

SDDC

SDDC MOVES
AND SUSTAINS
FORCES AND MATERIEL
ACROSS THE NATION
AND AROUND THE
GLOBE.

UNCLASSIFIED

MILITARY SURFACE DEPLOYMENT & DISTRIBUTION COMMAND
SURFACE WARRIORS

Ammunition & Explosives Carrier Safety



WE ARE THE U.S. ARMY SERVICE COMPONENT COMMAND OF THE U.S. TRANSPORTATION COMMAND
AND A MAJOR SUBORDINATE COMMAND OF THE U.S. ARMY MATERIEL COMMAND

TRUSTED PROFESSIONALS...DELIVERING READINESS AND LETHALITY!

UNCLASSIFIED

Disclaimer

Transportation University encourages a free flow of ideas. In the spirit of this academic setting, the views of the instructors and participants are assumed to be their own and not those of NDTA, USTRANSCOM, or anybody's parent organization/company.



AGENDA

- **Motor Carrier Safety Evaluation**
- **Carrier Safety Performance**
- **Incident/Accident Investigation**
- **Transportation of AE Review Panel (TARP)**
- **DTTS Event Summaries**
- **Closing**



SDDC

SDDC MOVES
AND SUSTAINS
FORCES AND MATERIEL
ACROSS THE NATION
AND AROUND THE
GLOBE.

UNCLASSIFIED

MILITARY SURFACE DEPLOYMENT & DISTRIBUTION COMMAND
SURFACE WARRIORS

SDDC Motor Carrier Safety Evaluation



WE ARE THE U.S. ARMY SERVICE COMPONENT COMMAND OF THE U.S. TRANSPORTATION COMMAND
AND A MAJOR SUBORDINATE COMMAND OF THE U.S. ARMY MATERIEL COMMAND

TRUSTED PROFESSIONALS...DELIVERING READINESS AND LETHALITY!

UNCLASSIFIED

PURPOSE

- **Provide Transparent and Systematic Framework**
- **Evaluate Compliance with DOT and DOD Requirements**
 - FMCSR
 - HMR
 - DOD
- **Technical Collaboration**
- **Simulated DOT Compliance Investigation**



MOTOR CARRIER SAFETY EVALUATION

- **Aggressive Evaluation Schedule – Visit Each AE Carrier at a Minimum Once Every 3 Years**
 - Events May Dictate Targeted Evaluations
- **Typically 2-5 Days on-Site Depending Largely on Company Size**
- **Coordination with Company Points of Contact 30-45 Days in Advance (unless extenuating circumstances dictate shorter timeline)**



MSEP FOCUS

- **Inspection, Repair and Maintenance Program**
- **Driver Qualification Files**
- **On-Road Safety Performance**
- **Controlled Substances and Alcohol Testing Program**
- **HAZMAT Employee Training**
- **Record of Duty Status**
- **Security and Emergency Response**
- **DOD Criteria / Specific Problem Areas**



CARRIER EXPECTATIONS PRIOR TO VISIT

- **Completed Initial Evaluation Criteria**
- **Operating Authorities**
- **Organization Chart**
- **HAZMAT Safety Permit**
- **Company Policies**
- **Most Recent DOT Compliance Review**



CARRIER EXPECTATIONS (ONSITE)

- **Accident Register**
- **List of Drivers (Dates of Hire/Termination) Last Full CY and Current CY to Date**
- **Vehicle Maintenance Files**
- **Security and Emergency Response Plan**
- **Records of Duty Status**
- **HAZMAT Employee Training**
- **Other as Requested**



SAFETY MANAGEMENT TRENDS

- **Inspection, Repair and Maintenance Program**
 - Trailers Used Without Current Annual Inspections
 - Missing Records of Repair
 - Qualification of Inspectors/Brake Inspectors not Verified
- **Driver Qualification Files**
 - Incomplete or Improperly Filled out Driver Applications
 - Missing MVRs (Initial)(Annual Review)
 - Missing Previous Employment Inquiries
- **On-Road Safety Performance**
 - No Documented Meaningful Actions for Unsafe Driving Occurrences

SAFETY MANAGEMENT TRENDS (CONT)

- **Controlled Substances and Alcohol Testing Program**

- Drivers Selected for Testing Were Not Tested During the Selection Period
- Drivers Performing Safety Sensitive Functions Prior to Receiving MRO Verified Negative Pre-employment Controlled Substances Test Results
- Minimum Random Testing Percentages

- **Training**

- Missing Training Certification and Testing
- Drivers Overdue for Recurring Training



SAFETY MANAGEMENT TRENDS (CONT)

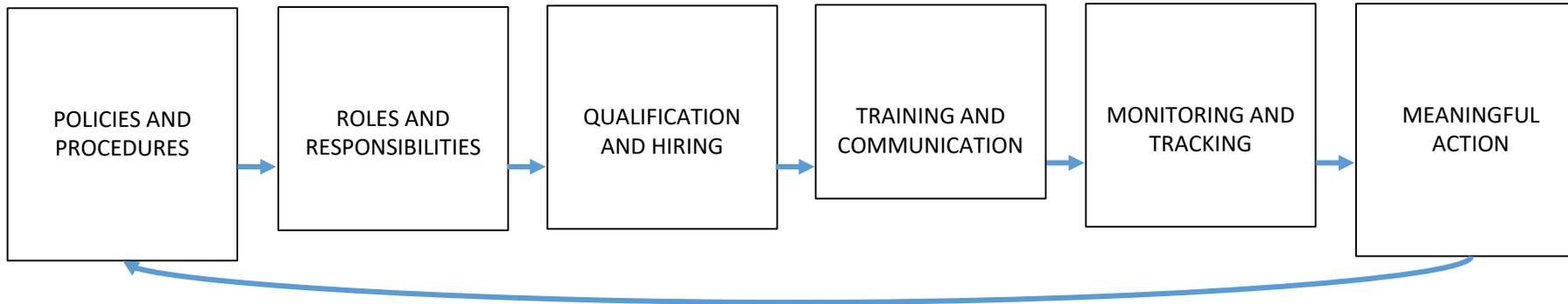
• Hours of Service

- False Duty Logs Using "Personal Conveyance" Instead of "On Duty" Or "Driving"
- 30 Minute Rest Break Violations
- Missing Bills of Lading on Records of Duty Status (Form and Manner)

• Other

- Security Plan Did Not Conform to All Requirements
- Annual Review of Security Plan was not Completed
- Security Plan did not Include an Assessment of Transportation Security Risks for Shipments of Hazardous Materials

SAFETY MANAGEMENT CYCLE



SDDDC

SDDDC MOVES
AND SUSTAINS
FORCES AND MATERIEL
ACROSS THE NATION
AND AROUND THE
GLOBE.

