



**SURFACE EXECUTIVE WORKING GROUP
MEETING MINUTES
22 July 2021**

NOTICE

The purpose of the Surface Executive Working Group (EWG) is to promote dialogue between Government and industry while focusing on preserving readiness capability and ensuring the nation has access to necessary commercial transportation capability. Within the EWG, transportation issues of Government and industry are studied, and the statuses of the issues are reported at large. The EWG is led by co-chairs: United States Transportation Command (USTRANSCOM), and the Military Surface Deployment and Distribution Command (SDDC). The body of the EWG consists of a cross-section of senior leader representatives from the surface industry, Department of Defense (DOD), and the Department of Transportation (DOT). USTRANSCOM determines the EWG industry representatives in collaboration with SDDC. Invitations to all participants are based on agenda focus areas. NOTE: The EWG is a discussion body used to strengthen the strategic relationship between DOD, DOT, and our commercial partners. The EWG is not a forum to be used for contract negotiations or contract discussions between carriers and the DOD; such negotiations or discussions will be in accordance with applicable DOD contracting policies and procedures. The EWG is not a decision-making forum and is not intended to reach consensus on issues. EWG discussions cannot and do not obligate the Government contractually or set formal policy in any way. By making the minutes of EWG meetings available electronically, DOD, DOT, and NDTA promote the exchange of information to other forums. DOD invites interested parties to comment on issues considered at EWG meetings, to provide additional information, or to request further information.

ATTENDING INDUSTRY REPRESENTATIVES:

<u>Organization</u>	<u>Telephone</u>
Bennett International Group	(770) 957-1866
BNSF	(817) 867-0644
Boyle Transport	(978) 670-3408
CSX Transportation	(813) 664-6294
CrowdStrike	(202) 503-9745



Crowley Maritime	(608) 519-6396
Genesee & Wyoming	(904) 999-3352
Landstar Transportation Logistics	(904) 390-4898
Mercer Transportation	(502) 625-3214
National Defense Transportation Association	(703) 751-5011
Norfolk Southern Corporation	(478) 258-0027
Port of Beaumont	(409) 835-5367
Port of Virginia	(757) 683-2105
Tri-State Motor Transit	(623) 344-1144
TTX	(312) 984-3853
Union Pacific Railroad	(402) 544-4471
YRC Worldwide	(301) 797-5922

TASKS

The updated list of tasks from the EWG is at Attachment 1.

MEETING SUMMARY

Notes: (a) Where possible, this meeting summary is a chronological synopsis of related discussions (See Attachment 2 for overall agenda) (Time did not allow for the Legislative Affairs Update, Epidemiology, or TMS briefs). In some cases, these minutes capture individual questions or comments. In other cases, the paragraph summarizes a common thought or understanding.

(b) The term “industry” appears in this document both in a collective sense (i.e., at large) as well as by mode (e.g., trucking, rail, or seaports).

(c) In some cases, comments or points are associated with individuals, while in others the comments are simply noted collectively (e.g., “industry”). The difference is for clarity based on a single comment or point versus a more collective discussion. Comments or points by individuals are not meant to imply there may be others in industry or industry mode who do or do not share the same view.

1. Opening Remarks:



- a. Vice Admiral Dee Mewbourne (TCDC) – Welcomed attendees, highlighted USTRANSCOM leadership changes, and discussed the desired meeting outcome, which included to better understand how industry and Government can work together to support DOD requirements and priorities in a complex environment.
 - b. Colonel Joseph Morrow (SDDC DCO) – Welcomed attendees and looked forward to a rich discussion.
2. State of the Industry (Trucking): (Mr. Mike Cashner (Landstar), Mr. Brian Carter (YRC), Mr. Larry Minor (FMCSA)).
- a. All information is related to the overall trucking sector.
 - b. Current Situation:
 - i. For-hire trucking lost 1,900 payroll jobs in May on a seasonally adjusted basis. The decline was the largest since the COVID-19 contraction, although the decrease in February was almost as large. After adding nearly 29,000 jobs in the fourth quarter of 2020, the trucking industry has added a net of just 800 jobs through the first five months of this year. For-hire trucking employment is still 45,100 payroll jobs, or 3.0%, below the pre-pandemic month of February 2020; however, the unprecedented surge in new carriers – most of which are very small – could be depressing payroll employment as most of these operations probably are not reflected in payroll employment. Losses could be distorted by unusual factors, such as the extra \$300 per week (down from \$600 in late December) in Federal unemployment benefits, which is scheduled to end in September – although 25 states ended the benefits in late June or early July. Employment of heavy and tractor-trailer truck drivers is projected to grow 2% from 2019 to 2029, slower than the average for all occupations.
 - ii. Truck Rates
 1. 2021:
 - a. 13% gain for Less-Truck-Load (LTL) vs 18% for Truck Load (TL).
 - b. Spot rates up 27%.



