



NATIONAL DEFENSE TRANSPORTATION ASSOCIATION

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FLEXIBLE DISTRIBUTION PLAN IN IRAQ REDUCES RISK FOR TRUCK DRIVERS

Courtesy of US Transcom

KUWAIT, (USTCNS) --- Recently 250 additional U.S. truck drivers per week were removed from the dangerous roads of Iraq because of expanded air operations that deliver cargo directly from the U.S. to airfields in Iraq. This, combined with existing air operations, now removes approximately 1,280 convoy drivers per week from Iraqi roads.

Army Brig. Gen. Mark Scheid, who is in charge of Central Command's Distribution and Deployment Operations Center (CDDOC) has been working hard not just to get more truck drivers off Iraqi roads, but is also focused on getting convoys off the roads where the risk is the highest.

"91% of all U.S. casualties occur in an area called the Sunni Triangle so that is the area all logisticians were directed to turn their focus to reduce driver casualties," Scheid said.

"Many cargo operations were flying into airfields that were located in the teeth of the most dangerous areas of Iraq," he explained. "Truck convoys would then drive outward from these airfields across the most dangerous highways in the world in order to deliver supplies to the military forces. There had to be a smarter way to get supplies to our forces."

The Air Force increased the amount of aircraft available to mitigate convoy operations traveling through Iraq, but until now the focus was not in the areas where truck drivers were facing their greatest threat.

In today's adjusted contingency operations, strategic airlift delivers cargo direct from the U.S. to several airfields capable of handling the large air cargo aircraft. A hub-and-spoke system has been

established to re-fly just delivered cargo to smaller airstrips where the smaller C-130 aircraft can land, but more important, to locations where the largest concentration of military forces are assigned. These initiatives have not eliminated all trucks on the roads within the Sunni Triangle, but air support has certainly mitigated the threat for at least 250 additional truck drivers per week that once traversed the most dangerous roads in the world.

The U.S. Transportation Command in partnership with the Defense Logistics Agency, the Services and other national providers, established the CDDOC to transform the deployment and distribution process and eliminate the seams between strategic and operational logistics. Partnering with many national logistics providers, USCENTCOM now has a team of joint logistics experts under their tactical command and control (TACON) providing capabilities in a regional combatant command's theater of operations.

DLA ASSESSES THIRD JOINT DDOC, CONTRIBUTES TO TSUNAMI RELIEF

*By Joy Kress with the Defense Logistics Agency
Public Affairs Office*

FORT BELVOIR, Va. (USTCNS) --- The Defense Logistics Agency and partners United States Transportation Command, the military services and the United States Joint Forces Command met at Camp Smith, Hawaii, Nov. 29 to collaborate on its third joint Deployment Distribution Operations Center, or DDOC, this time for the United States Pacific Command.

These operation centers are at the heart of what DLA Deputy Executive Director for Distribution and Reutilization Policy Army Col. Richard Brooks calls "the transformation effort to change the way

combatant commanders manage and monitor movement of forces, equipment and supplies.” Brooks and a team made-up of these national partners were successful in standing up a United States Central Command DDOC at Camp Arifjan, Kuwait, last January. The goal of the CDDOC was to resolve the complicated deployment and distribution challenges that were present in the theater in Southwest Asia.

As lessons learned were compiled from the CDDOC stand-up, which helped to fill gaps in the distribution pipeline for Operation Iraqi Freedom in real-time, it appeared advantageous to spread the processes of this operation center across all of the combatant commands throughout the world. Members from the CDDOC team joined a similar effort during USPACOM exercise Ulchi Focus Lens in August 2004, where DLA staffed a PACOM DDOC-Forward in Korea.

The success of these operation centers caught the eye of USPACOM Commander Navy Adm. Thomas Fargo, as well as USPACOM Director for Logistics Army Brig. Gen. James Lewis Kennon, who then requested an assessment of USPACOM’s logistics organization and processes to determine if a similar organization would be beneficial to the Pacific theater.

