



**SDDC Pacific Workshop
Industry Panel
October 19, 2010**

»»» Agenda Topics



- Review of 2010 Peak Season Issues and a Look Ahead
- DPS vs. TOPS Volume
- Open Season
- Accessorials
- DTM 09-012 – Base Access
- DP3 – Phase III
- BRAC
- Customs
- Wet Shipments



2010 Peak Season Review



- Capacity Issues....Why? IAM says.....
 - Shift in volume (Domestic) to DPS right before Peak Season
 - Recession caused reduction in drivers/crews
 - Rates
 - Traffic Distribution Methodology – “Feast or Famine”
 - Increase in Commercial Traffic – COD & Nat Acct
 - Lack of Granularity in Blackout Capability
 - little data to help determine when and how much traffic a TSP will receive
 - DPS Performance Issues & shift in responsibilities from PPSOs to TSPs



“Looking Ahead”



- Aug 16 & 17 – SDDC Peak Season “After Action” Meeting – Major Discussion Topics
 - Blackout Capability
 - Shipment Distribution
 - Short Fuse Shipments
 - Capacity/Turnbacks/Refusals
 - Rates
 - TSP/Agent Relationship
 - CFAC



DPS vs. TOPS Volume



- Daycos has recently reported that in the last month almost 90% of their billings have been on DPS shipments.
- JPPSO-NE just reported that JOLT is no longer in use there. AF HQ reported that all JOLT use will cease as of October 1.
- We may not see OTO & Special Solicitations in DPS until the next Annual Cycle.
- IS-11 Solicitation unlikely.



OPEN SEASON



- No!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! WHY.....2010 Peak Season Issues
- SDDC worried about bringing new TSPs into the “flawed” DP3/DPS environment
- Will new TSPs bring new capacity???
- Will we have an Open Season next year???
- Will new program entry guidelines be established?? CFAC, tougher financial restrictions



ACCESSORIALS



- Seems to be a new philosophy within SDDC and PPSOs regarding approving accessorials
 - Front loading washers
 - Third party services
 - Crating
 - Attempted pickups
 - Shuttles
- IAM pushing for this to be a MAJOR discussion item at the PPF (Nov 4 – O’Fallon, IL)



DTM 09-012 – Base Access



- OSD Directive-Type Memorandum - Dec 2009
- Establishes minimum DOD base access policies
- Bases must implement by October 1, 2010
- Local employees must be vetted and provided a local base access card. No card....No access
- Most over-the-road personnel are looking at the access approved – Transportation Worker Identification Credential (TWIC)
- <https://twicprogram.tsa.dhs.gov/TWICWebApp/AboutTWIC.do>



DP3 – Phase III



- Draft Business Rules issued in April 2010
- Comments due June 1, IAM asked for and received an extension until July 1
- IAM established a “Phase III Task Force” – group issued over 200 comments to the rules
- Three new markets:
 - Domestic Small Market (dS2)
 - Local Moves
 - NTS
- We are waiting on USTRANSCOM response



BRAC



- Base Realignment and Closure – 2005
- Must be completed by end of FY11 (Sept 2011)
- Army is the major service affected
- Right now the bulk of Personal Property moves to occur in 3rd & 4th quarter FY11 (April-September 2011) – 20,000 moves???
- PEAK SEASON



CUSTOMS



- Increase in number of full scale inspections
- Government ordered inspections. But billed to TSP by contractors. Who pays for this?
- Agricultural Inspections on the rise. Who is responsible for costs associated with these inspections?



Wet Shipments



- Issue with a rise in the number of shipments going through military aerial ports that have damage due to “wet” shipments.....WHY?
- Who is responsible? How do we document?
- Rise in shipments with water damage coming out of Korea???. Why now? What is the root cause? Who is responsible?



Thank You

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