2. Truck Rates in 2022: Expected to dip just 0.7% based on a decline of 7.4% in spot rates and a gain of 3.5% in contract rates. LTL forecasts expect a decline of 0.5%.
 - iii. DOD TL and LTL Freight:
 1. Differences between June 2021 and June 2020:
 - a. Tenders (DROs): increase of 8.4% (1,888 loads).
 - b. Spot bids: increase of 103.1% (970 offers).
 - c. Negotiations: drop of 20.0% (5 solicitations).
 2. Differences between YTD 2021 and YTD 2020:
 - a. Tenders (DROs): increase of 11.6% (14,283 loads).
 - b. Spot bids: increase of 28.9% (2,003 offers).
 - c. Negotiations: increase of 54.0% (81 solicitations).
 - iv. TPS/AA&E/DTTS Specific Freight.
 1. May 2021 versus May 2020:
 - a. 3,812 loads vs 2,985 loads: 28% increase.
 - b. Followed April increase of 37.5%.
 2. YTD 2021 versus YTD 2020:
 - a. 18,787 loads vs 17,007 loads: 10.5% increase.
 3. YTD 2019 was 20,783 loads: 9.5% decrease.
 - v. LTL Update.
 1. Provided additional updates on shortage of container capacity, drivers, geographically available trailers, warehouse space, and rail cars and their impacts on the supply chain.
 2. Impact of regulation and demographics on the driver shortage and difficulty growing, recruiting, and hiring drivers.
 - vi. Top Trucking Issues – Driver Shortage; Driver Retention; Compliance, Safety, Accountability (CSA); Insurance Cost/Availability; Tort Reform.
- c. Future trends five years out:



- i. Electrification and alternative fuel sources may provide some solutions for LTL, but currently not viable for open road carriers.
 - ii. Open road is limited by the current infrastructure. Autonomous trucks are not ready to be driverless.
 - iii. Retail ecommerce, business-to-business transactions and the industrial economy will continue to drive transportation requirements higher.
 - iv. Impact of regulatory changes: DIVE-Safe Act; Sleep Apnea; Speed Limiters; Underride guards; Alcohol & Drug Clearing House; AB-5 & PRO Act. (Marijuana use eliminates personnel from the driving pool).
 - v. Impact of technological changes: Crash Mitigation; Advanced Driver Assist System (ADAS); Improved Utilization Apps.
 - d. Industry perspective on the current proposed Infrastructure Bill.
 - e. Summary:
 - i. TL and LTL demand is outpacing supply.
 - ii. Current utilization and rates (price) at historic highs.
 - iii. Driver shortfall remains a critical concern with no quick fix.
 - iv. Rates and “tightness” expected to ease, slightly in 2Q of 2022.
 - v. The Administration’s Jobs and Infrastructure Bill, as well as regulatory and technological changes or improvements, create both positive and negative effects.
3. State of the Industry (Rail): (Ms. Theresa Lorinser (BNSF))
 - a. Infrastructure: From 1980 to 2020, America’s freight railroads spent more than \$740 billion - of their own funds, not Government funds - on capital expenditures and maintenance expenses related to locomotives, freight cars, tracks, bridges, tunnels, and other infrastructure and equipment. This spending is more than 40 cents out of every revenue dollar, plowed right back into a rail network.
 - b. Freight Rail Technology:
 - i. BNSF has over 4,000 Wayside Detectors across the network, provide location of freight that customers can use to track their supply chains. BNSF receives approximately 35m readings per



