NDTA FALL MEETING

Transportation Policy

Partnership with Industry
Policy Overview

- What Drives Policy Changes
- Making Policy for DoD Transportation
- Surface Transportation
- Airlift
- Sealift
- Other Topics
Establish policies and provide guidance to DoD Components for the efficient and effective use of DoD and commercial transportation resources.

Key Areas of Responsibility

- Air, Sealift, and Surface Transport
- Distribution Strategic Mobility
- Personal Property
- Military Postal
- Transport Payment
- Category Mgmt
- Metrics

Scope

- DoD Components
- Federal Agencies
- Industry
- Congress
What Drives Policy Changes?

Presidential Orders & Directives
New Laws and Legislation
OMB Directives
Federal Agency Regulatory Changes

Technology Developments
RFID
Drones
3D Printing
Green Energy
Satellite Tracking
Autonomous Vehicles

Industry Best Practices
Cyber Security
Scheduled Services
Increasing Efficiency
Electronic Documents

Policy is Needed to Institutionalize & Standardize Changes for Stakeholder Community
How are Policy Changes Made?

- DoD follows a stringent and formalized process
- Initial requirement is to coordinate with all DoD Components
- Other Federal Agency comments are solicited through OMB as needed
Transportation Policy Issuances Portfolio

**Directives**
- DoDD 4500.09E, “Transportation and Traffic Management”
- DoDD 4500.56, “DoD Policy on the Use of Government Aircraft and Air Travel”
- DoDD 4510.11, “DoD Transportation Engineering”

**Instructions**
- DoDI 4500.36, “Acquisition, Management and Use of Non-Tactical Vehicles”
- DoDI 4500.43, “Operational Support Airlift (OSA)”
- DoDI 4500.53, “DoD Commercial Air Transportation Quality and Safety Review Program”
- DoDI 4500.57, “Transportation and Traffic Management”
- DoD 4515.13, “Air Transportation Eligibility”
- DoDI 4540.07, “Operation of the DoD Engineering for Transportation and Deployability Program”
- DoDI 5158.06, “Joint Deployment and Distribution Enterprise (JDDE)”

**Regulations**
- DoD 4500.36-R, “Management, Acquisition, and Use of Motor Vehicles”

*Also reviews changes to the Defense Transportation Regulation (DTR)*
Surface Transportation
Primary Policy Documents

**Directives**
- DoDD 4500.09E, “Transportation and Traffic Management”
- DoDD 4510.11, “DoD Transportation Engineering”

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- DoDI 4500.36, “Acquisition, Management and Use of Non-Tactical Vehicles”
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Recent Areas of Focus

AA&E Safety and Security

- Establishing a USTRANSCOM Risk Management Program in DoD policy for in-transit munitions shipments
- Assessing alternatives to enhance security of AA&E rail shipments
- Addressing GAO concerns, in coordination with SDDC, on use of DOT safety scores for assessing AA&E carrier safety performance
- Coordinating FY17 NDAA required review of safety technologies (e.g. collision avoidance, lane departure) with SDDC
Partnership with Industry

Installation Access

- Reduce DoD carrier wait time for background check at gate
- Currently fielding and updating electronic Physical Access Control System (ePACS) at all installations
  - Drivers will undergo an initial, full criminal history background check to enroll
  - Installation gate security will scan the driver’s enrollment credential (e.g. Transportation Worker Identification Credential, driver’s license) for subsequent visits, saving considerable time
  - DoD will continuously vet enrolled drivers against FBI’s Wants and Warrants and Terrorist Screening databases
  - ePACS auto-enrolls drivers at installations within the same Military Service (AF, Navy)
  - Enrollment is good for three years or until the expiration of the enrollment credential, whichever comes first (sponsorship not required)
  - Enrolled visitors will be disenrolled if they do not visit an installation within a year
- 16 major Army installations will be capable of enrolling drivers (driver’s license) by end of 2017
- All Air Force/Navy installations will be capable of enrolling drivers (TWIC) by October 9, 2017 and will go live nationwide in November 2017
- Marine Corps will deploy capability in 2018
Airlift
Primary Policy Documents

**Directives**
- DoDD 4500.09E, “Transportation and Traffic Management”
- DoDD 4500.56, “DoD Policy on the Use of Government Aircraft and Air Travel”
- DoDD 5158.04, “United States Transportation Command (USTRANSCOM)”

**Instructions**
- DoDI 4500.43, “Operational Support Airlift (OSA)”
- DoDI 4500.53, “DoD Commercial Air Transportation Quality and Safety Review Program”
- DoDI 4500.57, “Transportation and Traffic Management”
- DoDI 4515.13, “Air Transportation Eligibility”
Recent Areas of Focus