UNCLASSIFIED

MILITARY SURFACE DEPLOYMENT & DISTRIBUTION COMMAND
SURFACE WARRIORS

Carrier Safety Performance

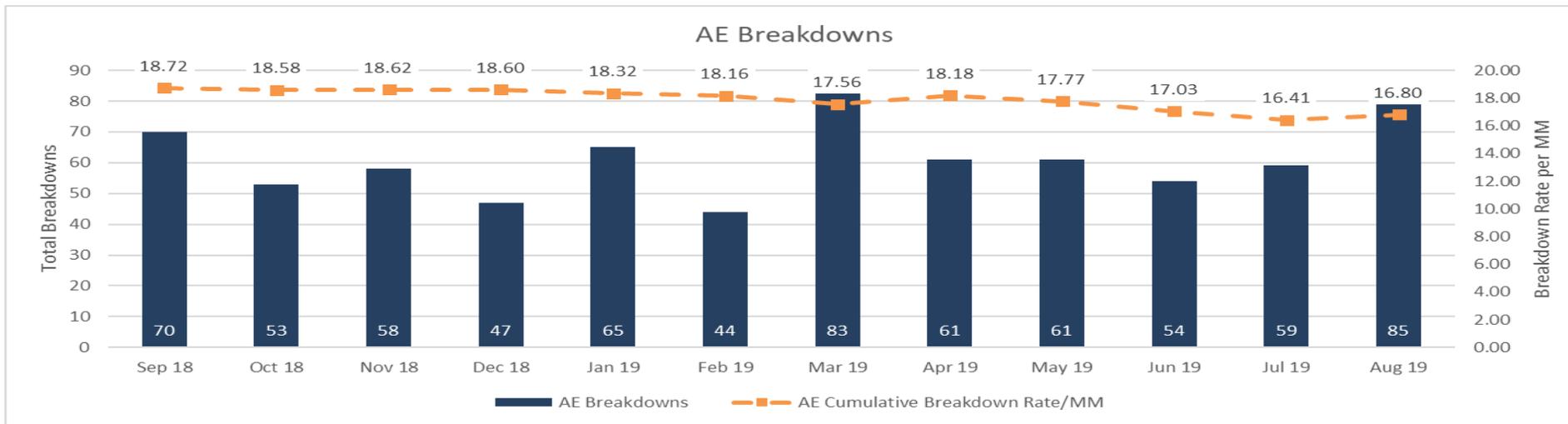
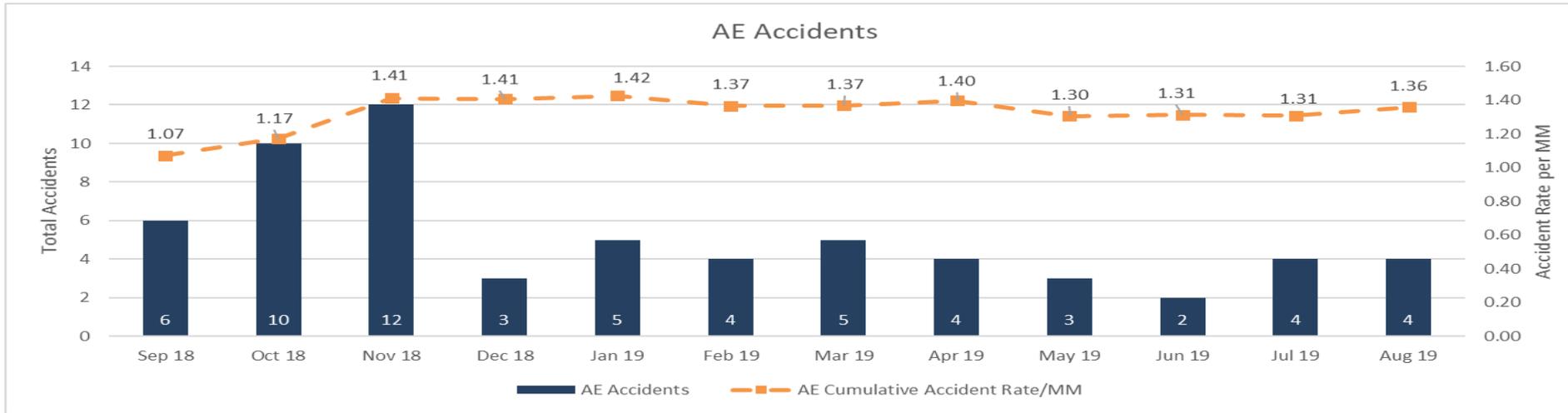


WE ARE THE U.S. ARMY SERVICE COMPONENT COMMAND OF THE U.S. TRANSPORTATION COMMAND
AND A MAJOR SUBORDINATE COMMAND OF THE U.S. ARMY MATERIEL COMMAND

TRUSTED PROFESSIONALS...DELIVERING READINESS AND LETHALITY!