- day that help detect defects in railcars, weight, dragging equipment, and data for in the moment location of railcars.
- ii. Application Programming Interfaces (API): Occurs where railroads provide a customer their data on their shipments. Although railroads are not linked together, customers could combine data from different rails to provide complete picture. This data is captured from the wayside detectors on all Class I Railroads. The rail industry is utilizing drones for surveillance, bridge inspections, and disaster recovery.
 - iii. Autonomous track geometry cars are utilized to inspect track increasing overall numbers.
 - iv. All railroads are meeting Positive Train Control (PTC) compliance.
 - v. Battery Electric Locomotives provide a hybrid solution to improve efficiency and reduce emissions and fuel consumption. An active pilot program testing these locomotives is underway in California between Stockton and Barstow.
- c. Environmental Impact: On average, U.S. freight railroads are three to four times more fuel efficient than trucks, making rail the most environmentally friendly way to move freight over land. Additionally, moving freight by rail instead of by truck, lowers greenhouse gas emissions by 75%. All Class I Railroads are participating in the Science Based Targets Initiative (SBTI), an international collaboration focused on limiting global warming to less than two degrees Celsius.
- d. Equipment Utilization:
- i. Railroads currently have 1,906 89-foot railcars in the national pool for military use. The fleet will have railcars attriting over the next few years; by 2024, it will be at 1,656. The fleet is well sized and above our 1,500 planned minimum.
 - ii. Reducing the DOD rail cycle improves fleet availability. Currently, for every mile DOD utilizes, a half-mile is unutilized; this is positive as we are not moving railcars excessively to fill the demand. If there is a need to increase capacity, then reducing load/unload dwell time can do this.



- e. Discussion:
 - i. USTRANSCOM stated its continued interest in keeping the commercial deployment apparatus “lubricated.” The transportation decisions may appear inefficient, but efficiency is not the goal. Knowing the capabilities and its reliability in the system is the goal. If DOD wanted to be efficient, they would utilize the DOD railcars and reduce unutilized travel miles.
- 4. State of the Industry (Ports): (Mr. Ernest Bezdek (Port of Beaumont) and Kevin Tokarski (Maritime Administration))
 - a. U.S. Port Outlook. \$33.8B in funding is needed for waterside port projects and \$32B is needed for landside port projects. Without adequate infrastructure investments, U.S. Seaports create risk: \$4T potential GDP loss by 2025; \$575B cost to American businesses and households by 2025; \$14B added cost of traded products due to shallow harbors by 2040; \$3,400 loss per household by 2025; and \$155B amount ports and their private sector partners will invest between 2016 and 2020. Commercial industry perspective on infrastructure:
 - i. Most Strategic Seaports are undergoing substantial port improvement projects, many funded with Federal grants, but most funding is local investment.
 - ii. Some Strategic Seaports struggle to meet funding requirements for much-needed infrastructure projects.
 - iii. When making infrastructure improvements, most Strategic Seaports take into consideration what SDDC needs for ongoing operations.
 - iv. Continued support by USTRANSCOM/SDDC and MARAD is important to Strategic Seaports for grants that fund projects.
 - v. Continued revenue from operations is also important to our success.
 - b. Cargo/Business Trends:
 - i. Most port business is up over 3-5%. Container ports lead gains.
 - ii. The supply chain continues to struggle.



- iii. Congestion is primarily confined to container ports. West Coast rail congestion continues for many ports.
 - iv. Shipping rates will continue to rise.
 - v. Most ports project a “robust” 2022.
 - vi. Labor will continue to be an issue to watch.
- c. Port congestion: With the recent exception of the Port of Philadelphia, the Strategic Seaports successfully have weathered the crush of cargo congestion at container terminals over the last several quarters, all while remaining ready for military outloads; however, from MARAD’s perspective, the situation continues to carry a significant risk of operational delay. Economic forecasts suggest congestion is likely to continue at least through the holiday season. The DOT is working to address this issue and its secondary effects on our supply chain; the week before the EWG, Transportation Secretary Pete Buttigieg hosted a Supply Chain Resiliency and Port Congestion Roundtable event with the Department of Agriculture, the Federal Maritime Commission, California State Transportation Secretary Kim, and representatives from the port, trucking, chassis, warehouse, and drayage sectors, along with agricultural interests. The roundtable produced some strong suggestions for short- and long-term improvements to our supply chain problems, and especially emphasized the importance of transparency and information-sharing as goods travel throughout system.
- i. Short term: Much discussion about coordinating technology - getting the most out of the operating hours that ports currently provide while also expanding those hours. Further, there was discussion of the bipartisan Infrastructure Bill.
 - ii. Longer term: Participants suggested greater DoT assistance to get more rail capacity in ports and discussed the Port of Los Angeles’ digital tool for tracking and forecasting cargo flows.
- d. Resilience: Regarding mitigations against both manmade and naturally occurring risks-to-mission success.
- i. There continues to be an increasing threat to our critical infrastructure from ransomware, as we are reminded by the Colonial Pipeline Company and Kaseya Limited attacks. As part of a larger effort to combat this threat, the Department of Homeland Security’s Cybersecurity and Infrastructure Security



