Assistant Deputy Under Secretary of Defense - Transportation Policy (OADUSD-TP).

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- ◆ Further enhancements with DTTS II
 - ◆ Only vendor HERO-certified on both tractor and trailer platforms
 - ◆ Most HERO-certified platforms
 - ◆ Significant computing capability in the tractor
 - ◆ Automated numerous everyday driver tasks, e.g., logbooks
 - ◆ Full system redundancy
 - ◆ Contingency contracts in place to ensure uninterrupted service
 - ◆ Scanning capability available

The rep provided a brief overview of the Qualcomm's two newest tractor communication platforms—the Mobile Computing Platform (MCP) Series 100 and MCP Series 200. While OmniTracs is still part of Qualcomm's product line, all of the approved AA&E carriers have begun purchasing some of the more robust MCP Series 100 units. The carriers are in different stages of implementation (i.e. some carriers have only purchased a few MCP 100 units while some others have equipped their entire fleet). He speculated that approximately 25% of the tractors in the DoD AA&E fleet are equipped with MCP Series 100 and 75% are still equipped with OmniTracs.

In an effort to reduce driver distraction, the Qualcomm rep reported that all of their products can be set-up to prohibit the driver from using the keyboard and other system features while the tractor is in motion. He also added that they were working on making the wiring for the tractor transponder units less accessible and visible to prevent tampering and theft.

The rep also discussed Qualcomm's Critical Event Reporting features. OmniTracs, MCP 100, and MCP 200 are all capable of capturing critical events such as hard braking and excessive speed². These events are forwarded to the carriers in real-time. The rep reported that the events can even be pushed to a cell phone. The rep reported that the industry standard definition for hard braking is "a loss of 9MPH in less than a second". A Navy rep noted that a hard-braking alert would be beneficial to DoD because it may indicate that the load has shifted and he asked if the feature could be made available to DoD. The Qualcomm rep indicated that all the data is available, but accessing it would have to be worked out with the carriers. The rep added that if the Qualcomm unit in the tractor has only one driver logged in it will not allow access to the unit while the tractor is in motion.

² Critical Event Reporting is not a standard feature in the OmniTracs units. OmniTracs units require a firmware update.

A LMI rep asked Mr. Bauckman if he was aware of any issues that might delay the roll-out of trailer tracking service on 15 February. The rep stated that he was unaware of any issues and thought that the carriers would be ready by 15 February. He expects the carriers to make their trailer transponder and sensor purchases within the next 30 to 45 days.

The Qualcomm rep noted that the carriers do not want to “baby sit” the trailer tracking application and are asking the vendors to provide an automated capability for moving trailer tracking units in and out of DTTS tracking mode.

The rep also noted that Qualcomm’s trailer tracking units can be used on flatbeds.

SDDC Initiatives Update

A SDDC rep provided an update on several SDDC initiatives. He first mentioned the creation of a web-based docketing system that will be used to coordinate changes and modifications to SDDC policies and publications, such as the Unified Rules Publication, with the carrier industry and other stakeholders having access to the system to comment online.

The SDDC rep also reported that SDDC is in the process of updating the Unified Rules Publication to eliminate any inconsistencies with the DTR. For example, the Unified Rules Publication’s description of Protective Security Service (PSS) differs slightly than the DTR’s description for PSS. The SDDC rep reported that SDDC would publish an advisory with a summary of any changes that are made. He added that the Unified Rules Publication is scheduled to be released on 26 October 2009.

The OSD(I) rep pointed out that the most recent version of DTR Chapter 205 was not formally coordinated with OUSD (I) before publication. He asked how OUSD (I) could be added to the distribution list. A meeting participant noted that USTRANSCOM is responsible for coordinating changes with OSD. It was noted that there are some discrepancies in Chapter 205 that will be corrected in an upcoming customer advisory.

The SDDC rep reported that SDDC is rolling out a web-based Carrier Appointment Scheduling system. The system is currently being used for deliveries to Sunny Point, North Carolina. Crane and four other JMC depots are scheduled to begin testing the system in the next two weeks. The OSD(I) rep stated that it would be useful for planning purposes for the installation gate security personnel to receive the appointment information. The OSD(I) rep added that the requirement for installations to accept AA&E shipments has been added to the 5100.76I, which has more force than just putting it in the manual. The DTTS rep indicated that DTTS PMO is providing data on denied secure holding incidents. The OSD(I) rep requested clearer data in a consistent format. The Navy rep stated that he was not receiving the data. An SDDC rep indicated that the data goes to the Service involved and that the Navy has not had any recent incidents.