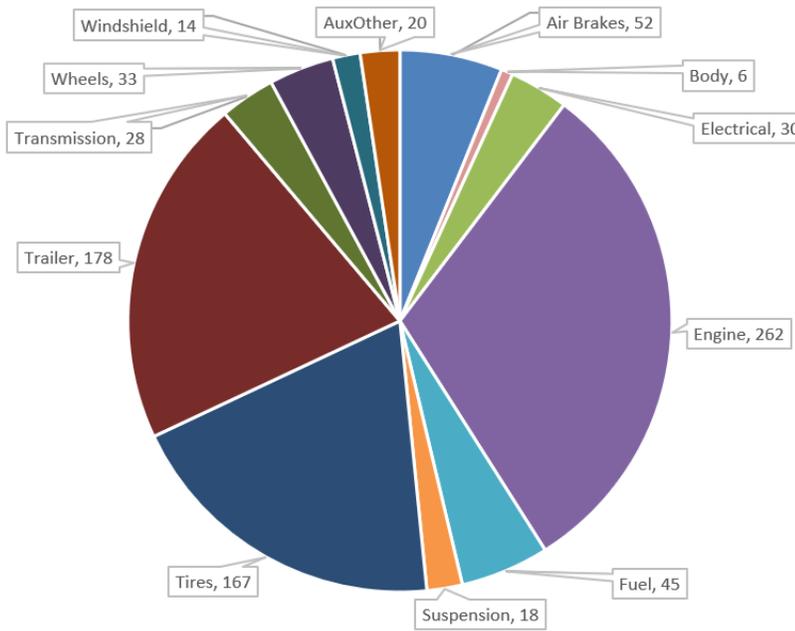
UNCLASSIFIED

INCIDENTS PER MILLION MILE

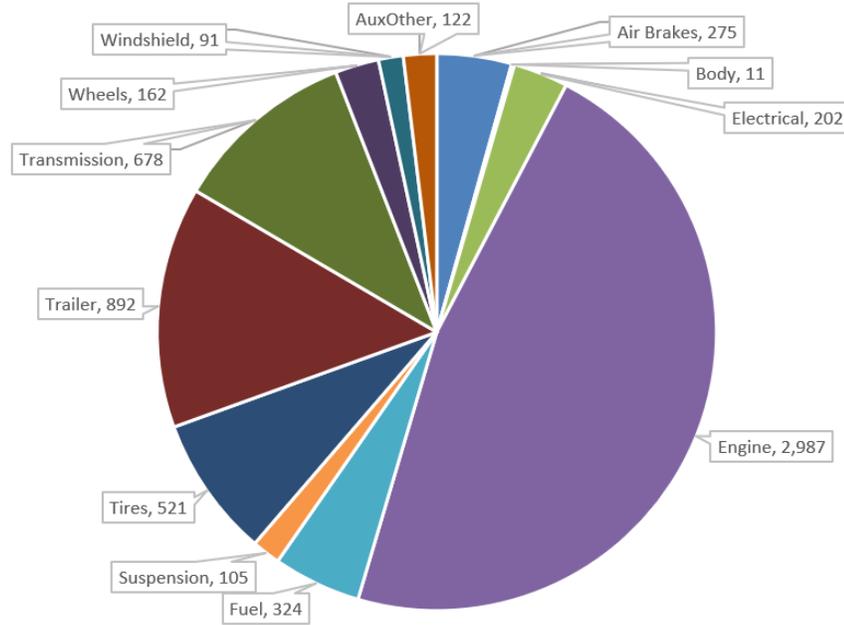


BREAKDOWN SUMMARY

Top Breakdown Categories by Number of Incidents

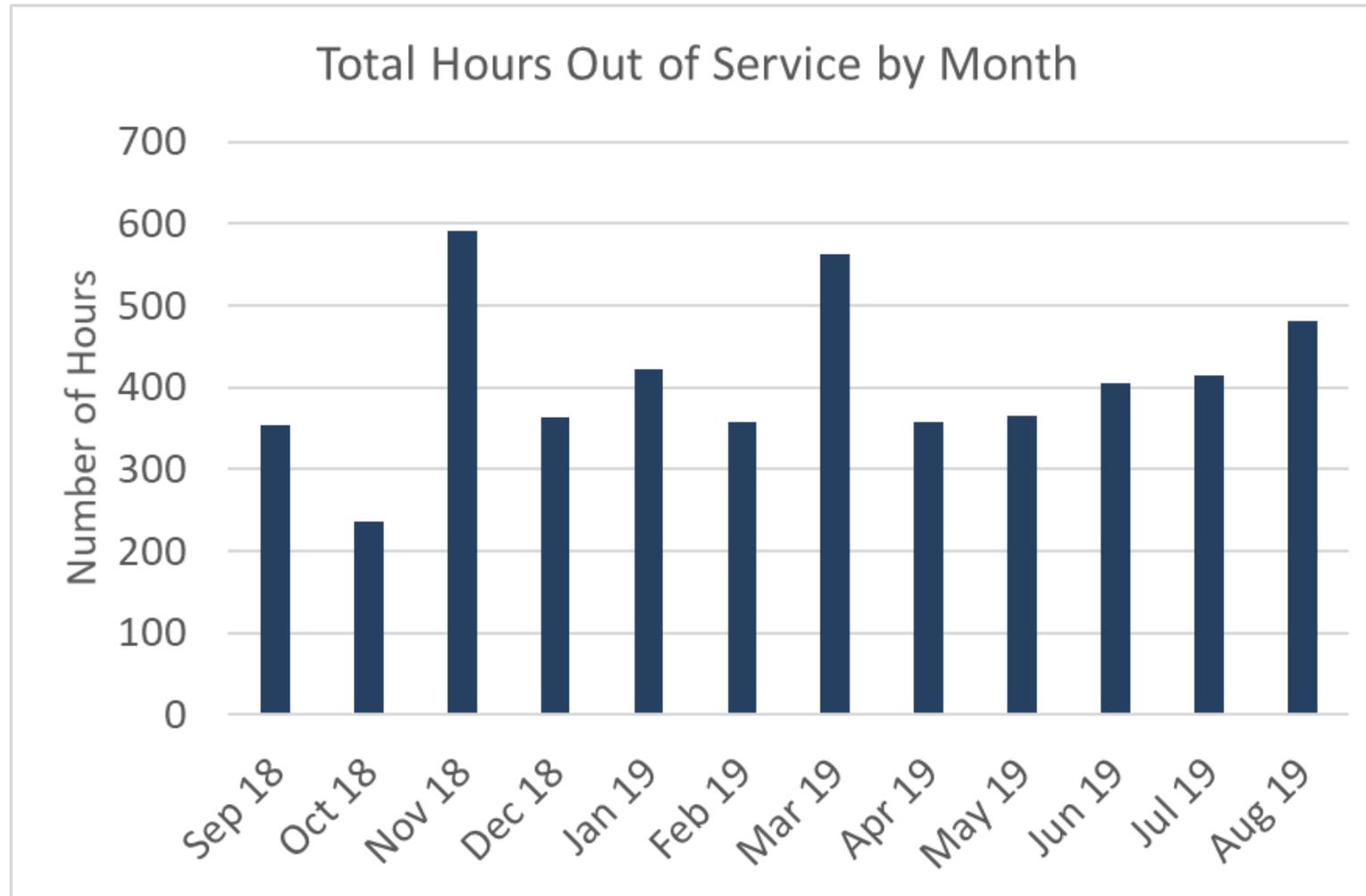


Top Breakdown Categories by Total Hours out of Service

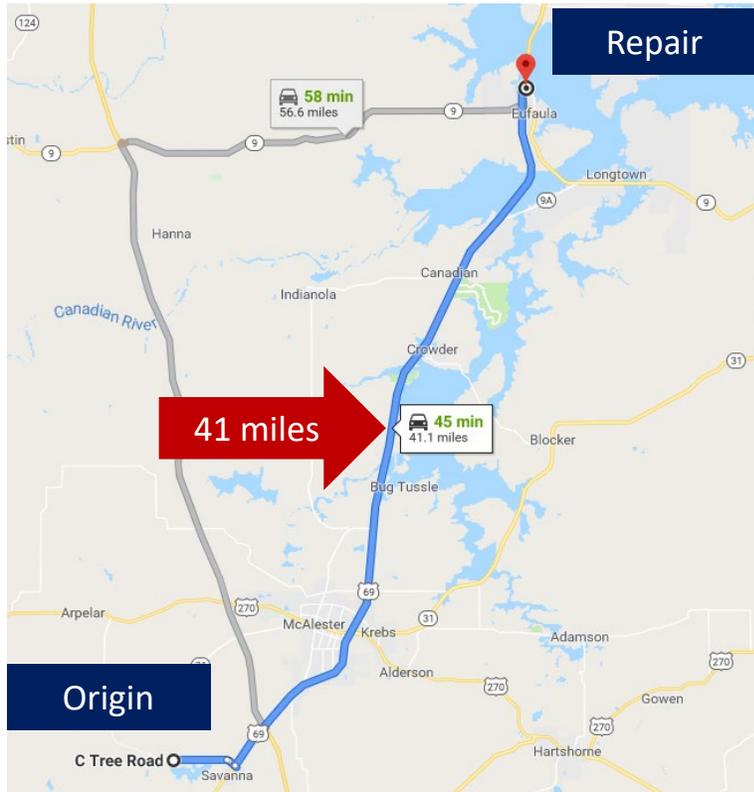


- Air Brakes
- Body
- Electrical
- Engine
- Fuel
- Suspension
- Tires
- Trailer
- Transmission
- Wheels
- Windshield
- AuxOther

HOURS OUT OF SERVICE (BREAKDOWNS ONLY)



REPAIRS NEAR ORIGIN



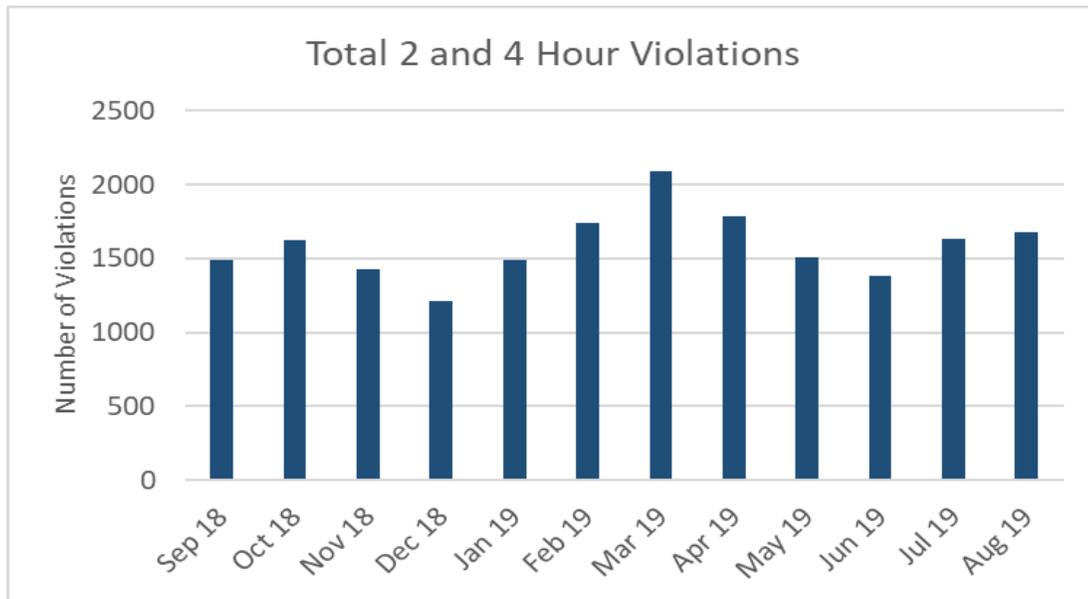
- BOL W44XMF0106875-01X
- CIIC 3/Hazard Class 1.1E
- N.E.W. 4547.29
- Trailer – Blown Tire



- BOL N485370018330-01X
- CIIC 3/Hazard Class 1.1D
- N.E.W. 4198
- Air Brakes – Brake Chamber

2 AND 4 HOUR VIOLATIONS

Total # of 2 and 4 Hour Violations by Month for FY19



Top Reasons Provided for Violating 2 and 4 Hour Rule Based on Carrier Performance Action Reports:

- Waiting to Pick up Load
- Waiting to Deliver Load
- Extended Rest Break
- No Reason Provided
- No MSH at Destination
- No Parking at Destination
- Overnight Stay at Truck Facility
- No After Hours Base Access



Questions



SDDDC

UNCLASSIFIED

MILITARY SURFACE DEPLOYMENT & DISTRIBUTION COMMAND
SURFACE WARRIORS

SDDDC MOVES
AND SUSTAINS
FORCES AND MATERIEL
ACROSS THE NATION
AND AROUND THE
GLOBE.