Agency (CISA) recently launched the web site <www.stopransomware.gov>. This website provides organizations of all sizes with resources to better protect their networks and highlights the latest ransomware-related alerts from U.S. Government agencies. Additionally, the site features comprehensive Ransomware Guide and Cyber Hygiene service to help organizations with vulnerability scanning, web application scanning, penetration testing, and phishing assessments. MARAD's Strategic Seaports Program continues to encourage commercial Strategic Seaports to work with the U.S. Coast Guard's Cyber Protection Team to assess the security and resilience of their information systems.

- ii. Naturally occurring risks, especially those associated with hurricanes and seawater rise, can be partially mitigated with port infrastructure improvements. DOT's Port Infrastructure Development Program (PIDP) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant opportunities were mentioned as reminders of ways to help with the risks.
 1. For fiscal year 2021, \$230 million of PIDP funding and approximately \$1 billion of RAISE funding available. Applications for this year's round of PIDP are due on July 30; the application deadline for RAISE grants has passed. The President's budget for next year requested \$230M for the PIDP. This is the first time the Executive Branch has included the program in its budget. The House mark-up recently increased this to \$300M.
 2. Notably, the RAISE and PIDP grant programs this year have a new environmental sustainability merit criterion, reflecting the goals of the Biden Administration. Projects that incorporate considerations to better address climate change and advance long-term environmental sustainability will rank higher during the grant scoring process. Projects are being sought with components that reduce emissions, promote energy efficiency, increase resiliency, and recycle or redevelop existing infrastructure. A greater focus on maritime infrastructure exists than we have seen in the past.



3. The American Jobs Plan, while a separate budget proposal, also complements the President's FY 2022 budget by requesting \$6 billion for a multi-year investment to implement a Healthy Ports Program. This program would provide competitive grants for projects that minimize or mitigate environmental impacts, such as shore power and electrification of port equipment and drayage trucks. Funds may also support related infrastructure for electric vehicle charging and hydrogen production and use, and development and execution of port climate action plans, as well as support for land-side rail and other projects that facilitate intermodal connections and relieve congestion in and around ports.
 - e. National Port Readiness Network Steering Group (NPRN SG) met this past May.
 - f. The National Defense Transportation Association (NDTA) held its annual Surface Force Projection Conference in May.
 - g. SDDC has agreed to start inviting Strategic Seaports to participate in its monthly surface carrier meetings, which will provide some visibility over planned upcoming unit and sustainment cargo movements. MARAD expressed appreciation for SDDC doing this. Further, MARAD's own staff will begin sharing the read-aheads from those meetings, including sanitized forecasting materials, with their port points of contact.
5. Surface Cyber Threat Overview: (Mr. Jake Kwon (CrowdStrike))
- a. Broad picture of the threat environment related to surface transportation. Adversaries use similar operational cycles to government and commercial operations and can be bucketed into three main categories: targeting and positioning, exploitation, and capitalization.
 - b. Most likely threat to surface transportation entities are attacks of public facing internet infrastructure and ransomware.
 - c. Most dangerous threat to surface transportation entities are coordinated attacks against network infrastructure intended to disrupt operations, exfiltrate, and destroy data.
 - d. CrowdStrike recommends moving company cyber defense strategies, from detection of breaches to proactive prevention, using enhanced



endpoint detection and response tools to move attackers to your perimeter and stop it at the endpoint, or device, instead of waiting for it to come into the network to address it.

