Introduction

Mr. Adrian Rivera

Time flies when you are having fun. Another newsletter and another busy start to the year. We begin with the Transportation Management System (TMS) team providing a superb article keeping everyone abreast on how the program is progressing. Their continuous dedication to the success in this program is evident everyday. In the next article, Mr. Crupe addresses Distribution Portfolio Management (DPfM) and continues with a great story on how logistics is constantly improving and changing with technological advancements. Mr. LaGrow follows with the F-35 Lightning and we end with Theater Distribution Plan (TDP) 2.0.

Enjoy the articles and I want to stress that we highly desire articles from the field. As General (ret) Colin Powell stated, “The commander in the field is always right and the rear echelon is wrong, unless proved otherwise”. It would be great to publish view points from the field. Submission e-mail address is located in the “next edition” section on page 5.

Transportation Management System (TMS) – Evolution Continues

Ms. Kelly Mueller-McNulty, Mr. Steve Hendren, and Mr. Leo Kaercher

As we end 2017 and enter 2018, the USTRANSCOM TMS initiative continues to evolve and is working to achieve USTRANSCOM Commander General McDew’s vision that “every piece of DoD cargo traveling through the Defense Transportation System is in TMS.” One of our fundamental goals is to understand the issues and the vision and key implementation steps to keep our key stakeholders informed. In effort to share information on TMS we’ve recently created a TMS website located at URL: https://ww2.ustranscom.mil/tms/. This site offers menu options to access a variety of TMS information.
So, what has happened since the beginning of 2018? The USTRANSCOM Acquisition and TMS core team government representatives completed the TMS Integrator and selected Telesto Group as the offeror from 12 submissions. Telesto Group has built a foundation on expertise in program management, business transformation, education and training, and partnered with SAP (software solution) for technical strategy, architecture and development. On 14 February 2018, the USTRANSCOM TMS Lead Brig Gen Millard presented USTRANSCOM Commander General McDew a decision brief to “go ahead” on implementing a TMS across the Joint Deployment and Distribution Enterprise (JDDE). After receiving authority to proceed with TMS implementation, the TMS core team traveled to West Palm Beach, FL to meet with the Telesto Group and reached a final agreement on 21 February 2018.

Telesto Group officially joined the TMS team and arrived at USTRANSCOM in mid-March 2018 to participate in a 2-day kick-off event. This event will include the command TMS journey briefing, 101 briefings from USTRANSCOM, TMS PMO, AMC, SDDC, and MSC with a focus towards Telesto Group emphasizing “why they’re here.” Additionally, we expect breakout sessions covering a range of topics, including cyber security, roles and responsibilities, data/business rules, and change management to name a few. Planning continues for the Joint Overarching Integrated Product Team (JOIPT) session. This event is currently scheduled for 11-12 April 2018 at Scott AFB, IL in the Cassidy Conference Center. More information to follow.

TMS Roll Out Strategy

The first TMS capability set will be rolled out in the form of a prototype (sustainment focused) and consists of four subsets to incrementally build out the NORTHCOM and USPACOM AORs. At the end of the prototype, Brig Gen Millard will decide whether to continue with TMS build out. If he decides to proceed, the next four capability sets will build out the entire JDDE: USEUCOM, USAFRICOM, USCENTCOM, and USSOUTHCOM. Continued collaboration exists with DLA to discover lessons learned from their ongoing Warehouse Management System (WMS) and to synchronize with USTRANSCOM’s TMS efforts.

As we conclude this quarterly Logistics Optimizer TMS update we’ll share one more quote from General McDew: “The World we live in today demands that we do things differently than we did yesterday. The pace of technology and information, and the changing nature of war will not wait for us to catch up.” Ms. Kelly Mueller-McNulty and Mr. Steve Hendren represent the Logistics Sustainment Division’s (TCJ4-L) Sustainment/Retrograde as government leads with Mr. Leo Kaercher providing contractor support.
Distribution Portfolio Management (DPfM) Update

Mr. Mike Crupe

At the 6 Dec 17 DPfM Forum, Mr. Hansen, LTC Steve Turner, and I met with the JSJ4, OSD/TP, Services "4s", and DLA reps to discuss USTRANSCOM’s Integrated Multi-Modal Operations (IMMO)/TMS program. Everyone wanted to know how the TMS will affect their (non-TRANSCOM) programs. The answer is we don’t know yet, but we continue to inventory our current systems’ capabilities, interfaces, and “as-is” architecture documents as we prepare to work the TMS prototype implementation. We plan on briefing the next DPfM forum scheduled for 12 June 18 with an update on our implementation and any other portfolio recommendations we generate through our analysis.

Dr. McClain (DAG4) invited us to attend the CASCOM’s Transportation Management Accountability System (TMAS) IPT at Fort Lee (I dialed in) on 13-14 Dec 17. We are also meeting weekly with James Daniels (DLA Info Systems) to collaborate with DLA’s Warehouse Management System (WMS). We are planning a mid-April Joint Overarching Integrated Product Team (JOIPT) at Scott AFB to pull together the IMMO program management office with subject matter experts.

Logistics Tales

Mr. Mike Crupe

We all have logistics stories worthy of passing on to the current reader. This article is what we hope to be a regular feature of the newsletter to reflect on past experiences and apply to future logistics issues.