“DLA’s participation within the PACOM DDOC was the next logical step,” Brooks stated. The assessment took place over a two-week period during PACOM’s Tier 1 exercise—Terminal Fury 2005.

During the exercise, according to Brooks, the team observed USPACOM, the military services and Joint Task Force logistics staffs in action as they handled complex logistics challenges relating to transporting and sustaining forces during a simulated contingency scenario.

“The USPACOM theater is even less contiguous than the USCENTCOM theater,” Brooks said, “so it presents even more profound challenges. We had to determine how to sustain a crisis or contingency across a very large and diverse PACOM theater and assess what would be involved.”

Even the obstacles of disjointed borders in the region was resolved with a DLA team of

USCENTCOM DDOC and Korea DDOC veterans including former CDDOC Commander and DLA Director for Reserve Mobilization Brig. Gen. John Levasseur along with DLA J-37 Transportation and Distribution Staff Officer Lt. Col. Rose Ramirez, J-4 Planner Mike Hilert, DLA's Liaison Officer to US Forces Korea Lt. Col. Cal Reid, and Defense Supply Center Philadelphia Commodity Specialist Lt. Col. Ed DeLissio.

DLA was able to recommend an organizational template to be used at the discretion of the USPACOM leadership to manage sustainment operations within the Pacific theater.

The experience the DLA team gained in the other two stand-ups as well as utilizing the broad knowledge in DLA commodities and distribution operations assisted them in proposing a solution that leveraged existing staff structures and capabilities while adding DLA subject matter experts to the project. These experts would monitor and manage the distribution of DLA materiel throughout the complex and broad PACOM theater, according to Brooks who led the effort to outline recommendations for a sustainment cell. Kennon will determine the final structure from the proposal. The content of the exercise could not have been timelier, however, as a major disaster relief operation, unbeknownst to USPACOM, was only a few weeks ahead of them. No one at the command could have imagined the magnitude of the tsunami that hit Southeast Asia Dec. 26 and the logistical power that would be needed to deploy relief forces and distribute relief materiel to the region. The PACOM DDOC concept was shifted into reality as the command worked to provide drinking water, shelter, food and medical support.

“Within days of the disaster,” Brooks explained, “the USPACOM Director for Logistics Kennon asked USTRANSCOM and DLA to implement portions of the PACOM DDOC organizational template to assist his staff in handling the massive effort. DLA responded immediately by temporarily augmenting USPACOM with experts from within the DLA-Pacific organizations.

“Experts at DLA headquarters, at Fort Belvoir, Va., Defense Distribution Command and Commander

DLA-Pacific resourced three personnel to replace the initial responders and those three employees are in place and working with the newly formed PACOM DDOC as they meet the deployment and distribution challenges head on," Brooks said. Even as the tsunami relief efforts continue, the third operation center is taking shape in the Pacific while other joint DDOC efforts are being developed and implemented.

DLA staff members are assisting the Joint Staff, USTRANSCOM and USJFCOM in designing changes to joint doctrine that will outline a basic construct for a joint DDOC. The working group, according to Brooks, expects that this new organization will be flexible and modifiable to meet unique theater requirements.

A stand-up for a United States European Command DDOC is also on the horizon in fiscal 2005, where DLA will have a full-time presence in the operations center. DLA will also have a full-time presence at USTRANSCOM headquarters at Scott Air Force Base as part of its DDOC. All of the operating and proposed DDOCs will continue to improve communication between distribution and transportation agencies and combatant commands in order to reduce costs while supplying and sustaining the needs of America's armed forces.

DLA, headquartered at Fort Belvoir, Va., is DOD's logistics combat support agency. DLA is the source for nearly every consumable item, whether for combat readiness, emergency preparedness or day-to-day operations for DOD. The Army, Navy, Marines, Air Force and Coast Guard rely on DLA to provide a huge variety of items, including food, fuel, medical supplies, clothing, construction and barrier materiel and more than 90 percent of weapon systems repair parts, both in times of peace and war.