- Reissuance of DoDD 4500.56, “DoD Policy on the Use of Government Aircraft and Air Travel”
- Change two of DoDI 4515.13, “Air Transportation Eligibility”
- NDAA ’17, Space-Available Travel Study
- Humanitarian Assistance and Disaster Relief Coordination
Civil Reserve Air Fleet (CRAF) Program – A national resource capability

- Ensure military/civil airlift resources meet mobilization and deployment requirements
- Military and commercial resources are equally important and interdependent in meeting wartime airlift requirements --- rely on commercial air carriers to volunteer
- Protect national security interests within commercial air carrier industry
- 24 CRAF carriers commit about 550 aircraft & crews:
  - 388 are long-range international wide bodies
  - Must provide aircraft and crews within 24 or 48 hours of notification
- Three Stages:
  - Stage I - minor regional crisis/humanitarian assistance/disaster relief
  - Stage II - major theater war
  - Stage III - national mobilization
Sealift
Primary Policy Documents

**Directives**
- DoDD 4500.09E, “Transportation and Traffic Management”
- DoDD 5158.04, “United States Transportation Command (USTRANSCOM)”

**Instructions**
- DoDI 4500.57, “Transportation and Traffic Management”
Recent Areas of Focus

- Surge Sealift Recapitalization
- Jones Act
- GAO study on Maritime Security Program
- Competitive Barriers for Sealift Rates on Household Goods
- Mariner Report to Congress
Partnership with Industry

Voluntary Intermodal Sealift Agreement (VISA)
- A partnership between the U.S. Government and the maritime industry to provide DOD with “assured access” to commercial sealift and intermodal capacity
- VISA can be activated in three stages, with each stage providing additional capacity
- Authorized under MARAD’s authorities under the Defense Production Act of 1950

Maritime Security Program (MSP)
- A fleet of active, commercially viable, militarily useful, privately-owned U.S.-flag vessels operating in international commerce receive $5.0M per ship in government subsidy
- MSP participants must be enrolled in an emergency response program (i.e. VISA)

VISA and MSP

VISA
- 102 Ships (includes MSP dry cargo vessels)
- 314 Tugs, barges, Offshore Support Vessels (OSV)

MSP
- 60 Vessels
  - 58 Dry Cargo Vessels; 2 Tank Vessels
Other Topics
Responsibilities

- Providing policy oversight to the Personal Property Program (DoDI 4500.57, Transportation and Traffic Management)
- Synchronizing the Military Services and USTRANSCOM personal property efforts

Current Focus Areas

- Identifying optimal organizational structure for long-term Defense Personal Property Program (DP3) Management → SecDef guidance on common business functions
- Improving the Service Member experience through improved automation support and “simplified” entitlements
TFA is a long-term effort to standardize business rules, processes, and systems, and improve and sustain effective internal controls to enable and enhance future auditability across the DOD transportation enterprise.

Accomplishments

- **July 2014**, published the Auditable Obligation Methodology for Transportation Account Code management
- **April 2015**, endorsed transitioning to a single shipper system by business process area (Third Party Payment System Freight, Transportation Working Capital Fund Freight, and Personal Property)
- **March 2016**, issued a Memorandum of Agreement for sharing of transportation Key Supporting Documents (KSDs)
- **August 2016**, issued a Policy Memorandum requiring evidence of receipt of transportation services
- **April 2017**, issued a Policy Memorandum designating DLA Document Automation Content Services (DACS) as KSDs central repository; FY18 $6M Resource Management Decision approved July 2017
- **July 2017**, completed a BCA for a transportation target environment with the goal of standardizing transportation business rules, processes, and systems

Way Forward

- Implement DACS as solution for KSD central repository
- Develop target environment implementation plans based on BCA and current initiatives
- Develop an implementation plan for evidence of receipt of transportation services rendered

TFA Complements DoD Component auditability efforts
Overarching Challenges in Transportation

- Balancing support for ongoing operations with policy making and business initiatives
- Standardizing installation access procedures for commercial motor carriers
- Improving readiness using commercial partner networks and infrastructure
- Stabilizing decline of U.S. flag vessels and mariners
- Expanding use of Defense Transportation System
- Declining trucking capacity and driver shortages
- Increasing efficiencies and standardization through joint programs
- Enhancing and sustaining auditability across DoD Transportation enterprise
- Implementing Government-wide category management initiatives
- Implementing enterprise-wide metrics to measure cost and performance
- Cyber security for critical transportation assets, including commercial transportation providers
- Enhancing safety and security of DoD AA&E and other sensitive material
Questions

http://www.acq.osd.mil/log/tp/