

LOGISTICS OPTIMIZER

USTRANSCOM stands ready to deliver the Nation's objectives
anywhere and anytime.

Volume 6, Issue 3
30 September 2018

Together, We Deliver.

USTRANSCOM Logistics Sustainment Division (TCJ4-L)

INSIDE THIS ISSUE

Annual TDD Framework Methodology FY19	1
Infrastructure Information Confidence Model	4
Joint Task Force—Port Opening Implementation Branch Update	5
Logistics Tales	6
Questions	7
Next Edition	7
Previous Editions	7

Introduction of Articles

Mr. Adrian Rivera, TCJ4-LT

Welcoming back everyone and hoping everybody had a great and safe summer. In this edition, we begin with an annual update on the Time Definite Delivery (TDD) framework methodology from our metrics branch. We follow it with an introduction to Infrastructure Information Confidence Model (IICM). The next article provides an update on the recent Joint Task Force-Port Opening (JTF-PO) exercises and we finish up with our familiar Logistics Tales editorial.

I wanted to remind everyone that we do welcome suggestions to improve the newsletter and articles for the next edition are due on 1 December with full details on page 7. Enjoy the articles and the colorful Fall season.

Annual Update to the Time Definite Delivery (TDD) Framework Methodology FY2019

MAJ Dereck Wilson, TCJ4-LM

USTRANSCOM is responsible for Department of Defense Supply Chain Enterprise Metric of TDD compliance, which assesses performance of wholesale sustainment requisitions' Logistics Response Time (LRT) against Joint Deployment Distribution Enterprise (JDDE) derived standards. USTCJ4-LM maintains these standards under the TDD Framework. As part of the maintenance of this framework, as well as a mandate by the JDDE Governance, USTCJ4-LM will implement updates to the TDD Standards and Operational Need Goals on an annual basis.

The goal of this construct is to develop a set of provider capability standards and a set of priority based operational need goals for the services. This way, it is feasible to measure how requisitions perform against current system capabilities (provider capability standards) and the priority based requirements of the customer (operational need goals), thereby creating a logical decision space to discuss provider processes, allocation of resources, infrastructure, cost, etc. TDD



Compliance analysis is USTRANSCOM's initial point of entry in monitoring and assessing the health of the enterprise distribution network. As the Joint Deployment & Distribution Coordinator (JDDC) and a provider of services, USTRANSCOM has an obligation to the system as it is designed and funded. If the current sustainment distribution network is falling short during steady state operations, it definitely isn't going to get any better during contingency operations.

improved algorithm, calculations for estimated deliveries were run on shipments that were snapshotted on a specific date in time. By comparing these results to the date the shipment actually arrived and also against the old algorithm, the validity and accuracy of the improved algorithm was evaluated. These improvements focused on the algorithm used to estimate when a shipment will leave its current segment. The improved algorithm decreased the mean difference from Required Delivery Data (RDD) by 3 days using an updated decision support tool. (Figure 2).

Review of the two major efforts:

Effort 1— (Figure 1) Provide Capability Standards

USTRANSCOM works with DLA, GSA, AMC, SDDC, TCAQ, Services, Combatant commands, and others to develop a comprehensive list of capability standards for about 2,800 distribution streams (origin/transportation method/destination) which describe our current distribution capabilities for the four LRT segments (source/supplier/transporter/theater).

MILAIR				# of Reqs measured (LRT)	# of Reqs measured (Theater)	Theater Segment Goal
CENTCOM:MILAIR:Afghanistan;None,	CENTCOM MILAIR	Afghanistan		205	147	0
CENTCOM:MILAIR:Bahrain;Afloat,	CENTCOM MILAIR	Bahrain		346	29	0
CENTCOM:MILAIR:Bahrain;None,	CENTCOM MILAIR	Bahrain		130	13	0
CENTCOM:MILAIR:Iraq;None,	CENTCOM MILAIR	Iraq		1	1	0
CENTCOM:MILAIR:Kuwait;Afloat,	CENTCOM MILAIR	Kuwait		1	1	0
CENTCOM:MILAIR:Kuwait;None,	CENTCOM MILAIR	Kuwait		214	155	0
CENTCOM:MILAIR:Oman;None,	CENTCOM MILAIR	Oman		20	20	0

Figure 1

Effort 2 – (Figure 2) JS OSD works with the Services and Combatant Commands to develop a table of operational need goals describing a desired logistics response time for wholesale requisitions based on Service, Issue Priority Group (IPG), and CCMD.

