



# NDTA Gram



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NATIONAL DEFENSE TRANSPORTATION ASSOCIATION

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**DTCI PROGRAM – AIMED AT IMPROVING THE MOVEMENT OF MATERIEL**

*Courtesy: USTRANSCOM*

Arlington, Va. --- Nearly 200 representatives of the country’s transportation and logistics industry met to learn more about the Department of Defense’s (DoD) plans to implement a third party logistics (3PL) program for U.S.-based freight movement. The initiative is referred to as the Defense Transportation Coordination Initiative (DTCI).

One of many initiatives by U.S. Transportation Command and National Partners such as the Defense Logistics Agency (DLA), the DTCI vision is to improve the reliability, predictability and efficiency of DoD materiel moving within the U.S. through a long-term partnership with a world-class coordinator of transportation management services.

Through DTCI, the DoD is taking aggressive steps toward adopting commercial best practices and oversight management of all U.S. freight. “This initiative will be event-driven with a phased approach to implementation. Conditions will be clearly set before we determine to move to subsequent phases,” said LTG Robert Dail, deputy commander, USTRANSCOM.

Partnership between DLA and USTRANCOM is important, as is communication with the commercial industry. DTCI program manager, Lt. Col. James (Chris) Moulton commented that through a business case analysis, the DoD learned that opportunities exist for consolidations, mode changes and cost savings. Moulton discussed the desire to work with industry in developing the program.

In presenting the acquisition strategy, Cathy Simpson, DTCI Program Management Office contracting officer, continued to assert the importance of industry input through the Request for Information (RFI), the Performance Work Statement, the pre-solicitation conference, site visits, and one-on-one meetings. “Small businesses will play a definite role,” Simpson said. “We’ll be looking rigorously at small business contracting plans. In keeping an eye towards mitigation, we will tie incentives to small business performance.”

Culminating the presentation, the transportation industry representatives had the opportunity to have their questions answered as well.

To see the entire Industry Day presentation, questions asked and their answers, or learn more about DTCI, go to [www.doddtci.org](http://www.doddtci.org)

**STUDY SHOWS US ROAD TRENDS**

*Courtesy: The John Locke Foundation*

Raleigh, NC --- The John Locke Foundation released the 14th annual review of the state highway systems authored by David T. Hartgen, Professor of Transportation Studies at the University of North Carolina, on 22 March, 2005. Results, focused on trends from 1998 - 2003, indicate substantial improvement in overall road conditions.

Even though annual expenditures on state-owned highways rose about 39%, from \$66.4 billion to \$91.5 billion, or twice as fast as highway-construction prices, the national highway system improved sharply on six of seven key indicators of performance within the same period. The most spectacular gains were in rural areas: rural interstate in poor condition was reduced 49%; rural primary roads in poor condition was cut 46%; and the share of bridges rated deficient improved by 12%. Nationally, urban interstate condition improved by just 12%; congestion worsened by 13%.

Twelve indicators — covering the states' revenues, expenditures, pavement and bridge conditions, urban congestion, accident rates, and narrow lanes on major rural roads — constitute each state's overall rating. Comparative spending and performance data submitted annually measured cost-effectiveness, which was then computed to show national averages.

The study also found that condition and performance of highways varies widely across the nation: New Mexico improved its national rank in highway cost-effectiveness from 31<sup>st</sup> to 5<sup>th</sup>; Minnesota's rank fell from 32<sup>nd</sup> to 14<sup>th</sup>.

Hartgen lauded the nation's overall progress during the TEA-21 years. He urged Congress to reauthorize the highway program - to set national highway performance goals and provide the means to achieve them. The full report is available at [http://www.johnlocke.org/acrobat/policyReports/2005\\_highway\\_performance\\_report.pdf](http://www.johnlocke.org/acrobat/policyReports/2005_highway_performance_report.pdf)

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## **NAVY SHIP OFFICIALLY CHRISTENED IN HONOR OF AIR FORCE CROSS RECIPIENT**

*Courtesy: Military Sealift Command*

Sunny Point, NC --- A U.S. Navy cargo ship was named for Air Force Tech. Sgt. John A. Chapman on April 8 at the Military Ocean Terminal. Chapman, a member of the 24th Special Tactics Squadron at Pope, died in combat in 2002 in Afghanistan when he and a joint special-operations team attempted a rescue mission. Chapman engaged two enemy positions during the attempt and killed two enemy soldiers. Chapman was mortally wounded, but his actions allowed the rest of his team to seek cover. He was posthumously awarded an Air Force Cross for his extraordinary heroism.