DoD AA&E Interagency Coordination Group (ICG) and Transportation Sub-group (TSG) Overview

The USMC rep provided an overview of the ICG and the TSG. The ICG was chartered in October 2006 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. He reported that one of the ICG's primary roles is to oversee the implementation of the DoD Strategic Plan for the Distribution of AA&E which was published in 2004 and signed by the Deputy Secretary of Defense. The ICG determined there was a need to establish a subgroup to support the ICG with DoD issues and initiatives supporting the effective, efficient, safe and secure distribution of AA&E. Subsequently the TSG was formed in January 2007.

SafetyNet

A SDDC rep provided an overview of SDDC's SafetyNet system. The SafetyNet system is a tool that supports the SDDC Safety Office's role in support of the liaison effort between the Department of Defense (DOD) and the Department of Transportation (DOT) in matters relating to the transportation of DOD hazardous materials as prescribed in the DTR. DOD authorized users requiring transportation deviations and special permits may access the SafetyNet system to acquire the necessary authorities. The system aims to automate the HAZMAT documentation process and eliminate human intervention. SafetyNet is accessible through SDDC's Electronic Transportation Acquisition (ETA) system.

A discussion ensued regarding how to capture the frequency in which special permits are being used. The DOT currently requires that DoD capture and report this information. The SDDC rep reported that he is looking into the possibility of monitoring the usage by analyzing shipment data in SDDC's Global Freight Management (GFM) system. The SDDC Safety Office considered putting a counter on each special permit link on SafetyNet as a way of capturing how often the permits are being downloaded and used; however, he believes this solution will not work because many of the Transportation Offices (TOs) simply make copies of each Special Permit and store them locally instead of downloading a new copy from the SafetyNet system for each shipment.

The USMC rep stated that he believes it would be beneficial if the SDDC Safety Office published an advisory which described how TOs can register and access SafetyNet as well as how to download Special Permits. It was mentioned that the special permits expire after 3-5 years and it is important that shippers use the most recent document that's in effect. The DLA rep reported that she could help the SDDC rep draft the advisory.

Skybitz Presentation

A Skybitz rep provided an overview of Skybitz and its trailer tracking product line. The Skybitz rep reported that Skybitz's trailer transponders offer two-way communication. Users can change the frequency in which the transponders relay their position remotely. Skybitz also offers complete North American satellite coverage through an L-band satellite.

The LMI rep asked the Skybitz rep if he was aware of any issues that might delay the roll-out of trailer tracking service on 15 February. The Skybitz rep stated that he was unaware of any issues and was confident that Skybitz would be able to provide all of the necessary transponders and sensors to their customers by 15 February. He said that Skybitz has started an aggressive marketing campaign with the carriers since becoming "DTTS-certified".

The Skybitz rep also reported that they do not sell their sensors separately. As such, the carriers which align themselves with Skybitz will also receive a cargo sensor, even though the cargo sensor is not a DTTS requirement. The cargo sensor has been HERO-certified.

The LMI rep asked if Skybitz is aware of any durability issues with the sensors and transponders. Skybitz was not aware of any issues.

A discussion ensued regarding whether or not older versions of Skybitz trailer transponders are compatible with sensors. It was pointed out that Skybitz has introduced several new transponder models over the years. Those models include REVs A through J. REVs A, B, and C do not support sensors and at least four large AA&E carriers have a significant portion of their box van fleet equipped with REVs A, B, and C transponders. Those carriers must now replace all of their REVs A, B, and C transponders with either a newer REV that supports sensors or switch to another vendor. The Skybitz rep stated that approximately only 25% of the installed AA&E trailer base is equipped with REVs A, B, and C.

The Navy rep asked the Skybitz rep whether or not Skybitz trailer transponders can be configured to receive and transmit text messages. For example, drivers currently are required to send messages such as arrival and departure to DTTS through the tractor's terminal (i.e. OmniTracs or the MCP Series 100 or 200). The Skybitz rep responded that their current product line does not include that capability but future versions of the trailer transponders could perhaps include that capability by leveraging communications protocol such as ZigBee. When asked about applying the technology to flatbeds, Skybitz indicated that it would be an installation challenge.