AE Incident/Accident Investigation



WE ARE THE U.S. ARMY SERVICE COMPONENT COMMAND OF THE U.S. TRANSPORTATION COMMAND
AND A MAJOR SUBORDINATE COMMAND OF THE U.S. ARMY MATERIEL COMMAND

TRUSTED PROFESSIONALS...DELIVERING READINESS AND LETHALITY!

UNCLASSIFIED

INCIDENT/ACCIDENT INVESTIGATION

- Review Incident/Accident Feeder Reports from DTTS
- Conduct Research/Determine Classification/Database Input
- Conduct Investigations
- Develop Findings and Recommendations
- Conduct Interventions with Carriers as Required



INFORMATION WE MAY REQUEST

- Description of Incident/Accident (What Happened)
- Description of Property Damage and Personnel Injuries
- Breakdown Description (Tires, Brakes, Engine, Regen etc.)
- Towaway, Repower, Transload
- Military Assistance Requested/Provided
- Police Report (As Applicable)
- Internal Investigation Results
- All other Relevant Information



RESULTS

- Identify Potential Failures/Shortfalls in DOD Policy/Response to Transportation Accidents/Incidents
- Identify Potential Failures/Shortfalls in the AE Carriers' Safety Management Cycle Leading to the Incident





Questions



UNCLASSIFIED

MILITARY SURFACE DEPLOYMENT & DISTRIBUTION COMMAND
SURFACE WARRIORS

SDDDC

**SDDC MOVES,
DEPLOYS
AND SUSTAINS
FORCES AND MATERIEL
ACROSS THE NATION
AND AROUND THE
GLOBE.**

Ammunition & Explosives (AE) Review Program

Will Smith



WE ARE THE U.S. ARMY SERVICE COMPONENT COMMAND OF THE U.S. TRANSPORTATION COMMAND
AND A MAJOR SUBORDINATE COMMAND OF THE U.S. ARMY MATERIEL COMMAND



TRUSTED PROFESSIONALS...DELIVERING READINESS AND LETHALITY!

UNCLASSIFIED

INTRODUCTION

- Management of the Ammunition & Explosives (AE) Transportation Service Providers (TSPs) program
- Scope of Program
- AE TSP Data Review
- Potential AE Review Program Data Sources
- AE Review Program Periodic Reviews



MANAGEMENT OF THE AE TSP PROGRAM

- Established AE Working Group and Transportation of Ammunition & Explosives Review Panel (TARP)
- Focus specifically on AE TSPs
- Capture AE Carrier safety data, performance metrics, and visit results/trends
- Advise senior leadership of AE performance
- Raise awareness of safety and performance level of all AE TSPs

NOTE: TARP will outline carrier suspension or non-use actions for AE TSPs In Accordance With (IAW) SDDCR 15-1



SCOPE OF PROGRAM

- 21 AE carriers registered in our program
- 1,159 AE Tractors
- 1,709 AE Trailers
- FY19 total carrier revenue; \$116M

As of: 31 Jul 19





AE TSP DATA REVIEW

FY19 Revenue: \$10.7M

FY19 Total Shipments: 2,501 (7th – 8.17%)

FY19 Non-Use Actions: 1

USDOT# 123456

FMCSA 24 Month Period (Jul 17 – Jul 19)

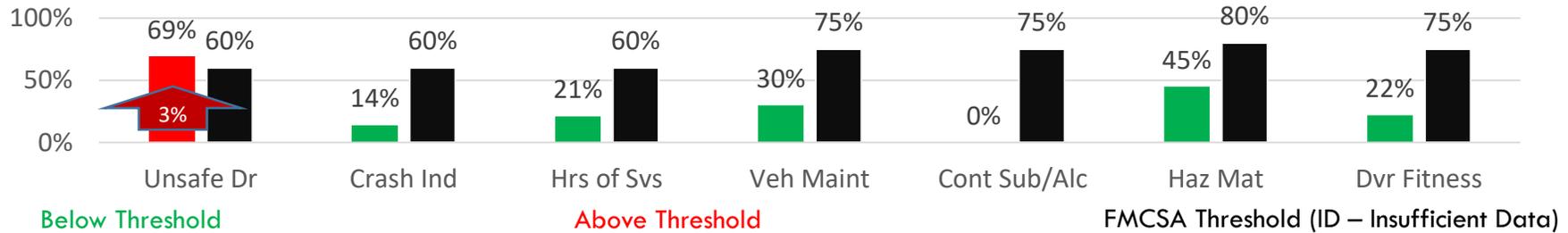
17 DOT Crashes

5 DTTS Accident reports (+1)

987 Roadside Inspections

178 Roadside Violations

Behavior Analysis Safety Improvement Categories (BASIC)



AE TRB Triggers: ■ Meeting standard ■ Concerned ■ Below standard □ Not observed



An accident involving an AE TSP under AE loads

Repeated "Out of Service" mechanical violations/breakdowns that result in surplus time in the public domain or that could lead to an accident under AE loads

Quarterly carrier performance statistics where performance failures per shipments lead to any length of non-use