6. Cybersecurity Maturity Model Certification (CMMC): (Mr. Patrick Grimsley (USTRANSCOM TCJ6))
 - a. National Institute of Standards and Technology (NIST) 800-171 is the standard for carriers that store or transmit Defense information.
 - i. USTRANSCOM relies heavily on commercial carriers.
 - ii. Full implementation of NIST controls on Transportation Service Provider (TSP) networks that store, process, or transmit DoD information is essential.
 - iii. Defense Industrial Base Cyber Assessment Center considers 45 NIST controls highest priority.
 - iv. Top 4 non-compliant controls from self-assessments:
 1. Mark media with necessary markings.
 2. Multifactor authentication.
 3. Portable storage device usage.
 4. Complete Systems Security Plans.
 - v. Mitigate cyber risk to a manageable level.
 - b. Changes to the current CMMC program implementation are likely.
 - c. Manage expectations on cybersecurity; the risks will continue to increase in the near-term future.
 - d. Discussion – Regarding controlled unclassified information (CUI), USTRANSCOM needs to determine the classification of the information we provide industry. The level of classification will determine what level of CMMC industry will have to meet.
7. DOD Operations Brief: (COL Joseph Morrow (SDDC DCO)).
 - a. Cargo Projections: Despite the impacts of COVID across industry, the fourth component has remained receptive and responsive to our nation's needs. SDDC is projecting a surges of surface movements throughout the new year. From July through the end of the year, SDDC expects 173-unit cargo requirements, 74 of which are considered high-visibility.



- i. There are 10 Combat Training Center (CTC) rotations and 7 ammo missions forecasted. For unit cargo, 13 ports in CONUS and 41 ports OCONUS will be utilized for these rotations. Including the sustainment shipments, the number of ports will more than double.
 - ii. Expecting to maintain historical volumes of roughly 8,000 sustainment containers exported from the United States monthly.
 - iii. Approximately 65,000 pieces and 19M square feet projected to ship before the end of the year (this figure will grow, and it also does not include the day-to-day domestic shipments that are not forecasted or validated that many of you support).
- b. Regionally Aligned Readiness and Modernization Model (ReARMM) and industry impacts:
- i. ReARMM concept generates support for transformational actions that posture the Total Army for Competition, Crisis, Conflict, and Change.
 - ii. ReARMM aligns Army units to primary regions and functions to support Joint Force requirements in a predictable manner while maintaining readiness, modernizing into a Multi Domain Operations (MDO) capable force, and maximizing talent management.
 - iii. ReARMM is the optimal approach to create the conditions necessary to handle the increased modernization load between FY22-26 while still meeting Joint Staff Directed Readiness Tables. The ReARMM framework creates balance between the readiness demands of today and modernization paths of the future.
- c. Rail Operations Crew RFI: The U.S. Army Contracting Command - Rock Island is exploring contractor support options for Rail crew Capability Support to enhance the capabilities within the installation, Depot, Arsenal, and Terminal in support of contingency or surge operations, as well as to supplement organic crews annually during high operational tempo periods.
- d. CTC Rotations: While reports of shrinking budgets have become standard fare in the media, the near-term training forecast does not appear to be impacted by those reported budget reductions. Regular



CTC rotations and other JCS-sponsored exercises – such as the Defender Series – will continue through at least FY22.

8. Installation Access Update: (Mr. Adam Yearwood (OSD Transportation Policy)): Highlighted the upcoming bulletin [Attachment 3].
9. National Defense Transportation Association (NDTA)-USTRANSCOM Fall Meeting 2021: (Mr. Craig Hymes (NDTA)).
 - a. The NDTA and the USTRANSCOM will be co-sponsoring the Fall Meeting 2021, at the Gaylord National Resort and Conference Center, Maryland, 18-21 October, 2021.
 - b. The Fall Meeting is a four-day annual event, co-sponsored by NDTA-USTRANSCOM. The forum provides Government and industry with the opportunity to gather to identify and solve logistics and transportation issues, learn about new technologies, develop best practices and build professional and personal relationships. This year's theme, "Resilient & Reliable Logistics... Agile and Adaptable," focuses attention on the challenges associated with operating in contested and pandemic environments spanning all domains and geographic locations as well as technologies, business processes, and innovations needed to dominate and win in all environments. Attendees represent a wide range of Government, industry, and academic professionals with the ability to improve logistics and transportation systems to achieve a more resilient and reliable Defense Industrial Base.
10. Review of Due Outs from Surface EWG July 2020:
 - a. Due outs were briefed by exception.
 - b. Taskers closed during the meeting:
 - i. (#202006-1) Explore possible solutions to reduce the ordering of excess railcars (e.g., larger rail centric meetings, engagement program, etc.). This item was offered to the NDTA Rail Sub-Committee and accepted for further discussions as required.
 - ii. (#202006-2) Provide status of Section 889 implementation and method to keep industry informed as it relates to transportation.
 - c. Taskers remaining open:



