



TSUNAMI RELIEF EFFORTS CALL UPON GLOBAL REACH OF SDDC, 599TH

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PATTAYA CITY, Thailand - The global structure of the Military Surface Deployment and Distribution Command is in full force as team members from the 599th Transportation Group and 595th Transportation Group (Provisional) join together in support of tsunami relief.

More than 15 service members and civilians from Headquarters 599th, Hawaii; 595th (Provisional), Southwest Asia; and subordinate units from the 835th Transportation Battalion, Okinawa, Japan; 836th Transportation Battalion, Yokohama, Japan; and, 837th Transportation Battalion, Pusan, Korea, are joining together to form the 599th Deployment and Distribution Support Team.

The 599th DDST will serve as the U.S. Pacific Command's single port manager in current humanitarian aid efforts for the region.

According to Lt. Col. Drefus Lane, 599th DDST and 836th Transportation Battalion commander, the joining of forces is a true testament to the abilities of SDDC.

"Even though each of the members has a specific role they carry out at their home station, as they come together you see the true range of their skills and understanding for the SDDC mission," he said. "These guys are helping expand each others expertise, all while providing the best possible service to the customer."

"They've been able to form one team without missing a beat," Lane said.

As the single port manager, Lane's team will oversee all operations at the Port of Laem Chabang as six ships from the Maritime Prepositioning Ship Squadron, three begin delivery of relief supplies.

According to the Military Sealift Command, the ships carry enough equipment and supplies to support 15,000 Marines for 30 days. In addition to expeditionary Marine Corps combat equipment the ships carry food, fuel, medical supplies, construction and road building equipment, electrical power generating equipment, airfield matting and a Navy field hospital.

As part of the delivery process, the 599th DDST will provide disaster-relief troops and their commanders with 100 percent in-transit visibility through the use of radio frequency identification tags (RFID).

Sgt. 1st Class Paul Guerrero, from the 835th Transportation Battalion said, "As each piece of required equipment is

discharged from the ship, it will be marked with an RFID tag. Then the tag will be scanned and imported into the Worldwide Port System, where commanders can track the equipment as it makes its way to the final destination."

The visibility of equipment offered by the RFID system gives commanders greater access to their assets. Additionally, the system provides accountability for the resources being utilized for the humanitarian operation.

In both humanitarian and combat situations, the 599th Transportation Group and its subordinate units, under the command of Col. Thomas A. Harvey, provide deployment command and control, and support surface distribution operations throughout the PACOM Area of Operations.

AMC AIRCRAFT, PEOPLE SUPPORT TSUNAMI RELIEF OPERATIONS

SCOTT AIR FORCE BASE, ILL. (AMCNS) -- In the days following the Dec. 26 tsunami disaster in South and Southeast Asia, Air Mobility Command aircraft and people delivered tons of relief equipment and hundreds of essential military personnel into the affected region.

As of Jan. 6, AMC aircraft and aircrews had delivered more than 1.66 million pounds of cargo and 748 passengers supporting tsunami-relief operations.

According to Col. Richard Richardson, director of operations for the Tanker Airlift Control Center, as soon as officials here learned of the tsunami disaster, they were standing ready in case AMC aircraft and

personnel were needed. The first call came on Dec. 29 when a C-17 Globemaster III from McChord AFB, Wash., was tasked to transport a C-130 maintenance package from Yokota Air Base, Japan, to Utapao, Thailand.

C-130 aircraft from Yokota are providing critical theater airlift within the tsunami-devastated countries.

In the days following that initial tasking, AMC C-5 Galaxies and C-17 Globemaster IIIs were called upon more than 20 times, transporting into the area of operations everything from helicopters and relief equipment, to support personnel and emergency responders.

Colonel Richardson said as of Jan. 5, AMC had six C-5 aircraft staged out of Kadena AB, Japan, and four McChord C-17s staged out of Utapao. Another C-17, from Charleston AFB, S.C., was on its way to the region Jan. 4 after picking up U.S. Army civil affairs personnel and equipment.

He said the C-5s include three active-duty aircraft from Travis AFB, Calif., and three Air Force Reserve and Air National Guard planes from Lackland AFB, Texas; Stewart Air National Guard Base, N.Y.; and Westover Air Reserve Base, Mass. The colonel added that Reserve and Guard participation during the relief operations is "significant" and "outstanding."