Negative FMCSA roadside inspection trends on an AE TSP under AE load

AE motor carrier safety evaluation findings that demonstrate non-compliance with Federal Motor Carrier Safety Regulations

Exceeding DOTs compliance, safety, & accountability (CSA) threshold with an unimproved status for greater than 12 months, or exceeding multiple CSA thresholds at one time

Multiple shipper non-use of an AE TSP at the local Level

A trend of security-related violations that endanger the security of AE



POTENTIAL A&E REVIEW PROGRAM DATA SOURCES

- Motor Carrier Safety Evaluation Visit reports/trends
- Enterprise-wide carrier performance actions
- Department of Transportation (DOT) and DTTS accident/incident data
- DOT roadside inspections



AE PERIODIC REVIEWS

- The Panel will meet and review the TPS AE program as a whole
 - Additional sessions to determine carrier suspension or disqualification actions at the SDDC level if required
- AE Working Group will meet at least on a quarterly basis
 - Monthly, if required



UNCLASSIFIED

SDDC

ENABLING WARFIGHTING READINESS

9 BRIGADES GEOGRAPHICALLY LOCATED TO SUPPORT COMBATANT COMMANDERS

OUR NATION'S STRATEGIC AMMUNITION PORTS

GLOBALLY POSTURED TO ENABLE DYNAMIC FORCE EMPLOYMENT

WARFIGHTING & WARFIGHTER FOCUSED



U.S. ARMY



SURFACE WARRIORS! TRUSTED PROFESSIONALS...DELIVERING READINESS AND LETHALITY!

UNCLASSIFIED

SDDC

UNCLASSIFIED

MILITARY SURFACE DEPLOYMENT & DISTRIBUTION COMMAND
SURFACE WARRIORS

SDDC MOVES
AND SUSTAINS
FORCES AND MATERIEL
ACROSS THE NATION
AND AROUND THE
GLOBE.

Defense Transportation Tracking System (DTTS)



WE ARE THE U.S. ARMY SERVICE COMPONENT COMMAND OF THE U.S. TRANSPORTATION COMMAND
AND A MAJOR SUBORDINATE COMMAND OF THE U.S. ARMY MATERIEL COMMAND

TRUSTED PROFESSIONALS...DELIVERING READINESS AND LETHALITY!

UNCLASSIFIED

DTTS OVERVIEW

DTTS Monitors the Safe and Secure Transport of DoD AA&E and Other Sensitive Material (OSM) by Commercial Trucks and Barges in North America Using Satellite/Cellular Technology and 24-Hour Oversight.

Why is this Important?

- Facilitate Rapid Emergency Response to In-transit Accident/Incidents to Minimize Impact
- Monitor In-transit Movement for Security Issues Via Programmed Exception Reporting

TRUCK & TRAILER REGISTRATION/UPDATES

- Issue
 - DTTS has Implemented Specific Hours for Tractor and Trailer Registration and Retesting
- Tips For Success
 - DTTS Tractor/Trailer Registration/Re-testing will Occur Between the Hours of 8:00 AM to 6:00 PM CST, Monday Through Friday (Except Holidays). Testing will be Scheduled Upon Receipt of Completed Registration Forms
 - DTTS Requires TSPs to Submit the Applicable DTTS Tractor/Trailer Registration Form at Least 24-hours in Advance of Testing. Applies to New Registrations, Re-testing of Deregistered Equipment and Deletions
 - Testing Outside of Established Hours and Testing Without Advanced Notification May Occur on a Case-by-case Basis as Determined by DTTS Personnel
 - Effective 3 Sept 2018
- References
 - Carrier Advisory (CA 18 07/26 0258) Dated 25 July 2018



NON FUNCTIONING TRACKING EQUIPMENT

- Issue
 - Arriving At Pick-up Locations with Broken or Inoperable Tracking Equipment
- Background
 - Using Deregistered Equipment Before it has Been Repaired and Retested
 - Using Unregistered Equipment Before it has Been Registered and Tested
- Good to Know
 - Two Hour Check Calls are not Authorized for Nonfunctioning SNS/DCS Equipment at Origin
 - DTTS, Shippers, and TSPs do not have the Authority to Waive DTR or MFTURP-1 Requirements
 - Per the MFTURP-1, TSPs may be Placed on Two Hour Check Calls When They Experience an En Route Equipment Failure.
 - TSPs Must Maintain 24 Hour Uninterrupted SNS/DCS Service
- References
 - DTR 205 C.2.b.3 & MFTURP-1, Section B