	Priority	Army	Navy	AF	USMC
CONUS	IPG 1	X	X	X	X
	IPG 2	X	X	X	X
	IPG 3	X	X	X	X
PACOM	IPG 1	X	X	X	X
	IPG 2	X	X	X	X
	IPG 3	X	X	X	X
EUROCOM	IPG 1	X	X	X	X
	IPG 2	X	X	X	X
	IPG 3	X	X	X	X
CENTCOM	IPG 1	X	X	X	X
	IPG 2	X	X	X	X
	IPG 3	X	X	X	X
SOUTHCOM	IPG 1	X	X	X	X
	IPG 2	X	X	X	X
	IPG 3	X	X	X	X
AFKCOM	IPG 1	X	X	X	X
	IPG 2	X	X	X	X
	IPG 3	X	X	X	X

Figure 2

Summary of FY19 TDD Framework Methodology Updates:

- Added five streams for new Consolidated Truck method from CONUS depot groups to US Alaska consignees. This accounts for consolidation of shipments at the DLA Distribution – San Joaquin (DDJC) before trucking to Alaska. Recent analysis of LRT for requisitions shipping to Alaska over a 13-month period indicated a third of the volume transported by Truck is shipping to a Container Consolidation Point (CCP) within CONUS (lower 48), prior to onward movement to consignees in Alaska.

Truck mode transportation to customer is captured under the Theater segment, which added an estimated 10 days to Alaska Theater segment performance. However, this portion of requisitions are unique in that the 'Ship to CCP' and 'CCP' times reflect requisitions shipping to/consolidated at DDJC while still within the Supplier segment. TCJ4-LM is reviewing potential COAs adding a new standard to accurately measure these CCP type activities under the Supplier segment. If feasible, Truck movement with CCP type processes would be grouped into a new Truck Method called Consolidated Truck.

- Updated approximately 200 CONUS streams to refine Supplier and Transporter process times from the generic region standards applied during FY18.

- Worked with the DLA to refine CENTCOM trucking stream standards for 3.5K line items now sourced from Bahrain to the Trans-Arabian Network (TAN) region. TCJ4-LM, DLA Headquarters and DLA Distribution began coordination on establishing TDD standards to support the increased (forward stocking) requisition volume sourced out of DDNB (DLA Depot in Bahrain) to CENTCOM customers. Initial focus has been setting capability standard(s) that align with established theater truck contractual performance times based on the method of trucking (i.e. Local truck, Scheduled Truck and Other Truck), as well as the destination country within CENTCOM. As FY19 TDD Standards are being finalized for approval and implementation by October 2018, TCJ4-LM will continue coordination with DLA to ensure accurate standards are set utilizing current processes and contractual agreements used to move the increased volume of wholesale sustainment requisitions out of DDNB.

- Updated many supplier and transporter standards for respective streams. DLA provided updated supplier times to align to business process, resulting in some shorter and some longer times. Reviewed commercial carrier TDD Standards and updated transporter based on same methodology as last year, including updated carrier selection based on historical volume by consignee route. We also reviewed Military Air TDD standards and updated transporter based on same methodology as last year, including updated of historical volume to determine primary route selection time.

- Added stream standards for new consignee locations identified during FY18 (France and El Salvador).

- Administration changes to 148 streams to rename PACOM to INDOPACOM for the depot group (source of requisition) which did not impact any standards.

- Tightened (shortened) pick/pack/ship sub-segment standard for DLA-owned depot groups.

- Aligned trucking time for Ship to CCP to contract performance, mostly adding 1-2 days.

- Updated Auto-calculate standards based on CY17 historical performance when single process owner not available (i.e. all services depots reported in CONUS Other group).

Updated sub-segment standards based on approved methodology to maintain correlation to commercial air contracts and military air channel schedule / routes.

Modified methodology for Ground LTL and CAT A to accommodate an extra day for pickup (LTL) and deliveries spanning weekends (added 2 days to CAT A transporter).

Resulted in updates to 2.1K+ current stream standards (74% of streams).

For Operational Need Goals, the Marine Corps is the only service that provided updated values. No changes to FY18 numbers of all other services.