U.S. NAVY CIVILIAN-CREWED SHIPS SUPPORT TSUNAMI RELIEF

Courtesy of Military Sealift Command Public Affairs

WASHINGTON, (USTCNS) --- Eleven non-combatant, civilian-crewed ships from the U.S. Navy's Military Sealift Command are supporting Operation Unified Assistance -- the United States' humanitarian relief response to the tsunami that struck Southeast Asia Dec. 26. Ordinarily, these ships and more than 100 other MSC-operated ships move equipment and supplies to deployed U.S. war fighters or serve in other military support roles. But when the forces of nature ravaged Indonesia and its outlying areas, selected MSC ships were called to duty to help in tsunami relief efforts.

The hospital ship USNS Mercy, with one of the nation's largest trauma centers on board, was activated from reduced operating status in San Diego on Jan. 1 and underway five days later. The 894-foot ship is underway in the tsunami-affected area with 275 military medical personnel embarked, enough to staff about a quarter of the ship's 1,000-hospital bed capacity. The ship will serve as an enabling platform for relief efforts. Nongovernmental agencies are a key part of the ongoing efforts, and Mercy's support of the work performed by these organizations is still being developed.

Three Maritime Prepositioning Ships, also operated by MSC, are in the tsunami-affected region, ready to offer assistance. Two of the three ships are currently providing fresh water, clearing debris and distributing relief supplies to the Republic of Maldives. These ships usually help the U.S. Marine Corps respond rapidly in a crisis by strategically placing combat equipment and supplies at sea. The ships are laden with Marine Corps equipment, food, fuel, medical supplies, construction and road building equipment, electrical power generating equipment, airfield matting, a Navy field hospital and Reverse Osmosis Water Purification Units. Each Reverse Osmosis Water Purification Unit can produce 600 gallons of potable water per hour from sea water.

Four MSC underway replenishment ships are currently supporting Operation Unified Assistance. This includes fast combat support ship USNS Rainier, which is providing underway replenishment of fuel, food and other supplies to the USS Abraham Lincoln carrier strike group, a major contributor to the humanitarian assistance and disaster relief efforts. Two combat stores ships -- USNS San Jose and USNS Concord -- are in the tsunami-affected area providing fuel, food and other supplies to several U.S. Navy ships in the region. USNS Tippecanoe, a fleet replenishment oiler, is replenishing Navy ships at sea to enable them to remain underway on their missions for extended periods of time.

MSC's 208-foot oceanographic survey ship, USNS John McDonnell, is operating near the disaster area and will conduct hydrographic surveys. The ship uses a sophisticated sonar system to map the ocean floor. This data is critical in making the region's water safe for ocean shipping and transit.

Two MSC-chartered high-speed vessels have also been designated to assist relief efforts in Southeast Asia. In addition to speed, the HSVs have a shallow draft, which makes them ideal for transit in coastal waters. The 331-foot WestPac Express, an HSV chartered for the III Marine Expeditionary Force, is now providing shuttle service within the affected area. HSV-2 Swift, a 316-foot ship chartered for Mine Warfare Command, is currently in transit to Southeast Asia.

Today MSC operates nearly 140 noncombatant, civilian-crewed ships around the world, with many of them supporting the global war on terrorism. MSC ships replenish Navy ships at sea, chart ocean bottoms, conduct undersea surveillance, strategically preposition combat cargo at sea around the world and move 95 percent of military equipment and supplies used by deployed U.S. forces.

CIVILIAN LEADS MILITARY SUPPORT FROM MIAMI VALLEY

*By 1st Lt. Bob Everdeen
ASC/PA*

WRIGHT-PATTERSON AIR FORCE BASE, OHIO – An Aeronautical Systems Center team member continues to be a driving force behind successes in Operation Iraqi Freedom, the Global War on Terrorism and in the defense of the United States.