UNINTERRUPTED SNS SERVICE

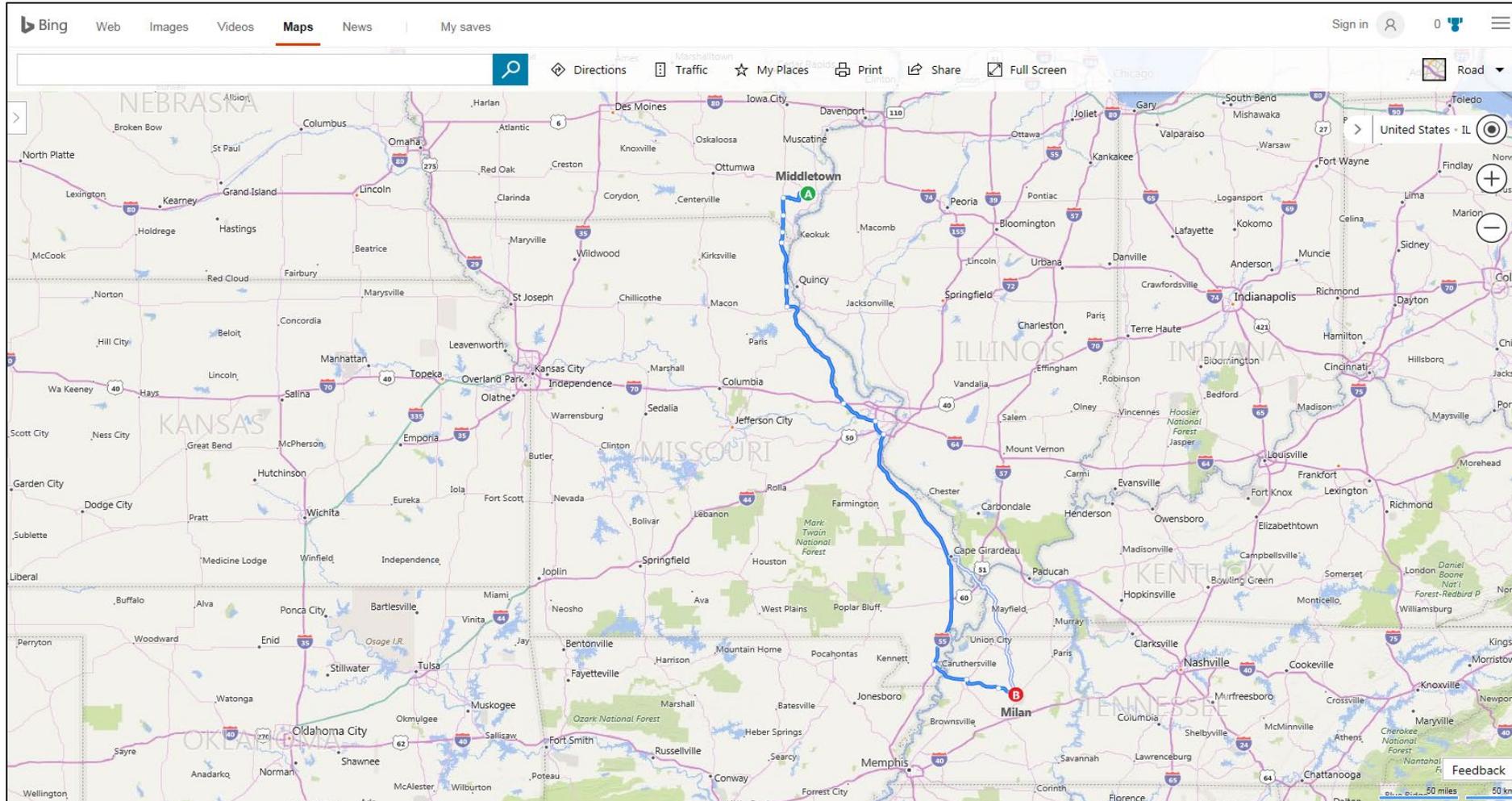
- Issue
 - Unless a TSP's Vehicle is in an Authorized, Protected Environment (i.e., Military Secure Holding/Installation), SNS Equipment Installed on TSP Vehicles, Including the Panic Button Emergency Alert Feature, Will Provide 24-hour Uninterrupted Service
- Good to Know
 - DTTS Took a Sample From June 2019 to August 2019 and Identified Over 4,100 Missed Signals
 - Frequency of "Lost" Signal has Reached USTRANSCOM Leadership and they are Asking for Solutions
 - DTTS Needs Collaboration With TSPs to Determine Causes
- References
 - MFTURP-1, Section B



DISABLING SNS AT COMMERCIAL FACILITY (RAYTHEON, EBV ETC..)



SHIPMENT MOVES WITHOUT ENABLING SNS



TRUSTED PROFESSIONALS... DELIVERING READINESS AND LETHALITY!

TIME IN PUBLIC DOMAIN

- Issue
 - TSPs Must Adhere to the Required Delivery Date (RDD) or to the Standard Transit Time, Whichever is Shorter
- Good to Know
 - Meet the RDD or the Standard Transit Time, Whichever is Shorter
 - Failure to Adhere to the Transit Time or RDD Increases Public Exposure to Potentially Dangerous Materials
 - Carriers Should Work with Both Shipper and Receiver to Identify and Minimize any Potential Delays as a Result of Weather (Hurricanes, Snowstorms, Floods etc.), Holiday Down Days
- References
 - MFTURP-1 Item 5, Figures 5.1 and 5.2



REPORTING SECURE HOLD DENIALS

- Issue
 - DTTS Requests TSPs Attempt Entry into Secure Hold and to Notify DTTS if Entry is Denied
- Good to Know
 - Drivers Must Make an Attempt to Enter Secure Hold
 - DTTS Requests all TSPs Transporting AA&E Immediately Call DTTS when Denied Secure Hold at a DoD Installation: Provide DTTS with the Name and Telephone Number of the Individual Denying Access
 - DTTS will Endeavor to Obtain Access to the Installation for TSP
 - DTTS Reports all Secure Hold Denials to DoD Leadership
- References
 - Carrier Advisory (CA-17-11/06-0189) Dated 6 November 2017