As of Jan. 5, AMC aircraft had airlifted the following equipment and personnel in support of tsunami relief operations: -- Communications equipment and personnel assigned to the U.S. Marine Corps' 7th Communication Battalion in Japan.

-- Air Force C-17s transported six HH-60 helicopters and two CH-46 helicopters and related support equipment. A single C-17 can carry two CH-46 helicopters.

-- Two U.S. Marine Corps Force Service Support Groups. The FSSGs provide combat service support to Marine Corps forces worldwide.

-- A U.S. Navy Seabee from Guam. The colonel said the Seabees were transported to the tsunami-devastated region to provide critical water-well-drilling support.

-- A C-17 maintenance package from McChord.

-- Personnel and equipment assigned to Kadena's 18th Communications Squadron.

In addition to airlifting people and equipment, AMC also provided a Tanker Airlift Control Element out of Travis. The TALCE will provide on-site management of AMC airfield operations, including command and control, communications, aerial port services, maintenance, security, weather, and intelligence -- those critical elements needed to ensure safe and highly efficient air bases for all tanker and airlift operations.

AMC's initial relief efforts haven't gone unnoticed. According to a senior U.S. Agency for International Development official, support from AMC aircraft has been both welcomed and necessary.

USAID is the lead governmental department responsible for U.S. tsunami relief operations. Edward Fox, assistant administrator for legislative and public affairs at USAID, said "the one thing that distinguishes the United States from

the rest of the world is its military, especially the Air Force and its airlift capability."

He said Air Force airlift is a central part of any relief effort of this magnitude.

"To be able to provide the type of emergency response needed to save lives, the Air Force logistical capability is indispensable to USAID and others in the international relief area, because we don't have those types of assets," explained Mr. Fox. "We are extremely delighted and proud to be working side by side with the U.S. Air Force."

For example, Mr. Fox said the helicopters being delivered by AMC aircraft "are worth their weight in gold." He explained that the topography of Indonesia and other countries struck by this disaster make normal means of transportation impossible.

"Without the helicopters we wouldn't be able to get the assessment teams in to determine what response to take," explained Mr. Fox. "Helicopters also provide a lifeline to get water, food and medical supplies into these communities to sustain them in the early stages of a disaster; until the normal modes of the transportation are restored."

Mr. Fox said the most urgent problem they face now is the prevention of further loss of life caused by the effects of the tsunami --contaminated water supplies, people dislodged from their homes, and the threat of disease.

"This is the perfect breeding ground for major health problems and diseases which could kill as many people as the event itself," he said.

"The ability to provide clean drinking water, plastic sheeting for shelter, water purification kits, and food supplies is literally saving lives."

For this and other reasons, Mr. Fox said, "the (importance of the) logistic lift capability provided by the U.S. Air Force cannot be overstated."

**SMARTER SOLUTIONS AVOID
HARDER WORK: SAVING TIME,
COST SDDC CAPITALIZES ON
PROCESS IMPROVEMENT VIA THE
HIGH SEAS**

*By Mitch Chandran
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ALEXANDRIA, Va. - The Military Surface Deployment and Distribution Command capitalizes on intelligent computer agents to aid in planning massive cargo deployments and is sending this technology out to sea to further streamline the Department of Defense's distribution process.

The Integrated Computerized Deployment System (ICODES) computer program is a space planning and cargo management tool that stow planners use to safely and efficiently prepare load plans on a variety of vessels.

Until recently, stow planners could not finalize cargo load plans until vessels arrived into port to know what space was actually available.

Having the software shipboard provides captains and appropriate crew the capability of receiving, interpreting, and sending stow

plans back to the destination port with the ship's condition and requirements via email prior to arriving. This refined process helps to shorten port time for vessels.

"It's very important for someone to know what the condition of the ship is prior to its arrival that way they can basically begin their load plan using accurate information about what's in the tanks and so on," said Steve Goodman, ICODES project manager for SDDC.

In 1999, SDDC initiated deploying, installing, and training appropriate vessel crewmembers to utilize ICODES shipboard. The USNS Capella was the first ship to receive the program. Currently, 66 vessels are outfitted with ICODES with a target of 300 by 2006. Ships earmarked to receive the program come from the Ready Reserve Fleet, Navy Amphibious Assault Fleet, and Large Medium Speed Roll-on/Roll-off ships.

"The Office of the Secretary of Defense designated ICODES as the DoD decision-support, multi-conveyance cargo load planning tool," said Goodman. "This tool assists military and civilian personnel with planning, executing and tracking the loading and stowage of military cargos onto surface conveyance."