Automating the REPSHIP, REPSHIP Confirmation, and Receipt Process

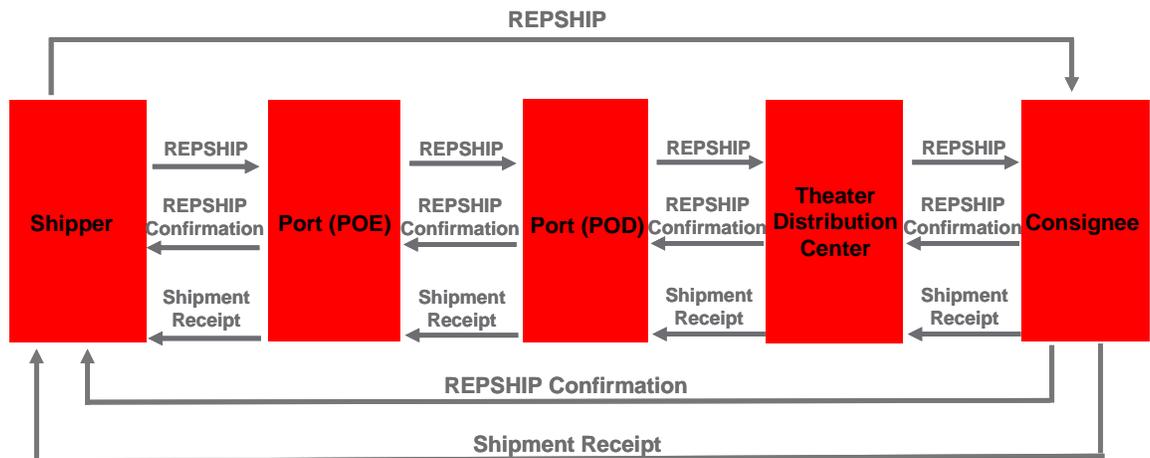
A LMI rep provided the Subgroup with an overview of an initiative which aims to automate the Report of Shipment (REPSHIP), REPSHIP Confirmation, and Receipt process for AA&E and Nuclear Weapon Related Material (NWRM) shipments. The LMI rep reported that as a result of the nose cone misshipment to Taiwan, OSD-AT&L issued a memo in October 2008 which required DoD shipper systems that are used to execute NWRM shipments be modified to generate REPSHIP, REPSHIP Confirmation, and Receipt messages via Electronic Data Interchange (EDI) or eXtensible Markup Language (XML). Both DLA's Distribution Standard System (DSS) and Air Force's Cargo Movement Operations System (CMOS) are currently implementing the necessary EDI messages to support the processes. The LMI rep noted that LMI is assisting in the implementation. The implementation team has uncovered a number of issues and needs input and support from the AA&E and NWRM stakeholders in order to fully implement an automated process.

The DTR currently requires the following:

- REPSHIP(s) must be sent to the final destination TO immediately upon shipment departure and where possible, to the transshipment point, aerial port, or water port when the cargo is moving between theaters via the DTS
- Receiving activities will confirm REPSHIP and shipment receipt to the originating TO via automated means

As a means to enhance the process, the LMI rep recommended that the DTR be updated to specifically require all transportation nodes, not just the original shipper, to generate REPSHIPs. The DTR should further require that all nodes that receive sensitive material generate REPSHIP confirmation and receipt messages. These nodes would include intermediate points such as transshipment points and cross-dock activities. Figure 1 provides an overview of the proposed Concept of Operations (CONOPS) for automating the processes.

Figure 1: Proposed CONOPS



Copies of each message will also be routed to GTN in order to maintain detailed, centralized audit trail of hand-offs

The LMI rep reported that LMI will draft a proposed change to the DTR REPSHIP policy which would specifically require all transportation nodes to generate REPSHIPS, REPSHIP confirmations, and receipts. The LMI rep will provide the proposed changes to the AA&E Transportation Subgroup for their review and consideration.

The LMI rep also noted that the DTR is unclear about whether REPSHIP confirmation messages should be system generated or human generated. DSS and CMOS are currently implementing a system generated REPSHIP confirmation capability. However, the system generated capability will not guarantee that the TO at the receiving activity has actually acknowledged the REPSHIP and is now aware that a sensitive shipment is inbound. It will only guarantee that the message has successfully been transmitted to the receiving activity's shipper system. The LMI rep noted that it's important that DTR policy be clear and not open to interpretation since the shipper systems are using considerable resources to implement an automated capability.

OUSD (I) Update

The OSD(I) rep provided an overview of some initiatives and issues that OUSD (I) is working. The OSD(I) rep reported that OUSD (I) is preparing DoD 5100.76-M for formal coordination. The formal coordination period is 45 working days. Following formal coordination OUSD (I) will schedule a formal coordination comment review.

In 2010, OUSD (I) plans to begin an extensive analysis of major security topics. Each topic will be analyzed for approximately one month. The OSD(I) rep reported that OUSD (I) will also begin holding semi-annual AA&E conferences with the entire AA&E community (e.g. acquisition, transportation, physical security, etc.) to discuss relevant issues. Below is the analysis timeline and meeting schedule.

- ◆ November (Physical Construction and Forced Entry)
- ◆ December (BPA)
- ◆ January (1st Semi-Annual AA&E Conference) 14 Jan 2010
- ◆ February (Inventory Control)

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- ◆ March (Electronic Security Systems)
 - ◆ April (Locks and Barriers)
 - ◆ May (Security Operations)
 - ◆ June (Transportation)
 - ◆ July (Security Risk Categories)
 - ◆ August (Explosive Safety and Security)
 - ◆ September (Semi-Annual AA&E Conference)

The OSD(I) rep reported that Army will begin a 180 day pilot to ship SRC IV small arms via Blanket Purchase Agreement (BPA) carriers. BPA carriers are not currently permitted to move SRC IV small arms. OUSD (I) will develop a report which summarizes the results of the pilot. The OSD(I) rep stated that if the pilot is successful, then OUSD (I) will determine what, if any, additional security clauses should be added to the BPA contract. The OSD(I) rep stated that he still needed BPA clauses and what commodities should be included in the test. He also added that he was getting an auditor to review the BPA process and test procedure.