- i. (#201401-3) Update progress on base access for trucking providers. Request DASD(Log) to provide update as required.
 - d. New Taskers 2021:
 - i. No new items added.
- 11. Closing Remarks.
 - a. VADM Mewbourne commented on the overall strategic discussion takeaways:
 - i. Major portions of surface industry (e.g., truck, rail, seaports) are performing at or near max capacities now and foreseeable near future.
 - ii. High supply and demand will keep rates up.
 - iii. Wicked supply chain problems resulting from unprecedented cargo congestion at seaports, as well as inland terminals and distribution areas, are also further exasperated by large void of trained truck drivers, and lack of enough available trailer chassis, containers, positioned railcars and open warehouses.
 - iv. Industry needs to be kept informed of changes in contractual clauses.
 - v. Possibility exists for the upcoming Surface EWG to include classified discussions and if so, we will do best to give ample heads up.
 - b. Meeting adjourned at 1300. Consideration for next Surface EWG to be held in January 2022, however, for certain in July 2022.

ATTACHMENTS:

1. Surface EWG Tasks
2. Surface EWG Agenda
3. Motor Carrier Installation Access Bulletin

UPDATES AND CORRECTIONS.



U.S. TRANSPORTATION COMMAND

POINTS OF CONTACT
USTRANSCOM/J5-I (618) 220-4948
SDDC (618) 220-6507

Contact the USTRANSCOM J5-I point of contact at (618) 220-4948 or email: transcom.scott.tcj5j4.mbx.i-division@mail.mil for updates or corrections to these minutes.

COPIES OF ASSOCIATED BRIEFS.

This meeting was primarily discussion-based. Contact the USTRANSCOM J5-I point of contact at (618) 220-4948 or email: transcom.scott.tcj5j4.mbx.i-division@mail.mil for copies of the slides presented during this Surface EWG meeting.



ATTACHMENT 1 SURFACE EWG TASKS

New Tasks:

TASK	LEAD	STATUS
No Items Added		

Ongoing Tasks:

TASK	LEAD	UPDATES DUE
(#201401-3) Update progress on base access for trucking providers. Request DASD(TP) to provide update as required.	OSD(A&S)	Next EWG

Tasks Closed Since Previous EWG:

TASK	LEAD	COMPLETED
(#202006-1) Explore possible solutions (e.g., larger rail centric meetings; engagement program) to reduce the ordering of excess railcars.	SDDC	Work in NDTA Rail Subcommittee. Closed.
(#202006-2) Provide status of Section 889 implementation and method to keep industry informed as it relates to transportation.	TCJA	Discussed at last EWG. One of Many General Cyber Security Related Topics and Discussion. Not Required for EWG Tracking. Closed.