In the winter of 1991 on Guam, during Operation Desert Shield, the newly assigned air freight Captain was briefed on port hold time issues in the warehouse. One of the issues was commercial freight forwarders not picking up unaccompanied baggage shipments in a timely manner. Cargo was piling up and with operations tempo high, the warehouse space was needed. When the Captain asked the NCOs what the process was to notify the island’s trucking companies, he was informed there was a complicated look up system to identify which of the island’s trucking companies had an agreement with a stateside company that shipped the baggage to Guam. Once the trucking company was identified by the shipping labels, the NCOs called the carrier informing them the shipment had arrived and was in the warehouse for pick up. Since the process was complicated, the NCOs only did it weekly, hence the cargo piled up. Meanwhile, the Port Operations Officer had just received a new piece of equipment called a facsimile machine. The team soon realized they no longer had to match the island trucking companies with shipment labels and make a phone call for pick-up. Using the facsimile machine, they simply broadcast the unaccompanied baggage shipments on hand in the warehouse to all the island’s carriers and the Air Force and Navy transportation offices. “Faxing” the daily on hand unaccompanied baggage to all the organizations involved simplified the process and within a couple weeks reduced the unaccompanied port hold time from a week plus to less than two days.
The F-35 Lightning is a 5th Generation fighter, combining advanced stealth with fighter speed, agility, advanced sensor information, network-enabled operations and advanced sustainment. Three variants of the F-35 will replace legacy fighters for the U.S. Air Force, the U.S. Navy, the U.S. Marine Corps, and 10 other countries around the world. Two-hundred and eighty plus aircraft have already been delivered to over 15 bases worldwide. With such a dynamic sustainment environment, details and issues are ever evolving. Due to recent F-35 operational sustainment issues, USTRANSCOM J4-L and Defense Logistics Agency (DLA) met with the Joint Program Office (JPO) to discuss a contract modification allowing Lockheed Martin to use the Defense Transportation System (DTS).

The JPO is exploring alternative transportation solutions to manage F-35 sustainment requirements with strategies based upon need and has discovered the DTS can be a solid provider in multiple distribution situations. TCJ4 personnel collaborated with USTRANSCOM’s Acquisition Directorate, USTRANSCOM’s Staff Judge Advocate, HQ Air Mobility Command, DLA, JPO, and the Defense Contract Management Agency to discuss and execute the administrative and legal concerns for this endeavor going forward. U.S. government personnel are still working with and guiding the JPO on how to proceed with the contract modification. Estimated completion date for contract modification should be accomplished by the first week of April.

**Economic Impact**
- Final Assembly factories in Fort Worth, Texas; Cameri, Italy; and Nagoya, Japan
- Suppliers located in 46 U.S. states and Puerto Rico
- 170,000 direct and indirect jobs supported in the US
- $24 billion of annual U.S. economic impact

**Theater Distribution Plan (TDP) 2.0**

Per Joint Pub 5-0, “TDPs provide detailed theater mobility and distribution analysis to assist in planning current and future operations, inform the TCP and other plans, and aids theater distribution decision making”. TDPs are pivotal planning documents produced by each Geographical Combatant Command (GCC). The Campaign Plan for Global Distribution 9033 (CP-GD 9033) Annex D establishes the TDP’s format, content and schedule. The information contained in each of the GCC’s TDPs influence other planning documents such as the Theater Campaign Plans (TCP) and Theater Posture Plans (TPP).

The last TDPs were signed in Jan 2015. During a recent review of these products in preparation for updating and improving them, it was evident each GCC took different approaches toward content, presentation and level of detail of the information contained within them. As a result, the products were not particularly informative, actionable, or useful as planning tools.
Based on the review, TCJ4 reached out to the GCCs to address some of the shortfalls of the initial TDPs. When completed, the revised TDP will be a foundational document for a web based product. It will push planners to real time data and authoritative sources and reduce the staffs’ workload to develop future TDPs. In close partnership with the GCCs, we are working to develop a standardized template that captures best practices, while also allowing GCCs the flexibility to address unique requirements within their AORs. In order to further focus and drive consistency across the products, we are developing guidelines to provide information vital to mission execution within the Joint Distribution Deployment Enterprise (JDDE). Finally, one of the key components of the new format is incorporating links to authoritative sources and live data (where applicable). For example, we are attempting to leverage some of USTRANSCOM’s Intelligence Directorate products and capabilities. By exploiting current capabilities and live data sources, we look to achieve three of the GCCs primary concerns...automation, age of data, and staff workload.

One of the key additions to the TDP is providing a standardized format and method for GCCs to communicate challenges to distribution within their AOR. Previous TDP editions allowed this critical information to be lost in narratives or scattered in various locations across TDPs. The new template seeks to uniformly locate and present key elements of the risks and challenges across GCC TDPs. This will allow for quick trans-regional comparison of these hurdles that can possibly be rolled up to a JDDE priority, versus a more localized concern.

Although an ambitious effort, extensive work was already accomplished. The next milestone is a GCC TDP Working Group meeting that will be held at USTRANSCOM on 15-17 May. This forum will bring together all the GCC TDP leads to coalesce around the templates, coordinate TDP efforts, and identify where USTRANSCOM can assist them through the TDP development process. These efforts will culminate with all TDPs being completed by Jan 2019.
Previous Editions

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