FY19 ONG		Priority	Army	Navy	AF	USMC
NORTHCOM	CONUS	1	4	4	4	7
		2	7	7	7	14
		3	14	14	14	21
	OCONUS	1	4	5	4	7
		2	7	10	7	14
		3	14	20	14	21
PACOM		1	11	12	12	15
		2	28	17	17	30
		3	54	51	51	50
EUCOM		1	12	12	12	15
		2	25	17	17	25
		3	65	42	37	50
CENTCOM		1	20	14	14	15
		2	30	17	19	30
		3	113	71	71	45
SOUTHCOM		1	14	12	14	12
		2	19	17	19	21
		3	71	37	71	45
AFRICOM		1	3	14	14	14
		2	8	19	19	30
		3	15	71	71	45

FY19 Operation Need Goals

Way Ahead:

Currently, the Metrics Branch Data Team is in the process of re-running historical performance using the updated FY19 standards. In October, final verification and testing of the Strategic Distribution Database (SDDDB) code, reference data file, and TDD Standard changes will take place. November is the first month where the updated FY19 standards are implemented for October 2018 processed data.

Infrastructure Information Confidence Model (IICM)

LCDR Sean Teter, TCJ4-LS

As logisticians, the growth of the internet has brought a tremendous amount of data to our fingertips. The problem, however, is that we don't need data, we need *information*. The data are the puzzle pieces, it's putting them together that creates valuable information that logisticians can act on to provide better service to the warfighter. For the joint logistician today, this piecing together can be a laborious process. Answering one question about a distribution network might mean gathering data from a dozen or more sources. Even more frustrating, sometimes different data sources will have different values for the same data item! This leads to low confidence in the data, causing the logistician to pick up the phone and try to sort out what the ground truth is.

Disparate sources and low confidence in data is the norm for right now, but it doesn't have to be. USTRANSCOM recently approved a new Research, Development, Test, and Evaluation (RDT&E) effort to tackle the problem. The project, titled Infrastructure Information Confidence Model (IICM), will strive to address the problem in terms of both multiple sources and confidence in information. IICM will deliver a user interface that pulls transportation network infrastructure data from multiple sources and displays it in one location. Additionally, IICM will use cutting edge machine learning to give a confidence assessment of each piece of data, letting the user know

whether she can trust the number in front of her or if she needs to look at an alternative source. The end result is the exact opposite of the status quo: a one-stop shop for the joint logistician to analyze a transportation network end-to-end and the confidence to act on this information.

Scheduled to start in FY19, this project has enormous potential to help the joint logistics enterprise. Bringing information straight to the logistics planner will mean more time and expertise being applied to the real issues, and not on accessing dozens of sites to gather a sight picture of the situation. More to follow as the project kicks off!

Joint Task Force—Port Opening (JTF-PO) and In-transit Visibility (ITV)

Mr. Les Williams, TCJ4-LT

As you may know, Joint Task Force – Port Opening (JTF-PO) is a USTRANSCOM joint force structure, comprised of air, sea, and surface elements to support rapid port opening. It is a capability designed specifically to rapidly establish initial theater Aerial Ports of Debarkation (APOD) and Seaports of Debarkation (SPOD) to support deployment and distribution operations and establish in-transit visibility (ITV) for cargo and passengers in support of Combatant Commander executed contingencies.

The core units that make up JTF-PO are as follows: an Army Transportation Detachment, Rapid Port Opening Element (RPOE) and Command and Control Element provided by SDDC, an Air Force Contingency Response Group (CRG) provided by AMC, and a Navy Expeditionary Port Unit (EPU) provided by MSC.

This summer, USTRANSCOM conducted three JTF-PO exercises at Port Arthur, Texas, Alpena CRTC, Michigan, and Fort McCoy, Wisconsin, to test unit deployments. USTRANSCOM J4 -L supported the exercises providing ITV and active radio frequency identification (aRFID) Subject Matter Experts (SME).

We continue documenting some common ITV training and DTR policy compliance issues and factors affecting ITV data accuracy in IGC.:

- Training proficiency for Portable Deployment Kit (PDK) set-up and operations is lacking. We find PDK interrogators are not registered properly or missing aRFID tag reads due to improper positioning. We recommend units periodically practice PDK set up and registration. When units deploy to the field, it is not the time to patch and update the PDKs.
- Deploying unit noncompliance with DTR policies for data entry requirements. Specifically, Army units should not use six-digit unit identification codes (UIC) in place of the required six-digit DoD Address Activity Codes (DODAAC).
- We've documented issues with transferring TC-AIMS II unit deployment data to CMOS to build rail and line haul truck commercial bill of lading documents. Functional managers for both systems have met following the recent Joint Readiness Exercise at Fort Drum, New York.