Gen. John P. Jumper, USAF, U.S. Air Force Chief of Staff, Vice Adm. David L. Brewer III, USN, commander of the U.S. Navy's Military Sealift Command were in attendance along with Valerie Chapman, wife of Tech. Sgt. John Chapman.

### **FACTS: The MV TSgt. John A. Chapman**

- A container/roll-on roll-off ship 670 feet long with a top speed of 16 knots and crewed by 19 U.S. commercial merchant mariners.

- Will strategically preposition Air Force ammunition in the Mediterranean Sea and eastern Atlantic Ocean.
- Is one of 36 ships in MSC's Afloat Prepositioning Force that remain at sea in strategic areas laden with necessary equipment and supplies for U.S. forces.
- Is owned and operated by Sealift Inc., of Oyster Bay, N.Y., under contract to Military Sealift Command.



Photo: The newly christened MV Merlin (AK-323)  
To view all ships in the Prepositioning Program, visit: <http://www.msc.navy.mil/inventory/inventory.asp?var=P M3>

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## **TANKER AIR LIFT CONTROL ELEMENT (TALCE) – TEAM WORK KEEPING AMERICA'S MILITARY SAFE IN IRAQ**

*Courtesy: Air Mobility Command*

Camp Taqaddum, Iraq ---AMP TAQADDUM, Iraq (AMCNS) – The Tanker Air Lift Control Element, a 50-person detachment working on the flight line at Camp Taqaddum, is comprised mostly of Airmen deployed from the 621st Air Mobility Operations Group based at McGuire Air Force Base, along with a few Soldiers, Sailors and Marines. Together, the team is in charge of loading, unloading and tracking C-130 and C-17 flights within the OIF area of responsibility.

The flights move cargo and equipment to the different bases in theater, a task normally assigned to convoys. Each mission completed has the potential of keeping a 16- or 17-vehicle convoy off the roads. With an average of four missions daily, that equates to approximately 500 Marines who are kept from harms way.

Throughout Iraq, Improvised Explosive Device and Vehicle Born IED attacks threaten the lives of anyone on

convoy operations. The transportation of cargo by aircraft was implemented as a countermeasure to protect American lives since they are not subject to the risks facing ground movement.

TALCE's primary mission is to receive aircraft for support of operations in theater and is comprised of: a commander and first sergeant, operations/command and control section, aerial port section, aircraft, vehicle and support maintenance teams, Office of Special Investigations section, security forces team, intelligence team, and a contractor liaison and contractors.

There are other advantages of moving cargo between dangerous locations by plane, and with the assist of the TALCE team: computerized systems track flights and specific cargo so the team knows exactly where their cargo is at any given point in time.

"TALCEs were crucial from the beginning of [Operation Iraqi Freedom]," says Air Force Maj. Donald J. Brien, TALCE commander. "While the Army, Marines and other coalition forces were still fighting on the far side of the airfields, the assessment team was surveying the side under coalition control. Our numbers say a lot, but I cannot express how proud I am of [the TALCE troops]. They have stepped up to the task and have been clobbering it!"

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**Dreams Become Solutions  
As Dips teams up with SAIC**  
*Courtesy: Air Mobility Command*  
Tech. Sgt. Mark Diamond  
AMC Public Affairs

Scott Air Force Base, IL -- Long before Air Mobility Command aircraft cross into foreign airspace, the Tanker Airlift Control Center (TACC) has taken steps to ensure clearance. A single mission can generate more than 20 requests – from communiqués with US embassies to recording information into the command and control Global Decision Support System for each country located along the route.

Since operations began in Afghanistan and Iraq, the International Clearance Branch -- sometimes referred to as the Dips branch – faces an overwhelming task. In February, the office set a new record with 18,380 clearance requests.

Thanks to several innovative new systems, members are handling the additional workload with outstanding results. "We can't stop what we do," said Maj. Timothy Dickinson, International Clearance Branch chief. "We had to find a smarter way to do business." The major said their only option was to dream - to dream up better, more efficient methods of handling the increased workload.

One dream resulted in a real solution. Colonel Rubush, deputy chief, International Clearance and Flight Plans Division, tackled the first step in the process – processing messages that had to be manually typed. He created a database he named, "Message Maker." Instead of typing the messages in, a member of the International Clearance Branch completes a short Excel form that includes a series of simple "yes" and "no" responses and drop-down menus. Data is automatically inserted into a message template.

Then, the Science Applications International Corporation (SAIC), a US research and engineering firm providing information technology, systems integration and eSolutions to commercial and government customers, provided their expertise. Engineers developed a Web-based message automation application called DART (Dips Auto-populating Request Tool) that enabled data to be secured into the Global Decision Support System (GDSS), a step critical to plan, coordinate and track AMC missions.