Lockheed Martin Presentation

A Lockheed Martin rep provided a briefing titled “Potential Future for the AA&E Community”. The Lockheed Martin rep discussed how the DoD supply chain and AA&E communities could benefit from implementing web technologies and web services. Lockheed Martin offers a number of services and software that leverage these technologies to fuse relevant data from disparate sources and deliver it to relevant users. The Lockheed Martin rep pointed out that DTTS could potentially use the software to fuse data such as road closures, weather, and intelligence information and then deliver it to DTTS operators.

Lockheed Martin also offers trailer transponders and sensors and has recently been “DTTS certified”. The LMI rep asked the Lockheed Martin rep if he was aware of any issues that might delay the roll-out of trailer tracking service on 15 February. The Lockheed Martin rep responded that Lockheed Martin has been in discussions with a number of AA&E carriers but they have not received any firm orders or commitments up to this point.

The Lockheed Martin rep reported that Lockheed Martin’s trailer transponders are configured to report location and status every 5 minutes. He believes that the 5 minute ping is necessary to properly safeguard sensitive shipments. For example, he contended that if you only manage by exception (i.e. the trailer only reports it’s location in the event that a sensor is triggered) then a thief could simply put a bucket over the trailer transponder to stop it from transmitting a door open event.

However, with a 5 minute ping, DTTS would know that there may be a problem if they fail to receive one of the scheduled 5 minute location reports.

DAY 2

Biometric Credentialing and Access Controls

A SDDC rep provided a briefing on the use and interoperability of the Computer Access Card (CAC) and Transportation Worker Identification Card (TWIC) for installation access. The SDDC rep reported that SDDC began issuing CACs to AA&E drivers in April 2007; however, the Defense Human Resources Activity (DHRA) restricted SDDC from issuing CACs to AA&E drivers in May 2008. Recently, USTRANSCOM requested an exemption from the rule and DHRA gave SDDC permission to renew existing CACs.

The SDDC rep reported that the TWIC is the long-term solution; however, it has not yet been approved as a valid credential for gaining access to DoD installations. SDDC will continue to renew existing CACs for AA&E drivers on an exception basis until the TWIC is approved.

The SDDC rep noted that just because a driver has a CAC or TWIC does not mean that the driver will be provided immediate access to the installation—the security gate personnel will continue to validate that the driver has a scheduled delivery. The OSD(I) rep noted that the physical security community is exploring ways to expedite gate entry. He mentioned that providing security gate personnel with access to transportation systems such as DTTS and SDDC's new Carrier Appointment Scheduling system may expedite the process.

The OSD(I) rep reported that an October 2010 Directive Type Memorandum (DTM) will require all installations to screen drivers against terror and law enforcement databases prior to allowing entry. He related that this will be interim guidance effective for 180 days and that it will include baseline requirements which can be exceeded if deemed appropriate.

Comtech Mobile Datacom Presentation

A Comtech Mobile Datacom rep provided an overview of Comtech and its product line. Comtech's product line includes tractor transponders, in-cab computers, trailer transponders, and a suite of sensors. Comtech's MT-2011 tractor transponder is HERO and DTTS certified and can be used by AA&E carriers. The Comtech Mobile Datacom rep noted that COMTECH is working to decrease the cost of the MT-2011 so that it is marketable to AA&E carriers. Comtech's newest tractor transponder model, the CMT-500, as well as its trailer transponder model, TrackPack, are scheduled to undergo HERO testing in early November 2010. The Comtech Mobile Datacom rep reported that Comtech is targeting DTTS certification for the CMT-500 and TrackPack in 2nd quarter 2010. The

IRS and Department of Treasury are currently using the CMT-500 to track many of their sensitive shipments.

Unlike many of their competing trailer transponder and sensor vendors, Comtech's sensors are not hard-wired into TrackPack. Instead the sensors and TrackPack communicate wirelessly through a ZigBee communication protocol. The Comtech Mobile Datacom rep stated that the TrackPack and sensor installation take less than 30 minutes.

The Navy rep asked the Comtech Mobile Datacom rep whether or not the TrackPack trailer transponders can be configured to receive and transmit text messages. The Comtech Mobile Datacom rep stated that handheld and lap top computers can be used to send and download text messages through the TrackPack's ZigBee interface.

The Comtech Mobile Datacom rep confirmed that Comtech's products have coverage in Western Canada.