- Finally, we highly recommend deploying units, port managers, and other node operators verify ITV data sent to IGC is accurate and reconciled with events on the ground. Periodically reviewing ITV data collected in IGC ensures enterprise command and control elements have accurate enterprise common operating picture information.

Logistics Tales

Mr. Mike Crupe, TCJ4-LT

We often talk about alternate work processes, but we seldom actually practice alternative work processes. For example, everyone's heard of the Civil Reserve Air Fleet (CRAF), but it's rarely activated. In the spring of 1991, during OPERATION Desert Storm, most of AMC's organic fleet was devoted to CENTCOM contingency missions to Kuwait. My air freight terminal on Andersen AFB, Guam, dealt with a variety of CRAF aircraft filling our routine channel missions. One mission was filled by a NASA-owned C-5 aircraft which lacked the normal 73 passenger troop compartment. While it wasn't a CRAF plane, it wasn't a routine organic aircraft either. The most interesting aircraft was a CRAF II activated DC-10 passenger plane that had all its passenger seats removed. We climbed aboard the aircraft to find hundreds of small packages strapped to plywood flooring. The Travis AFB aerial porters had done their best to utilize the aircraft. Only the aircraft galleys and restrooms were left in place when the carrier reconfigured their aircraft for cargo operations. We pulled our wide belly aircraft loaders (now we'd use 25K and 60K aircraft loaders) with empty 463L pallets up to the passenger doors. Our aerial porters hand carried all the packages from the aircraft interior to the loaders outside and built makeshift pallets for in gate processing. It took an 8-person team nearly 12 hours to offload 9 tons of small packages from the main cabin. Back in 1991, FEDEX had a fleet of DC-10 cargo aircraft that held 30 air pallets transporting 60+ tons in the main cabin. The lessons learned were these aircraft could only really move packages 1 or 2 aerial porters could carry. Anything above 150 pounds was too heavy to load. One of my crusty old MSgts told me we lacked J-bars and hand trucks to move packages quickly inside the cabin. As a Viet Nam veteran aerial porter, he was used to using J-bars and hand trucks early in his career to move packages on/off floor loaded cargo aircraft. We also needed a lot more time and manpower to load and off-load CRAF reconfigured passenger aircraft. Within a few days, we acquired J-bars and hand trucks. We were better prepared for subsequent CRAF II aircraft missions.

A few weeks later on 10 Jun 1991, a joint task force ordered the mass evacuation of 15K people from Clark Air Base to nearby Subic Bay Naval Base in anticipation of Mount Pinatubo's eventual 15 Jun 1991 eruption. We called it OPERATION Fiery Vigil. When Subic Bay was also ordered to evacuate, Guam was the first U.S. stop for most of the 20K+ Air Force and Navy evacuees which included dependents and pets. We used all available commercial and organic aircraft. Nearly 5K people were evacuated to the nearby Cebu Island airport aboard the USS Midway, USS Abraham Lincoln, and nearly 20 other naval ships before they were airlifted to Guam. The aerial porters worked around the clock for days. Everyone on Andersen and the local Naval Air Station helped with the evacuation keeping equipment running, providing meals, medical care, etc.

QUESTIONS?

Send us your questions and comments to
transcom.scott.tcj5j4.mbx.lt-ccmd-outreach@mail.mil

We'll do our best to answer each one individually.



We'll publish those that are of general interest in the next edition of the *Logistics Optimizer Newsletter*.

NEXT EDITION

We'll publish the next edition December 30, 2018. We welcome any articles on logistics submitted by or through a government representative. We also welcome your suggestions for future articles. What are you curious about? What would you like to read about? Send articles and suggestions to:

transcom.scott.tcj5j4.mbx.lt-ccmd-outreach@mail.mil. The deadline for article submission is December 1.

Previous Editions

Previous editions are filed at USTRANSCOM's Distribute.mil site at:

<https://intelshare.intelink.gov/sites/afidmetrics/USTRANSCOM%20Logistics%20Sustainment%20Division%20Newslett/Forms/AllItems.aspx>

On the "Intelink" site, click on "CAC/PIV Certificate (email certificate preferred)"

*****Please ensure the email certificate is utilized*****

Disclaimer:

All data and information provided within this Newsletter is for informational purposes only. In addition, any views and opinions expressed are those of the author(s) and do not necessarily reflect the official policy or position of any agency of the U.S. Government.