DRIVER MESSAGING ERRORS

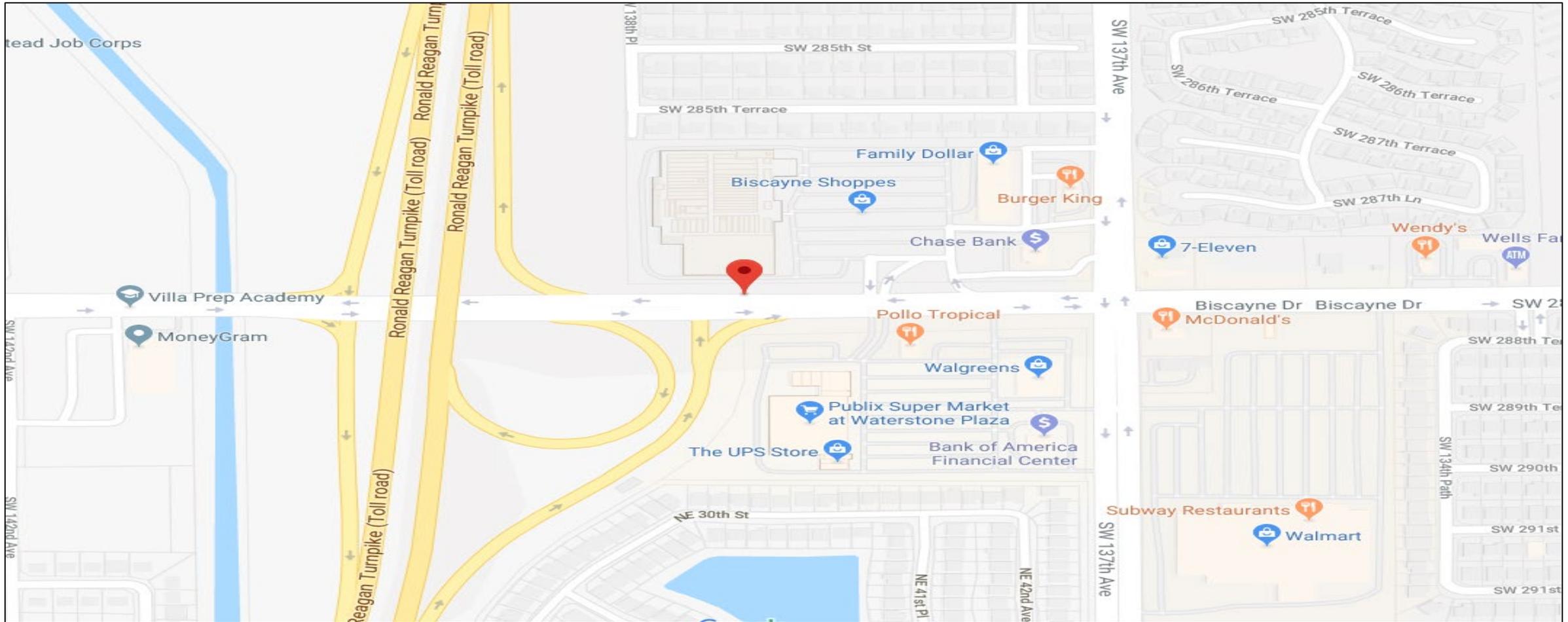
- Issue
 - DTTS Receives Erroneous Driver Messages
- Good to Know
 - Incorrect Messages Create Significant Workload for DTTS, May Slow Response Time and Tie up Resources Used to Provide Monitoring and Facilitate Emergency Response
 - Listing Incorrect Bill of Lading in Load Messages
 - W44XMD0099520 Vs W53XMD0099520
 - 32472 Vs W58H0J0032472
 - W53XMD099520 Vs W53XMD0099520
 - 29405207 (PRO Number) Vs FSFL800452
 - Failing to List a Facility Name and Location in Load Messages
 - Tucson AZ Vs Davis-Monthan AFB AZ
 - Tucson AZ Vs Raytheon, Tucson AZ

DRIVER MESSAGING ERRORS CONT

- Improperly Timed Messages
 - Sending Load/Depart Messages Then Sitting at Origin May Cause a Not In System Report to Shipper
 - Sending Load/Depart Messages After Departing Origin Places AA&E in Public Domain When DTTS Does not Have Shipment Information
 - Lack of Clarity in Messages, Such as “Stopped For Accident”, Causes Unnecessary Telephone Calls and May Falsely Indicate an Emergency Situation
 - Enabling SNS/Sending Messages for Non-DTTS Loads Causes DTTS to Expend Resources Tracking Shipments that do not Require SNS. This Frequently Occurs From Commercial Shippers
- Reference
 - MFTURP-1 Section B



NOT SENDING MESSAGE AT CORRECT TIME



DATA

- Typically Track Between 150-300 Shipments Per Day
- Process Nearly 3,000 Messages Per Day
- Manage Approximately 30 Alert Messages Per Day: Door Open, Untethered Alerts. These are Mostly Due to not Disabling DTTS at Destination, but DTTS will Still Have to Call Dispatch to Confirm. Up To 300 In/Outbound Phone Calls Per Day Resolving Shipment Issues, Gathering Data, Clarifying Responsibilities, And/Or Monitoring Status
- Track Down Approximately 700 Shipments Per Month With no Shipment Data Loaded in the System by the Shipper, Usually by Calling Company Dispatchers to Obtain Missing Information
- Send Out Approximately 350 Emergency Reports Per Year
- Each Incorrect/Incomplete Driver Message(s) Results in a Phone Call to the Company's Dispatcher for Clarification
- This Also Results in the Driver Having to Resend the Message(s) With the Correct Information
- This Causes Increased Workload for DTTS and Company Dispatchers



AFTER HOURS CARRIER DISPATCH

- Issue
 - TSPs Must Provide Dispatch Capabilities as Required in MFTURP-1
- Tips for Success
 - TSPs Must Have Dispatcher Capabilities in Place to Answer and Respond to Telephone Calls From DTTS at all Times. The TSP Must be Able to Either Accept Calls or Accept Messages. TSPs must Respond to DTTS Messages Within 5 MINUTES. This 5-minute Time Period is Measured From the Time DTTS Leaves the Message
 - The DTTS Program Management Office PMO has Strict, Time Sensitive Notification Requirements Which Must be Met During Emergencies. Prompt Response From TSPs Ensures Critical Information is Available to Determine if an Emergency Situation has Occurred and Ensures this Information Can be Passed to First Responders as Quickly as Possible in The Event of an Accident or Incident
- Reference
 - MFTURP-1 Item 78



RESOURCES

- Carrier Smart Card will be Available at the SDDC Booth
- Contact Info
 - TGIS Helpdesk: usarmy.scott.sddc.mbx.G6-SRC-TGIS-HD@mail.mil
 - TGIS Helpdesk Number: 800-462-2176
 - TGIS Accounts: (618) 220-5416
 - DTTS Org email: usarmy.scott.sddc.mbx.dtts@mail.mil
 - DTTS Website: <https://www.sddc.army.mil/dtts/default.aspx>
 - DTTS Toll Free Number: 800-826-0794
 - DTTS Commercial Number: (618) 220-5060