The Comtech Mobile Datacom rep also noted that at least one of the approved AA&E carriers is very interested in Comtech's products.

HAZMAT Training

An Air Force rep provided an overview of DoD's HAZMAT certification courses as well as some of the Air Force's HAZMAT training initiatives and practices. The DTR requires that all military/civilian personnel and contractors that certify HAZMAT on shipping papers by any mode of transportation, military or commercial, with the exception of Technical Specialists, must successfully complete an initial 80-hour HAZMAT certification course from one of the following DOD approved schools:

- ◆ Defense Ammunition Center (DAC)
- ◆ Navy Supply Corps School
- ◆ 345th Training Squadron, Transportation Training Flight

The DTR further requires that all persons that certify HAZMAT shipments must take a refresher course every 24 months. The refresher course must be a minimum 40 hours and the content of the course is at the discretion of the school providing the course.

The Air Force rep noted that the DAC was considering offering portions of the initial 80-hour training course on-line due to resource constraints. The LMI rep reported that DAC is no longer pursuing the on-line option and will continue teaching the entire initial certification course in classrooms only.

At the May 2009 AA&E Transportation Subgroup it was proposed that one of the primary reasons why DAC is under-resourced is because the Services are enrolling personnel in the course that do not really require the training and will never certify HAZMAT shipments. Also at the May meeting, the Service representatives agreed to review the process and criteria that are used for determining who from each Service is selected to attend the training. No updates for this action item were provided.

The Air Force rep reported that the Air Force has a Technical Specialist program which trains personnel on how to complete HAZMAT shipping papers. While the Technical Specialists are not legally able to sign and certify the shipping papers because they have not completed the required 80 hour course, they can still complete the majority of the paperwork, which ultimately decreases the Air Force's overall requirement for certified HAZMAT preparers. Technical Specialists are trained by certified HAZMAT preparers. Technical Specialists have limited authority—they are only able to complete paperwork for a small subset of hazardous commodities that they work with on a daily basis. The Air Force rep stated that the other Services should consider developing their own Technical Specialist program. He believed that the Services' adoption of Technical Specialists could help resolve the school's overcrowding issue. The OSD(TP) rep stated that a Technical Specialist program may be an option for the Army since units typically only deploy with a small subset of hazardous commodities (e.g. batteries, small arms ammunition).

An Army rep provided a brief overview of a new joint transportation management class for Transportation Officers that the Services are considering implementing. The class would be 6 to 8 weeks long and would provide training on a wide range of transportation topics such as cargo regulations and procedures, AA&E, modal requirements, personal property, etc. The Services are also considering offering an on-line refresher course.

Alternative to SEV Service

The Navy rep provided an overview of a possible alternative to the use of Security Escort Vehicles (SEV) service. SEV service is currently required for the movement of Security Risk Category (SRC) I shipments under all Force Protection Conditions (FPCONs), as well as all SRC II-IV shipments under FPCON Delta. The Navy rep reported that SEV service currently costs the DoD approximately \$3M annually.

Next, the Navy rep detailed how the alternative procedure, which he titled Active Intransit Monitoring (AIM), would work. He reported that a detailed route plan is currently required for every SRC I shipment. SRC I route plans between DoD shipping and receiving activities rarely change. He contended that it may be possible to pre-load each of the SRC I route plans in DTTS II/ IRRIS and then monitor each SRC I shipment as it moves across the route. If a truck were to deviate from

the route plan, DTTS II could be modified to send alerts to DTTS operators, who in turn would notify the nearest local law enforcement agency.

The Subgroup agreed that AIM may be a viable alternative for replacing SEV service. The Subgroup also agreed that it would be prudent to follow-up with DHS, TSA, and USNORTHCOM to get their input before moving forward. The OSD(I) rep agreed to follow-up with USNORTHCOM J34 (Force Protection). The Subgroup also noted that it would be a good idea to invite representatives from the Department of Energy (DOE) to brief at the next Subgroup meeting on their use of SEV service and best practices for tracking sensitive shipments.

The DTTS rep agreed to follow-up with the IRRIS PMO to determine whether or not it is technically possible to geo-fence a particular route.

Metrics for Monitoring Carrier Performance

The Army rep provided a list of metrics that the Services would like USTRANSCOM, SDDC, and DTTS to capture for measuring carrier performance. The metrics are:

- ◆ Carrier Missed RDD
- ◆ DTTS Panic Button Compliance
- ◆ Carrier Terminal Compliance
- ◆ Carrier Not in System (NIS) - carrier leaving activity without turning on DTTS tracking
- ◆ TRANS Inspection Findings
- ◆ Carrier Mechanical Breakdown

The SDDC rep noted that it may be difficult to provide the Carrier Missed RDD metric because DoD shippers often fail to assign an RDD to the shipment.