Mr. George Spencer, ASC's Long Range Strike Systems Wing F-117 Systems Squadron director, leads his team—behind the limelight—to ensure capabilities needed by military war fighters on the ground in Iraq, and around the world, are delivered in a timely manner. But Mr. Spencer made history before taking on his new duties as the F-117 director, a position that becomes official during an assumption of command ceremony at the National Museum of the United States Air Force.

From August 2003 to March 2004, the Boston native was the Reconnaissance Systems Wing (formerly the Reconnaissance Systems Program Office) deputy director here. In this position, he was responsible for leading a team of 800 acquisition experts in fielding airborne intelligence, surveillance and reconnaissance (ISR) systems, such as the Global Hawk and Predator unmanned aerial vehicles, that have a combined annual budget of over \$2 billion.

With an innovative approach and a pioneering vision, Mr. Spencer was able to field cutting-edge recon capabilities much faster than with traditional methods. In some cases, such as the Global Hawk, time was reduced from 10 to 20 years to two-and-a-half years.

Even though he gets a sparkle in his eyes and enthusiasm grips his voice when he talks about his time serving in the Reconnaissance Systems Wing, Mr. Spencer refuses to take full credit for his wing's accomplishments and successes.

"I was part of a team," he says. "We had a great group of highly dedicated people making sure assets were capable. Everyone worked smart, worked hard and put in a lot of long nights, sometimes

running 24-hour operations. And those people are still making great contributions to military defense today.”

In addition to slashing delivery times, Mr. Spencer’s Reconnaissance Systems Wing team deployed some of its members during OIF to support military units on the ground. Since the UAV capabilities were so new, quick hands-on training was needed.

“In the ‘mad dash to Baghdad’ we were able to get our intelligence gathering capabilities in place to help war fighters,” Mr. Spencer said. “It was amazing to watch and hear stories on the news about the sandstorms in Iraq. The Iraqis couldn’t see during the storms, but we could (thanks to platforms such as Global Hawk and Predator).”

It was a case of “fielding systems today and training people tomorrow.”

“We deployed a developmental system into a war environment...rapidly, rapidly,” Mr. Spencer said. “I found this very impressive. The entire team here, including military, civilians and contractors, along with the people at the 645th Materiel Squadron (located in Palmdale, Calif.), were tremendous.”

Mr. Spencer continues to make contributions as the F-117 Systems Squadron director, but just as impressive is his commitment to defending freedom. He currently serves as an Air Force Reserve Individual Mobilization Augmentee (IMA) colonel, the highest-ranking IMA in the Reconnaissance Systems Wing. He has over 20 years of experience as a C-130 navigator.

“I’ve had the unique opportunity to work on the acquisition side of the house for many years, then be able to see the results of these efforts in use in the operational Air Force,” he said.

Mr. Spencer was recently recognized by the Kittyhawk (Dayton) Chapter of the Association of Old Crows (AOC), with the organization’s annual Executive Management Award.

AOC President Mr. Austin Thomas said Mr. Spencer’s award nomination package stood out as one of the best entries in this year’s competition.

“The competition for this award is intense,” Mr. Thomas said. “The nominees include domestic and international military and Senior Executive Service candidates, academic and industry personnel. Mr. Spencer was selected because of his stand-alone technical contributions, management acumen and leadership. The AOC is pleased to be able to recognize his outstanding accomplishments through our Executive Management Award.”

NDTA HEADQUARTERS UPDATE

Susan Leigh, Director of Public Relations is leaving NDTA HQ to pursue a new career move effective February 17th, 2005. She was with the NDTA for close to 3 years and will be relinquishing her duties as Webmaster, Managing Editor, DTJ and the NDTA newsletter, NDTAGram. We wish her the best in her future endeavors. Until further notice, please direct all submissions of news content to Leah Ashe or leah@ndtahq.com.

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

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