**Surface Executive Working Group
Meeting**

**Force Flow Conference Center
Scott AFB, IL**

22 July 2021

AGENDA

Uniform: Class B/Khakis

Civilian: Business Attire

TIME (CDT)	TOPIC	POC
0800-0830	Registration, Payment, Check-in (Establish Virtual Connection – instructions provided under separate cover)	All
0830-0845	Surface EWG Begins <ul style="list-style-type: none"> • Opening Remarks • Welcome & Admin 	All VADM Mewbourne COL Morrow Mr. Svoboda
0845-0945	Block 1 Discussion – Health of the Industry <ul style="list-style-type: none"> • Industry Sector Review <ul style="list-style-type: none"> ○ Truck ○ Rail ○ Strategic Seaports 	Truck – Industry Rail – Industry Ports – Industry/MARAD
0945-1005	Break	All
1005-1100	Block 2 Discussion <ul style="list-style-type: none"> • Surface Cyber Threat Overview • Cybersecurity Maturity Model Certification • Discussion 	CrowdStrike TCJ6
1100-1130	Working Lunch <ul style="list-style-type: none"> • Grab Lunch/Break (20 min) • Legislative Affairs Update (Removed based on time) 	TCLA
1130-1200	Block 3 Discussion <ul style="list-style-type: none"> • DoD Operations Update • Epidemiology Brief (Removed based on time) • Installation Access • TMS Update (Removed based on time) 	SDDC TCSG OSD TCJ3
1200-1250	Open Discussion – Around the Room	All
1250-1300	Wrap Up <ul style="list-style-type: none"> • Due Out Review • Closing Comments 	Mr. Svoboda COL Morrow VADM Mewbourne
1300	EWG Meeting Adjourns	All



Motor Carrier Installation Access Update & Frequently Asked Questions and Answers

Date of Update: July 23, 2021

The Department of Defense continues to make progress towards standardizing installation access procedures for our commercial transportation partners. This bulletin provides an update and some frequently asked questions and answers concerning installation access.

Installation Access Requirements: In order to gain unescorted access to a Department of Defense (DoD) installation, commercial drivers must meet three criteriaⁱ:

- Identity – accomplished through presentation of appropriate government issued identity documents. Examples include REAL ID-compliant driver license, Transportation Worker Identity Credential (TWIC)ⁱⁱ, or passport.
- Fitness – have no outstanding warrants, convictions for disqualifying offensesⁱⁱⁱ, or other conditions that would make a person a risk to the installation or personnel.
- Purpose – demonstrated need to gain access to the installation, typically through bill of lading or work order.

Enrollment: Commercial drivers must be enrolled by adding their identity to the local installation's **Electronic Physical Access Control Systems (ePACS)** at their first visit. This process validates the three criteria listed above and facilitates future visits.

Note: Valid vehicle registration, current insurance, and a valid driver's license are also required, but is covered by separate regulations associated with Traffic Supervision and Law Enforcement.

Note: Commercial drivers are not permitted to vouch for, nor should they attempt access with passengers who do not meet the above installation access requirements in their vehicle. Any official co-travelers, such as an appropriately credentialed, alternate driver (vehicle operator) must establish their own identity, fitness, and purpose. Passengers who do not meet these criteria may result in denial of vehicle access.

Electronic Physical Access Control System (ePACS) Status:

DoD has two major ePACS programs at its installations: Defense Biometric Identification System (DBIDS) and Automated Installation Entry (AIE).

- In general, the U.S. Air Force, U.S. Navy, U.S. Marine Corps and the Defense Logistics Agency use DBIDS while the U.S. Army uses AIE. Both systems interface with national databases to validate identity and fitness each time a registered credential (TWIC/REAL ID, etc.) is scanned.
- DBIDS is 100% fielded at over 245 Navy, Marine, Air Force, DLA CONUS locations and some Army installations. It accepts Common Access Card (CAC), TWIC and REAL ID-compliant Driver licenses.
- AIE will be fielded at 90 installations and is over 60% complete. Reaching 100% depends on continued funding. If additional installations are identified for fielding these numbers will change. The Army is also updating older AIE versions to the newest version based on a priority list and available funding. Like DBIDS, AIE accepts CAC, TWIC and REAL ID-compliant Driver licenses.

REAL ID. The Department of Homeland Security (DHS) extended the REAL ID full enforcement date by 19 months, from October 1, 2021 to May 3, 2023, therefore, the deadline for full (card-based) enforcement of REAL ID for DoD base access has been pushed back to reflect this change. DoD will continue to follow the implementation dates set forth by DHS. Driver's licenses marked "not valid for federal purposes," "not valid for official purposes," or similar language are not accepted for access to DoD installations.

Frequently Asked Questions:

Who is responsible for Department of Defense Installation Access?