The OSD(TP) rep stated that it may be more difficult to penalize munitions carriers for carrier performance issues because AA&E shipments move under tenders instead of contracts as is the case for general commodities carriers. An SDDC rep stated that SDDC is currently considering replacing some of their tenders with contracts and that AA&E may be looked at.

An SDDC rep, who supports SDDC's Carrier Performance program, reported that a SDDC rep who leads the Carrier Performance program believes strongly that TOs should provide the first line of quality assurance (QA) because SDDC does not have the manpower. She added that SDDC plans on releasing a Customer Advisory (CA) which will instruct TOs to provide SDDC with copies of any notices or warnings that they issue to carriers.

The Subgroup also agreed that they must define the specific events that constitute an emergency. The definition for an emergency should then be published in the Unified Publication.

The Services also requested that SDDC and DTTS publish the carrier performance metrics on the DTTS II website as a “canned report”. Mr. Maham and Ms. Hamilton agreed to follow-up with the IRRIS PMO to determine if the metric report can be automatically published on the DTTS II website so that is easily accessible.

The Subgroup asked if SDDC is considering holding Carrier Outreach meetings again. SDDC agreed to check.

A discussion ensued regarding shipper caused not in system (NIS) incidents. NIS is the term that is used for instances where shipment information is not resident in DTTS prior to receiving the departure message from the tractor’s satellite transponder. The DTTS rep reported that many of the NIS incidents are caused by DCMA shippers. The DTTS rep agreed to follow-up with DCMA.

AA&E Motor Carrier Safety

The SDDC rep reported that SDDC will begin using the Department of Transportation (DoT) Inspection Selection System with Driver conviction data (ISS-D) to measure the safety performance of carriers that offer Transportation Protective Service (TPS). Carriers are assigned an ISS-D score based on a number of performance measures such as crash history, inspection history, driver history, and safety management experience. The SDDC rep reported that effective 1 April 2010 Ammunition and Explosives (A&E) carriers should have an ISS-D score of 49 or lower in order to continue to move A&E. SDDC will contact any carrier with a score of 50 or higher and ask for an explanation. Failure to provide adequate explanation could result in the carrier’s placement into non-use status. The SDDC rep noted that 3 of the 23 approved A&E carriers currently have a score of 50 or higher. Carriers with A&E subfleets could provide segregated data to provide adequate explanation.

Secure Holding

The SDDC rep provided an update on secure holding. DoD 5100.76M currently states that installations capable of providing a safe and secure holding area will do so whenever a sensitive cargo vehicle is prevented from proceeding to destination by circumstances beyond the carrier’s control (e.g. emergency) or at a time it arrives at destination after normal working hours and cannot be unloaded immediately. The OSD(I) rep reported that the same language will be added to the DoD 5100.76I because an Instruction is more enforceable than a Manual.

The SDDC rep reported that destination acceptance of AA&E shipments arriving after normal receiving hours has improved greatly; however, in-transit secure

holding continues to be an issue. The DTTS rep reported that DTTS operators contact the destination and in-transit locations if the carriers require secure holding. The SDDC rep agreed to provide metrics at the December AA&E ICG meeting on the frequency in which installations have denied entry at both destination and while in-transit.

The SDDC rep reported that JMC is providing in-transit secure holding areas at many of their depots. He also added that the Transportation Facility Guide (TFG) identifies which installations can provide in-transit secure holding and allow carriers to drop trailers.

ADUSD (TP), OUSDI, SDDC, Army, and Air Force will meet to discuss the in-transit secure holding issue. They will also seek input from OSD – Installations and Environment.

Equipment Substitution

It was reported at a previous AA&E Transportation Subgroup meeting that an AA&E carrier had substituted a dry van with a curtain van. The SDDC rep reported that this is not acceptable and agreed to discuss with the carriers and clarify the rule in the Unified Pub.

DTR and Unified Rules Publication Changes

The SDDC rep reported that SDDC plans on making a small revision to the definition for Protective Security Service (PSS) in the DTR and Unified Rules Publication. A sentence within the definition currently states “Shipment must move point to point to destination without delay”. The SDDC rep stated that SDDC has identified a few instances where an AA&E carrier has picked up a dry van AA&E shipment at one location and then picked up a dromedary shipment at a separate location and then delivered both the dry van and dromedary to the same destination. The SDDC rep reported that the carriers that have been found to be in violation have stated that the way the PSS definition is currently worded; they are permitted to operate this way. SDDC will request a change to both the DTR and Unified Rules Publication to remove any ambiguity.

The SDDC rep also stated that SDDC plans to remove MVS from the list of approved TPS because it is no longer used. MVS is an optional TPS that requires the driver or dispatcher to provide telephonic vehicle location reports every eight hours to DTTS. The Subgroup agreed that MVS can be removed.