"12 years ago, ICODES was not even a dream," he said. "However, the command was using a software application known as CODES. It was discovered during Desert Shield and Desert Storm that CODES was not capable of handling everything for efficient stow planning."

"ICODES is agent-based technology," said Boone Pendergrast, ICODES customer

support representative for CDM Technologies, Inc. "CODES was not. With CODES, the stowplanner would have to check to see if the item would fit based on dimensional data of the cargo versus access points on the ship. But there are other considerations not in CODES as well such as trim, stress and stability of the ship, hazardous segregation and the placement of priority and sensitive items."

ICODES has access, trim, stow, cargo, and hazard agents built into the program. The program can link and pull data in from other programs. One example is linking to Transportation Coordinators Automated Information Movement System II (TC AIMSII). ICODES can read what's inside containers since TC AIMSII will track the in-transit visibility part of the distribution process for sustainment cargo.

"This also extends the reach for in-transit visibility," said Goodman. "Now, we can track where cargos are exactly by position on the ship and then the captain will now know where those cargos are and that becomes extremely important especially regarding hazardous materials."

Currently SDDC is managing the refinement of ICODES version 5.4.1. This new version will allow for better in-transit visibility and accuracy of a load by allowing the documentation of stowed items through the use of hand held personnel digital assistants and the ICODES Facility Management Tool.

"I think it is very beneficial for the end user to have these tools," said Pendergrast. "ICODES allows the user to track movement of cargo from

ship through port. With the newer version users will also have a time component and be able to do analysis on how many pieces can be moved within a specified time period."

"I think ICODES is a very beneficial tool," said Carol Curtis, chief mate and relief officer for Keystone Shipping Services, Inc. "I like the individualized information per unit and it is an incredibly detailed program that calculates well." More than 2,200 users across the four services use ICODES around the world.

"In addition, ICODES is being used by the Navy to validate ship design," said Goodman. "ICODES plays a major role in enhancing the efficiency and cost effectiveness of those moves."

SDDC moves more than 92 percent of Department of Defense's equipment by sea to deploy and sustain ongoing military operations.

**MSC AWARDS \$12.4 MILLION
CONTRACT TO SMALL BUSINESS**
Courtesy of MSC Public Affairs

The U.S. Navy's Military Sealift Command awarded a \$12.4 million contract to a small, woman-owned business located in a historically underutilized business zone, or HUB Zone. Administered by the Small Business Administration, the HUB Zone program provides federal contracting assistance to qualified small businesses in an effort to promote employment opportunities, investment and development in economically distressed areas.

The contract, awarded to Chase Supply Inc. of Newport News, Va., will provide sampling material and testing equipment for oil analysis testing programs aboard 104 of MSC's noncombatant, civilian-crewed ships. This contract establishes one company as the sole provider and distributor of all supplies used in preventive oil analysis, which monitors the operating conditions of various engines aboard MSC ships.

Sampling devices, containers and oil absorbent materials will be ordered in bulk and stored near strategic ports around the world in order to standardize and expedite MSC's oil analysis testing program.

In the past, each ship independently purchased oil analysis materials as they were needed. Under this contract one company will supply all MSC ships, and products will be in stock and ready to be shipped anywhere in the world.

As a federal agency, MSC encourages small and disadvantaged businesses to compete for government contracts. However, the global and dynamic nature of MSC's mission -- to provide ocean transportation of equipment for U.S. forces worldwide -- presents many challenges to small companies that wish to compete for MSC contracts.

Despite CSI's status as a certified small business located in a HUB Zone, this contract was awarded in a competitive procurement open to all bidders. The contract has a one-year performance period with four one-year extension options.

"Creating jobs where they are needed most is what the HUB Zone program is all about," said Fred Fielding, president of CSI.

"Giving back to our communities is just something we were raised with, so developing our company as a HUB Zone business made perfect sense to us."

MSC operates more than 110 ships that replenish Navy ships at sea, chart ocean bottoms, conduct undersea surveillance, preposition combat cargo at sea and move 95 percent of military equipment and supplies used by deployed U.S. forces.

NDTA Calendar of Events

25-28 April 2005, SDDC Training Symposium and Expo, Nashville, Tennessee

16-20 May 2005, National Transportation Week Event

10-14 September 2005, NDTA Forum and Exposition, San Diego, California