The "dreams" did not stop with Message Maker and DART. SAIC developed a system that uses the mission data from GDSS to automatically create and distribute clearance requests to the US embassy within each country.

The new automated systems are paying big dividends. Once, it could take as long as 45 minutes to request diplomatic clearances for a single AMC mission. Now, it takes only a few minutes thanks to dreams and teamwork from Dips and SAIC.

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**MILESTONES**

**Senior Officer Retirements:**

Lt. Gen. John R. Baker, vice commander, Air Mobility Command, Scott AFB, will retire effective in July.

**NDTA 2005 ROTC  
MEDAL PENDANT AWARD**  
*Congratulations to all  
on your outstanding achievement!*

**ARMY**

Jason M. Hall	Seattle University
John C. Decker	Arizona State University
Christopher D. Wilson	Claremont McKenna College
Frank L. Adams	California State University
David T. DeViese	University of Richmond
Mark D. Robinson	Carson-Newman College
Kevin T. Furey	University of Montana
Laura C. Cookman	Wake Forest University
Brandon B. Darroch	University of IL at Urbana-Champaign
Zera J. Poirier	University of CO at Colorado Springs
Mareco Thomas	Austin Peay State University Governors' Guard Battalion
Guion S. Gregory	University of South Carolina
Jay M. Chung	University of Louisville
Peter J. Semanoff	Bucknell University
Kristina N. Thoele	Western Kentucky University
Kent T. Feda	University of Utah
Paul K. Moran	University of California at Berkley
Philip R. Kroll	Minnesota State University, Mankato
Jason Gibson	Washington University
Elizabeth E. Turner	Norfolk State University
Jesse A. Ozbat	Virginia State University
Jared Ryan Josephsen	University of Iowa
Andrew Benbow	Hampton University
Cyrus L. Green	Morgan State University
Johnathan S. Kennedy	Virginia Military Institute
Daniel I. Marshall	University of Wyoming
Mary A. Copland	University of Virginia
Jennifer Blackwell	Elizabeth City State University

**AIR FORCE**

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Cadet Kevin M. Unks	University of Nebraska-Lincoln
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Cadet Virginia G. Meng	University of South Carolina
Cadet Rebecca Steitz	Michigan Technological University
Cadet Kayu Ng	University of Michigan
Cadet Timothy R. Fast	Ohio University

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Cadet Zachary L. Coburn	North Carolina State University
Cadet Aaron Celaya	Brigham Young University
Cadet David G. Kowalsky	University of Pittsburgh

**NAVY**

MIDN Brandon S. Castle	University of Arizona
MIDN Seth Sill	OTC Unit Hampton Roads
OC Akeem O. Adelagun	Houston Consortium
MIDN Edward J. Nowak	University of Illinois
MIDN Amanda J. Mahoney	University of Kansas
MIDN Nathan L. Driessen	Marquette University
MIDN Andrew Y. Moore	Miami University
MIDN Harley J. Brown	University of Missouri
MIDN David T. Osburn	University of Notre Dame
MIDN Bryan W. Kroncke	The Ohio State University
OC Russell Keene	University of Oklahoma
MIDN Benjamin Meyer	Rensselaer Polytechnic Institute
MIDN Dominiqui A. Ramirez	University of San Diego/San Diego State University
OC Brandon S. Elliott	University of Utah
MIDN Michael E. Dawson	University of Virginia
MIDN Thomas R. Martin	Villanova University
MIDN Jeffrey W. Stodola	Purdue University

**UPDATES and REMINDERS**

April 21 NDTA- Maritime Institute of Technology  
and Graduate Studies Luncheon  
Mr. Alan Estevez, Guest Speaker

Contact: Mr. Bob Reilly, NDTA State VP-Maryland  
**NOTE: Schedule change from first posting of NDTAGram**

April 25-28 SDDC Training Symposium and Expo,  
Nashville TN Contact: NDTA Hdqtrs.

May 10-11, IANA Operations & Maintenance Seminar  
Contact: Ms. Connie Sheffield,  
VP Administration & Programs  
Intermodal Assn. Of North America

May 2, Homeland Defense Training Conference  
Maritime Security  
Contact: Homeland Defense Journal

May 21, NTW Reception with Secretary of  
Transportation, Mr. Norman Y. Mineta  
Contact NDTA Hdqtrs.

September 10-14, 2005, NDTA Forum and Exposition,  
San Diego CA. Contact: NDTA

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