DAY 3

DTTS Overview and Future Initiatives

The DTTS rep provided an overview of DTTS and future initiatives. DTTS' primary mission since 1989 is to be the single DoD program tasked to ensure the safe and secure movement of all DoD AA&E and other sensitive material (OSM) in CONUS using satellite technology and 24-hour oversight. DTTS is the DoD's single point of contact for all AA&E emergencies while in transit.

The DTTS rep also discussed some of the key functionalities within the DTTS II system that help DTTS execute its mission. One key function is the ability to quickly identify the nearest law enforcement agency and military installation in the event of an emergency. Other key functions include geofencing and the ability to quickly retrieve shipment information.

The DTTS rep stated that two of DTTS' key challenges are NIS and secure holding. The DTTS rep reported that instances of NIS have decreased recently; however, there are still enough instances to cause concern.

The DTTS rep reported that one of DTTS' future initiatives is trailer tracking service. Under trailer tracking service DTTS will monitor an AA&E trailer's location and sensor events such as door open/close and tether/untether. He reported that trailer tracking service is on target to commence on 15 February 2010.

Another initiative is to develop a capability for tracking and monitoring AA&E rail shipments in real-time. DTTS is currently evaluating and testing the Next Generation Wireless Capability (NGWC). NGWC is a technology under development by the Logistics Innovation Agency (LIA). NGWC is based on mesh technology, which is defined as the ability of one mesh point to communicate with and relay messages from its neighbors. The mesh tags also include sensors for heat, humidity, shock, and light.

The LMI rep then provided an overview of an ongoing DTTS, USTRANSCOM, JMC and CENTCOM sponsored tracking test using NGWC to monitor containerized rail shipments of AA&E within CONUS and then onward into theater. Earlier this year DTTS tracked a rail shipment from Tooele, Utah to Sunny Point, North Carolina using the NGWC technology. The NGWC tags were left on the shipment from Sunny Point and the shipment was tracked all the way into Kuwait. The LMI rep reported that some tags will also be attached to a retrograde shipment from Kuwait back to CONUS depots while other tags will track the containers to forward ammo supply points in Iraq. DTTS sponsored the CONUS portion of the test and JMC, USTRANSCOM J5 and USCENTCOM sponsored the OCONUS portion of the test. The LMI rep noted that Army Material Command (AMC) has also expressed interest in the technology for potentially tracking retrograde shipments from Iraq.

Action Item Review

The Subgroup reviewed and provided status on the following open action items.

Action Item 1: Services need to separate AA&E TDRs from FAK TDRs.

Status: Open - SDDC plans to complete this action by 3rd quarter 2011.

Action Item 2: Clarify/revise policy on carrier intransit tractor idle time.

Status: Closed - SDDC confirmed that new language has been added to both the DTR and the Unified Rules Publication which clarifies intransit tractor idle time.

Action Item 3: Identify what chemicals and toxins should be tracked by DTTS.

Status: Open - The Subgroup agreed that a meeting is required to develop the list. USMC agreed to arrange the meeting.

Action Item 4: Need to identify instances of installations denying secure holding to carriers.

Status: Closed - SDDC agreed to provide metrics at the December AA&E ICG meeting on the frequency in which installations have denied entry at both destination and while in-transit. The Subgroup agreed that the action can be closed.

Action Item 5: Conflict exists between DTR and DoD 4500.36-R on authorizing contractors DoD driver's licenses.

Status: Open - OSD(TP) rep reported that he plans to submit a change to DoD 4500.36R which will permit the issuance of DoD driver's licenses to contractors. The action will remain open until June 2010 when the re-write of DoD 4500.36R is released.

Action Item 6: Some commercial trucks allow driver access to the cargo area.

Status: Modified – SDDC agreed to do a thorough review of all of the “non-standard” equipment that carriers are using to move AA&E.

Action Item 7: Is the practice of tendering freight to a sister company considered brokering?

Status: Closed – SDDC confirmed that tendering freight to a sister company is considered brokering. He also added that some carriers pool their trailers between each other. For example, the shipment may be tendered to Landstar and a Landstar tractor/driver will be used; however, the trailer might actually be owned by another company such as Tri-State.

Action 8: Who attends the HAZMAT certification course?

Status: Open - The Services agreed to determine what criteria they are using for sending personnel to the schools. The action item will remain open.

Action 9: Are classified/sensitive shipments to/from APO/FPO addresses permitted to move via mail?

Status: Closed – The Subgroup agreed that this action is outside the scope of the Subgroup and agreed to close.

Action 10: Carrier performance business rules are needed.

Status: Closed – USTRANSCOM provided draft rules to the Services. The Services are currently reviewing them and USMC agreed to send the draft business rules to the Subgroup by 15 December.

Action 11: A Subgroup strategic planning session is needed to look into future needs and requirements.

Status: Closed – The Subgroup held their strategic planning session immediately following the action item review. A summary of the strategic planning session is below.

Strategic Planning Session

The LMI rep facilitated a strategic planning session where the Subgroup updated the Subgroup charter and work plan. The Subgroup also identified future needs and requirements.

The USTRANSCOM rep recommended adding SDDC as an ad hoc member to the Subgroup. The Subgroup agreed and SDDC was added as an ad hoc member. The Subgroup also agreed that charter should be updated to include “other sensitive materials”, such as Biological Select Agents and Toxins (BSAT), in addition to AA&E.

OSD(TP) agreed to coordinate with the Joint Staff J4 in an effort to renew their interest in the Subgroup and provide a representative at future meetings.

A discussion ensued regarding whether or not the Subgroup chairmanship is limited to the Services only. The charter does not currently limit the chairmanship to the Services only—it allows any permanent member of the Subgroup to serve as chair. The Services agreed to coordinate and provide their position on whether or not the chairmanship of the Subgroup should be limited to the Services.

Below is a listing of several actions and needs that the Subgroup would like to pursue in the future:

- ◆ Future Key Organizational Briefs

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- Invite the HMPWG and ADUSD (SCI) to a Transportation Sub-Group meeting
 - Maintain awareness of DSG issues
 - Invite DDESB to brief their policy issues
 - Invite USTRANSCOM J5 & J6 to brief distribution and portfolio management
 - Invite DOT and DOE to a Sub-Group meeting
 - ◆ Innovative Distribution Alternatives
 - Evaluate alternatives to SEV service
 - Carrier scheduling initiatives
 - Application of AA&E to DTICI-like expansion
 - Research, develop and execute a small arms BPA pilot
 - ◆ New Technologies
 - Work with DOT and HMPWG on electronic HAZMAT documentation
 - Monitor new tracking technologies, e.g., cellular technologies, NGWC, and additional sensors
 - Assess critical event reporting system capabilities
 - Assess CAC and middleware to ensure positive custody with linkages to JPAS to verify driver's security clearances
 - Evaluate application of protective measures
 - Evaluate methods to secure tarps
 - ◆ Enhancements to Distribution Processes and Systems
 - Explore potential use of FAR-based contracts vice tenders
 - Expand Transportation Sub-Group focus to include OCONUS/retrograde/ end-to-end
 - ◆ New Distribution Metrics
 - OCONUS metrics

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- ◆ Improvements in Policies, Procedures, and Operations
 - Reconcile 4140 with 5100.76M
 - Coordinate with DDESB to update organic sealift safety policy
 - ◆ Potential New Initiatives
 - Define DTTS emergency incidents and publish in Unified Rules Publication
 - SDDC to research and update Unified Rules Publication
 - Evaluate alternatives to SEV service for SRC 1
 - DTTS will assess feasibility with IRRIS PMO

ADJOURNMENT

The USMC rep thanked the attendees for their time and efforts and adjourned the meeting.

SUMMARY OF NEW ACTIONS

- ◆ DLA, reported that they could help draft the SafetyNet customer advisory.
- ◆ The LMI rep reported that he plans to draft a proposed change to the DTR REPSHIP policy which would specifically require all transportation nodes to generate REPSHIPS, REPSHIP confirmations, and receipts. LMI will provide the proposed changes to the AA&E Transportation Subgroup for their review and consideration.
- ◆ OSD(I) agreed to follow-up with USNORTHCOM J34 (Force Protection) and get their input on using AIM as an alternative to SEV service.
- ◆ DTTS agreed to follow-up with the IRRIS PMO to determine whether or not it is technically possible to geo-fence a particular route in support of the AIM alternative.
- ◆ The Subgroup agreed that they must define the specific events that constitute an emergency. The definition for an emergency should then be published in the Unified Rules Publication.
- ◆ The SDDC rep agreed to determine if SDDC will begin holding Carrier Outreach meetings again in the future.
- ◆ DTTS agreed to follow-up with DCMA on NIS instances.

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- ◆ SDDC agreed to provide metrics at the December AA&E ICG meeting on the frequency in which installations have denied secure holding at both destination and while in-transit.
 - ◆ ADUSD (TP), OUSDI, SDDC, Army, and Air Force will meet to discuss the in-transit secure holding issue. They will also seek input from OSD – Installations and Environment.
 - ◆ It was reported at a previous AA&E Transportation Subgroup meeting that an AA&E carrier had substituted a dry van with a curtain van. SDDC reported that this is not acceptable and agreed to discuss with the carriers and clarify the rule in the Unified Rules Publication.
 - ◆ SDDC will request a change to both the DTR and Unified Rules Publication to remove any ambiguity about point to point delivery under PSS.
 - ◆ The Services agreed to coordinate and provide their position on whether or not the chairmanship of the Subgroup should be limited to the Services.