- At the DoD level, the Under Secretary of Defense for Intelligence and Security (USD(I&S)) establishes physical security access control standards, procedures, and guidance consistent per Department of Defense Manual 5200.08, V3, January 2, 2019.
- Each DoD Component (Army, Navy, Air Force and DLA) establishes Component level policies for their installation access control.⁴

Is there a single data base that lists all the DoD installations/facilities and the ePACS employed at those locations?

- No. However, installations can enter this data into the "Free Text Field" of their Transportation Facility Guide (TFG.)
- In general, the U.S. Air Force, U.S. Navy, U.S. Marine Corps and the Defense Logistics Agency use DBIDS while the U.S. Army uses AIE. Commercial drivers requiring access to all Service installations will register in DBIDS or AIE at each installation they visit.
- Both AIE and DBIDS read CAC, TWIC and REAL ID-compliant Driver licenses. But there are differences between Service and Installation access policies and processes.

- In all cases, the Installation Commander retains responsibility for access onto their Installation.

Why are some locations requiring commercial drivers to provide their Social Security Numbers?

- Social Security Numbers are often used to confirm 'fitness' by providing an additional identifier to search criminal records database with to help de-conflict identities (such as individuals with similar names). Under no circumstances should an individual provide Personal Identifiable Information (PII) in a written form, on other than a document bearing the requirements of the 1974 Privacy Act.

What if my commercial driver is denied access?

- If your driver is denied installation access they should immediately ask to speak with the gate guard's supervisor regarding the installation redress and appeal process.
- To avoid denials and delays, recommend a thorough vetting of company drivers internally, prior to assigning delivery drivers/co-driver to DoD installations.
- If a driver has been denied access to an installation and goes through appeal process and is granted access under appeal, the waiver is not universal and only applies to the installation which granted the appeal.

What is the process for enrolling the Transportation Worker Identification Card (TWIC) in DBIDS?

- Commercial drivers may pre-enroll at the DBIDS Pre-Enrollment website. This significantly reduces the amount of time spent at the installation registration office or visitor center. [DBIDS Pre-Enrollment \(dmdc.mil\)](https://dmdc.mil/DBIDS/Pre-Enrollment)
- For problems accessing the website, call the Defense Manpower Data Center (DMDC) Support Center Help Desk 24-hour service phone # 1-800-538-9522 or 1-800-372-7437.
- Commercial drivers, or their companies, should also contact the base they are attempting to access to confirm any base-specific enrollment requirements.
- TWIC owners must have their Personal Identification Number (PIN) in order to register their TWIC.

I have a TWIC; why do I still need a Visitor Pass?

- Commercial drivers must be enrolled in the Installations ePACS in order to use their TWIC for unaccompanied access. Often TWIC owners do not know or remember their Personal Identification Number (PIN) and are unable to enroll their TWIC, so they are issued a Visitor Pass for access if all other access requirements are met.

Will enrolling my TWIC/REAL ID and completing the vetting process allow me to access any installation?

- No – it will only allow you access to the installation at which you enrolled and only for valid purposes. After verification of Identity and Fitness; Commercial drivers must still have a demonstrated need to gain access a DoD installation, typically through a bill of lading or work order. You may not use a TWIC/REAL ID to “visit” an installation for non-work related purposes.

What are the installation by installation requirements?

U.S. Air Force Installations:

- Commercial drivers must be enrolled and vetted for access at each installation visited.
- Once enrolled at a given installation, the TWIC/REAL ID may be used for future visits if all other access requirements are met.

U.S. Army Installations:

- AIE does not support Cross-Installation or Cross-Service portability. Registering to establish access at one Army Installation does not automatically register the commercial driver for access to other Army or other Service Installations.
- Commercial drivers must be enrolled and vetted for access at each Installation visited.
- Once enrolled at a given installation, Commercial drivers may use the TWIC/REAL ID for future visits if all other access requirements are met IAW any local Commander guidance.

U.S. Marine Corps Installations:

- Commercial drivers must be enrolled and vetted for access at each installation visited.
- Once enrolled at a given installation, the TWIC/REAL ID may be used for future visits if all other access requirements are met.

U.S. Navy Installations:

- Commercial drivers must be enrolled and vetted for access at each installation visited.
- Once enrolled at a given installation, the TWIC/REAL ID may be used for future visits if all other access requirements are met.

Defense Logistics Agency Installations: